The Horsley Drive Upgrade from the M7 Motorway to Cowpasture Road (Preferred Corridor)

Community Consultation Report

July 2016
Executive summary

This Community Consultation Report provides a summary of the key issues raised during the display of the preferred corridor for a proposed upgrade to The Horsley Drive. The consultation period ran from August to September 2015.

In order to identify the preferred corridor, Roads and Maritime Services has developed a preliminary concept design to upgrade a 2.3 kilometre section of The Horsley Drive between the M7 Motorway, Horsley Park and Cowpasture Road, Bossley Park. This includes a four lane divided road, with a wide median to allow for widening to six lanes when required. This would upgrade Ferrers Road and Cowpasture Road north intersections, The Horsley Drive eastern approach at the M7 Motorway interchange and Wallgrove Road intersection, and traffic lights to replace the roundabout at Cowpasture Road. The proposal would also deliver improved access to the Western Sydney Parklands and provide a separate off-road shared path for cyclists and pedestrians.

During the consultation period Roads and Maritime received 34 submissions. The majority of submissions received provided overall support for the proposal. There were a number of key issues raised by respondents:

- Property access and impacts
- Shared or pedestrian paths and public transport
- Design comments, priority and timing
- Environment
- General comments and items outside of the scope of the proposal.

The key concerns raised were:

- Access impacts for businesses in the Smithfield Wetherill Park Industrial Area as a result of the installation of traffic lights at the Cowpasture Road intersection
- Property access restrictions and lack of turning facilities between Ferrers Road and the M7 Motorway interchange.

The decision

Roads and Maritime will progress project planning and design based on the preferred corridor option displayed in August and September 2015. A concept design and Review of Environmental Factors will be undertaken based on the preferred corridor. All comments and suggestions made by the community will be considered in the development of the concept design for The Horsley Drive Upgrade. The next stage of community consultation will be during the display of the concept design and the Review of Environmental Factors.
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Introduction

1.1. Background
The Horsley Drive is a 15km arterial road which runs in an east-west direction between Carramar and Horsley Park, connecting the Hume Highway to the east with Wallgrove Road to the west. It is a key link road in Sydney’s road network serving surrounding communities, commuters, businesses and freight.

The Horsley Drive between the M7 Motorway and Cowpasture Road is the main access into the Smithfield Wetherill Park Industrial Area and a strategic freight link to and from the M7 Motorway. The existing road, between the M7 Motorway interchange and Ferrers Road, is a three lane, undivided road with two lanes westbound and one lane eastbound. Between Ferrers Road and Cowpasture Road, the road is four lanes and undivided. There is currently no east-west shared path connectivity, however cyclist/pedestrian activated traffic lights on The Horsley Drive east of Ferrers Road connect the Western Sydney Parklands cycleway network across The Horsley Drive.

The overarching project features include:

- Widening and upgrading The Horsley Drive between the M7 Motorway and Cowpasture Road to a four lane divided road with a wide median to allow for six lanes when required
- Signalising the Cowpasture Road roundabout
- Upgrading the Ferrers Road and Cowpasture Road North intersection
- Upgrading The Horsley Drive eastern approach at M7 Motorway interchange and at Wallgrove Road intersection
- Providing an off road shared path for pedestrians and cyclists that connects the existing cycleway on the M7 Motorway with the Western Sydney Parkland cycleway network
- Reserving two road corridors, one to the north of The Horsley Drive between Wallgrove Road and Walworth Road and one east of Cowpasture Road North, to allow for future road upgrades.

1.2. The proposal
Roads and Maritime has developed a preliminary concept design to widen The Horsley Drive from a three and four lane, undivided road, to a four lane divided road with a wide median to allow for six lanes when required.

The location of this proposed upgrade is shown in Figure 1 (page 4).

