

12 September 2014

Department of Planning and the Environment
GPO Box 39
Sydney NSW 2001

Re: Project No. SSI 6148

As one of more than 200 businesses based in Sydney Olympic Park with 9 employees, we wish to make a formal submission with regards to the *WestConnex M4 Widening Environmental Impact Statement* recently released.

Whilst we support the construction of the WestConnex and specifically the Hill Road on-ramp which will improve egress from the Park to the East for the growing number of event patrons, employees and residents travelling from Sydney Olympic Park, Wentworth Point, Carter Street and Newington, we have three key issues with the project.

1. **The WestConnex project does not offer a fully integrated solution for commuters from the expanding events, business, resident and student populations in the Sydney Olympic Park and surrounding precincts.**
 - There are over 6,000 events annually in Sydney Olympic Park, with ANZ Stadium, Sydney Showground and Allphones Arena attracting more than 4 million visitors to the Park.
 - 11 million visitors annually (does not include the daily community) - up 40% from 2006
 - Student and employee numbers have increased by around 20% to 17,449 since 2011
 - Resident and student number numbers in the Park will be 36,500 by 2030, with an additional projected 40,000 residents in the adjoining Wentworth Point and Carter Street Urban Activation Precincts, Newington and Silverwater.
 - Projected three million visitors to DFO retail centre in 2014

Recommendation

Construction of an off-ramp from the M4 onto Hill Road to provide a much needed, direct way to access the Wentworth Point, Carter Street and Sydney Olympic Park when travelling from east to west to reduce congestion at the Australia Avenue Roundabout

Hill Road be reclassified and upgraded from a local road to a major road to reflect its status as a strategic thoroughfare to and from Sydney Olympic Park and as part of an interchange connecting it to an urban motorway.

2. **Inadequate public transport increases pressure on roads in Sydney Olympic precinct and nearby arterial roads.**
 - The lack of adequate public transport to and from Sydney Olympic Park during the week is forcing increased use of private vehicles onto an already congested road system around the Park. When a major event is hosted in the park the congestion of the surrounding arterial roads is further intensified.

Recommendation

A bus priority lane between Sydney Olympic Park and Strathfield to efficiently transport large numbers of people during morning and afternoon peak periods, and during major events in Sydney Olympic Park.

3. **Inability to handle high and increasing traffic demands at the Australia Avenue roundabout.**
 - Around 80% of the daily car movements enter and leave the Park via Australia Avenue. The roundabout does not have the capacity to carry the increased population, including the redeveloped DFO retail centre, over the next 5-10 years.
 - Constant negative feedback from our employees, contractors, suppliers, and visitors alike traveling to and from Sydney Olympic Park during weekdays at peak times and during major events

Recommendation

The Australia Avenue roundabout be upgraded to accommodate current high volumes of traffic and increased traffic demands that will be brought by the WestConnex.

Sydney Olympic Park is long overdue for infrastructure improvements given the significant growth in event, employee, resident and student numbers in the past few years and its proven track record in contributing to the economic benefits of the state.

We look forward to receiving a response to these issues and recommendations.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Gordon Fallance'.

Gordon Fallance
Director