Executive summary

This Community Consultation Report summarises the consultation carried out by Roads and Maritime Services to support development of several Western Sydney Infrastructure Plan (WSIP) projects. Consultation took place between Monday 13 July and Friday 14 August 2015.

WSIP is a 10 year, $3.6 billion road investment program for western Sydney, funded by the Australian and NSW governments. It will deliver major road infrastructure upgrades to support integrated transport for western Sydney and capitalise on the economic benefits from developing a western Sydney airport at Badgerys Creek. WSIP will also improve road transport capacity to cater for future traffic from more than 300,000 people moving into the South West Growth Centre and around 57,000 jobs in the Western Sydney Employment Area when fully developed. This work will transform the region’s economy and make western Sydney an even better place to live and do business.

There are five main projects included in the WSIP. These are split into 10 stages ranging from projects in early development through to construction. The five projects include building major new roads and significant road upgrades.

This report covers consultation carried out for the new M12 Motorway study area, preliminary design and potential route alignments for The Northern Road Upgrade Stages 3 and 4, and a preferred alignment for The Northern Road and Bringelly Road Interchange.

Key issues raised by the community during consultation include:
- Property (acquisition, value and access)
- Noise and air quality (impacts and mitigation)
- Traffic impacts and management (noise and congestion)
- Design recommendations (access and intersection locations)
- Comments on proposed route options.

The community also provided feedback about environmental impacts and mitigation, access to Glenmore Parkway, Mulgoa Road and the M4 Motorway, cycling access and facilities, construction impacts, consultation processes, economic impacts on local businesses, utilities, heritage, land use, pedestrian access and public transport.

Way Forward

The consultation summary section of this report responds to the issues raised during the consultation period. Issues highlighted by stakeholders and the community will be appropriately considered throughout the planning and implementation of the various projects’ stages.
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Introduction

Background

The Australian and NSW governments are funding a 10 year, $3.6 billion road investment program for western Sydney. The Western Sydney Infrastructure Plan (WSIP) will deliver major road infrastructure upgrades to support integrated transport for the western Sydney region and capitalise on the economic benefits from developing a western Sydney airport at Badgerys Creek.

There are five main projects included in the WSIP. These are split into 10 stages ranging from projects in early development through to construction. The projects include building major new roads and significant road upgrades.

Roads and Maritime Services (Roads and Maritime) is now investigating possible route options for the new M12 Motorway, an access strategy and preliminary design for The Northern Road Upgrade Stage 3, route alignments for The Northern Road Upgrade Stage 4, and a preferred alignment for The Northern Road and Bringelly Road Interchange. The Werrington Arterial Road and Bringelly Road Upgrade Stage 1 are currently in construction.

Our preliminary investigations in 2014 and 2015 included ground surveys, geotechnical investigations, preliminary flora and fauna studies and identifying heritage issues along routes and corridors.

The projects aim to support:

- Development of the proposed western Sydney airport, land use change and residential growth while balancing functional, social, environmental and value for money considerations
- Connectivity to the airport – providing a resilient connection for freight and road users to the western Sydney airport site
- An integrated broader transport network
- Customer focus by offering meaningful engagement with customers and stakeholders throughout the life of the program.

The proposal

The Northern Road Upgrade Stage 3

The Northern Road Upgrade Stage 3 is about 11km between Littlefields Road, Luddenham and Jamison Road, Penrith. It is planned to generally follow the existing road alignment. In January to March 2015 preliminary environmental investigations finished and development of strategic design options began.

The preliminary design and access strategy were presented to the community for comment at the recent consultation. Key proposed features include widening The Northern Road with a continuous bus lane in each direction, new traffic lights and turning lanes at some intersections, a central median and a new shared path for pedestrians and cyclists.
The upgrade would:

- **Improve travel times by:**
  - Increasing the number of lanes along The Northern Road
  - Removing a set of traffic lights at the M4 interchange
  - Providing additional turning lanes at some intersections
- **Allow for reliable public transport by providing a continuous bus lane in each direction**
- **Improve safety for pedestrians and cyclists by providing a new shared path**
- **Improve connectivity for pedestrians by providing new footpaths**
- **Improve road safety by:**
  - Providing a central median to separate opposing traffic flows
  - Installing traffic lights at some existing intersections
  - Providing separate lanes for turning traffic at some intersections
  - Improving the alignment of the road
- **Improve local access by providing:**
  - An extension of Cross Road to Wentworth Road
  - A new road between Longview Road and Kings Hill Road.

**The Northern Road Upgrade Stage 4**

The Northern Road Upgrade Stage 4 is about 11km from Mersey Road, Bringelly to Littlefields Road, Luddenham. This upgrade would realign the section of The Northern Road currently running through the western Sydney airport site. Preliminary route options were identified and four were shortlisted and presented to the community for comment:

- The western option travels through land to the west of Luddenham Town Centre
- The Campbell Street option travels through Luddenham along Campbell Street west of the town centre
- The central option follows the current route of The Northern Road through the Luddenham Town Centre
- The eastern option travels through land to the east of Luddenham and close to western Sydney airport site boundary.

The upgrade would:

- **Improve travel times by increasing the number of lanes along The Northern Road**
- **Increase road capacity for future growth and development**
- **Improve road safety by:**
  - Installing traffic lights at intersections where appropriate
  - Providing a central median to separate opposing traffic flow
  - Providing separate lanes for turning traffic at some intersections.
- **Allowing for reliable public transport by providing bus priority**
- **Improving safety for pedestrians and cyclists by providing a new shared path**
- **Improving access for the construction and operation of the planned western Sydney airport at Badgerys Creek and surrounding developments.**
M12 Motorway

The M12 Motorway will be around 14km long and connect the M7 Motorway near Cecil Park to The Northern Road near Luddenham. It would provide access and improve traffic capacity for a western Sydney airport at Badgerys Creek and would be built for up to six lanes. The preferred alignment is expected to be generally parallel to Elizabeth Drive.

The new M12 would:
- Provide direct access from the M7 to the planned western Sydney airport at Badgerys Creek, and from the M4 via The Northern Road
- Improve access to the South West Growth Centre and the Western Sydney Employment Area
- Increase road capacity for future growth and development
- Improve traffic safety for road users
- Increase pedestrian and cyclist infrastructure
- Improve road freight movement to key commercial centres
- Reduce the cost of congestion impacts to the community and businesses.

The Northern Road and Bringelly Road Interchange

The Northern Road and Bringelly Road grade separated interchange was announced as part of WSIP in April 2014. The interchange would consist of four lanes with future capacity for six lanes on Bringelly Road and The Northern Road, a shared pedestrian and cyclist path, and connections with The Northern Road Upgrade Stage 2 and Bringelly Road Upgrade Stage 2.

This upgrade would:
- Increase traffic capacity for future growth and development on The Northern Road and Bringelly Road corridors and surrounding areas
- Provide opportunities for improved public transport and an improved flow of traffic for road users
- Improve road safety for all road users by:
  - Providing an interchange to separate traffic on The Northern Road and Bringelly Road
  - Providing wide central medians on The Northern Road and Bringelly Road to separate opposing traffic flows
- Improve safety for pedestrians and cyclists by providing a shared path and increasing connectivity for pedestrians by providing new footpaths
- Improve turning movements for heavy vehicles, in particular from Greendale Road onto The Northern Road.

Consultation approach

Consultation objectives

Four projects were displayed to the community for consultation from Monday 13 July to Friday 14 August 2015.

We consulted with the community to create better outcomes for our customers, prioritise the concerns of our customers and to communicate openly.

The purpose of community consultation was to:

RMS 15.549
• Inform community members and stakeholders about the preliminary investigations that were carried out and how the options were developed to meet the project objectives
• Seek comments, feedback, ideas and suggestions from the community to be considered before developing a concept design of the preferred options
• Build a database of community members and stakeholders for Roads and Maritime to engage with during development of the project.

Values

The following 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.

How consultation was done

As part of the consultation period, the WSIP team delivered a number of events to give the community a chance to hear more about the projects, meet the project team and have their say. The community was able to contact Roads and Maritime and leave comments and submissions by:

<table>
<thead>
<tr>
<th>Tool / activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td><a href="mailto:wsip@rms.nsw.gov.au">wsip@rms.nsw.gov.au</a></td>
</tr>
<tr>
<td>Phone</td>
<td>1800 703 457 (toll free)</td>
</tr>
<tr>
<td>Mail</td>
<td>Western Sydney Infrastructure Plan&lt;br&gt;PO Box 973&lt;br&gt;Parramatta NSW 2124</td>
</tr>
</tbody>
</table>

Community members were encouraged to provide their feedback, leave comments and make submissions at the information sessions or via mail, email or phone contact with the project team. Community members and key stakeholders were contacted using a range of tools, listed below:
<table>
<thead>
<tr>
<th>Community update newsletter (Appendix A)</th>
<th>Community update newsletters were produced for each of the projects on public display. Each update included a general overview of WSIP, key features of the specific proposal and further information on providing feedback (including the information sessions). The newsletters were available online and at all community information sessions, and were also letterbox dropped to 20,700 local residences across the different project areas. For a map showing distribution areas, please see Appendix B.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Post card (Appendix C)</td>
<td>A postcard was mailed to 47,000 local residences outlining WSIP, the projects on public display and further information on providing feedback (including the information sessions). A map showing distribution areas is at Appendix B.</td>
</tr>
<tr>
<td>Door knock</td>
<td>590 homes were door knocked at the beginning of consultation. The purpose was to notify impacted home owners and residents of the projects and provide dates for the upcoming community information sessions. The relevant community update was passed on, and where the door knock was unsuccessful a ‘Sorry We Missed You’ flyer was left (Appendix D). One to one meetings were also offered to home owners with properties within the study area for the proposed Bringelly Road and The Northern Road Interchange.</td>
</tr>
<tr>
<td>Media release (Appendix E)</td>
<td>A joint NSW and Australian Government media release was distributed to all major Sydney metropolitan and western Sydney publications on 14 July. It was titled ‘Next major road upgrade stages announced for western Sydney’ and encouraged local community members and stakeholders to get involved in the consultation process.</td>
</tr>
<tr>
<td>Newspaper advertisement (Appendix F)</td>
<td>A total of 11 newspaper advertisements appeared between 14 and 21 July to raise awareness of the consultation and information sessions. Publications included the Penrith Press, Penrith Gazette, Penrith Western Weekender, South West Advertiser, Macarthur Chronicle, Liverpool Leader, Liverpool Champion, Sydney Morning Herald and The Daily Telegraph.</td>
</tr>
<tr>
<td>Email</td>
<td>Direct emails were sent from Roads and Maritime to general stakeholders (community members and groups), local Members of Parliament (MPs) and other government stakeholders to raise awareness of the consultation and information sessions. A reminder email noting that consultation was closing on 14 August was also sent to stakeholders before to this date.</td>
</tr>
<tr>
<td>SMS</td>
<td>Reminder SMS’ were sent to stakeholders on an existing stakeholder and community database at the start of consultation and on the day before each information session.</td>
</tr>
<tr>
<td>Webpage</td>
<td>The project webpage was updated on 13 July with the latest project information including all relevant community update newsletters and how to submit feedback. A total of 3,856 unique page visitors were recorded during the consultation period. <a href="http://www.rms.nsw.gov.au/wsip">www.rms.nsw.gov.au/wsip</a></td>
</tr>
</tbody>
</table>
An interactive and user friendly web portal covering all aspects of the WSIP was launched on 13 July 2015. The web portal includes nine videos about the projects and provides a space for viewers to leave feedback. A total of 2,836 unique visitors to the web portal were recorded during the consultation period. A banner directing people to the portal was placed on the Roads and Maritime home page (Appendix G) www.communityanalytics.com.au/wsip and on the NSW.gov.au website.

Six community information sessions were held between 22 July and 8 August 2015. The purpose was to provide the community with the opportunity to view all display materials, talk with members of the project team and submit their feedback in person.

Project teams from Transport for NSW, Sydney Water, Department of Planning and Environment, and the Department of Infrastructure and Regional Development were also present at the sessions to provide information on other projects in the area.

Details of the sessions:

**Wednesday 22 July, 4pm – 8pm**
Penrith Anglican College Gymnasium
338-356 Wentworth Road, Orchard Hills

**Saturday 25 July, 12pm – 3pm**
Bringelly Community Centre
5 Greendale Road, Bringelly

**Wednesday 29 July, 3pm – 7pm**
Holy Family Primary School Hall
Lot 32 Willowdene Avenue, Luddenham

**Saturday 1 August, 11am – 2pm**
Glenmore Park Youth and Community Centre
Luttrell Street (off Town Terrace), Glenmore Park

**Thursday 6 August, 3pm – 7pm**
Kemps Creek Public School Hall
100 Cross Street, Kemps Creek

**Saturday 8 August, 12pm – 3pm**
Holy Family Primary School Hall
Lot 32 Willowdene Avenue, Luddenham

Eight VMS were displayed along The Northern Road, Elizabeth Drive and Bringelly Road during the consultation period to notify the community about upcoming information sessions.

Project posters were displayed during the consultation period at Penrith Library, Penrith Civic Centre, Narellan Library, Camden Council, Camden Library, Liverpool Library, Liverpool City Council and Fairfield City Council.
The project team held one to one meetings with stakeholders and property owners such as private property owners; Penrith City Council; Liverpool City Council; Department of Defence; Heritage Branch, NSW Office of Environment and Heritage; University of Sydney; Penrith Golf and Recreation Club Ltd; Kindelon Pty Ltd; Westlink M7; Office of the Minister for Infrastructure and Regional Development, The Hon Jamie Briggs MP; Luddenham Public School; Holy Family Catholic Primary School; Luddenham Post Office; Duncan Gay, Minister for Roads, Maritime and Freight; Stuart Ayres, Member for Penrith; Tanya Davies, Member for Mulgoa; and Fiona Scott; Member for Lindsay.

