

Application Number SSI 7485**WestConnex M4-M5 Link – Modification 2 The Crescent overpass****Kerrie Boylett**

Firstly, I would like to make a comment on how difficult it is to make a submission under the Planning & Environment Portal. I have tried to register twice and the portal e-mails me back that there is a glitch in the system and was not able to be accepted by log on.

Is this a way of not getting objections through on this project and hoping that people just give up. Surely it would have been sensible to have an e-mail address for people to e-mail comments through. Maybe you could look at this in the future to be able to get a proper balance of what the public really think.

I wish to strongly oppose the modification as submitted by John Holland and RMS for an elevated overpass. Surely the government would see that this is absolutely detrimental to the local community of Balmain and Annandale. By even contemplating this change the government is completely ignoring the conditions of consent already given to this project. I have lived in Balmain for 64 years and I find it appalling that the government approves DA's, then once through can change them, so dramatically or not give the public the true effect of what is going on as has happened over the past number of years with West Connect. It would be outrageous for Holland's submission due to a number of issues as listed below:

Proposed modification

- This DA will destroy large mature trees;
- The proposal certainly has an unacceptable and unnecessary visual impact on the area. Holland are suggesting a massive imposing overpass instead of the approved underground tunnel;
- Makes it more difficult for pedestrians accessing the Lilyfield and Annandale areas;
- Fails to solve any traffic congestion issues;
- We should be expanding public open spaces – not destroying them. There is little left, why destroy more when not required;
- We should be looking at greenspace – not concrete jungles.

When you look at the above suggestions and compare it with what is approved already i.e.

- Single safe, direct pedestrian and cycling access from Rozelle Yards to the Glebe foreshore;
- Shared user pathways; and
- Unobtrusive underground tunnelling allowing traffic from Crescent to City West Link without stopping at traffic lights.

There is absolutely no comparison between the two.

Happy for anyone to contact me to discuss.