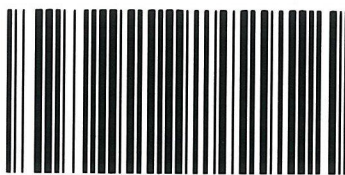
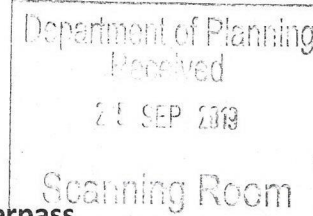


Attention: Director, Transport Assessments Planning Services Department of Planning,
Industry and Environment
GPO Box 39 Sydney, NSW 2001

19th September 2019



PCU078308



Submission: WestConnex M4-M5 Link – Modification 2 The Crescent overpass
Application number SSI 7485

Dear Director,

I strongly object to the modification 2 The Crescent overpass for the following reason.

The modification removes many of the favourable urban design features of the original proposal replacing them with a massive overpass. The changes to the concept design are not what were promised to the community.

This modification will impose hugely on the local landscape in the inner west. A new elevated overpass is completely at odds with local development standards and will have a significant negative visual impact on Annandale and its surrounds. The overpass will also obstruct Rodney Monk's heritage mural which decorates the northern side of the light rail viaduct along The Crescent. That mural was commissioned by the Leichhardt Council in 1980 and inspired by political and social movements in the inner west. It is a dearly loved and historically important local artefact that should be protected.

Negative impacts:

- 1. Massive imposing overpass instead of an underground tunnel**
- 2. Relocation of the green link which will no longer connect Lilyfield with the foreshore at Glebe**
- 3. Addition of a 5m high unvegetated footbridge between the Rozelle Goods Yard at Lilyfield and the Glebe foreshore**
- 4. No direct route for pedestrian or cycling traffic between Annandale and Glebe foreshore**
- 5. Obstruction of the 'people's mural' on The Crescent**
- 6. No right turn from Johnston St into The Crescent**

This modification prioritises the needs of motorists, trashing the experience of local pedestrian traffic and making harder for residents to access the public waterfront. Pedestrians walking from the Western side of Johnston Street will have to use an astonishing four pedestrian crossings in order to reach Bicentennial Park (see diagram below). This pedestrian arrangement should be modified to allow pedestrians to cross direct from Johnston Street to the Park via The Crescent

Pedestrian access to Bicentennial Park and Jubilee Park This modification prioritises the needs of motorists, trashing the experience of local pedestrian traffic and making harder for residents to access the public waterfront. Pedestrians walking from the Western side of Johnston Street will have to use an astonishing four pedestrian crossings in order to reach Bicentennial Park (see diagram below). This pedestrian arrangement should be modified to allow pedestrians to cross direct from Johnston Street to the Park via The Crescent.

Destruction of mature fig trees at Buruwan Park This design proposes to rip up Buruwan Park and all the vegetation at that site including over 70 trees and several beautiful mature fig trees. Removing this vegetation will impact on the liveability of our suburb by removing shade, making our local area warmer and destroying the green barrier it provides between the City West Link and residences. Even if these trees are replaced with saplings, it could take up to a decade for tree cover to return to this site. Any modification to this proposal should make every possible effort to save these trees and vegetation. At a bare minimum, these trees should not be removed until a full Urban Design and Landscape Plan has been completed.

Relocation of the green link This modification would abandon one of the centrepieces of the original design: a pedestrian and cycling green link to connect the Rozelle Goods Yard to Bicentennial Park. Relocating that green link to the west of the intersection of The Crescent and City West Link ignores the original conditions of consent given for this project and puts the needs of motorists ahead of pedestrians and cyclists. The proposed pedestrian bridge further north up the City West Link creates an unnecessarily long walk for pedestrians and an unnecessarily high climb of 5+ metres.

RMS and the contractors should reconsider other design options for a continuous green link from Rozelle Goods Yard, across the City West Link into Jubilee Park, including a link to Annandale and the Rozelle Bay light rail stop.

Modification 2 The Crescent overpass Increases local traffic in Annandale This modification would remove the option to turn right out of Johnston Street into the Crescent which will increase traffic through local streets including Piper Street and Booth Street. These changed conditions will mean increased noise and emissions for residents in Annandale


This proposal could be replaced with a slot cut and cover trench running under Whites Creek to push traffic underground instead of overground and avoid the massive imposition of an overpass and destruction of the 'people's mural'.

Global experience of major toll road construction has demonstrated conclusively that projects like this increase air pollution, encourage more car use, fleece road users with exorbitant tolls and eventually fill the increased road capacity they create. This modification completely ignores the conditions of consent given for this project and threatens to impose unacceptable negative consequences on the landscape and liveability of our local area. The proposed overpass is totally out of step with local development in Annandale and will obstruct a local heritage mural and destroy Buruwan Park. Sufficient consideration hasn't been given to obvious alternatives such as an underground tunnel running under Whites Creek.

Yours sincerely,



Sandra Langtree


Lilyfield NSW 2040