Consultation summary

Overview

Many submissions raised general issues for the entire WSIP while others raised issues concerning individual aspects of the project. These issues and concerns have been summarised and responded to by Roads and Maritime in the table on the following pages.

A total of 296 submissions were received during this phase of consultation. Key feedback included:

- Property acquisition
- Property value
- Property access
- Noise and air quality impact
- Construction impact on local community and businesses
- Traffic impact and management (congestion)
- Access to Glenmore Parkway, Mulgoa Road and the M4
- Cycle access and facilities
- Design recommendations, particularly about intersection locations and the need to increase capacity
- Route options.

A number of submissions included feedback on developments and projects outside of the scope of WSIP. These have been included (along with responses) under the category ‘out of scope’.

Submissions were received from local residents, councils, community action groups, educational institutions, religious groups, emergency services, and sporting groups. The following table shows a breakdown of all submissions received:

<table>
<thead>
<tr>
<th>Method of submission</th>
<th>No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incoming emails</td>
<td>56</td>
</tr>
<tr>
<td>Feedback forms</td>
<td>76</td>
</tr>
<tr>
<td>Incoming letters</td>
<td>32</td>
</tr>
<tr>
<td>Web portal</td>
<td>31</td>
</tr>
<tr>
<td>Event Type</td>
<td>Count</td>
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<td>----------------------------------</td>
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<tr>
<td>Website</td>
<td>76</td>
</tr>
<tr>
<td>Stakeholder briefings</td>
<td>5</td>
</tr>
<tr>
<td>Property owner meetings</td>
<td>About 20</td>
</tr>
<tr>
<td><strong>Total events</strong></td>
<td><strong>296</strong></td>
</tr>
</tbody>
</table>
## General WSIP

The following table summarises all general issues raised about the WSIP project. It also includes issues that are common across the four projects, such as property (acquisition and value), noise and air quality, construction impacts, consultation and environment.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Issue raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consultation</td>
<td>Ongoing consultation will be necessary with key educational institutions during the planning of the road upgrades.</td>
<td>Community consultation will be ongoing through the various project stages. Consultation with key stakeholders for each project will occur through individual meetings, public information displays, regular updates to the project webpages and distribution of email and printed information materials. Roads and Maritime should consult with local bicycle clubs on the design, facility and treatment of cycleways. Roads and Maritime is planning to provide off-road shared paths and wide shoulders on all WSIP road upgrades. Pedestrian and cyclist facilities will be designed to comply with the ‘Austroads Guide to Road Design Part 6A Pedestrian and Cyclist Paths’, and will be subject to road safety audits as part of the design process. Stakeholders, including bicycle clubs, can provide feedback to Roads and Maritime about plans for cyclist facilities during future consultation periods. To be kept informed of future consultation periods, join the WSIP mailing list at <a href="http://www.rms.nsw.gov.au/wsip">www.rms.nsw.gov.au/wsip</a></td>
</tr>
<tr>
<td></td>
<td>Lack of appropriate documentation in languages other than English.</td>
<td>All Roads and Maritime community information materials include a translation panel with details of the Translating and Interpreting Service. Members of the community can contact the service by phone on 131 450 to receive assistance from a translator.</td>
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<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<tr>
<td>Design</td>
<td>Ensure sufficient time is allowed for those with a disability when crossing roads.</td>
<td>Roads and Maritime takes safety seriously. The proposed traffic lights will provide signalised pedestrian crossings. Road designs are subject to multiple safety audits during the design process to ensure they meet current safety standards. Staged pedestrian crossings at traffic lights will be considered during concept design.</td>
</tr>
<tr>
<td>Connect Bringelly Road to the M7.</td>
<td></td>
<td>Bringelly Road is connected to the M7 Motorway via Camden Valley Way between Cowpasture Road and the M5 Motorway at Prestons. Stage 1 of Bringelly Road Upgrade between King Street and Camden Valley Way is currently in construction and expected to open to traffic in 2017. The final stage of Camden Valley Way Upgrade between Ingleburn Road and Bringelly Road is expected to be open to traffic in late 2015.</td>
</tr>
<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<tr>
<td>The Northern Road</td>
<td>should be eight lanes wide.</td>
<td>The proposed upgrade of The Northern Road will be designed as an ultimate eight lane corridor, with provision for three general traffic lanes and a dedicated bus lane in each direction, to cater for future traffic growth. On opening there would be a minimum of four traffic lanes (two in each direction). The number of traffic lanes required would be confirmed by traffic modelling which will be undertaken as part of the environmental assessment.</td>
</tr>
<tr>
<td>Bus lanes</td>
<td>should be for general road use with clearway restrictions.</td>
<td>The operation of the bus lanes will be reviewed as part of project planning and confirmed through traffic and transport assessment as part of the environmental assessment for each project. The expected benefits of providing bus lanes are: • Supporting reliable travel times for passengers • Supporting the staged development of public transport now and into the future • Provision of public transport infrastructure until rail services are implemented • Allowing bus stopping without disrupting general traffic flow • Facilitating access for properties and side streets. The proposed bus lanes for the upgrade are primarily for buses, but can be used by general traffic to travel up to 100 metres to turn into or out of a street or to enter or leave a property adjacent to the bus lane. An airport in its initial stage of operation will be supported by future land transport services through road upgrades, park and ride facilities and new bus services providing direct links to major centres in western Sydney. <a href="http://westernsydneyairport.gov.au/resources/faq.aspx">http://westernsydneyairport.gov.au/resources/faq.aspx</a></td>
</tr>
<tr>
<td>Cycling provisions</td>
<td>should be combined.</td>
<td>The proposed upgrade will allow for a dedicated bus lane in each direction and an off road shared path for pedestrians and cyclists. Under Australian Road Rules, other vehicle types, including bicycles are permitted to legally travel in bus lanes. Refer to the following link for more information about the use of bus lanes in NSW. <a href="http://www.rms.nsw.gov.au/roads/using-roads/buses/bus-lanes.html">http://www.rms.nsw.gov.au/roads/using-roads/buses/bus-lanes.html</a></td>
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<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<td></td>
<td>The cycleway infrastructure should consider not only existing users, but also the likely future users who may choose to commute in and around the airport precinct.</td>
<td>Transport for NSW is responsible for planning active transport networks (walking and cycling).</td>
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<td></td>
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<td>In line with the NSW Long Term Transport Master Plan (LTTMP), and A Plan for Growing Sydney there is a focus on improving walking and cycling connections within major centres to increase opportunities for people to walk and ride their bicycles more often in order to help reduce congestion, particularly around schools, employment centres and universities.</td>
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<td></td>
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<td>All WSIP projects are providing off-road shared paths as part of each road upgrade, which will connect to existing cycling path networks, and provide a framework for future local connections.</td>
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<td></td>
<td></td>
<td>The upgraded roads will also include shoulder provisions or dedicated bus lanes which can be used by on road cyclists.</td>
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<tr>
<td></td>
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<td>NSW Long Term Transport Master Plan (LTTMP)</td>
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<td></td>
<td></td>
<td>A Plan for Growing Sydney</td>
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<td></td>
<td></td>
<td>Sydney’s Walking Future</td>
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<td></td>
<td></td>
<td>Sydney’s Cycling Future</td>
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<tr>
<td>Issue</td>
<td>Issue raised</td>
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<tr>
<td>Intersection</td>
<td>Intersection crossing treatments should be provided to give the same priority to cyclists as other vehicles. Cyclists should not be expected to cross intersections at the same intersection phase as pedestrians and use the road rather than use a disconnected shared-use path.</td>
<td>Roads and Maritime would assess options to improve travel times for cyclists. A separated continuous on-road cycle facility is preferred. If discontinuous shared user path only is proposed, then on-road lanes should also be included. Noted. These provisions have been included as described above.</td>
</tr>
<tr>
<td>Traffic</td>
<td>Increased traffic from increased developments in the area towards the M4 will increase travel time significantly.</td>
<td>Traffic modelling is carried out as part of the environmental assessment for each project, and will consider travel times and expected traffic volumes. This information will be used in preparing the road design to ensure sufficient capacity is provided for future traffic growth. Traffic modelling is carried out as part of the environmental assessment for each project. Information about the proposed western Sydney airport at Badgerys Creek and other developments in the region is being updated in the traffic models as it becomes available.</td>
</tr>
<tr>
<td></td>
<td>No traffic studies have been undertaken for the airport to substantiate the Roads and Maritime proposal.</td>
<td>The Northern Road Upgrade is being designed and built to cater for the expected traffic growth due to the proposed western Sydney airport at Badgerys Creek and surrounding developments such as the Western Sydney Employment Area, Western Sydney Science Park and residential developments within the South West Growth Centre (now referred to as the South West Priority Growth Area).</td>
</tr>
<tr>
<td></td>
<td>The Northern Road needs to have the capability to operate as a feeder road to the western Sydney airport.</td>
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<td></td>
<td>The proposed road upgrades will fail to meet the future demand created by the airport and other proposed developments in the area.</td>
<td></td>
</tr>
<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>-------</td>
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<td>-----------------------------</td>
</tr>
</tbody>
</table>
| Property | Property value:  
- What will road widening do to the property values along the Northern Road?  
- Impacts such as visual amenity, noise and air pollution will reduce the residual land value of those properties that have been partially acquired.  
- Concern the upgrades will affect overall land value in the area.  
- Partial acquisition of land may impact negatively on the operations of existing businesses, such as market gardens.  
- More information is required about the land valuation process. | If a property is adjacent to a new or upgraded road, Roads and Maritime will identify potential impacts as part of the environmental assessment and seek to avoid or minimise impacts where possible.  
External factors are expected to influence property values more than any perceived or actual impact as a result of road upgrades. Roads and Maritime does not pay compensation to properties that are not directly impacted.  
Roads and Maritime will contact individual property owners to discuss the specific impact on each property as the project proceeds and more detail is known. This will include discussing property values. More information regarding the land valuation process can be found at:  
| Property acquisition:  
- How will I know if my property needs to be acquired?  
- What is included in the property acquisition compensation?  
- Make decisions about acquisition as quickly as possible.  
- Market value should be paid for properties acquired.  
- There should be adequate compensation for land acquisition.  
- More information is required about the property acquisition process.  
- Is financial compensation available where business operations become unviable due to impacts on property? | Roads and Maritime will work closely with stakeholders who may be affected by property impacts. Affected stakeholders may include residents, business owners or other stakeholders with interests (such as lessees).  
The property acquisition process is governed by the Land Acquisition (Just Terms Compensation) Act 1991 which provides the basis for assessing compensation.  
Roads and Maritime will contact individual property owners to discuss the specific impact on each property as the project proceeds and more detail is known.  
More information is available from the following link  
<table>
<thead>
<tr>
<th>Issue</th>
<th>Issue raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Some properties may be impacted by the Western Sydney Infrastructure Plan proposal and proposed rail projects.</td>
<td>Roads and Maritime will work closely with stakeholders who may be affected by property impacts. Affected stakeholders may include residents, business owners or other stakeholders with interests (such as lessees). South West Rail Link Extension is a corridor preservation study. More information about the project is available here: <a href="http://www.transport.nsw.gov.au/projects-swrl-extension-corridor-preservation">http://www.transport.nsw.gov.au/projects-swrl-extension-corridor-preservation</a></td>
</tr>
</tbody>
</table>
| Environment - Noise and air quality | • Have studies on increased traffic noise been carried out?  
• What are the predicted traffic noise levels after the upgrade?  
• Concern about the potential noise impacts resulting from the upgrades. | Construction and road noise impact assessments will be carried out as part of the concept design development and environmental assessment for each project.  
This process will establish expected noise impacts from the road upgrades and suitable noise mitigation measures will be identified as part of the project scope of work. |
| Environment – Biodiversity | • Give consideration to The Cumberland Conservation Corridor as it facilitates connection of the Great Eastern Ranges Initiative of the National Wildlife Corridors Plan to the Cumberland Plain.  
• Give consideration to the Cumberland Plain Recovery Plan. | A supporting objective of the project is to minimise environmental impact as far as practicable. Roads and Maritime will prepare a Biodiversity Impact Assessment as part of the environmental assessment to consider impact to flora and fauna during construction and operation of the road upgrades.  
The Biodiversity Impact Assessment would outline proposed measures to minimise and avoid environmental impacts, including the Cumberland Conservation Corridor. |
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| Environment - Heritage | • Aboriginal heritage needs to be considered.  
• What are the potential impacts on heritage buildings, such as churches and community facilities? | A supporting objective of the project is to minimise heritage impacts as far as practical. Roads and Maritime is aware of a number of significant Aboriginal and European heritage objects in the study area and will investigate these items further. The heritage assessments will be published for community comment as part of the Environmental Impact Statement. |
| Public Transport | Preference for rail to support the airport rather than roads. | The preference is noted. Transport for NSW is responsible for planning the wider transport network, and are currently investigating the South West Rail Link Extension corridor preservation. For more information please see: [http://www.transport.nsw.gov.au/projects-swrl-extension-corridor-preservation](http://www.transport.nsw.gov.au/projects-swrl-extension-corridor-preservation)  
Planning for transport to service the western Sydney airport will be outlined in the Environmental Impact Statement for the airport which is expected to be released later in 2015. |
| Utilities | Concern about the high number of voltage transmission lines within the WSIP. | Roads and Maritime is not responsible for the location of electricity infrastructure. Any relocation of public utility infrastructure as a result of the proposed road upgrades will be considered in consultation with the relevant utility authorities.  
• Essential to work with other agencies to facilitate timely and efficient servicing of infrastructure and services such as water, waste and electricity.  
• Calls for sewerage services in the area. | Any relocation of public utility infrastructure as a result of the proposed road upgrades will be considered in consultation with the relevant utility authorities.  
Roads and Maritime is not responsible for the provision of public utilities. |
| Construction impacts | Concern about potential impact on the local community and businesses during construction, such as property damage, property access, dust and reduced speed zones. | An assessment of the impact of the proposal on the road network during construction will be carried out as part of the Traffic and Transport Assessment for the environmental assessment of each project.  
A traffic management plan will be prepared detailing proposed safety and control measures to be used during construction. |
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<td>What mitigation measures will be made for issues such as dust and noise during construction?</td>
<td>A noise and vibration specialist study will be prepared as part of the environmental assessment for each project. The noise study will consider properties directly adjacent to and surrounding the proposal. It will identify properties for further investigation and/or those to be treated for noise mitigation measures. Properties along the corridor already impacted by traffic noise can be placed on the Roads and Maritime Noise Abatement Program for investigation and treatment. For more information about noise mitigation measures see the Roads and Maritime ‘How is Noise Addressed?’ information brochure, at <a href="http://www.rms.nsw.gov.au/documents/projects/factsheet-noise.pdf">http://www.rms.nsw.gov.au/documents/projects/factsheet-noise.pdf</a></td>
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<td>Compensation to businesses to cover loss of trade during construction.</td>
<td>Before construction starts, a traffic management plan will be prepared to detail how traffic will be managed during the construction phase. Generally, Roads and Maritime endeavours to keep the same number of traffic lanes open as would normally be available. Roads and Maritime and the construction contractor will work with property owners to ensure suitable private property and business access is maintained during the construction phase.</td>
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<td>Economic impacts</td>
<td>What are the proposed impacts to businesses once the upgrades have been carried out?</td>
<td>There may be some changes to property or business access as a result of the road upgrades. A supporting objective of the project is to minimise impacts to properties as far as practicable. Roads and Maritime will be preparing a Socio-economic Assessment as part of the environmental assessment for each project to consider impacts to businesses during construction and operation of the upgraded or new road. Roads and Maritime will discuss the potential impacts with affected business owners during the concept development stage.</td>
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<td>Land use</td>
<td>Will land be rezoned because of the upgrades?</td>
<td>Wider land use planning is the responsibility of the Department of Planning and Environment and local councils. The road upgrade will not change the existing zoning of properties. For more information on future development in the area, please visit the Department of Planning and Environment’s webpage on Priority Growth Areas at: <a href="http://growthcentres.planning.nsw.gov.au/PriorityGrowthAreas.aspx">http://growthcentres.planning.nsw.gov.au/PriorityGrowthAreas.aspx</a></td>
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<td>Other</td>
<td>Future road network:</td>
<td>Department of Planning and Environment is responsible for planning for land use, such as proposed residential and employment areas and the road layout to support these uses.</td>
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<td>• Other roads like Mamre Road or Elizabeth Drive should be maintained or upgraded.</td>
<td>Transport for NSW is responsible for planning the transport network such as bus routes and new rail infrastructure, including the T-way.</td>
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<td>• Connect Mamre Road to the new industrial estate at Erskine Park.</td>
<td>Sydney’s Bus Future</td>
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<td>• Will Park Road and Greendale Road be upgraded?</td>
<td>Sydney’s Rail Future</td>
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<td>• What are the plans for Mamre Road and Luddenham Road?</td>
<td>Roads and Maritime is working closely with Transport for NSW to ensure the proposed road upgrades integrate with the requirements of the bus network strategy and that the required facilities necessary to support the bus network strategy are considered and provided.</td>
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<td>• Will the T-way connect along the current Liverpool to Parramatta T-way?</td>
<td>Roads and Maritime has started planning for the upgrade of Mamre Road upgrade between the M4 Motorway and James Erskine Drive. More information will be available shortly. Refer to the M12 Motorway table for information regarding Elizabeth Drive.</td>
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<td>Greendale Road, Park Road and Derwent Road are local roads under the care and control of local Councils. Roads and Maritime has no plans to upgrade these roads, but Councils may apply for road improvement funding under the Western Sydney Infrastructure Plan – Local Roads Package. This is a federally funded program to assist councils with upgrading their roads within close proximity to the western Sydney airport site.</td>
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<td>Penrith City Council has made a submission to upgrade Luddenham Road as part of the Western Sydney Infrastructure Plan – Local Roads Package. This is a federally funded program to assist councils with upgrading their roads within close proximity to the western Sydney airport site. Submissions for funding are currently being assessed and the successful proposals are planned to be announced by the Australian government later this year.</td>
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| M4 Motorway: | - The M4 needs to be upgraded as travelling time has doubled since year 2000.  
- Concern about queuing to get onto and off the M4 at key intersections.  
- Fast lane on M4 Motorway to the Sydney CBD and additional lanes would help people who travel a greater distance each day. | The M4 Motorway is outside the scope of the Western Sydney Infrastructure Plan road upgrades.  
| Out of scope | There is only one exit from Glenmore Park to Mulgoa Road adding to traffic congestion. | Mulgoa Road is outside the scope of the Western Sydney Infrastructure Plan road upgrades. Roads and Maritime has started planning for the progressive upgrade and widening of the Mulgoa Road / Castlereagh Road corridor between Glenmore Parkway, Glenmore Park and Andrews Road, Penrith. More information is available on the project webpage: [http://www.rms.nsw.gov.au/projects/sydney-west/mulgoa-rd-castlereagh-rd/](http://www.rms.nsw.gov.au/projects/sydney-west/mulgoa-rd-castlereagh-rd/) |
| | More exits and entries are needed to Glenmore Park. | Planning for the Glenmore Park local road network is under the care and control of Penrith City Council.  
The Northern Road Upgrade will provide access to Glenmore Park through improvements to existing intersections at Bradley Street, Glenmore Parkway and Garswood Road. |
| Russell Street rail bridge is a choke point for walkers and dangerous with a lot of trucks passing daily.  
Build a bypass from Emu Plains via Russell Street over the river to connect to Castlereagh Road. | Russell Street at Emu Plains is outside of the Western Sydney Infrastructure Plan road upgrades study area. |
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<td>Reduce the speed limit on Mulgoa Road to 60km/h to conserve the rural and heritage nature of the area.</td>
<td>Mulgoa Road is outside of the Western Sydney Infrastructure Plan road upgrades study area. In NSW, Roads and Maritime is responsible for the setting and signposting of safe and appropriate speed limits in accordance with NSW Speed Zoning Guidelines. Speed limits in NSW, as in other parts of Australia, are determined by a number of factors including the road geometry, surrounding conditions, road usage, adjacent development, vehicle types and volumes, crash history and the number of access points along the route. Speed limits must provide a practical and realistic balance between driver needs and safety. The Minister for Roads, Maritime and Freight has called on the community to have their say about speed limits. A link from the Safer Roads NSW website (<a href="https://www.saferroadsnsw.com.au/haveyoursay">https://www.saferroadsnsw.com.au/haveyoursay</a>) has been created. This allows motorists to nominate the roads where they feel speed limits and signs need to be changed without putting safety at risk.</td>
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<td>Are there plans for traffic lights in the St Clair suburb?</td>
<td>St Clair is outside of the Western Sydney Infrastructure Plan road upgrades study area. Planning has commenced for an upgrade of Mamre Road between the M4 Motorway and James Erskine Drive with more information expected to be available shortly.</td>
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<td>Consider building a flyover at the Camden Valley Way and Bringelly Road intersection in order to avoid a major bottleneck caused by increased traffic.</td>
<td>Bringelly Road between Camden Valley Way Leppington and The Northern Road Bringelly will be upgraded as part of the Western Sydney Infrastructure Plan. Stage 1 of Bringelly Road Upgrade is currently in construction. Traffic modelling was carried out as part of the Review of Environmental Factors for the Bringelly Road Upgrade in 2011. It showed that the proposed upgrade of the intersection with Camden Valley Way would provide sufficient capacity until 2036. The intersection design has considered the location of a future grade separated interchange, and there is sufficient space to build this facility in the future if required.</td>
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The Northern Road Upgrade Stage 3

