

I object to the modifications for the following reasons:

- This overpass is only designed to address the additional traffic that will be created by WestConnex. It will not reduce the amount of traffic in Annandale but will negatively impact local residents, cyclists and pedestrians.
- An underpass remains the best option. It is much less overbearing than an overpass. The plan for an overpass should be replaced by a short tunnel under the City West Link with slot trench approaches. An underpass provides the best visual and urban outcomes and should allow the retention of the green link in a location to best connect different areas of greenspace together.
- This proposal has abandoned the horseshoe pedestrian bridge but hasn't reinstated the seamless park to park connection that was originally promised. This means that cyclists and pedestrians are forced to cross the Crescent via traffic lights.
- The proposed overpass will obstruct Rodney Monk's heritage mural which decorates the northern side of the light rail viaduct along The Crescent and has significant local heritage value.
- All these negative impacts are being driven by the exclusive focus by Transport for NSW on improved vehicle movements. The government should prioritise the needs of local residents, pedestrian and cyclist access and the retention of vegetation and greenspace over the movement of cars and traffic into WestConnex.