Key design features include:

- Widening to the north of the existing road between the M7 Motorway and 500 metres west of the Ferrers Road intersection
- Realigning The Horsley Drive from 500 metres west of the Ferrers Road intersection to the eastern side of the Water NSW supply channel to reduce the number of bends in the road and the steep grade of the road
- Moving the Ferrers Road intersection south west and upgrading the intersection to provide additional turning lanes to help reduce congestion. A turnaround facility is included in the proposed design
- Widening to the south of the existing road from east of the water supply channel to the Cowpasture Road northern intersection
- Upgrading the Cowpasture Road northern intersection to provide additional turning lanes to help reduce congestion
- Upgrading the Cowpasture Road roundabout to an intersection with traffic lights to improve traffic flow
- Providing an off road shared path for pedestrians and cyclists to connect with the Western Sydney Parkland cycleway network
- Providing an additional right turn lane from The Horsley Drive westbound onto Wallgrove Road and a second westbound lane between the M7 Motorway and Wallgrove Road
- Reserving a corridor of land west of Wallgrove Road to allow for future road upgrades
- Reserving a southbound corridor of land next to Cowpasture Road North to allow for future road upgrades.

Proposed upgrade area – current road alignment
2. Consultation approach

2.1. Consultation objectives

The preferred corridor was developed between March and August 2015. This process involved traffic modelling, technical and specialist studies, strategic design, consultation with key stakeholders including Fairfield City Council, Water NSW and the Western Sydney Parklands Trust, as well as internal technical workshops. Several corridor options were developed and potential options were evaluated in a value management workshop attended by key stakeholders. This process resulted in a preferred corridor option for widening and upgrading of The Horsley Drive between the M7 Motorway and Cowpasture Road.

Roads and Maritime displayed the preferred corridor option from August to September 2015 with the aim of:

- Informing the community and stakeholders about The Horsley Drive preferred corridor option
- Providing information about the project development and approval process
- Seeking comment, feedback, ideas and suggestions from the community to be considered prior to developing a concept design
- Providing opportunities for community members to meet with the project team to ask questions and provide feedback on the preferred option
- Engaging early with property owners regarding potential need for property acquisition required for the road upgrade
- Building a database of community members and stakeholders that Roads and Maritime can continue to engage with during the development of the proposal.

2.2. Values

Roads and Maritime values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

- **Customer focus** - We place the customer at the centre of everything we do
- **Collaboration** - We value each other and create better outcomes by working together
- **Solutions** - We deliver sustainable and innovative solutions to NSW’s transport needs
- **Integrity** - We take responsibility and communicate openly
- **Safety** - We prioritise safety for our people and our customers.
2.3. How consultation was done

Roads and Maritime consultation period was from 19 August 2015 to 18 September 2015 (with some late submissions also being accepted). Community members were encouraged to provide their feedback, leave comments and make submissions at the information sessions or via mail, email or phone. Key consultation tools are listed below:

Table 1 – Community and Stakeholder Engagement details

<table>
<thead>
<tr>
<th>Engagement method</th>
<th>Details of activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community update newsletter Appendix A Appendix F</td>
<td>Delivered to residents and businesses in Horsley Park, Bossley Park and Smithfield Wetherill Park Industrial Area. Directly mailed to emergency services, schools and universities, large businesses, religious centres and community groups in the local area.</td>
</tr>
<tr>
<td>Local media Newspaper advertisements Appendix B</td>
<td>• Fairfield City Champion 19 August 2015 • Fairfield Advance 19 August 2015 • Fairfield City Champion 26 August 2015 • Fairfield Advance 26 August 2015.</td>
</tr>
<tr>
<td>Webpage</td>
<td>Project webpage was updated on 19 August 2015 with latest project information including the community update newsletter.</td>
</tr>
<tr>
<td>Media Release Appendix D Appendix E</td>
<td>Released by Tanya Davies MP, Member for Mulgoa on 18 August 2015. An article was published in the Fairfield City Champion on 26 August 2015.</td>
</tr>
<tr>
<td>Door knocking</td>
<td>To directly impacted residents along The Horsley Drive on 19 August 2015.</td>
</tr>
<tr>
<td>Information leaflet Appendix C</td>
<td>Used in conjunction with staff visiting residents on 19 August 2015.</td>
</tr>
<tr>
<td>Information sessions</td>
<td>Information session held at Prairiewood Youth and Community Centre on 2 September 2015. 16 people attended this Roads and Maritime staffed display. Information session held at Horsley Park Hall, Horsley Park on 5 September 2015. 40 people attended this Roads and Maritime staffed display.</td>
</tr>
<tr>
<td>Stakeholder briefings</td>
<td>• Horsley Park Public School on 19 August 2015 • Telstra on 21 August 2015 • Western Sydney Parklands Trust on 17 September 2015 • Office of Sport held on 23 September 2015.</td>
</tr>
</tbody>
</table>
3. Consultation summary

3.1. Overview
Roads and Maritime received 34 submissions covering seven issues. Of these submissions:

- Fifteen were received from local businesses with one submission containing 40 signatures
- Thirteen were from individuals
- Three were from government agencies, with one agency making two submissions
- Two were from transport/infrastructure operators
- One was from Fairfield City Council.