The following table summarises the issues raised about The Northern Road Upgrade Stage 3. Submissions for this project targeted access and traffic concerns. Access points to individual properties, Glenmore Parkway and the M4 were key issues for many. Submissions also communicated concern about the potential delays caused by additional traffic lights. Recommendations for additional upgrades to The Northern Road and surrounding roads were also noted across a number of submissions. Please note that Parker Street is part of “The Northern Road” and any reference to Parker Street has been renamed as The Northern Road for clarity.

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<tr>
<td>Consultation</td>
<td>Roads and Maritime and Transport for NSW need to commence discussion about the missing bus route between Jamison Road and the Penrith Interchange.</td>
<td>Transport for NSW, Roads and Maritime and Penrith City Council will continue to work together to identify corridor options to connect the proposed bus lanes which end at The Northern Road/Jamison Road intersection and the Penrith Station Interchange. This work is being carried out separately by Transport for NSW.</td>
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<td>When will we be consulted in relation to the environmental effects of the upgrade, such as acoustics, living effects, traffic noise, air quality and stormwater drainage?</td>
<td>Roads and Maritime will prepare a range of specialist studies as part of the Environmental Impact Statement (EIS) to assess traffic and construction noise, socio-economic impacts, air quality impacts, biodiversity impacts and stormwater flows during construction and operation of the road. The Environmental Impact Statement and specialist reports will be on display for public comment in the second half of 2016.</td>
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<td>What is the approximate timeframe for construction work?</td>
<td>Construction work is expected to commence in late 2017, following planning approval, and is expected to be open to traffic in late 2019 or early 2020.</td>
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<td>Design</td>
<td>There is currently no U-turn option proposed for heavy vehicles using The Northern Road.</td>
<td>The proposed U-turn facilities at Bradley Street (opposite the Defence Establishment) and the southbound heavy vehicle bay are designed to accommodate vehicles up to 19m long, which is suitable for heavy vehicles. More information will be available when the concept design and Environmental Impact Statement are displayed in the second half of 2016.</td>
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<td>Left hand turns need to be allowed.</td>
<td>Left turns to and from The Northern Road are permitted to private properties and side streets.</td>
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| Grade changes | • The Northern Road has a slope that currently makes access to driveways with certain vehicles difficult; any changes will need to consider this.  
• Concern about the drop between the road and property driveway – will the new roads be designed to suit the property entry? | The proposed upgrade will consider property access and will adjust levels between the upgraded road and property driveways if required. |
| Retain right hand turns from The Northern Road | | The Northern Road currently caters for up to 54,000 vehicles per day. The proposed upgrade and access strategy has been developed to ensure safe and efficient access to all properties along The Northern Road.  
Right turn access into and out of side streets and properties is not considered a safe traffic movement once the road is upgraded to three and four lanes in each direction. All access changes would be reviewed as part of the Traffic and Transport assessment for the Environmental Impact Statement.  
Right turn access will be provided to the local road network through the intersections with traffic lights, some U-turn areas and service roads. Access will become left in and left out for properties fronting The Northern Road. |
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<td>Property access:</td>
<td>• Concern that removing right hand turn movements from The Northern Road will prevent access to driveways.</td>
<td>• The proposed upgrade and access strategy has been developed to ensure safe and efficient access to all properties along The Northern Road. Roads and Maritime will discuss specific property impacts with each property owner along the corridor during the development of the proposed design, including individual driveway access. Where a right-hand turn has been lost, an alternative access route has been provided.</td>
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<td>• Would there be any allowance to increase kerb drive-in so there is swing room for the reversing of a caravan into my driveway?</td>
<td>• Drivers turning left to enter a street, property or intersection can enter via a bus lane up to 100 metres before where they intend to turn, anytime of day or night. This also applies when entering a road with a bus lane.</td>
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<td>• Concern that visitors to the property will no longer be able to park conveniently because of the proposed bus lane and road upgrade.</td>
<td>• The proposed kerbside lanes would be designated as Bus Lanes. Under Australian Road Rules other vehicle types, such as bicycles, are permitted to legally travel in bus lanes.</td>
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<td>• Concern about using the bus lane for property entry.</td>
<td>• Refer to the following link for more information about the use of Bus Lanes in NSW.</td>
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<td>Will drainage be considered in the widening of The Northern Road?</td>
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<td>Roads and Maritime will be preparing a Hydrology and Flooding Report as part of the Environmental Impact Statement to assess stormwater flows during construction and operation of the road. The proposal would aim to minimise or avoid any additional flooding impacts to properties.</td>
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<td>The Environmental Impact Statement and Hydrology and Flooding Report will be on display for public comment in the second half of 2016. The Environmental Impact Statement will outline the proposed measures to capture and control stormwater flows.</td>
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<td>What landscape and road beautifications are being proposed?</td>
<td>Roads and Maritime will be preparing an Urban Design, Landscaping and Visual Impact Assessment as part of the Environmental Impact Statement. The Environmental Impact Statement will outline the proposed strategy to minimise visual impacts of the road upgrade. The Environmental Impact Statement and Urban Design, Landscaping and Visual Impact Assessment will be on display for public comment in the second half of 2016.</td>
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<td>• There are too many sets of traffic lights in the design.</td>
<td>The proposed locations and number of traffic lights have been determined to cater for safe and efficient property and local road access. It is acknowledged that the existing road environment has fewer traffic lights.</td>
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<td>• The large number of traffic lights will cause further traffic delays.</td>
<td>There are eight new traffic lights proposed at the following intersections for safety and access reasons:</td>
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<td>• Littlefields Road</td>
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<td>• Gates Road</td>
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<td>• Kings Hill Road</td>
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<td>• Chain-O-Ponds Road</td>
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<td>• Defence Establishment Orchard Hills Access</td>
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<td></td>
<td>• Bradley Street</td>
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<td>• Glenmore Parkway</td>
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<td>• Tukara Road/Frogmore Road</td>
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<td>Two existing sets of traffic lights at the M4 interchange will be combined into a single intersection. As a result, there will be no net increase in traffic lights from the M4 interchange to the north.</td>
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<td>Seven new traffic lights are proposed south of the M4 for safety reasons including in response to intersection crash history and removal of the roundabout at Glenmore Parkway.</td>
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<td>Detailed traffic modelling will be carried out as part of the Environmental Impact Statement to confirm travel times and expected corridor performance upon opening of the proposal and in future years. The Environmental Impact Statement, including the results of the traffic modelling, will be on display for public comment in the second half of 2016.</td>
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|            | Will any adjacent streets or other local roads be affected by the widening of The Northern Road?                                             | The proposed upgrade is being carried out to improve and provide additional capacity on The Northern Road between Littlefields Road and Jamison Road. The surrounding local roads are under the care and control of Penrith City Council. Widening of some local roads would occur on the approach to intersections with The Northern Road to accommodate the design of the proposed upgrade. Additional local road works to support the proposed upgrade include:  

