

**Application Number SSI 7485****WestConnex M4-M5 Link – Modification 2 The Crescent overpass****Anne Picot****St Peters**

I ask that this submission to be registered and published with my name and address.

I ask for acknowledgement of receipt.

There are many things about the whole Westconnex project which are objectionable, the lack of actual utility, the escalating cost, the decision to build a privatised tollway with an extraordinary agreement to raise the toll levels by 4% per annum on the basis of no community consultation and then proceeding with little heed of the substantial objections which the affected communities raised. However the original design of Westconnex Stage 3B at least attempted to create some green spaces to ameliorate the impact of the massive project on the surrounding neighbourhoods.

We have already lost substantial portions of our parks to Westconnex, such as the Reg Coady Reserve in Haberfield and the south east corner of Sydney Park. Now it seems the people of Annandale have lost their Buruwan Park to a proposed modification to the design upon which the EIS was based, before the process of exhibition, submissions and assessment has been completed.

The loss of Buruwan Park with its mature trees and high use for the sake of an ugly, massive, concrete structure with no obvious need or benefit is my first point of objection to this proposal. We simply cannot afford the loss of more mature trees from the Inner West, particularly around massive road projects which will inevitably generate more air pollution and increase the heat foot print of the area. Losing mature trees which can mitigate these impacts shows contempt for the impacts on public health and well being. The fact that these trees have been removed before the statutory consultation about the proposed modification is completed makes a mockery of the process and demonstrates another failure by the WestConnex contractors to comply with the conditions of approval and the contempt they evidently feel for the planning laws and regulations.

Reading the documentation, there seem to be remarkably few benefits claimed and what are claimed are based on optimistic statements about slight improvements to or "comparable" impacts on traffic performance. The executive summary admits there will be more noise and air pollution from the traffic, more restrictions on where the traffic may flow and heavier traffic on the Anzac Bridge and Johnston St. Since even the formal documents admit the traffic improvements will be slight but the air pollution and traffic noise will be increased for some residents, I object to this modification.

The only benefit it claims will be the "reduction" of construction "fatigue" by building an overpass now, instead of waiting for the huge project of the proposed western harbour tunnel to be designed, EIS prepared, exhibited, and submissions received and assessed and presumably approved in the next decade. I object to the design of stage 3B being modified for a separate project which has not been approved.

We will lose the single, safe pedestrian and cycle link between the rehabilitated Rozelle Goods Yard and the Glebe foreshore and Annandale as originally designed. We will lose the pedestrian and cycle direct route between Annandale and the Glebe foreshore, making it much harder for people to reach the public waterfront. The relative low visual impact with

substantial, planted verges will be replaced by a massive lump of concrete. And the "people's mural" on the Crescent will be obscured. The proposed pedestrian bridge further north up the City West Link will create a much longer pedestrian walk and a 5m+ climb instead of the original proposal, which will adversely affect the elderly and people with mobility impairments. Yet again it seems the convenience and advantage of the contractors and the interests of vehicle traffic is put ahead of the interests of pedestrians and cyclists. All of these impacts make the stage 3B Westconnex project worse for the immediate surrounds and their residents worse.

I urge the Planning department to reject this modification and maintain the original design.