The comments received were categorised into seven key issue areas, with sub-issues within these categories:

- Property impacts / access
- Shared path/ pedestrians/ public transport
- Design
- Priority/ timing
- Environment
- General
- Outside the scope of this upgrade.
The following figure shows the total of comments received within each of these issue categories.

![Comments by issue categories](image)

- Property impacts / Access
- Design
- Environment
- Outside the scope of this upgrade
- Shared Path/ pedestrians/ Public Transport
- Priority/ timing
- General

The majority of submissions from residents and businesses related to perceived impacts to property access. Roads and Maritime has provided initial responses to these comments within the issues summary and response table (Table 2) and where practical will consider these comments while undertaking the concept design. The key points included:

- Access to businesses due to the installation of traffic lights at The Horsley Drive and Cowpasture Road intersection
- Access to private properties and businesses due to the construction of a new median
- Design of shared pedestrian and cyclist pathways
- Design of the road upgrade
- Bus priority lanes and facilities.

A number of respondents also supported specific elements of the preferred option, or the project in general.
<table>
<thead>
<tr>
<th>Issue</th>
<th>Sub-issue</th>
<th>Number of submissions raising this issue</th>
<th>Summary of community/stakeholder comments received</th>
<th>Roads and Maritime comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property impacts / access</td>
<td>Access impacts / signalising Cowpasture Road roundabout</td>
<td>9 comments (including an individual submission with 40 signatures)</td>
<td>Provide access to businesses within the Smithfield Wetherill Park Industrial Area, east of the intersection of The Horsley Drive and Cowpasture Road for vehicles travelling from the east. Vehicles currently use roundabout to make U-turns to access the properties. Removing the roundabout would impact the businesses and customers.</td>
<td>Road and Maritime confirms that Cowpasture Road roundabout needs to be upgraded to a traffic light controlled intersection to meet future traffic demand and provide safe access to all road users including pedestrians. Roads and Maritime has noted the access impacts and will investigate alternate access options to mitigate impacts to existing businesses.</td>
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<tr>
<td></td>
<td>1 comment</td>
<td></td>
<td>Provide vehicle access from Cowpasture Place to travel west towards the M7 Motorway. Vehicles currently do a U-turn at the roundabout. Removing the roundabout would impact the business and customers.</td>
<td></td>
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<tr>
<td>Access restrictions/ median</td>
<td>6 comments</td>
<td></td>
<td>Right turn access to businesses and residential driveways between the M7 Motorway and Ferrers Road is impacted forcing traffic to use poorly lit local roads or make U-turns at Horsley Park impacting Horsley Park Public School. Access controls would impact the business in this area and customers.</td>
<td>Roads and Maritime confirms that a U-turn facility is featured in the preferred corridor road design. This is located at the Ferrers Road intersection via a cul de sac for vehicles travelling from the west (M7 Motorway side). Roads and Maritime will investigate alternate access options for residents and businesses between Ferrers Road and the M7 Motorway for traffic travelling from the east (Cowpasture Road side).</td>
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<tr>
<td></td>
<td>1 comment</td>
<td></td>
<td>Providing a barrier at the median will prevent truck and trailer access to the driveway from all directions.</td>
<td>Roads and Maritime confirms that a U-turn facility is featured in the preferred corridor road design. This is located at the Ferrers Road intersection via a cul de sac for vehicles travelling from the west (M7 Motorway side). Roads and Maritime will investigate alternate access options for residents and businesses between Ferrers Road and the M7 Motorway for</td>
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<td>Property impacts</td>
<td></td>
<td>3 comments</td>
<td>Upgrades to The Horsley Drive could impact on an approved development application. The intention is to begin development of the land.</td>
<td>Traffic travelling from the east. As part of the road upgrade, property adjustment works would be carried out to meet the Fairfield Council’s approved driveway requirements. Private and council properties will be affected by property acquisitions and we request consultation with impacted property owners on the extent of impacts and impact on future use.</td>
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<tr>
<td>Access to Equestrian Centre</td>
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<td>1 comment</td>
<td>A Master Plan is currently being prepared for the Equestrian Centre and some key access issues from The Horsley Drive need to be considered.</td>
<td>The road currently provides emergency left in and left out access to the venue. Roads and Maritime will continue consultation with the Department of Sport and other stakeholders throughout the design and development process.</td>
</tr>
<tr>
<td>Shared path / pedestrians / public transport</td>
<td>Bus turn around facilities/ bus priority/ bus stops</td>
<td>3 comments</td>
<td>Consideration required for a bus turnaround facility on The Horsley Drive, within the area of the proposed traffic light controlled intersection at Cowpasture Road and The Horsley Drive.</td>