- Relocation of the roundabout at Aspen Street/Maxwell Street about 30 metres west to the Hilliger Road/Maxwell Street intersection  
- A new roundabout at the Frogmore Road/Simeon Road junction  
- An extension of Cross Road to Wentworth Road  
- An extension of Vineyard Road to connect Longview Road and Kings Hill Road. |
| Bus lanes  | Support for the bus lane and road widening.                                                                                                                                                         | Roads and Maritime acknowledges this support for the proposal.                                                                                                                                                               |
| Intersections | Jamison Road:  
  • Include The Northern Road/Jamison Road intersection as part of The Northern Road Upgrade Stage 3.                                                                                          | The Northern Road/Jamison Road intersection would be included in the proposed upgrade. More detailed traffic modelling will be carried out as part of the Environmental Impact Statement to confirm the most suitable design for this intersection. |
|            | Smith Street:  
  • The Smith Street intersection should be changed to stop Smith Street as ‘through’ traffic, as its only 200m from Jamison Street.                                                        | The Smith Street traffic lights cater for more than 2,500 traffic movements across The Northern Road each day. Removal of these traffic lights would affect access for properties along The Northern Road and redistribute traffic movements across the surrounding local road network. This suggestion is not supported by Roads and Maritime. |
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| Maxwell Street / Bringelly Road: | - Include turning lanes on Maxwell Street and Bringelly Road.  
- Will right hand turn movements be allowed from Maxwell Street onto The Northern Road heading south?  
- A left lane cutting through the park at the corner of Maxwell Street and The Northern Road would alleviate a long line of cars wanting to turn left into The Northern Road. | The existing Maxwell Street/Bringelly Road intersection is operating at capacity resulting in congestion during peak periods. The proposed upgrade includes a larger set of traffic lights and more turning lanes. Roads and Maritime will consider all suggestions to improve the proposed intersection design. More detailed traffic modelling will be carried out as part of the Environmental Impact Statement to provide the most suitable design for this intersection. |
| Castle Road: | - Does not support full median closure at Castle Road as it would separate the community and distribute traffic across the network. | The proposed upgrade includes a central median for road safety reasons. This section of The Northern Road caters for more than 54,000 vehicles per day. Castle Road is a local road in close proximity to traffic lights at Maxwell Street/Bringelly Road and Frogmore Road. Right turn access into Castle Road would require traffic lights and introduce additional delays for traffic using The Northern Road. Alternate routes to Castle Road are available by using the new traffic lights at Frogmore Road and then Kingswood Road to reach Castle Road or by using the new roundabout at the Maxwell Street/Aspen Street intersection to turn around and return to Castle Road. |
| Frogmore Road / Tukara Road: | - Concerns about intersection design as it has too many lanes merging and pedestrian movements at the Frogmore Road/Tukara Road/The Northern Road intersection upgrade.  
- Consider including right turn movement out of Tukara Road.  
- Possibility of providing a dedicated left hand turn lane from Frogmore Road onto The Northern Road at Orchard Hills to reduce queueing.  
- Consider the full signalisation of the Frogmore Road / | The proposed intersection layout at Frogmore Road has been developed to minimise delays for motorists travelling on The Northern Road. This section of The Northern Road caters for more than 54,000 vehicles per day and is adjacent to the M4 Motorway interchange. Any proposed solution for this intersection would need to consider the impact to the M4 Motorway interchange. Roads and Maritime will consider all suggestions to improve the proposed intersection design. More detailed traffic modelling will be carried out as part of the Environmental Impact Statement to provide the most suitable design for this intersection, including any |
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<td>Tukara Road / The Northern Road intersection because:</td>
<td>potential changes to Tukara Road access and movements.</td>
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<td>- The South Penrith and Orchard Hills / Caddens community would have improved vehicular amenity and pedestrian access and connectivity.</td>
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<td>- Pedestrian access to the Penrith Christian School and Church would be improved and reduce car dependence from Penrith and south Penrith.</td>
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<td>- Public transport services/bus stops would be improved via the signalisation as the corridor will provide a needed express service to the new airport.</td>
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<td>- The current intersection design does not offer any pedestrian or cyclist solution for The Northern Road or Frogmore/Tukara Roads.</td>
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<td>- It would provide much needed vehicular access improvements from the new release areas of Caddens and the WELL precinct, and compensate for the closure of Castle Road at The Northern Road.</td>
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<td>- It would control movements from Frogmore Road turning right, to safely merge across three northbound lanes and access the bulky goods precinct on Aspen Street and further on Maxwell Street to the north west.</td>
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<td>- Less travel distance and less merging manoeuvres would occur along The Northern Road, between Frogmore Road/Tukara Road and Maxwell Street.</td>
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<td>- The reopening of Tukara Road to allow the right turn into The Northern Road would reduce existing pressure on Maxwell Street and The Northern Road.</td>
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<td>M4 Motorway Interchange:</td>
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<td>It is acknowledged The Northern Road/M4 Motorway interchange currently operates at capacity with queueing and congestion during peak periods. The proposed upgrade will remove one set of traffic lights from the existing interchange and widen and extend the M4 Motorway entry and exit ramps.</td>
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<td>• Better entry to the M4 Motorway is required both from Mulgoa Road and The Northern Road</td>
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<td>Grade separation of The Northern Road/M4 Motorway interchange, similar to the Lighthorse Interchange (M4/M7 Motorway Interchange) would require a significantly larger property footprint and changes to local road access to function efficiently.</td>
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<tr>
<td>• Longer entry and exit ramps from the M4 are required, especially westbound. The M4 interchange off ramp is too short to allow the traffic to flow freely.</td>
<td></td>
<td>Roads and Maritime will consider all suggestions to improve the proposed interchange design. More detailed traffic modelling will be carried out as part of the Environmental Impact Statement to provide the most suitable design for this interchange.</td>
</tr>
<tr>
<td>• Build a flyover for the M4 to The Northern Road intersection.</td>
<td></td>
<td>The Australian and NSW governments are proposing to introduce intelligent technology, known as a Smart Motorway System, to Sydney’s M4 Motorway between Pitt Street, Mays Hill and Lapstone. More information about the project can be found on the Roads and Maritime website: <a href="http://www.rms.nsw.gov.au/projects/sydney-west/m4/index.html">http://www.rms.nsw.gov.au/projects/sydney-west/m4/index.html</a></td>
</tr>
<tr>
<td>• The Northern Road and M4 interchange should promote free flowing traffic management which is not dependent on traffic signalling.</td>
<td></td>
<td>The upgrades proposed for The Northern Road interchange as part of the M4 Smart Motorway will be incorporated with The Northern Road upgrade.</td>
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<td></td>
<td></td>
<td>Entry to the M4 Motorway from Mulgoa Road is outside the scope of the Western Sydney Infrastructure Plan.</td>
</tr>
<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<tr>
<td>Garswood Road:</td>
<td>• Concern about the Garswood Road intersection.</td>
<td>The Garswood Road intersection is located adjacent to the M4 Motorway interchange. Any proposed solution for this intersection would need to consider potential impacts to the M4 Motorway interchange. More detailed traffic modelling will be carried out as part of the Environmental Impact Statement to provide the most suitable design for this intersection.</td>
</tr>
<tr>
<td>Glenmore Parkway:</td>
<td>• Install roundabout lights at The Northern Road/Glenmore Parkway to improve safety at this location.</td>
<td>The existing roundabout at the Glenmore Parkway/Wentworth Road intersection operates at capacity resulting in congestion during peak periods. The proposed upgrade includes replacing the roundabout with a new set of traffic lights, which would facilitate safer movements for both motorists and pedestrians and cyclists. The proposed traffic lights at the Glenmore Parkway/The Northern Road intersection would include some widening and realignment of Glenmore Parkway and additional turning lanes to reduce queue lengths and delays at this intersection. Roads and Maritime would consider all suggestions to improve the proposed intersection design. More detailed traffic modelling will be carried out as part of the Environmental Impact Statement to provide the most suitable design for this intersection.</td>
</tr>
<tr>
<td></td>
<td>• Consider retaining the roundabout at Glenmore Parkway and having traffic lights which only come into effect during peak hours?</td>
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<td></td>
<td>• Concern over increased traffic at the roundabout at Glenmore Parkway and Wentworth Road.</td>
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<td></td>
<td>• Will roundabouts be removed when the upgrade occurs?</td>
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<td></td>
<td>• How can the proposed intersection between Glenmore Parkway and The Northern Road accommodate two queued traffic turn lane into this road from The Northern Road when it deals with a large amount of traffic?</td>
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</tr>
<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<td></td>
<td><strong>Fairwater Court, Glenmore Park:</strong></td>
<td><strong>Suggested access arrangements for residents in Fairwater Court to travel towards Glenmore Park Town Centre will be considered during concept design.</strong></td>
</tr>
<tr>
<td></td>
<td>- Concern about removal of the roundabout at Glenmore Parkway and its impacts on access for residents in Fairwater Court.</td>
<td><strong>The proposed access arrangements will be addressed in the Environmental Impact Statement which is expected to be displayed to the community for feedback in the second half of 2016.</strong></td>
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<tr>
<td></td>
<td>- Consider including one of the following:</td>
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<td>- An additional roundabout at Fairwater Court/Glenmore Parkway.</td>
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<td>- A right hand turn out of Fairwater Court onto Glenmore Parkway.</td>
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<td>- An additional roundabout at Windora Avenue/Glenmore Parkway.</td>
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<td></td>
<td>- U-turn bay or roundabout to allow drivers an option to return into Glenmore Park prior to reaching The Northern Road.</td>
<td></td>
</tr>
<tr>
<td>Gates Road</td>
<td><strong>Happy to see traffic lights on Gates Road.</strong></td>
<td><strong>Roads and Maritime acknowledges this support for the proposal.</strong></td>
</tr>
<tr>
<td>Traffic</td>
<td><strong>Introduce measures to reduce travel time to and from Glenmore Park.</strong></td>
<td><strong>Traffic volume growth along the corridor is expected to continue. The proposal would provide improvements to the road corridor to accommodate this growth while enabling more efficient and safe journeys. Without the proposal, the congestion experienced along The Northern Road is expected to increase.</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Detailed traffic modelling will be carried out as part of the Environmental Impact Statement to confirm travel times and corridor performance upon opening of the proposal and in future years. The Environmental Impact Statement including the results of the traffic modelling is expected to be displayed for public comment in the second half of 2016.</strong></td>
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<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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</tr>
<tr>
<td>Pedestrian access</td>
<td>What consideration has been made for pedestrian access across The Northern Road at the intersection of Tukara Road and Frogmore Road?</td>
<td>Pedestrian crossing facilities will be considered during the concept design of the Tukara Road / Frogmore Road intersection.</td>
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<td></td>
<td>The number of pedestrian movements at this location is unlikely to warrant the provision of a pedestrian bridge.</td>
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<td></td>
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<td>This will be assessed as part of the concept development and addressed in the Environmental Impact Statement which is expected to be displayed for public comment in the second half of 2016.</td>
</tr>
<tr>
<td>Build a pedestrian bridge to ensure safety of students crossing the intersection at The Northern Road and Smith Street.</td>
<td>Pedestrians are able to use the signalised pedestrian crossing at The Northern Road and Smith Street traffic lights.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>The number of pedestrian movements at this location is unlikely to warrant the provision of a pedestrian bridge.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>This will be assessed as part of the concept development and addressed in the Environmental Impact Statement which is expected to be on display for public comment in the second half of 2016.</td>
</tr>
<tr>
<td>Property</td>
<td>For general questions on property value and acquisition, please refer to the General WSIP issues table.</td>
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<tr>
<td>Property acquisition:</td>
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<tr>
<td></td>
<td>• Will properties be acquired for this stage of the upgrade?</td>
<td>It is expected that some partial acquisitions would be required at the front of properties along The Northern Road Upgrade Stage 3. The extent of property impacts and acquisition required will be shown in the Environmental Impact Statement, which will be displayed to the community for comment in the second half of 2016.</td>
</tr>
<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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</tbody>
</table>
| Property zoning: | • Will properties be rezoned because of the upgrades to The Northern Road?  
• How does the road widening affect the rural environment and Council Rural Living Zone? Will the EIS address this issue? | Wider land use planning is the responsibility of the Department of Planning and Environment and Penrith City Council. The road upgrade would not change the existing zoning of properties.  
For more information on future development in the area, please visit the Department of Planning and Environment’s webpage on Priority Growth Areas at: [http://growthcentres.planning.nsw.gov.au/PriorityGrowthAreas.aspx](http://growthcentres.planning.nsw.gov.au/PriorityGrowthAreas.aspx) |
| Use the RAAF land rather than private property. | | The Department of Defence operates the Defence Establishment Orchard Hills on The Northern Road. Roads and Maritime has consulted with the Department of Defence and indicated a preference to widen The Northern Road generally to the eastern side of the corridor. These discussions are ongoing, and will influence the road alignment at this location.  
The extent of property impacts and acquisition required will be shown in the Environmental Impact Statement, which will be displayed to the community for comment in the second half of 2016. |
<p>| More detail sought on changes between front boundaries to the road. | | The extent of property impacts and acquisition required is still being investigated and will be shown in the Environmental Impact Statement, which will be displayed to the community for comment in the second half of 2016. |
| An increase in street lighting will negatively impact residents. | | The extent of street lighting has not been finalised. Roads and Maritime will prepare a range of specialist studies as part of the Environmental Impact Statement (EIS) which would assess any impacts resulting from proposed changes to street lighting. The assessment will be shown in the Environmental Impact Statement, which will be displayed to the community for comment in the second half of 2016. |</p>
<table>
<thead>
<tr>
<th>Issue</th>
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</thead>
<tbody>
<tr>
<td>Noise and air quality</td>
<td><em>For all general questions about noise and air quality, please refer to the General WSIP issues table under ‘Environment’.</em></td>
<td></td>
</tr>
<tr>
<td>Environment</td>
<td>What is the effect of the road widening on climate change?</td>
<td>The Environmental Impact Statement will assess the impacts of the proposal on climate change. It will be on display for public comment in the second half of 2016.</td>
</tr>
<tr>
<td></td>
<td>What are the expected additional CO₂ predictions due to additional traffic and controlled signals being so close together?</td>
<td>The Environmental Impact Statement will assess the impacts of the proposal on air quality. It will be published for community comment in the second half of 2016.</td>
</tr>
<tr>
<td>Public transport</td>
<td>Where will the bus stops be located?</td>
<td>The proposed upgrade includes a dedicated kerbside bus lane in each direction to provide more reliable public transport services along The Northern Road. The location of bus stops, including any new bus stops, are yet to be determined and would be considered in consultation with Transport for NSW and Penrith City Council. The proposed locations of bus stops would consider access for patrons, the impact to general traffic flows, and public transport requirements. This information would be included in the concept design, which will be displayed for public comment in the second half of 2016.</td>
</tr>
<tr>
<td>Issue</td>
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<td>Roads and Maritime response</td>
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<tr>
<td>More information required regarding the intention of the bus lane, i.e. whether the bus lane will allow bike riders, motor bikes and taxis?</td>
<td>Under Australian Road Rules, other vehicle types, including bicycles, are permitted to legally travel in bus lanes. Refer to the following link for more information about the use of bus lanes in NSW. <a href="http://www.rms.nsw.gov.au/roads/using-roads/buses/bus-lanes.html">http://www.rms.nsw.gov.au/roads/using-roads/buses/bus-lanes.html</a></td>
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</tr>
</tbody>
</table>
| Cycling access / facilities | Proposal doesn't consider cyclists and cycleway.  
Provide a separate cycle lane on the road safely catering for two abreast connectivity.  
Synchronise pedestrian/cycle traffic lights so that they are always green when the parallel road is green. | See also the General WSIP issues table under ‘Cycling Provisions’.  
The proposed upgrade includes shared paths along the entire length as part of the NSW Government Active Transport Program. The shared paths on this section of The Northern Road would connect with existing and proposed shared paths on adjacent sections of The Northern Road.  
Cyclists are able to use the wide shoulder or bus lane in accordance with cycling road rules: http://roadsafety.transport.nsw.gov.au/stayingsafe/bikest/cyclingrules.html  
The kerbside lanes would be designated as bus lanes. Under Australian Road Rules, other vehicle types, including bicycles are permitted to legally travel in bus lanes. Refer to the following link for more information about the use of Bus Lanes in NSW. http://www.rms.nsw.gov.au/roads/using-roads/buses/bus-lanes.html  
Roads and Maritime would assess options to improve travel times for cyclists. |
<p>| Construction impacts | For all general questions about construction impacts, please refer to the General WSIP issues table. |
| Utilities | Concern about the position of high voltage wires at the front of property. | Roads and Maritime is not responsible for the location of electricity infrastructure. Any relocation of public utility infrastructure as a result of the proposed road upgrade would be considered in consultation with the relevant utility authorities. |</p>
<table>
<thead>
<tr>
<th>Issue</th>
<th>Issue raised</th>
<th>Roads and Maritime response</th>
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</thead>
<tbody>
<tr>
<td>Local roads</td>
<td>Wentworth Road needs to be widened if changes go ahead.</td>
<td>Wentworth Road is a local road under the care and control of Penrith City Council. The proposed upgrade would include some widening of Wentworth Road to accommodate the design of the proposed traffic lights at The Northern Road to ensure they operate efficiently. More detailed traffic modelling will be carried out as part of the Environmental Impact Statement to provide the most suitable design for this intersection.</td>
</tr>
<tr>
<td></td>
<td>Management of speed needs to be considered as motorists approach the Frogmore Road/Simeon Road roundabout.</td>
<td>Roads and Maritime is responsible for the setting and signposting of safe and appropriate speed limits in accordance with NSW Speed Zoning Guidelines. Speed limits in NSW, as in other parts of Australia, are determined by a number of factors including the road geometry, surrounding conditions, road usage, adjacent development, vehicle types and volumes, crash history and the number of access points along the route. Speed limits must provide a practical and realistic balance between driver needs and safety. The Minister for Roads, Maritime and Freight has called on the community to have their say about speed limits. A link from the Safer Roads NSW website (<a href="https://www.saferroadsnsw.com.au/haveyoursay">https://www.saferroadsnsw.com.au/haveyoursay</a>) has been created. This allows motorists to nominate the roads where they feel speed limits and signs need to be changed without putting safety at risk.</td>
</tr>
<tr>
<td></td>
<td>• Widen Glenmore Parkway to two lanes each way, to at least Glengarry Drive.</td>
<td>The proposed upgrade is being carried out to improve The Northern Road. The surrounding local roads are under the care and control of Penrith City Council. Some widening of Glenmore Parkway would be carried out to accommodate the design of the proposed intersection at The Northern Road.</td>
</tr>
<tr>
<td></td>
<td>• Glenmore Parkway needs to be upgraded to dual carriageway and straightened out to stop it being used as a race track.</td>
<td></td>
</tr>
<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<tr>
<td></td>
<td>Is the widening of Bradley Street going to be part of the upgrade?</td>
<td>The proposed upgrade is being carried out to improve The Northern Road. Bradley Street is a local road under the care and control of Penrith City Council. The proposed traffic lights at the Bradley Street/The Northern Road intersection would include some widening of Bradley Street to ensure the traffic lights operate efficiently.</td>
</tr>
<tr>
<td></td>
<td>Impacts to the local road network need to be considered.</td>
<td>Traffic modelling will be carried out as part of the Environmental Impact Statement to confirm impacts to the local road network, including travel times and corridor performance upon opening of the proposal and in future years. The Environmental Impact Statement, including the results of the traffic modelling, will be on display for public comment in the second half of 2016.</td>
</tr>
</tbody>
</table>
The Northern Road Upgrade Stage 4

