

Blacktown City Council comments on the Refinement of Southern Link Road Network & Archbold Road alignments

Blacktown City Council has been involved as an active participant in the strategic planning of the road network for the Western Sydney Employment Area (WSEA), and in particular Southern Link Road Network Strategic Transport Assessment (SLRN STA) project.

Council has supported the proposed Southern Link Road Network in the past and will continue to support the road network as it will provide the road infrastructure required to accommodate travel demand generated by employment areas south of the Warragamba Pipeline and the future airport within the Broader Western Sydney Employment Area (BWSEA).

In the refinement report of SLRN, it is noted that the section of Archbold Road extension from M4 to the Warragamba Pipeline is included but the upgrading of Archbold Road north of M4 to the Great Western Highway is not included. Council consistently indicated its desire throughout the SLRN planning process that the upgrading of Archbold Road between M4 and Great Western Highway should be an integral part of the future road network. The planning for the Eastern Creek Precinct and the Erskine Park Link Road identified that Archbold Road interchange with the M4 motorway and its upgrading to Great Western Highway is critical in reducing the impact on the M7/ Old Wallgrove Road interchange to acceptable levels. Clearly upgrading of Archbold Road to Great Western Highway should be included on all planning networks for this region.

No information is provided on the staging and delivery of the proposed road network, nor is there a direction on the source of funds that can deliver the works. Council would like to see the proposed road network including Archbold Road (M4 to Great Western Highway) be included in the RMS's Works Programme. Council remains concerned that the delays in the delivery of the proposed road network link will create unacceptable demands on the road network north of the pipeline.

All proposed roads should be State Roads not local roads and need to be classified as State Roads. Property acquisition issues need to be clearly identified right at the very start. All costs for service relocation, road widening etc. should be borne by the proponent and not local Councils.

Whilst Council supports the preferred route alignment (as shown on Figure 1.1 of the Broader WSEA SLRN- Options Refinement report dated 6 May 2014 prepared by AECOM) in principle, it is expected that proper traffic planning practice would be used in order to identify short, medium and longer term road network requirements to enable timely delivery of the proposed road network to complement the land use changes in the area. Council also likes Department of Planning & Environment to include upgrading of Archbold Road between M4 and Great Western Highway in the proposed road network and be included in the WSEA SEPP amendment map (TAI 001).