<td>Roads and Maritime will investigate turnaround options for buses travelling from the east to Cowpasture Road and will continue consultation with bus operators and Transport for NSW.</td>
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<tr>
<td>Cycleway</td>
<td></td>
<td>1 comment</td>
<td>Concerns surrounding design of cycle access at Ferrers Road, considering the current steep grade between Ferrers Road and Cowpasture Road.</td>
<td>Roads and Maritime will further investigate shared path locations and design options to identify the safe access options for cyclists.</td>
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<tr>
<td>Pedestrian access</td>
<td></td>
<td>2 comments</td>
<td>Pedestrian facilities at the traffic light controlled intersection at The Horsley Drive and Cowpasture Road intersection.</td>
<td>The upgraded intersections will provide pedestrians and cyclists with safe access in all directions. A shared pathway is provided along the corridor for pedestrians and cyclists. Bus stop locations will be identified in consultation with bus operators and Transport for NSW during the design development.</td>
</tr>
<tr>
<td>Design</td>
<td>Ferrers Road cul de sac</td>
<td>2 comments</td>
<td>Cul de sac is welcome but suggest utilising the existing road as one way road for larger tucks and other vehicles to turn back and travel in a westerly direction.</td>
<td>The Ferrers Road intersection provides access to Water NSW owned land, and the Western Sydney Parklands on the southern side of The Horsley Drive. Additionally, this provides a safe U-turn facility for traffic travelling from the M7 Motorway. RMS is investigating the option of handing over the surplus area of existing road to Western Sydney Parklands to minimise the impacts and environmental footprint of the road upgrade.</td>
</tr>
<tr>
<td>Signalising the Cowpasture Road roundabout</td>
<td>2 comments</td>
<td></td>
<td>Signalising Cowpasture Road roundabout will increase the traffic in this area.</td>
<td>The planned employment growth in western Sydney will increase the number of motorists using the local road network (including The Horsley Drive). Traffic studies have identified that the Cowpasture Road roundabout is currently at capacity and any interim improvements to the roundabout will not be sustainable. Upgrading the Cowpasture Road roundabout to an intersection with traffic lights is required to meet the future traffic demand and ensure the safety of motorists, pedestrians and cyclists.</td>
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<td>Alternative design</td>
<td>1 comment</td>
<td>Past Ferrers Road intersection, The Horsley Drive should split or separate to two road sections with a new corridor connecting directly with Cowpasture Road and Newton Road roundabout for industrial area traffic, and the existing corridor connecting to the Cowpasture Road north intersection for south and eastbound traffic.</td>
<td>The objective of this project is to upgrade existing sections of The Horsley Drive to address the current traffic congestion and provide capacity for future traffic demand. It is proposed The Horsley Drive would be upgraded to a four lane divided road, with a wide median which provides two future traffic lanes which can be developed to meet future traffic demand. The proposed upgrade will widen the existing The Horsley Drive corridor to accommodate the six lanes required to meet future traffic demands. This proposal will provide the best value for money and meet traffic demands.</td>
<td></td>
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<tr>
<td>Speed camera</td>
<td>1 comment</td>
<td>Request for a fixed speed camera to be located along The Horsley Drive, between the M7 Motorway interchange and Ferrers Road intersection.</td>
<td>Roads and Maritime has forwarded the suggestion to the appropriate department for consideration.</td>
<td></td>
</tr>
<tr>
<td>Speed limit</td>
<td>2 comments</td>
<td>Difficulty for heavy vehicles to turn from driveways on to The Horsley Drive if there is an increased speed limited from 70km/h to 80km/h.</td>
<td>Roads and Maritime advises that the road is designed for a speed limit of 80km/h to improve the traffic performance on this section of The Horsley Drive and to contribute to the network performance. When the road is upgraded to a four lane divided road, the kerbside lane can be used to turn in and out of driveways. As part of the road upgrade, property adjustment works would be carried out to meet the Fairfield Council’s approved driveway requirements.</td>
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<td>Request to lower the speed limit to 60km/h.</td>
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<tr>
<td>M7 Motorway Interchange - slip lanes</td>
<td>1 comment</td>
<td>Slip lanes should be considered to improve the traffic flow entering and exiting the M7 Motorway.</td>
<td>Traffic studies highlighted that extending the turning lanes on The Horsley Drive eastern approach and providing two lanes in each direction would provide a satisfactory level of service at the M7 Motorway interchange and did not identify any requirement to change to slip lanes.</td>
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</tr>
<tr>
<td>M7 Motorway asset locations</td>
<td>1 comment</td>
<td>Comments noting potential changes to existing Intelligent Transportation Systems (ITS) facilities to suit proposed corridor.</td>
<td>Roads and Maritime has noted the submission and will address them during design development.</td>
<td></td>
</tr>
<tr>
<td>Alternative route</td>
<td>1 comment</td>
<td>There should be no trucks on The Horsley Drive. Alternative route suggested via Victoria Street onto Cowpasture Road heading north on to Trivet Street with new entry onto the M7 Motorway. Suggested use of Chandos Road, Trivet Street and Victoria Street instead of upgrading The Horsley Drive.</td>