The following table summarises the issues raised about The Northern Road Upgrade Stage 4. Submissions for this project targeted the four route realignment options, with the eastern and western options attracting the highest number of comments. When weighing up the pros and cons of each route option, submissions focused on minimising impacts to businesses, property acquisition, the school and Luddenham Town Centre. Some submissions expressed concern that the realignment could impact negatively on journey times along The Northern Road. Concern was also noted about the impact of partial property acquisitions.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Issue raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consultation</td>
<td>When will the preferred route be announced?</td>
<td>A preferred option is expected to be announced by the end of 2015.</td>
</tr>
<tr>
<td>Design</td>
<td>The preferred route/concepts need to be compatible with western Sydney airport operational constraints and safeguards, such as airspace protection and hazard management.</td>
<td>Roads and Maritime is working with the Department of Infrastructure and Regional Development to accommodate the operational constraints and clearances of a western Sydney airport at Badgerys Creek.</td>
</tr>
<tr>
<td></td>
<td>Willowdene Avenue should be maintained as a 'no through' road, with the proposed new road running parallel to the east.</td>
<td>The proposed alignment of The Northern Road Upgrade Stage 4 along Willowdene Avenue is to accommodate the operational constraints and clearances of a western Sydney airport at Badgerys Creek as advised by the Department of Infrastructure and Regional Development. The future function of Willowdene Avenue will be considered when developing an access strategy after the preferred route option has been chosen.</td>
</tr>
<tr>
<td></td>
<td>The Northern Road from Dwyer Road to Luddenham should follow the airport land boundary.</td>
<td>The proposed alignment of The Northern Road Upgrade Stage 4 along Willowdene Avenue is to accommodate the operational constraints and clearances of a western Sydney airport at Badgerys Creek as advised by the Department of Infrastructure and Regional Development.</td>
</tr>
<tr>
<td></td>
<td>The design should minimise impact to Luddenham town centre and community facilities such as schools, church and cemetery.</td>
<td>Impact on the Luddenham township will be considered in the selection of a preferred route option.</td>
</tr>
<tr>
<td></td>
<td>Need to consider morning fog when planning for this stage.</td>
<td>Roads and Maritime Services will consider fog as part of the concept design in accordance with the relevant design standards.</td>
</tr>
<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<tr>
<td>Route options</td>
<td>Eastern option:</td>
<td>All comments provided will be considered in the selection of a preferred option, and used to develop the concept design and access strategy once a preferred option is selected. Traffic modelling will be undertaken as part of the Environmental Impact Statement to confirm impacts to the local road network, including travel times and road corridor performance upon opening of the proposal and in future years.</td>
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<td></td>
<td>• Retains the Luddenham village and minimises impact to businesses.</td>
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<td>• Less impact on school (than Campbell Street and Central options).</td>
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<td></td>
<td>• Less acquisition required (than Campbell Street and Central options)</td>
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<td></td>
<td>• Less noise pollution for Luddenham</td>
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<td></td>
<td>• Better connectivity</td>
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<td></td>
<td>• Impacts the future economic and social expansion of the Luddenham town centre</td>
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</tr>
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<td></td>
<td>• Environmental impacts on existing residents, businesses and agricultural activities.</td>
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<td></td>
<td>• Impacts Adams Road and the speciality businesses, such as the Christmas tree farm.</td>
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<td>Issue</td>
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<td>Roads and Maritime response</td>
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</table>
| **Western option:** |  | All comments provided will be considered in the selection of a preferred option, and used to develop the concept design and access strategy once a preferred option is selected.  
Roads and Maritime will consider fog as part of the concept design in accordance with the relevant road design standards.  
Roads and Maritime will prepare a Hydrology and Flooding Report as part of the Environmental Impact Statement to assess stormwater flows during construction and operation of the road. The proposal would aim to minimise or avoid any additional flooding impacts to properties.  
Traffic modelling will be undertaken as part of the Environmental Impact Statement to confirm impacts on the local road network, including travel times and road corridor performance upon opening of the proposal and in future years.  
  |  | |  |
|  | • Less impact on school (than Campbell Street and Central options).  
• Less acquisition required (than Campbell Street and Central options).  
• The safest because of fog in the area.  
• Most direct option with less impact on the Luddenham town centre.  
• The most cost efficient option.  
• Requires the most amount of construction to re-join at Elizabeth Drive.  
• One way access would impact town centre and businesses.  
• Needs to include bridges and major water flow/flooding remediation due to the many deep valleys.  
• Negative impacts to Park Road.  |  |  |
|  |  | All comments provided will be considered in the selection of a preferred option. Comments will also be used to develop the concept design and access strategy once a preferred option is selected.  
It is acknowledged that the property acquisition and heritage impacts of the Campbell Street option are higher than for some other options.  |  |  |
|  | • Negative impacts on Park Road.  
• Requires reduction of speed during school operating hours.  
• Significant impact on the school.  
• Requires the acquisition of too many properties.  
• Significant impact on heritage buildings and the Luddenham Showground.  
• Will physically divide the community.  |  |  |
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<tr>
<th>Issue</th>
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</table>
| Central option: | -Requires the destruction or significant encroachment on the majority of buildings and infrastructure of community and heritage significance  
-Requires the acquisition of too many properties.  
-Will physically divide the community. | All comments provided will be considered in the selection of a preferred option. Comments will also be used to develop the concept design and access strategy once a preferred option is selected.  
It is acknowledged that the property acquisition and heritage impacts of the Central option are higher than for some other options. |
| Alternative options: | -The Northern Road alignment should be maintained and tunnelled under the airport land as is the case with General Holmes Drive at Mascot.  
-Join Elizabeth Drive to Park Road at the roundabout on The Northern Road.  
-Alternative southern alignment should be considered between Dwyer Road and Willowdene Avenue which would largely achieve both the design objective to meet up with Willowdene Avenue.  
-Make the south bound road through the town section one way and then the northbound lanes one way skirting the town either via Campbell Street to west of the town or further west behind Holy Family and showground. | All comments provided will be considered in the selection of a preferred option. Comments will also be used to develop the concept design and access strategy once a preferred option is selected.  
A tunnel under the western Sydney airport site was considered in options development, but discarded due to high construction and maintenance costs, security implications, limitations on integration with the road network and public and active transport networks.  
Adjustment of local road connections and changes to operation will be considered as part of the concept design and access strategy once a preferred option is selected. |
| Traffic | Additional traffic movements across The Northern Road will interrupt the flow of traffic in a north-south direction. | This will be considered as part of the concept design and access strategy once a preferred option is selected.  
Traffic modelling will be undertaken as part of the Environmental Impact Statement to confirm impacts on the local road network, including travel times and road corridor performance upon opening of the proposal and in future years. |
<p>| Traffic | What will be the resulting increase in the travel time along The Northern Road? | Traffic modelling will be undertaken as part of the Environmental Impact Statement, which will be published for community consultation in the second half of 2016. |</p>
<table>
<thead>
<tr>
<th>Issue</th>
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<th>Roads and Maritime response</th>
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<tbody>
<tr>
<td></td>
<td>Support for an 80km/h zone throughout.</td>
<td>The Northern Road upgrade is being designed for a speed limit of 80km/h. However, the selected speed limit will depend on the route alignment option that is chosen.</td>
</tr>
<tr>
<td></td>
<td>More information required about traffic flow and what streets are affected by</td>
<td>This will be provided at the next stage of community consultation. Once a preferred option is selected further development work will be undertaken. Information on the access strategy and more detailed design drawings will be presented to the public for feedback in early 2016.</td>
</tr>
<tr>
<td></td>
<td>turning lanes, traffic, bus lanes and speed zones.</td>
<td></td>
</tr>
<tr>
<td>Property</td>
<td><em>For questions about property value and acquisition, please refer to the General WSIP issues table.</em></td>
<td></td>
</tr>
<tr>
<td>Noise and air quality</td>
<td><em>For questions about noise and air quality, please refer to the General WSIP issues table.</em></td>
<td></td>
</tr>
<tr>
<td>Construction impacts</td>
<td><em>For questions about construction impacts, please refer to the General WSIP issues table.</em></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>What is proposed on the western side of The Northern Road at Luddenham?</td>
<td>Wider land use planning is the responsibility of the Department of Planning and Environment. For more information on future developments in the area, please visit the Department of Planning and Environment’s webpage on Priority Growth Areas at: <a href="http://growthcentres.planning.nsw.gov.au/PriorityGrowthAreas.aspx">http://growthcentres.planning.nsw.gov.au/PriorityGrowthAreas.aspx</a></td>
</tr>
</tbody>
</table>
## M12 Motorway

The following table summarises the issues raised about the M12 Motorway. Submissions for this project focused on cycleways and potential impacts on existing properties. A number of submissions noted concerned about the impact of the M12 Motorway on the Wylde Mountain Bike Path. Some submissions flagged the need to include a dedicated cycleway in the design; consideration of existing homes and flora/fauna also emerged as key recommendations.

