

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

**Re: Application: SSI 7485**

Dear Director,

In the short timeframe that has been made available, I am writing in relation to the proposed modification to M4-M5, Mod 2 The Crescent overpass.

**The new proposal suggests significant and negative changes to the previously approved "Greenlink" pedestrian and cyclist access to the Glebe foreshore.**

This will finish the ready accessibility and safety in movement to the foreshore by locals. Easy movement of people will be blocked by a large, noisy, and polluting exposed roadway. People who want to access the area and park will now have to negotiate multiple sets of traffic lights and will be made to travel in a circuitous way along an unattractive raised concrete walkway.

This will be an unpleasant and potentially unsafe cramming together of pedestrians (including young children and the elderly), hundreds of light rail commuters, families with prams, dog walkers and their dogs, joggers, and cyclists, who obviously should not be huddled together in an elevated walkway.

The approved EIS Greenlink was intended to create a continuous green open space from Rozelle and Annandale to the foreshore. Pedestrian and cycle connections need to be safe and direct. **However, the new proposed changes will end this vision and also erode the whole attractiveness of the heralded green "Bays precinct".**

The *Transport for NSW Future Strategy 2056* has suggested that people are central to the design of change, and that open space for the community would be a top priority. That vision is not respected or taken seriously in the newly proposed changes.

Sincerely.

Stephen Tomsen

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