

WESTCONNEX – M4 WIDENING SUBMISSION

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INTRODUCTION

We agree in principle with the concept of the WestConnex infrastructure project. From our home in Wentworth Point the ability to access the Kingsford-Smith Airport and the southern suburbs by a very direct route is very attractive and the removal of many heavy vehicles from existing secondary roads is of great importance.

We are mindful that the staged construction programme will result in an extended period of traffic and environmental stress for many people either using the existing road system or who live adjacent to the project. We hope for all concerned that high quality design and planning of this major project will minimise this impact and deliver the benefits we all want.

HOWEVER, there are some serious design/planning issues as discussed below.

PARRAMATTA TO FIVEDOCK M4 WIDENING STAGE

IMPACT ON WENTWORTH POINT RESIDENTIAL PRECINCT

- a) Since purchasing in the Wentworth Point suburb, two major developmental decisions have been taken by the State Department of Planning:
 - i) Vastly increased building densities have been approved to enable a developer funded bridge across Homebush Bay to link Wentworth Point with Rhodes.
 - ii) The State Government have announced an Urban Activation Precinct at the end of Hill Road, fronting the Parramatta River, again with very high density residential buildings.

We have seen since purchasing in this area, the projected population of the suburb go from 5-6000 people to 15-25,000 people.

- b) There are only TWO (2) access roads in and out of Wentworth Point – Hill Road and Bennelong Parkway, and even with the skyrocketing population, there are NO plans to improve the number of access roads.
- c) What is required is a TOTAL TRAFFIC MANAGEMENT PLAN FOR WENTWORTH POINT, and the WestConnex Project, particularly the M4 Widening Stage needs to be AN INTEGRAL PART OF THIS PLAN!!
- d) If Wentworth Point residents are ever going to be able to get in and out of their homes when development is complete on this peninsula, we need to optimise the use of every piece of existing and PLANNED ROAD SYSTEMS.

DESIGN OF THE M4 WIDENING STAGE

- a) This Stage of the WestConnex Project will have the most impact on the Wentworth Point residents and three (3) major design issues need to be addressed as part of an INTEGRATED TRAFFIC MANAGEMENT PLAN for our precinct:
 - i) **Provision of a West Bound Off-Ramp from the M4 to Hill Road.**
When completed, the WestConnex will be a direct route from the southern suburbs and the Airport for residents of both Wentworth Point and Newington. The present design only allows for a west bound off-ramp at the Homebush Bay Drive interchange, thus putting more traffic coming to Wentworth Point and Newington into the already over taxed Australia Ave – Underwood Road Roundabout (aka “The DFO Roundabout” – see iii) below).

This design modification is **CRITICAL** in allowing large volumes of residential traffic to **directly** access their limited access road (Hill Road) to their homes when coming from the southern regions of Sydney, including the Airport.

ii) Provision of an East Bound Off-Ramp from Parramatta Road to North Bound Homebush Bay Drive

Whilst this is not a direct design element of the WestConnex, the WestConnex concept being a toll road, will throw extra traffic onto Parramatta Road, especially for people in the Silverwater, Newington, Wentworth Point areas. Parramatta Road would offer a viable alternative to access Homebush Bay Drive in both directions for local traffic wishing to avoid the toll payment for a relatively short section. The current pathway through Sydney Markets for traffic currently coming off Parramatta Road and wishing to go north on Homebush Bay Drive (all northern suburbs of Sydney) is not widely known and is extremely poorly designed.

This design modification is an essential element in a TOTAL TRAFFIC MANAGEMENT PLAN for Wentworth Point, Silverwater and Newington and needs to be undertaken as part of the WestConnex construction plan.

iii) Redesign and Positive Traffic Management System at the DFO Roundabout

The proposed WestConnex Project in its current design form will have a direct impact on traffic in this adjacent interchange. Poor planning of entrances and exits for the DFO Shopping Centre together with the rapidly increasing population in Wentworth Point and the increasing use of Olympic Park major events facilities make this intersection a nightmare for local residents whenever there is a peak in traffic density at this intersection.

Again, whilst this is currently not part of the design/planning stage of the WestConnex, it is **CRITICAL** that effective and positive traffic management systems be put in place at this intersection as part of the TOTAL TRAFFIC MANAGEMENT PLAN for locals in the residential areas in which this intersection is part of the only way to reach their homes.

SUMMARY

- 1) The WestConnex Project will have a major impact on the accessibility to and from the rapidly developing high density residential precinct of Wentworth Point.
- 2) Wentworth Point is poorly served by public transport and the proposed Homebush Bay Bridge will only partially alleviate this long term problem.
- 3) **The precinct urgently needs a TOTAL TRAFFIC MANAGEMENT PLAN and the M4 Widening Stage represents an excellent opportunity to rectify some serious current problems and to plan for the future needs of a much increased population.**
- 4) The three (3) design modifications recommended above need to be incorporated NOW whilst this major work is at the design/ planning stage – such modifications will never be cheaper to achieve.