<table>
<thead>
<tr>
<th>Issue</th>
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<tbody>
<tr>
<td>Consultation</td>
<td>Resident received no formal notification that property was included in the study area.</td>
<td>Roads and Maritime distributed 4,550 community update newsletters to all affected properties within the study area. Please see Appendix B for the distribution map. We apologise if this material was not received.</td>
</tr>
<tr>
<td>Design</td>
<td>Design needs to be compatible with airport operational constraints and safeguards, such as airspace protection and hazard management.</td>
<td>Roads and Maritime is working with the Department of Infrastructure and Regional Development to accommodate the operational constraints and clearances of a western Sydney airport at Badgerys Creek.</td>
</tr>
<tr>
<td>Property</td>
<td>For questions about property value and acquisition, please refer to the General WSIP issues table.</td>
<td></td>
</tr>
<tr>
<td>Noise and air quality</td>
<td>For questions about noise and air quality, please refer to the General WSIP issues table.</td>
<td></td>
</tr>
<tr>
<td>Environment</td>
<td>Consider the location of dams and dam water supply for the impacted properties, as many are not serviced by water infrastructure.</td>
<td>Impacts to dams and water supply would be considered in the route selection. If property water supply is affected by the preferred option, Roads and Maritime would consult with the property owner to determine an alternative water supply option.</td>
</tr>
<tr>
<td></td>
<td>• There is at least one nesting pair of Kites as well as at least one pair of Australian Wedge Tailed Eagles in the Cecil Hills area; these need to be considered when planning for the M12.</td>
<td>As part of the environmental assessment for the M12 a biodiversity impact study will be undertaken. The proposal will be planned and constructed subject to environmental approval from the NSW Department of Planning and Environment.</td>
</tr>
<tr>
<td></td>
<td>• Preserve trees and vegetation as a wildlife corridor along the new motorway.</td>
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<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<tr>
<td>Route Options</td>
<td>Ensure the Western Sydney Parklands is not impacted by this project.</td>
<td>Roads and Maritime is carrying out desktop studies and site investigations across a large study area to inform the development of possible route options, taking into consideration environmental and social constraints. The M12 will be subject to an environmental assessment process. The development of route options will consider potential impacts on the Western Sydney Parklands.</td>
</tr>
<tr>
<td></td>
<td>Request for more detail on the M12 proposal, including preferred access/egress points.</td>
<td>Roads and Maritime is carrying out desktop studies and site investigations across a large study area to inform the development of possible route options, taking into consideration environmental and social constraints. As part of the option selection, Roads and Maritime will assess how existing access may be affected by the proposed routes, and develop options to mitigate the impacts on existing access arrangements. Connecting road access to the M12 Motorway is planned from the M7 Motorway, The Northern Road, and the new western Sydney airport entry. Local access would be available from Elizabeth Drive.</td>
</tr>
<tr>
<td></td>
<td>• Build the M12 on the southern side of Elizabeth Drive to minimise impacts to the Kemps Creek shopping centre and private properties.</td>
<td>Roads and Maritime is carrying out desktop studies and site investigations across a large study area to inform the development of possible route options, taking into consideration environmental and social constraints. The development of route options will consider the impacts on private properties and the Kemps Creek shopping centre.</td>
</tr>
<tr>
<td></td>
<td>• The road should be as far north as possible to minimise impact to existing residents.</td>
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<td></td>
<td>• Consider locations where there are large landholdings.</td>
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<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<tr>
<td></td>
<td>The M12 and proposed train line should run together.</td>
<td>Transport for NSW is responsible for planning the wider transport network, and is currently undertaking the South West Rail Link Extension Corridor Preservation. The proposed rail corridor would extend from the existing South West Rail Link at Leppington. For more information please see: <a href="http://www.transport.nsw.gov.au/projects-swrl-extension-corridor-preservation">www.transport.nsw.gov.au/projects-swrl-extension-corridor-preservation</a> Planning for transport to service the western Sydney airport will be outlined in the Environmental Impact Statement for the airport which is expected to be released later in 2015.</td>
</tr>
<tr>
<td></td>
<td>Consider extending Aldington Road north of the SITA landfill site.</td>
<td>Roads and Maritime is carrying out desktop studies and site investigations across a large study area to inform the development of possible route options, taking into consideration environmental and social constraints. This suggestion will be considered when developing potential route options.</td>
</tr>
<tr>
<td>Cycling access / facilities</td>
<td>- Cycleway on the M12 should not be like the M7 where you have to cross over.</td>
<td>A key feature of the proposed M12 motorway will be the provision of an off-road separated path for pedestrians and cyclists. The path will provide a link into the M7 bicycle network, and be separated from the Motorway. The route of this path is still being determined.</td>
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<td></td>
<td>- Provide an uninterrupted shared path via the use of overpasses and under passes (similar to the M7).</td>
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<td></td>
<td>- Consider using land to the north of Elizabeth Drive to mitigate the impact to the bike path.</td>
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<td></td>
<td>- The M12 design should incorporate a bike path.</td>
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<td></td>
<td>Ensure that the Wylde Mountain Bike Path is not impacted by construction.</td>
<td>Roads and Maritime is carrying out desktop studies and site investigations across a large study area to inform the development of possible route options, taking into consideration environmental and social constraints. The development of route options will consider potential impacts on the Wylde Mountain Bike Path.</td>
</tr>
<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<tr>
<td>Economic impacts</td>
<td>Concern that the businesses on Elizabeth Drive will be impacted because of reduced traffic when the M12 is built.</td>
<td>The purpose of the Motorway is to provide access between the Motorway network and the proposed western Sydney airport. Local road access would be maintained for residents and businesses. Elizabeth Drive has been identified for potential future upgrade as part of the South West Priority Growth Area. Over time, it is expected that traffic growth would offset any short term reduction in passing trade due to changes in access arrangements.</td>
</tr>
<tr>
<td>Construction impacts</td>
<td>For all general questions about construction impacts, please refer to the General WSIP issues table.</td>
<td></td>
</tr>
<tr>
<td>Preferred route</td>
<td>Does RMS have a preferred route?</td>
<td>Roads and Maritime is carrying out desktop studies and site investigations across a large study area to inform the development of possible route options, taking into consideration environmental and social constraints. Once the possible route options are developed, we will seek feedback from the community for the options we consider feasible. This feedback will help when selecting a preferred route option. The preliminary and concept designs and environmental assessment will be prepared for the preferred option with more opportunities for the community to provide feedback in the future. As the design develops, it will include more detail about environmental and property impacts. The proposed timeline for the project is to display route options early in 2016, and announce the preferred option in the second half of 2016.</td>
</tr>
<tr>
<td>Issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<tr>
<td>Elizabeth Drive</td>
<td>Upgrade Elizabeth Drive instead of building the M12.</td>
<td>The purpose of the project is to provide motorway standard access between the Motorway network and the proposed western Sydney airport. Access to the M12 is expected to be available from the M7 Motorway, The Northern Road and into and out of the western Sydney airport. Elizabeth Drive would need to be maintained as an arterial road to provide access to residents and businesses.</td>
</tr>
<tr>
<td>Elizabeth Drive</td>
<td>Needs to be widened to accommodate the increase in traffic.</td>
<td>The scope of this project is to provide a motorway standard link between the M7 and The Northern Road to service the South West Growth Centre (now referred to as the South West Priority Growth Area), Western Sydney Employment Area, and the western Sydney airport. Elizabeth Drive has been identified for a potential future upgrade as part of the South West Priority Growth Area.</td>
</tr>
<tr>
<td>Road Network</td>
<td>• Consider linking the M12 to the M2 as well as the M7.</td>
<td>The scope of this project is to provide a link between the M7 and The Northern Road to service the South West Priority Growth Area, Western Sydney Employment Area, and the western Sydney airport. The M12 will connect to the M5 and the M2 via the M7 motorway.</td>
</tr>
<tr>
<td></td>
<td>• The M12 should continue past the M7 connection and join the M5 east of Liverpool</td>
<td></td>
</tr>
<tr>
<td>Link the M12 directly</td>
<td>to Parramatta to make an additional western Sydney corridor.</td>
<td>The scope of this project is to provide a motorway standard link between the M7 and The Northern Road to service the South West Priority Growth Area, Western Sydney Employment Area, and the western Sydney airport. A direct link between the M12 and Parramatta is outside the scope of this project.</td>
</tr>
</tbody>
</table>
The following table summarises the issues raised about The Northern Road and Bringelly Road Interchange. Submissions for this project focused on the inclusion of an overpass in the interchange design, as well as the need to maintain adequate access to Bringelly Primary School. In addition to the submissions received, a number of one to one meetings were held with those owning properties within the location of the proposed interchange. The meetings provided property owners with an opportunity to ask questions of the project team that specifically related to their property. Issues arising from these meetings included the impact on plans for future development, acquisition processes, property values, design questions specific to their property, rezoning and construction impacts. During these meetings property owners also advised Roads and Maritime of details of their property that would need to be considered, such as the existence of Aboriginal artefacts, cattle, trees, dams and other wildlife.

Following the consultation period held in July and August, design work has progressed. It has been determined that The Northern Road will pass under Bringelly Road. Bringelly Road would be raised slightly to accommodate the underpass. This design has benefits for visual impacts, noise, and traffic operation. More details will be available when the Concept Design and Review of Environmental Factors are displayed for this project later in 2015.

