

11 May 2020

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

Application: SSI 7485

Dear Director Transport Assessments Planning Services,

I write regarding the proposed modification to M4-M5 Link, Mod 2 The Crescent overpass and changes to pedestrian infrastructure in North Annandale, Rozelle and Rozelle Bay Foreshore area.

I am a Leichhardt resident who lives on the border of Annandale and uses all of the wonderful Annandale amenities especially the open space and parks.

I had used Buruwan Park and footpaths along The Crescent to access Bicentennial Park every day with my children and our dog when walking to the park and waterfront from our home.

I have just seen the new design for the elevated motorway overpass in Annandale at the Crescent and City West Link as part of WestConnex and whilst I appreciate the improvements you have made, I still don't think Annandale needs an overpass.

I, along with the other 1,000 residents who entered an objection to the original overpass design object to the new overpass design. As residents we want the safety of pedestrians and access to green space NOT extra traffic and motor vehicles.

The massive overpass being proposed is a totally unnecessary imposition on our local area that clearly prioritises cars and traffic over cyclists, pedestrians and resident amenity.

I have the following objections:

- The evidence demonstrates this modification won't solve congestion in Annandale
- This overpass is only designed to address the additional traffic that you have created by WestConnex.
- It will not reduce the amount of traffic in Annandale but will increase it and negatively impact local residents, cyclists and pedestrians.
- An underpass would be less overbearing on the local area and the plan for an overpass should be replaced by a short tunnel under the City West Link with slot trench approaches. This would provide the best visual and urban outcomes and would allow the retention of the green link in a location to best connect different areas of greenspace together.
- There is now no direct pedestrian and cycling link between the Glebe foreshore and Rozelle Goods Yard. The new proposal has abandoned the horseshoe pedestrian bridge but hasn't reinstated the

park to park connection that was originally promised. This means that cyclists and pedestrians are forced to cross the Crescent via traffic lights.

- The people's mural will be obscured by the overpass. The proposed overpass will obstruct Rodney Monk's much loved heritage mural which decorates the northern side of the light rail viaduct along The Crescent and has significant local heritage value.
- The needs of motorists are prioritised over pedestrians, cyclists and residents. All these negative impacts are being driven by the exclusive focus by Transport for NSW on improved vehicle movements and 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.

I am absolutely committed to doing what I can as a resident to protect the liveability of our of our local area and retention and access to open green space. **This park is our primary green space.** The park is used by the residents of six surrounding suburbs - Annandale, Rozelle, Leichhardt, Lilyfield, Forest Lodge and Glebe and our entire community will be hugely impacted by the changes to the overpass design.

Yours Sincerely

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