<td>The Horsley Drive currently provides access to Smithfield Wetherill Park Industrial Area. Traffic modelling has identified the need to upgrade The Horsley Drive between the Wallgrove Road intersection and Cowpasture Road. These upgrades will provide a safer and more efficient road network for residents and local freight movement, whilst meeting future traffic demand.</td>
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</tr>
<tr>
<td>Cycleway/ shared path design</td>
<td>1 comment</td>
<td>Debris and loose stones on the cycleway between the M7 Motorway and Ferrers Road. Should consider ways to prevent debris build up.</td>
<td>Roads and Maritime will consider this submission during design development.</td>
<td></td>
</tr>
<tr>
<td>Priority/ timing</td>
<td>3 comments</td>
<td>Request for the six lanes to be available for use from the initial construction</td>
<td>Traffic studies have recommended upgrading The Horsley Drive to a four lane road with a third eastbound lane from west of Ferrers Road to Cowpasture Road. It is predicted this would meet future traffic demands up to 2031, with six lanes likely to be required in 2036.</td>
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<td></td>
<td></td>
<td>Request to bring forward the planned long term work of Cowpasture Road north intersection and Wallgrove Road intersection</td>
<td>Roads and Maritime will consider traffic analysis along with design requirements to develop short to medium term upgrade work. The planned corridor reservation would incorporate long term work.</td>
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<tr>
<td>Issue</td>
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<tr>
<td><strong>Environment</strong></td>
<td>Vegetation management</td>
<td>1 comment</td>
<td>Protection of Fairfield City Council's environmental conservation area adjacent to Cowpasture Road and mitigation and offset planting of any loss of Cumberland Plain Vegetation.</td>
<td>Roads and Maritime will continue consultation with Fairfield City Council and other appropriate stakeholders during the Review of Environmental Factors process to assess impacts to the environmental conservation area and provide mitigation measures.</td>
</tr>
<tr>
<td>Noise mitigation</td>
<td></td>
<td>1 comment</td>
<td>Details for noise mitigation</td>
<td>The operational and construction noise impacts will be addressed in the Review of Environmental Factors along with appropriate mitigation measures.</td>
</tr>
<tr>
<td>Landscaping</td>
<td></td>
<td>1 comment</td>
<td>Details for landscaping</td>
<td>Roads and Maritime will include aspects of landscaping as part of the design development.</td>
</tr>
<tr>
<td>Flooding</td>
<td></td>
<td>1 comment</td>
<td>The Horsley Drive is susceptible to flooding at the Eastern Creek crossing with The Horsley Drive and at the Cowpasture Road and The Horsley Drive intersection.</td>
<td>Flood modelling studies are being carried out as part of the concept design to improve the flood immunity of The Horsley Drive and will be addressed in the Review of Environmental Factors.</td>
</tr>
<tr>
<td>Flood evacuation route</td>
<td></td>
<td>1 comment</td>
<td>The Horsley Drive may be considered as a flood evacuation route for the community in this area.</td>
<td>Roads and Maritime will consider the use of The Horsley Drive as a local flood evacuation route and consult with Fairfield City Council and the State Emergency Service as part of the design development.</td>
</tr>
<tr>
<td>Compression breaking signs</td>
<td></td>
<td>1 comment</td>
<td>Request for installation of “Limit compression braking” signage along central section of The Horsley Drive.</td>
<td>Roads and Maritime has forwarded this suggestion to the appropriate department for further consideration.</td>
</tr>
<tr>
<td><strong>General</strong></td>
<td>Support for the upgrade</td>
<td>9 comments (including an individual submission with 40 signatures)</td>
<td>Support for the project</td>
<td>Roads and Maritime thanks you for your support and will continue to consult with residents, businesses and other stakeholders during the design development.</td>
</tr>
<tr>
<td></td>
<td>Opposition for the upgrade</td>
<td>2 comments</td>
<td>Opposition for the project and request for further consultation</td>
<td>Roads and Maritime acknowledges your opposition to the project. We will continue to consult with residents, businesses and other stakeholders during the design development.</td>
</tr>
<tr>
<td>Issue</td>
<td>Sub-issue</td>
<td>Number of submissions raising this issue</td>
<td>Summary of community/stakeholder comments received</td>
<td>Roads and Maritime comments</td>
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<tr>
<td>Outside the scope of this upgrade</td>
<td>Cycleway access/ additional shared path</td>
<td>2 comments</td>
<td>Cycleway connectivity not available through Western Sydney Parklands due to the Sydney Catchment Authority land gate closures at certain times. Request access to the cycle path from Cowpasture Road to the shared path near Chandos Road.</td>
<td>These issues fall outside the scope of this project. Roads and Maritime has forwarded the requests to Fairfield City Council for their information.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Additional shared path between Victoria Street or Newton Road and The Horsley Drive to connect to the new shared path of the road upgrade.</td>
<td></td>
</tr>
<tr>
<td>Pedestrian crossing upgrades</td>
<td>1 comment</td>
<td>Suggested improvements for pedestrians at the Cowpasture Road and Restwell Road roundabout.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
3.2. Recommendations