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<tr>
<th>Issue</th>
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<th>Roads and Maritime response</th>
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<tbody>
<tr>
<td>Consultation</td>
<td>Unsure whether my property is affected – will RMS advise me in writing to say that my property is not affected by the interchange?</td>
<td>Roads and Maritime has contacted all affected property owners and will continue to consult extensively with the local community as well as individual impacted property owners.</td>
</tr>
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<td></td>
<td>Concern the design has changed from what was displayed in the July 2015 community update.</td>
<td>In the July 2015 Community Update the preferred alignment was displayed. This was an indicative drawing to show the realignment of The Northern Road about 300 metres to the east. Roads and Maritime is now preparing the concept design and Review of Environmental Factors for the project. The road design will continue to be adjusted as more information becomes available, but will follow the same general alignment that was shown in the Community Update. The concept design and Review of Environmental Factors are expected to be displayed to the community for feedback in late 2015.</td>
</tr>
<tr>
<td>Issue</td>
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<td>Concern about timeframes, process and lack of understanding of impact on properties.</td>
<td>Roads and Maritime has contacted all affected property owners and will continue to consult extensively with the local community as well as individual impacted property owners. Additional information about the property acquisition process, design and environmental assessment will be available to the community later in 2015.</td>
</tr>
</tbody>
</table>
| Design | • A dual lane right turn is needed for vehicles turning from Bringelly Road onto The Northern Road.  
• The design should include more than two turning lanes if it wants to cater for the future demand created by the airport. | The design for the interchange is based on current and future traffic volumes, including the proposed western Sydney airport at Badgerys Creek and expected changes in the South West Priority Growth Area.  
The concept design provides dual turning lanes for all right hand turn movements at the interchange. |
|       | The interchange needs to incorporate a “flyover” ramp below the intended intersection bridge to allow vehicles travelling between Leppington and the airport to maintain movements. | The design for the interchange is based on current and future traffic volumes including the proposed airport at Badgerys Creek and proposed changes in the South West Priority Growth Area.  
The concept design will consider provision for a future grade separation of the right turn on Bringelly Road from Leppington onto The Northern Road towards the airport. |
|       | Design should not include traffic lights as the topography lends itself to an overpass. | The proposed interchange layout has been based on current and future traffic volumes, including the proposed western Sydney airport at Badgerys Creek and proposed changes in the South West Priority Growth Area.  
The proposed interchange is not expected to be a free flowing interchange and may require a set of traffic lights to manage traffic accessing The Northern Road from Bringelly Road. |
<table>
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<tr>
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<tbody>
<tr>
<td>The interchange design needs to minimise impact to landowners.</td>
<td>Roads and Maritime has conducted a rigorous options selection process for the interchange. The preferred alignment option strikes a balance between numerous issues such as property, environmental, access and heritage impacts. The concept design is currently being prepared with an aim to minimise property acquisition.</td>
</tr>
<tr>
<td>Concern about the height of the interchange and proximity to residential properties.</td>
<td>The latest concept design has The Northern Road going under Bringelly Road in a ’cut’ or an underpass. Bringelly Road would remain generally at its current level. The concept design and Review of Environmental Factors are expected to be displayed to the community for feedback in late 2015. The visual impacts of the interchange are being considered as part of the design of the interchange and a landscape plan would be developed to help limit any visual impacts.</td>
</tr>
<tr>
<td>• There is a design need to retain access to Bringelly Public School.</td>
<td>Full access to Bringelly Public School will be retained. This was a consideration in the selection of a preferred alignment. The proposed interchange is about 300 metres to the east of the existing intersection of The Northern Road and Bringelly Road. The existing intersection and access to Bringelly Public School and Bringelly Village shops will be retained. An access strategy will be included in the environmental assessment. The concept design and Review of Environmental Factors are expected to be displayed to the community for feedback in late 2015.</td>
</tr>
<tr>
<td>• What is the access strategy for buses and cars at Bringelly Public School?</td>
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<td>Issue</td>
<td>Issue raised</td>
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<td></td>
<td>Consider the Boral Brickworks as a possible alignment</td>
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<tr>
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<td>option to the west.</td>
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<tr>
<td>Traffic</td>
<td>Interchange should be 80km speed limit.</td>
</tr>
</tbody>
</table>
|                        | More information about impact to Belmore Road access.  | The Belmore Road intersection is part of The Northern Road Upgrade Stage 2 project. A new intersection with traffic lights will be constructed to the north of the existing Belmore Road intersection.  
An access strategy for the interchange will be included in the Review of Environmental Factors, expected to be displayed to the community for feedback in late 2015. |
<table>
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<tr>
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<th>Roads and Maritime response</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>How will access to Solway Road be impacted?</td>
<td>The Solway Road intersection is part of The Northern Road Stage 2 project. Access to Solway Road will be maintained with left in/left out movements permitted. More information on The Northern Road Upgrade Stage 2 is available at <a href="http://www.rms.nsw.gov.au/projects/sydney-west/bringelly-the-northern-road-upgrade/stage-2.html">http://www.rms.nsw.gov.au/projects/sydney-west/bringelly-the-northern-road-upgrade/stage-2.html</a> An access strategy for the Interchange will be included in the Review of Environmental Factors, expected to be displayed to the community for feedback in late 2015.</td>
</tr>
<tr>
<td>Pedestrian access</td>
<td>Concern about pedestrian access to school.</td>
<td>Shared pedestrian and bicycle paths will be provided along Bringelly Road and existing The Northern Road as part of the interchange project. The proposed interchange is about 300 metres to the east of the existing intersection of The Northern Road and Bringelly Road. Access to Bringelly Public School and Bringelly Village shops will be retained.</td>
</tr>
<tr>
<td>Property</td>
<td>For questions about property value and acquisition, please refer to the General WSIP issues table.</td>
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</tr>
<tr>
<td></td>
<td>Will all partially acquired properties be guaranteed direct access to the new The Northern Road?</td>
<td>There will be no direct driveway access to the new The Northern Road. An access strategy will be included in the Review of Environmental Factors, expected to be displayed to the community for feedback in late 2015.</td>
</tr>
<tr>
<td></td>
<td>When will the extent of my property acquisition be known?</td>
<td>Property owners will be notified of the extent of property acquisition prior to the display of the concept design and Review of Environmental Factors later in 2015.</td>
</tr>
<tr>
<td></td>
<td>Concern about the sterilisation of land remaining after partial acquisition.</td>
<td>Roads and Maritime will offer to acquire any part of a property where access cannot be provided as a result of the proposed interchange.</td>
</tr>
<tr>
<td>Issue</td>
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<td>Roads and Maritime response</td>
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</tr>
<tr>
<td>Noise and air quality</td>
<td>For questions about noise and air quality, please refer to the General WSIP issues table.</td>
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<tr>
<td>Construction impacts</td>
<td>For questions about construction impacts, please refer to the General WSIP issues table.</td>
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<tr>
<td></td>
<td>Impacted residents are prevented from capitalising on potential growth and redevelopment in the area.</td>
<td>The provision of the interchange will address future traffic needs as a result of the development and growth in the surrounding area. The design of the interchange has aimed to limit property impacts as far as possible.</td>
</tr>
<tr>
<td></td>
<td>Will there be disruption to buses from Greendale/Bringelly during construction?</td>
<td>Bus services will be maintained during and after the construction of the interchange. Roads and Maritime will work with local bus operators and Transport for NSW regarding changes to bus service during construction. Impacts to traffic and bus services will be discussed in the Review of Environmental Factors, which is expected to be displayed to the community for feedback in late 2015.</td>
</tr>
</tbody>
</table>
Recommendations

Key recommendations emerging from this round of consultation include:

- Provide more information about property acquisition and value determination
- Investigate mitigation measures for environmental impact such as noise, air quality and wildlife
- Investigate inclusion of cycleways throughout the WSIP
- Ensure designs allow for the continuous flow of traffic, for example include overpasses wherever possible
- Minimise impact on schools, existing homes, businesses and the Luddenham Town Centre when finalising the route for The Northern Road Stage 4
- Continue to provide more detail about design, impacted properties, delivery timeframes and consultation as it becomes available
- Continue consultation with community and stakeholders throughout the various stages of WSIP
- Coordinate consultation and planning with other developments proposed for the area.

Next steps

Roads and Maritime thanks everyone who took the time to review the plans and provide feedback. The feedback and comments received will inform the next stages of each project. Additional investigations and consultation will also occur to provide the most desirable outcome. We will continue to keep the community informed as the projects progress.

The next steps for the WSIP are outlined below.

The Northern Road Upgrade Stage 3

- Concept design and Environmental Impact Statement on display - second half of 2016
- Environmental Impact Statement determination - early 2017
- Start construction - late 2017
- Open to traffic - late 2019.

The Northern Road Upgrade Stage 4

- Announce Preferred Option - late 2015
- Community consultation - preferred route option, preliminary design and access strategy – early 2016
- Concept design and Environmental Impact Statement on display - second half of 2016
- Environmental Impact Statement determination - early 2017
- Start construction - late 2017
- Open to traffic - late 2019.
M12 Motorway

- Shortlist of route options displayed for public comment - early 2016
- Commence Environmental Impact Statement and Concept design development - late 2016
- Start construction - about 2020 pending project approval
- Open to traffic - by the end of 2024.

The Northern Road and Bringelly Road Interchange

- Display Concept Design and Review of Environmental Factors - late 2015
- Determine Review of Environmental Factors - early 2016
- Start construction - late 2016
- Open to traffic - late 2019.
Appendix

A – Newsletters
B – Letterbox drop distribution table and map
C – Postcard
D – Sorry We Missed You flyer
E – Media release
F – Newspaper advertisement
G – RMS home page banner
H – Static poster display
M12 Motorway
Between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham
July 2015

Roads and Maritime Services, on behalf of the Australian and NSW governments, is proposing to build a new motorway providing direct access to the planned western Sydney airport at Badgerys Creek and connecting to Sydney’s motorway network. A public display is now being carried out for a study area identified by Roads and Maritime for the proposed motorway. We are accepting feedback on the proposed motorway until Friday 14 August 2015.

What is being proposed?
The proposal is for an east-west motorway of about 14km between the M7 Motorway and The Northern Road which would provide increased road capacity and reduce congestion and travel times in the future. It would also improve the movement of freight in and through western Sydney and is expected to serve the South West Growth Centre and the Broader Western Sydney Employment Area (BWSEA).

We are in the early planning stage for the new motorway and we know the importance of involving the community in its development. We want to engage early with the community and our stakeholders to gather feedback which will be considered in our decision making and help with planning and design.

We have provided a map of the study area for the proposed motorway and will be holding information sessions, to help explain our proposal and provide us with feedback.

Background
The M12 Motorway is one of the major projects being developed as part of the Western Sydney Infrastructure Plan (WSIP). The Australian and NSW governments are jointly funding this 10 year, $3.6 billion investment program for western Sydney. The Plan will deliver major road infrastructure upgrades to support an integrated transport solution for the region and capitalise on the economic benefits from developing residential and employment areas, and the planned western Sydney airport at Badgerys Creek.
Study area

This map shows the study area for the proposed M12 Motorway. We will be carrying out desktop studies and site investigations to develop a number of possible route options within this area.

Environmental and social constraints will be considered when looking at possible routes. However, it is expected that the route would generally be parallel to Elizabeth Drive so it provides easy access to the proposed airport site.

Where practical, Elizabeth Drive would remain and continue to provide local access for road users.
Benefits

The proposed M12 will aim to:

• Provide direct access from the M7 to the planned western Sydney airport at Badgerys Creek, and from the M4 via The Northern Road
• Improve access to the South West Growth Centre and BWSEA
• Increase road capacity for future growth and development
• Improve traffic safety for road users
• Increase pedestrian and cyclist infrastructure
• Improve road freight movement to key commercial centres
• Reduce the cost of congestion impacts to the community and business.

Features

Key features of the proposed M12 will be:

• A motorway built for up to six lanes with a wide central median to separate opposing traffic flows
• Grade separated interchanges at The Northern Road and at the planned western Sydney airport
• A motorway-to-motorway interchange at the M7
• Off-road shared pedestrian and cyclist paths.

Project details will be updated as the project progresses.

What we do and how you can be involved

When developing the proposed M12 there are many steps from planning to construction that may take several years.

During the development process there are key decisions to be made about the most appropriate route, design, the environmental impacts and construction approach. Throughout this development process, we will ask the community and stakeholders to help us by providing feedback.

For the proposed M12, we have identified the best general location and mapped out the study area to help us develop several possible route options. Community feedback on the study area will help guide the development of possible options.

Once the possible route options are developed, we will seek feedback from the community for the options we consider feasible. This feedback will help when selecting a preferred route option.

When we have selected a preferred route we will develop a preliminary design and ask for feedback again. These comments will be considered when developing the concept design.

The main difference between the preliminary design stage and the concept design stage is the amount of detail provided. Where preliminary designs may focus on location, number of lanes, access points and the project’s footprint, the concept design provides more detail including lane and intersection configurations, bridge structures, drainage, and how the motorway is likely to look and function.

The concept design stage requires a number of studies to inform the design and consider the impacts the proposed motorway may have. Investigation work and studies may include, but are not limited to, flora and fauna, Aboriginal and European heritage, noise, flooding and urban design.

These studies will inform the environmental assessment, called an Environmental Impact Statement (EIS), which outlines the possible impacts of the M12 and the proposed mitigation measures. The proposed motorway design and EIS will be publicly displayed and made available for community feedback through the Department of Planning and Environment. Comments and information received will be considered and addressed in a submissions report. Any changes required from the feedback received during the EIS display are made at this point.

Once the Minister for Planning approves our proposal including the proposed motorway design and EIS, the motorway is able to proceed to construction.

We have included a next steps flowchart to help explain the process and where we are in the lifecycle of this project.
Western Sydney Infrastructure Plan

**Legend**
- **Local Roads Package**
- **Major road projects**
- **Route to be determined**

**Projects and Investments**
- **The Northern Road and Erskine Park Road intersection upgrade** $1.1 million
- **Werrington Arterial Road** $70 million, Construction started 2015
- **M12 Motorway** $1.2 billion, In planning
- **Diversion of The Northern Road**
- **Ross Street / Great Western Highway** intersection upgrade $5 million, In planning
- **Wetherill Street** upgrade $8.2 million
- **Cumberland Highway intersection upgrades** $5.8 million
- **The Northern Road** upgrade $1.6 billion
- **Bringelly Road** upgrade $509 million, Construction started 2015
- **Eagle Vale Drive** upgrade $17.5 million
- **Local Roads Package** $200 million (Australian Government funded)
- **Argyle Street/Camden Valley Way** corridor upgrade and studies $2.3 million
- **Glenbrook**
- **Glenmore Park**
- **Luddenham**
- **Penrith**
- **Narellan**
- **Camden**
- **St Marys**
- **Eastern Creek**
- **Fairfield**
- **Liverpool**
- **Bankstown**
- **The Northern Road**

**Key Benefits**
- **61 km** of new and upgraded roads
- **$3.6 billion** investment in major transport infrastructure
- **4000** direct and indirect jobs over 10 years
- **Reduced travel times** to Penrith, Liverpool and Campbelltown CBD precincts
- **Improve** the efficient movement of state and national freight
- **Provide opportunities** for improved public transport
- **Make Western Sydney** an even better place to live and do business
- **Transform** the local economy

*Total length amended due to confirmation of The Northern Road scope of work.*
Have your say

Roads and Maritime recognises the importance of involving the community in the development of M12 Motorway. The proposal is on display and can be viewed at www.rms.nsw.gov.au/wsip.

We welcome your comments by Friday 14 August.

Email:  wsip@rms.nsw.gov.au

Mail:  The M12 Motorway
Roads and Maritime Services
PO Box 973 Parramatta NSW 2124

Community information sessions

We will host six community information sessions about this proposal and other WSIP projects. We have also invited other government agencies with projects nearby to attend. The Department of Infrastructure and Regional Development will be there to discuss the planned western Sydney airport at Badgerys Creek.

The WSIP project team will be available to answer questions and receive feedback on the proposal. A formal presentation will not be given, so please feel free to drop in at any time during these information sessions.

1 Wednesday 22 July, 4pm – 8pm
   Penrith Anglican College gymnasium
   338-356 Wentworth Road, Orchard Hills

1 Saturday 25 July, 12pm – 3pm
   Bringelly Community Centre
   5 Greendale Road, Bringelly

1 Wednesday 29 July, 3pm – 7pm
   Holy Family Primary School hall
   Lot 32 Willowdene Avenue, Luddenham

1 Saturday 1 August, 11am – 2pm
   Glenmore Park Youth and Community Centre
   Luttrell Street (off Town Terrace), Glenmore Park

1 Thursday 6 August, 3pm – 7pm
   Kemps Creek Public School hall
   100 Cross Street, Kemps Creek

1 Saturday 8 August, 12pm – 3pm
   Holy Family Primary School hall
   Lot 32 Willowdene Avenue, Luddenham

What are the next steps?

