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The Director
Department of Planning, Industry and Environment
GPO BOX 39
Sydney NSW 2001

REF: MOD-2-The Crescent Overpass and Active Transport Links

Dear Director,

I urge you to reject the application on the following grounds:

- **The evidence demonstrates this modification won't solve congestion in Annandale**
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 would be less overbearing on the local area**
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.
- **There is now no direct pedestrian and cycling link between the Glebe foreshore and Rozelle Goods Yard**
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 variation has not identified the need to provide water quality improvement, at the outlet of Whites Creek. Upgrading this concrete channel, to a rock lined surface with appropriate vegetation, should be mandatory, given the extensive earthworks proposed in the immediate catchment. Whites Creek is of significant historical and ecological interest and provides habitat for a variety of plant and animal species, that a greatly enjoyed by locals and visitors alike.

- **The people's mural will be obscured**

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.

- **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. 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.

Thank you for your attention to this matter.

Sincerely

Philippa