

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 walkway - 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 that 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 significant intensification of traffic infrastructure at the expense of amenity and direct (current case) or enhanced (approved EIS case) foreshore access to Bicentennial Park/Blackwattle Bay for the local community, including:
 - Being required to cross four 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.
- The inclusion of the vehicle overpass for Northbound traffic on the Crescent, which begs the question of why such a significant increase in surface traffic is anticipated at this location if the Inner West catchment of the Westconnex tunnel network is intended to divert this traffic underground? This proposed modification suggests one of two things:
 - the approved EIS design at the intersection of The Crescent and City West Link was only ever designed to efficiently funnel traffic into the new tunnel portals, and the current three at-grade right turn lanes for Anzac Bridge/Victoria Rd access were never adequately catered for; or
 - Given that neither The Crescent nor Johnston Street are getting wider or increasing in capacity, there isn't a clear justification for inclusion of the overpass (and the attendant impact to the people-focused design elements and the current local community access to local parks and waterfront) other than saving city-bound drivers a minute or so wait at the current traffic lighted intersection at the City West Link.
- The compounded visual impact of a ventilation facility ***AND*** an elevated vehicle overpass, which will significantly impact the district views from Blackwattle Bay and Bicentennial Park in order to save drivers the minor delay of the traffic light intersection at the City West Link. That's a substantial community burden for a very modest traffic benefit.

- 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.
- Removing the right turn option from Johnston Street to The Crescent will promote rat running through narrow residential neighbourhood streets that are ill-equipped to handle such traffic. There is no good alternative to this connection that doesn't provide unnecessary impact to the local communities of Annandale, Forest Lodge, Glebe, Lilyfield and Rozelle.

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.

DIMINISHING ACCESS TO IMPORTANT COMMUNITY ASSETS FOR VERY MODEST TRAFFIC BENEFITS

My family has been part of this local community for over 10 years. Our proximity and easy access to the Glebe foreshore parks and walkway is a significant and central asset to the local community. The proposed modification very simply places total priority on traffic flow at the expense of all else, delivering a very modest benefit to traffic at the expense of local community access to our natural assets. The removal of the direct pedestrian crossing across The Crescent from Johnston Street is just crazy — this is a heavily used crossing by the local community, including our local primary schools, and there is simply no justification for sending pedestrians through four sets of pedestrian lights to access what used to be available in a single crossing. You need to change the priorities and **put people back as a priority stakeholder in this plan.**

HONOURING PROMISES MADE TO FUTURE GENERATIONS

The Approved Environmental Impact Statement details several principles 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 principle**
- **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. **MOD2 ignores the carefully designed green links to allow drivers to bypass *a single set of traffic lights*.**

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 its 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
- Reconsider the justification for an elevated traffic overpass that significantly impacts the local community in order to bypass *a single set of traffic lights*.

Yours Sincerely,



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