

28 January 2016

Director Infrastructure Projects  
Planning Services  
NSW Department of Planning and Environment  
Application Number SSI 6788

Dear Director,

**Submission re 'WestConnex New M5' (SSI 6788)**

We write in response to the 'WestConnex New M5.' We live in St Peters and our children attend St Peters Preschool and St Peters Public school and we will be adversely affected by the Westconnex East proposal as more traffic will be directed onto our local streets and our children will suffer from increased levels of pollution and safety risks from increased traffic and speed limits.

**1. The logic of the St Peters Interchange**

Given that the purpose of the extension of the M5 is to take traffic to the airport and the Port then why is it coming out in St Peters? Furthermore, it will dump traffic at the end of King St, Newtown, already one of the most congested areas of Sydney.

The WestConnex will not solve Sydney's traffic issues. The Environmental Impact Statement (EIS) itself states, that even with construction of the full project, travel times in our community will only improve by as little as 30 seconds whilst, in other areas, traffic on suburban streets will increase by almost as much as 50%.

The EIS shows that the number of vehicles that will access the WestConnex road network is significantly lower than expected due to excessive tolling. This will mean more cars on suburban streets trying to find short cuts. Streets in our community such as May Street St Peters, are already in effect carparks during peak times - they can't take additional traffic.

**2. The loss of homes on Campbell St**

This development will mean that the houses of our neighbours in Campbell St will be knocked down. This will have a massive impact on our community, our school and, obviously, on those personally affected.

What is particularly distressing for the community is that the plan is to knock down these houses to create 3 lanes each way on Campbell St with one lane each side for parking – so essentially a lot of people are losing their home for parking.

I know parking is an important issue but there never has been any parking on Campbell St so why is it needed now?

### **3. Negative impact on children - Pollution**

The St Peters Interchange will increase the number of vehicles on our local streets and will have a negative impact on our children due to the increased levels of pollution in their local streets.

The location of the St Peters Interchange is only 600m away from a local school and pre-school which puts the most vulnerable in our community at increased risk.

### **4. Negative impact on children – Safety**

The expansion of Campbell St from a single lane each way to two lanes each way and the increase of the speed limits to 60km/hr on May St increases the risk to children crossing the road to go to Simpson Park or attending St Peters Public School or Pre-school.

The speed limit on May St is presently 50 km/hr and should not be increased to 60km/hr. In fact it should be reduced to 40km/h due to the size of road, volume of traffic which is proposed to increase in the EIS and due to the close vicinity to Camdenville Park and recreation facilities for young children. This is supported by the reasons below:

- May Street traverse a park area, which hosts local residents and young children, involved in sport and recreational activities.
- Parking along May Street is parallel to traffic movements and due to the narrow nature of the Street, presents a risk of passengers, particularly children alighting the vehicles and once the BMX pump track has been delivered, the removal of bicycles for car bike racks. An increase in the speed will only exacerbate the risks to life and limb.
- A new large Children's playground is being delivered to Camdenville Park in 2016/17 as well as the discussed young Children's BMX Pump track. An attempt by the council to encourage community use of the council facilities and encourage outdoor activities again will increase risk of traffic incidents due to inappropriate vehicle speeds along May Street

Campbell St should also be reduced to 40km/hr because of its proximity to the School or at the very least a school zone introduced with a maximum speed of 40km/hr during school hours and a maximum 50/km hour outside school hours. Furthermore, a pedestrian footbridge should be installed over Campbell St to enable students to safely travel to St Peters Public School. Our community, at a recent meeting with the WDA and RMS, called upon the RMS to install a footbridge similar to the one over Stanmore Rd to Newington and have had no response this.

### **5. Impact on May St – loss of parking and Camdenville Park**

To assist with traffic flow into and along Unwins Bridge Road and May Street, it has been proposed to considerably extend the second 'through lane' on the Northern side of May Street, heading Eastbound for at least 100m and extend the

second 'through lane' on the Southern side of May Street, heading Westbound also for at least 100m. The proposal is to have painted traffic chicanes in front of the premises 119-113, which do not have the facility of off street parking, In doing so, this will involve the permanent removal of at least 21 - 26 car parking spaces, in this section alone. We support the proposal that these are relocated closer to the May, Bedwin, Council Street intersection, to the Western side of the Camdenville Park council maintenance access road, West of 119 May Street and adjacent to the storm water basin. This will allow residents who do not have off street parking, to be able to park relatively close to their property and will increase parking space capacity by 3-4 spaces. This will still allow for the existing through lane to be expanded by approximately 80-90metres (upwards of 262ft). The relocation of the chicanes will reduce the negative visual impact to the 'local significant heritage items (LEP I273)', of the May Street terraces, 119 - 105 May Street.

In all, Westconnex proposes the removal of up to 38 permanent spaces along both sides of May Street (Table 110). In addition, we understand that we will lose the parking outside our house for the two years of construction. This is going to have a significant impact on families such as us with small children. It is already extremely to get a park near the house and this will just make it almost impossible.

In relation to the intersection of Bedwin Rd and May/Unwins Bridge Rd, while an expanded intersection and improvements such as a right hand turn arrow into Bedwin and into May St will improve both pedestrian and driver safety we are concerned about the impact on the proposed wetland development on the corner of Bedwin and May St.

## **6. Footpaths**

The WestConnex EIS proposes the upgrade of the existing footpaths along the Northern and Southern sides of May Street for approximately 200m from the Bedwin and May Street intersection.

We would like to see that as part of the upgrade of the footpaths along this section proposed and in particular the fronts of the local significant heritage items (LEP I273), terraces on May Street that narrow raised garden beds are integrated into the footpath (on the road side) to soften the look. This would, as stated in the WestConnex EIS on 'Local Road Upgrades'; "vegetation and tree plantings would be used to create a sense of visual separation for pedestrians and cyclists from the road edge."

Additionally, this will assist with the reduction of traffic noise and carbon dioxide emissions, passive heat generation from the roadway and footpaths and reduce indirect visual impacts to the local significant heritage items (LEP I273).

## **Conclusion**

1. The St Peters Interchange has no logic and will have a devastating impact on the community of St Peters both from an increased traffic pollution and safety risk.
2. There should be a footbridge over Campbell St for the safety of the transit of children to school.
3. That May St should remain 50km/hr.
4. That Campbell St should be 50km/hr and a school zone in school hours.
5. That parking losses are minimised for residents, in May St we just can't afford to lose any parking spaces – this affects residents and local businesses.
6. May St residents want the corner of Bedwin Rd and May St to be developed in accordance with Marrickville Council plans into a wetland space as a positive enhancement to our community.
7. That upgrading of the footpaths on May St include narrow raised garden beds.

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