After considering the submissions and comments received during the community consultation period, Roads and Maritime will progress project planning and design based on the preferred corridor option displayed in August and September 2015. A concept design and Review of Environmental Factors will be undertaken based on the preferred corridor.

3.3. Next steps

Roads and Maritime will continue consultation with the community, impacted property owners, businesses and stakeholders during the concept design and environmental assessment process. The next stage of consultation for community comment will be during the display of the Review of Environmental Factors. Roads and Maritime will ensure that issues highlighted by stakeholders and the community are appropriately addressed throughout the detailed design development.

We will continue to provide the community with information as the project progresses via the following methods:

- Community update newsletters (displayed on website and distributed to local residents)
- Community information sessions
- Website updates
- Project notification letters
- Media releases.

Table 3 – Next steps

| Strategic corridor option study |
| Consultation on the preferred corridor |
| Confirmation of the preferred corridor |
| Concept design and environmental impact assessment |
| Approval to proceed |
| Detailed design * |
| Construction* |

*Subject to project approval and funding availability
Appendix A - Community Update (August 2015)

The Horsley Drive Upgrade
August 2015

Roads and Maritime Services is seeking feedback by Friday 18 September 2015 on the preferred corridor to upgrade The Horsley Drive to help reduce traffic congestion and meet the future transport needs of the area.

The project includes:
- Widening The Horsley Drive between the M7 Motorway and Cowpasture Road to a four lane divided road with a wider median to allow for bus lanes when required.
- Removing two culs-de-sac of land, one to the north of The Horsley Drive between Walgrove Road and Walworth Road, and one east of Cowpasture Road to allow for future upgrade work.
- The NSW Government is funding the planning work for this proposal.

