

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

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I objected to the original concept plan which involved a series of tunnels at this intersection as I was of the opinion that the entire WestConnex, Stage 3, was unnecessary, and that a significant improvement in the provision of public transport was better for the environment and safer means of travel for Sydney's residents.

Now however, we are to have inflicted upon us, a massive, unattractive, vehicle encouraging overpass. Annandale is an historic, harbourside suburb which deserves some recognition and respect as such as its place in the history of Sydney and NSW.

Creating this eyesore across the front of the railway viaduct and the culturally significant mural, as well as the visual blight to our Head of Rozelle Bay, is just plain bastardry.

By the creation of this overpass Annandale's residents will also lose their previously planned above ground, green safe pedestrian/cycleway which linked our harbor foreshore and adjoining suburbs. This fractures our community, and makes it less safe for pedestrians and cyclists. We will instead have an 5 metre high, unvegetated footbridge between the goods yard and the foreshore.

There appears to be no direct route for pedestrian or cyclists from Annandale to access their foreshore and their Bi Centennial Park. This area is used significantly by residents who then cycle to the city around the bays, take their dogs to the "dog beach", use the now being rebuilt large playground, and the currently being constructed skate park, the playing fields, the open space, the b b q areas, the fitness equipment and the actual water front for fishing (esp. with grandchildren –we release the catch back into the bay) sailing toy boats and launching canoes etc.

We are being denied easy access to our harbor foreshore and the Bi Centennial Parklands.

The new configuration will result in an increase of traffic through our suburb and will pose additional health and safety issues to all due to volume and kind of vehicles, (more "heavy" vehicles) and the fumes generated/released.

Johnston St has two nursing homes, four churches, two schools, a pre-school a post office and lively shopping centre.

It should not be upgraded as such by the encouragement of through traffic.

We ask that this proposal be rejected, and the original, lesser negative impact one of tunnels, be re-instated.

No consideration is being given to long term planning for the ease of movement of the residents of Sydney or NSW with these ever growing tentacles of tollways.

It's indicative of the lack of foresight displayed by those proponents of tollways as a mode of moving people and goods and services. Long haul goods must be put back onto heavy rail!

When WestConnex was first discussed I suggested that the \$billions would be better value for all NSW residents if it were spent on a tunnel under the Blue Mountains, thus opening up

all the great towns beyond—Orange, Parkes, Bathurst etc —while at the same time, improving the suburbs in the B M as places to live minus trucks! It would also expand the attractiveness of the BM for tourists.

The inland and coastal highways could have been upgraded—again a safety issue, and the long time referred to inland express rail line be built—but none of these were viewed as “valuable”!!

Tollways are a thing of the past in other countries.

They are not efficient as they are mainly utilized for peak hour traffic, thus leaving vast swathes of non porous, heat creating bitumen to send run off from vehicles oil, rubber etc into our waterways.

Taxpayers are “hit” threefold. As partners in building them, then as users with \$ tolls, and by additional costs incurred by businesses who pay them and pass onto consumers/customers.

Perhaps too in loss of govt. taxes as the commercial users claim tolls as a tax deduction!