

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

***Application Number SSI 7485-Mod 2 EXH-2824***

**WESTCONNEX M4-M5 LINK – MODIFICATION 2 THE CRESCENT OVERPASS AND  
ACTIVE TRANSPORT LINKS**

**SUBMISSION**

I am a resident of Leichhardt of more than 35 years' standing and in 2019 submitted an objection to the proposed modification of the approved design of the M4-M5 link that replaced an underground tunnel with a massive overpass.

I acknowledge that the result of consultation has seen a further modification of the design to take account of community concerns. Some of the most objectionable elements of the proposal have been addressed.

However, the central aspect of the modification is the elevated motorway overpass, and this has not been addressed. I continue to strongly object to the proposal to replace an underground tunnel with an overpass.

As I stated in my previous submission, I am a former NSW public servant familiar with the importance of good governance and accountability; a grandparent of young children living close to the proposed Rozelle Interchange; a long-term user of public transport and a regular pedestrian and fitness walker, and I have watched with increasing concern the development of the WestConnex project from one with a reasonable objective of 'linking Sydney's west and south-west with the city, airport and port in a 33 km continuous motorway' (*WestConnex Business Case Summary September 2013*) to one that has the potential to transform the Inner West of Sydney in a utterly negative way.

The proposed modification is the latest example. It completely ignores the conditions of consent given for the project and removes many of the favourable urban design features of the original proposal. It makes a mockery of the NSW Government's The Bays Precinct Urban Transformation Program, seen as an opportunity to transform harbour front land and waterways for the economic, cultural and social benefit of Sydney and New South Wales. It is a totally unnecessary imposition on the local area that prioritises cars and traffic over cyclists, pedestrians and residential amenity.

Particular concerns include:

- An overpass will not solve traffic congestion in Annandale. It will merely address the additional traffic that will be created by WestConnex.

- There is no direct pedestrian and cycling link between the Glebe foreshore and Rozelle Goods Yard. A seamless park to park connection was originally promised, but cyclists and pedestrians will be forced to cross the Crescent via traffic lights.
- The proposed overpass will obstruct Rodney Monk's heritage mural inspired by political and social movements in the inner west. It dates from the 1980s and is an important local artefact worthy of preservation.

It is submitted that an underpass would be less overbearing on the local area. The proposed overpass should be replaced by a short tunnel under the City West Link with slot trench approaches. An underpass provides the optimal visual and urban outcomes.

In conclusion, there is no discernible community benefit in this proposed modification and it should be opposed. The current experience with lockdown and social distancing during the COVID-19 crisis has emphasised the importance of expanding public, open green space and prioritising the needs of local residents, pedestrians and cyclists over the movement of cars and traffic.

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