Background
The Horsley Drive is a strategic freight link to and from the M7 Motorway and is the main access to the Sandringham Weir Farm Park industrial area. It is also a key link to the Western Sydney Employment Area which is expected to provide more than 57,000 jobs during the next 30 years.
Planning for an upgrade to The Horsley Drive was announced in March 2015 and the project team has carried out investigation work and technical studies to inform the options assessment. As a result of these investigations, the following are identified:
- The single eastbound lane from the M7 Motorway to Ferries Road causes traffic to queue.
- The Horsley Drive is likely to require six lanes by 2036 to meet increasing traffic demands.

Preferred corridor option – The Horsley Drive Upgrade

The preferred corridor option is shown in the map below. It includes:
- Widening The Horsley Drive between the M7 Motorway and Cowpasture Road to a four lane divided road with a wider median to allow for bus lanes when required.
- Removing two culs-de-sac of land, one to the north of The Horsley Drive between Walgrove Road and Walworth Road, and one east of Cowpasture Road to allow for future upgrade work.
- There is a poor crash history in the study area.
- Better cyclist and pedestrian connectivity is needed.
- The existing west side of Walgrove Road and east of Cowpasture Road need to be reserved to allow for future road upgrade work, when required.

Roads and Maritime has carried out an options assessment to identify the preferred corridor for the road upgrade. Several options were developed and assessed with stakeholders, and a preferred option has been identified. The preferred option report details the strategic analysis and is available to view or download from the Roads and Maritime website at rms.nsw.gov.au/projects, search for The Horsley Drive Upgrade.

The single eastbound lane from the M7 Motorway to Ferries Road causes traffic to queue.

The Horsley Drive is likely to require six lanes by 2036 to meet increasing traffic demands.
Features of the preferred corridor option

We have provided a map to help better explain our proposal.

The preferred option includes:

1. Widening to the north of the existing road between the M5 and 500 metres west of the Ferries Road intersection
2. Realigning the Horsley Drive from 500 metres west of the Ferries Road intersection to the eastern side of the Warriewood Way
3. Providing additional turning lanes to help reduce congestion.
4. Widening to the south of the existing road from east of the Warriewood Way
5. Upgrading the Warriewood Way north intersection
6. Upgrading the Warriewood Way south roundabout
7. Providing an additional right turn lane from the Horsley Drive westbound onto Horsley Drive
8. Providing an additional right turn lane from the Horsley Drive westbound onto Wattle Grove Road
9. Removing a section of the west of Wattle Grove Road to allow for future road upgrades
10. Removing a section of the east of Wattle Grove Road to allow for future road upgrades

Benefits of the preferred option

The preferred option would:

- Improve road capacity
- Provide an improved east-west connection between the Western Sydney Employment Area (WSEA), the M5 and the Warriewood Way
- Provide safe conditions for motorists, cyclists and pedestrians
- Improve cyclist and pedestrian access
- Meet the future needs of and improve access to the Warriewood Way
- Reduce traffic impacts during construction
- Reduce travel time
- Provide a consistent speed limit
- Minimise vegetation clearing
- Provide improved landscaping
- Improve traffic efficiency and access
- Improve public transport

Selection of a preferred option

The option development process involved traffic modeling, technical and specialist input, strategic design, consultation with key stakeholders including Fairfield City Council, Waitara NSW and the Western Sydney Parkland Trust, as well as a number of internal workshops. Several candidate options were considered and selected. The preferred option is based on the outcome of the consultation process and is recommended for implementation.

Have your say

We are seeking feedback on the proposal by Friday 18 September 2015. Please send your comments to:

Phone: 1900 685 212
Email: horsleydriveupgrade@mrs.nsw.gov.au
Mail: The Horsley Drive Upgrade project team, Roads and Maritime Services, PO Box 973, Parramatta NSW 2124

What happens next?

All comments received will be considered in decision making and development of the concept design. Following the consultation, a report summarising the outcomes and our responses will be made available.

Community information sessions

We encourage you to drop in and ask questions about the preferred option at our community information sessions. A formal presentation will not be given, so please feel free to drop in at any time.

- Warriewood Youth and Community Centre
  104-122 Benson Road, Warriewood
  Wednesday 2 September, 5pm to 7pm
- Harolds Park RSL
  The Horsley Drive, Harolds Park
  Saturday 5 September, Noon to 1pm

Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on 131 450 and ask them to telephone Roads and Maritime Services on

Greek

Arabic

Italian

Swedish

Korean

Vietnamese

Mandarin

Tel: 131 450

Tel: 131 450

Tel: 131 450

Tel: 131 450

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Tel: 131 450

Tel: 131 450

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Tel: 131 450
Appendix B – Consultation advertisements

Advertisement shown in Fairfield City Champion (19 and 26 August 2015)

Advertisement shown in Fairfield Advance (19 and 26 August 2015)
Appendix C – Door knock card

Wednesday 19 August

Sorry we missed you

The NSW Government is planning to upgrade The Horsley Drive between the M7 Motorway and Cowpasture Road to help reduce traffic congestion and meet future transport needs of the area.

Roads and Maritime Services' project team was in the area today to update residents on the proposed road upgrade and answer questions.

We are seeking feedback on the preferred corridor option by Friday 18 September. We encourage you to drop in and ask questions about the preferred option at our community information sessions:

- Prairiewood Youth and Community Centre
  Wednesday 2 September, 5pm to 7pm

- Horsley Park Hall
  Saturday 5 September, 10am to 2pm

Project update newsletters will be delivered next week with more information.

If you have any questions, please contact the project team by:

Phone: 1800 332 660
Email: horsleydriveupgrade@rms.nsw.gov.au.
Web: www.rms.nsw.gov.au by searching ‘The Horsley Drive Upgrade’
Appendix D – Media release

18 August 2015

MEDIA RELEASE

HAVE A SAY ON EARLY PLANS FOR
THE HORSLEY DRIVE UPGRADE AT HORSLEY PARK

Tanya Davies MP, Member for Mulgoa, is inviting the community to ‘have a say’ on the preferred corridor for a major upgrade of The Horsley Drive between the M7 Motorway and Cowpasture Road at Horsley Park.

Tanya Davies said feedback was important to further develop the preferred option for the upgrade which aims to improve road safety, reduce congestion and support future growth on this important freight link.

“The Horsley Drive upgrade would increase capacity by widening the road to two lanes in each direction with a central median to accommodate six lanes in the future.

“Intersection upgrades would be carried out at Cowpasture Road and Ferrers Road to improve traffic flow, with the road realigned to improve safety.

“Pedestrians and cyclists would also benefit with an off road shared path connecting to Western Sydney Regional Parkland cycleway to be built as part of the work” said Tanya Davies.

The NSW Government had allocated $1.5 million this financial year to progress planning for the important upgrade.

“Learn more and have a say on the project at information sessions to be held on Wednesday 2 September from 5pm-8pm at the Prairiewood Youth and Community Centre, 194-222 Restwell Road, Prairiewood and on Saturday 5 September from 10am-12pm at Horsley Park Hall, The Horsley Drive, Horsley Park,” Tanya Davies said.

All feedback will be considered in finalising the project design and community members are encouraged to have a say by Friday 18 September 2015.

“Roads and Maritime will continue to work with the community and stakeholders including Western Sydney Parklands Trust, Water NSW, Fairfield City Council and Transport for NSW to develop the project,” Tanya Davies said.

A map of the affected area is available below. For further information on the project visit www.rms.nsw.gov.au

Media Contact: Ricci Cortese (02) 9833 2913
Appendix E – Media clip

Figure 4 Media clip - Fairfield City Champion, page 7 (26 August 2015)

Horsley work views sought

MULGOA MP Tanya Davies is inviting residents to have a say on the planned upgrades for The Horsley Drive.
Mrs Davies said community feedback would be important in order to develop the most preferable upgrade, with developments aimed to improve road safety, reduce congestion, cater for freight movement and support future growth.
"The Horsley Drive upgrade would increase capacity by widening the road to two lanes in each direction with a central median to accommodate six lanes in the future," Mrs Davies said.
"Intersection upgrades would be carried out at Cowpasture Road and Ferrers Road to improve traffic flow, with the road realigned to improve safety."
Residents can learn more and have a say on the project at upcoming information sessions.
The meetings will be held at the Prairiewood Youth and Community Centre, 194-222 Restwell Road, Prairiewood, on September 2, 5pm-8pm and September 5, 10am-12pm.
The final deadline is Friday, September 18.
For more information visit: rms.nsw.gov.au
Appendix F – Distribution area

Delivery of Community Update 19 August 2015
Appendix G – Preferred corridor