EARLY PLANNING STAGE

INVESTIGATE POTENTIAL ROUTE OPTIONS

INVITE COMMUNITY COMMENTS ON POTENTIAL ROUTE OPTIONS

SELECT PREFERRED ROUTE OPTION

INVITE COMMUNITY COMMENTS ON PRELIMINARY ROAD DESIGN

UNDERTAKE ROAD DESIGN AND ENVIRONMENTAL ASSESSMENT

INVITE COMMUNITY COMMENTS ON PROPOSED ROAD DESIGN AND ENVIRONMENTAL ASSESSMENT

PROJECT APPROVAL

START CONSTRUCTION

Further information and feedback

For more information about the proposal, or to provide feedback, please contact the project team:

Phone:  1800 703 457 (toll free)

Web:  More information including a short animation is available on our website

Stakeholder list:  Send us an email to sign up and ensure you receive up-to-date information.

This document contains important information about road projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call the project team on 1800 703 457. The interpreter will then assist you with translation.
The Australian and NSW governments are planning to upgrade the intersection of The Northern Road and Bringelly Road, Bringelly as part of the Western Sydney Infrastructure Plan (WSIP) to reduce congestion and travel times and improve safety. Roads and Maritime Services is seeking feedback on the proposal until Friday 14 August 2015.

Roads and Maritime previously designed this intersection to be upgraded with new traffic lights, extra lanes and pedestrian and cyclist crossings, and to provide for a grade separated interchange in the future when needed.

With the Australian Government announcement for western Sydney’s new airport at Badgerys Creek in April 2014, it was identified that the grade separated interchange would be required earlier to help manage increased traffic volumes.

The $3.6 billion funding for the Western Sydney Infrastructure Plan has allowed the interchange to be built 20 years earlier than anticipated and it is expected to be open to traffic in late 2019.

What is being proposed?
Roads and Maritime is proposing to upgrade this intersection, with Bringelly Road continuing on its existing alignment and The Northern Road being diverted from its current route, about 400 metres to the east of the existing intersection.

The existing The Northern Road alignment, between Thames Road and Robinson Road, is expected to remain to provide local access to the Bringelly Village shops, Bringelly Public School and private properties.
Key features of the proposed intersection upgrade include:

- An interchange to separate vehicles on The Northern Road and Bringelly Road to allow for better traffic flow
- Widening The Northern Road and Bringelly Road from two lanes to four lanes (two in each direction) with a wide central median to allow for six lanes in the future
- Installing new on and off ramps, turning lanes and traffic lights
- Changing access arrangements for existing local road intersections
- Providing an off-road shared path for pedestrians and cyclists and crossings at traffic lights.

What are the benefits?
The benefits of The Northern Road and Bringelly Road Interchange include:

- Increasing traffic capacity for future growth and development on The Northern Road and Bringelly Road corridors and surrounding areas
- Providing opportunities for improved public transport and an improved flow of traffic for road users
- Improving road safety for all road users by:
  - Providing an interchange to separate traffic on The Northern Road and Bringelly Road
  - Providing wide central medians on The Northern Road and Bringelly Road to separate opposing traffic flows
- Improving safety for pedestrians and cyclists by providing a shared path and increasing connectivity for pedestrians by providing new footpaths
- Improving turning movements for heavy vehicles, in particular from Greendale Road onto The Northern Road.

Background

The Northern Road and Bringelly Road Interchange is one of the key projects being developed as part of the Western Sydney Infrastructure Plan (WSIP). The Australian and NSW governments are jointly funding this 10 year, $3.6 billion road investment program for western Sydney. The Plan will deliver major road infrastructure upgrades to support an integrated transport solution for the region and capitalise on the economic benefits from developing the proposed western Sydney airport at Badgerys Creek.

Roads and Maritime is proposing to upgrade more than 35.3km of The Northern Road from Narellan to Penrith, and about 10km of Bringelly Road from Leppington to Bringelly as part of WSIP. Both upgrades will form part of the main arterial transport corridors for the South West Growth Centre.

The Northern Road will be upgraded generally from a two lane road to a four and six lane divided road, and is being planned in four stages:

- **Stage 1** – Camden Valley Way, Narellan, to Peter Brock Drive, Oran Park (3.3km)
- **Stage 2** – Peter Brock Drive, Oran Park, to Mersey Road, Bringelly (10km)
- **Stage 3** – Littlefields Road, Luddenham to Jamison Road, Penrith (10km)
- **Stage 4** – Mersey Road, Bringelly, to Littlefields Road, Luddenham (11km).

Bringelly Road will be upgraded generally from a two lane road to a four and six lane divided road, and will be delivered in two stages:

- **Stage 1** – Camden Valley Way, Leppington to King Street, Rossmore (5.7km)
- **Stage 2** – King Street, Rossmore to The Northern Road, Bringelly (4.3km).
The preferred alignment for The Northern Road and Bringelly Road Interchange

*The alignment of The Northern Road and layout of the interchange will be refined further as concept design progresses.*
The Northern Road and Bringelly Road Interchange

Western Sydney Infrastructure Plan

**LEGEND**
- Local Roads Package
- Major road projects
- Route to be determined

**The Northern Road and Erskine Park Road**
intersection upgrade studies $1.1 million

**Werrington Arterial Road**
$70 million
Construction started 2015

**M12 Motorway**
$1.2 billion
In planning

**Ross Street / Great Western Highway**
intersection upgrade $5 million
In planning

**Diversion of The Northern Road**

**The Northern Road upgrade** $1.6 billion

**Wetherill Street**
upgrade $8.2 million

**Cumberland Highway**
intersection upgrades $5.8 million

**Bringelly Road upgrade**
$509 million
Construction started 2015

**Eagle Vale Drive upgrade**
$17.5 million

**Local Roads Package**
$200 million (Australian Government funded)

**61 km**
of new and upgraded roads

**Reduced travel times**
to Penrith, Liverpool and Campbelltown CBD precincts

**$3.6 billion**
investment in major transport infrastructure

**4000**
direct and indirect jobs
over 10 years

**Make Western Sydney an even better place to live and do business**

**Provide opportunities**
for improved public transport

**Transform the local economy**

*Total length amended due to confirmation of The Northern Road scope of work*
What we do and how you can be involved

When developing the interchange there are many steps from planning to construction.

During the development process there are key decisions to be made about the most appropriate route, design, the environmental impact and construction approach. Throughout this development process, we will ask the community and stakeholders to help us by providing feedback at important stages.

For the interchange, we have identified the preferred alignment that fits best with The Northern Road and Bringelly Road upgrades and are now seeking community feedback to help us develop our concept design.

The concept design will provide more detail including lane and intersection configurations, on and off ramp locations, bridge structures, construction approach and how the interchange is likely to look and function.

This stage requires a number of studies to inform the design and to look at any impact the proposed interchange may have. Upcoming work will involve investigations and studies including flora and fauna, Aboriginal and European heritage, noise, flooding and urban design.

These studies will inform the environmental assessment, called the Review of Environmental Factors, which outlines the possible impact of the interchange and proposed mitigation measures. The proposed interchange design and Review of Environmental Factors will be publicly displayed and made available for community feedback. Any changes required from the Review of Environmental Factors are made at this point and a submissions report will be made public available.

Once the proposed interchange design and Review of Environmental Factors are approved, the interchange is able to proceed to the construction stage.
Have your say

Roads and Maritime recognises the importance of involving the community in the development of The Northern Road and Bringelly Road Interchange. The proposal is on display and can be viewed at www.rms.nsw.gov.au/wsip.

We welcome your comments by Friday 14 August.

Email: wsip@rms.nsw.gov.au

Mail: The Northern Road and Bringelly Road Interchange
Roads and Maritime Services
PO Box 973 Parramatta NSW 2124

Community information sessions

Roads and Maritime will host six community sessions that will have information about this proposal and other WSIP projects. We have also invited other government agencies with projects in the area to attend and provide information. The Department of Infrastructure and Regional Development will be there to discuss the planned western Sydney airport at Badgerys Creek.

The project team for The Northern Road and Bringelly Road Interchange will be available to answer questions and receive feedback on the proposal. A formal presentation will not be given, so please feel free to drop in at any time during the information sessions.

📅 Wednesday 22 July, 4pm – 8pm
Penrith Anglican College gymnasium
338–356 Wentworth Road, Orchard Hills

📅 Saturday 25 July, 12pm – 3pm
Bringelly Community Centre
5 Greendale Road, Bringelly

📅 Wednesday 29 July, 3pm – 7pm
Holy Family Primary School hall
Lot 32 Willowdene Avenue, Luddenham

📅 Saturday 1 August, 11am – 2pm
Glenmore Park Youth and Community Centre
Luttrel Street (off Town Terrace), Glenmore Park

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Lot 32 Willowdene Avenue, Luddenham

Further information and feedback

For more information about the proposal, or to provide feedback, please contact the project team:

Phone: 1800 703 457 (toll free)
Web: More information including a short animation is available on our website www.rms.nsw.gov.au/wsip

Stakeholder list: Send us an email to sign up and ensure you receive up-to-date information.

This document contains important information about road projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call the project team on 1800 703 457. The interpreter will then assist you with translation.
The Northern Road Upgrade Stage 3
Littlefields Road, Luddenham to Jamison Road, Penrith
July 2015

The Australian and NSW governments are planning to upgrade The Northern Road as part of the Western Sydney Infrastructure Plan (WSIP) to improve safety, reduce congestion and improve travel times now and in the future. Roads and Maritime Services has developed an access strategy and a preliminary design for The Northern Road Upgrade Stage 3 and is seeking your feedback. We will be seeking your feedback on this proposal until Friday 14 August 2015.

What is being proposed?
Roads and Maritime is proposing to upgrade The Northern Road Stage 3 which covers 10km between Littlefields Road, Luddenham and Jamison Road, Penrith. Key features of the proposed road upgrade include:

- Widening The Northern Road between Jamison Road and Bradley Street to provide four lanes in each direction (three general traffic lanes and a kerbside bus lane)
- Widening The Northern Road between Bradley Street and Littlefields Road to provide three lanes in each direction (two general traffic lanes and a kerbside bus lane)
- Widening the road bridge over the M4 Motorway
- Installing new traffic lights and turning lanes at some intersections
- Providing continuous bus lanes in each direction
- Installing a central median
- Providing a new shared path for pedestrians and cyclists on the western side of the road and a new footpath on the eastern side of the road
- Installing new street lighting and safety barriers
- Upgrading drainage.

Banner image: The M4 Motorway westbound exit ramp approaching The Northern Road, Orchard Hills
What are the benefits?

The benefits of The Northern Road Upgrade Stage 3 would include:

- Improving travel times by:
  - Increasing the number of lanes along The Northern Road
  - Removing a set of traffic lights at the M4 interchange
  - Providing additional turning lanes at some intersections
- Allowing for reliable public transport by providing a continuous bus lane in each direction
- Improving safety for pedestrians and cyclists by providing a new shared path
- Improving connectivity for pedestrians by providing new footpaths
- Improving road safety by:
  - Providing a central median to separate opposing traffic flows
  - Installing traffic lights at some existing intersections
  - Providing separate lanes for turning traffic at some intersections
  - Improving the alignment of the road
- Improving local access by:
  - Providing an extension of Cross Road to Wentworth Road
  - Providing a new road between Longview Road and Kings Hill Road.

Background

The Northern Road Upgrade Stage 3 is one of the key projects being developed as part of the Western Sydney Infrastructure Plan (WSIP). The Australian and NSW governments are jointly funding this 10 year, $3.6 billion road investment program for western Sydney. The Plan will deliver major road infrastructure upgrades to support an integrated transport solution for the region and capitalise on the economic benefits from developing the planned western Sydney airport at Badgerys Creek.

Roads and Maritime is proposing to upgrade about 35.3km of The Northern Road from Narellan to Penrith as part of the WSIP. The Northern Road will be upgraded from a generally two and four lane road to a six and eight lane divided road. The Northern Road Upgrade will form one of the main arterial transport corridors for the South West Growth Centre.

The Northern Road Upgrade will be delivered in four stages:

- **Stage 1** – Camden Valley Way, Narellan, to Peter Brock Drive, Oran Park (3.3km)
- **Stage 2** – Peter Brock Drive, Oran Park, to Mersey Road, Bringelly (10km)
- **Stage 3** – Littlefields Road, Luddenham to Jamison Road, Penrith (10km)
- **Stage 4** – Mersey Road, Bringelly, to Littlefields Road, Luddenham (11km).
The Northern Road Upgrade Stage 3

Western Sydney Infrastructure Plan

- **The Northern Road** upgrade $1.6 billion
- **M12 Motorway** $1.2 billion
- **Diversion of The Northern Road**
- **Werrington Arterial Road** $70 million
- Construction started 2015
- **M4**
- **Wetherill Street** upgrade $8.2 million
- **Cumberland Highway** upgrades $5.8 million
- **Argyle Street/Camden Valley Way** corridor upgrade and studies $2.3 million
- **Bringelly Road** upgrade $509 million
- Construction started 2015
- **M5**
- **Eagle Vale Drive** upgrade $17.5 million
- **Ross Street / Great Western Highway** intersection upgrade $5 million
- In planning
- **Local Roads Package** $200 million (Australian Government funded)

**LEGEND**
- Local Roads Package
- Major road projects
- Route to be determined

**Transform the local economy**
- **61 km** of new and upgraded roads
- Reduced travel times to Penrith, Liverpool and Campbelltown CBD precincts
- **$3.6 billion** investment in major transport infrastructure
- **4000** direct and indirect jobs over 10 years
- Make Western Sydney an even better place to live and do business
- **61 km** of new and upgraded roads

*Total length amended due to confirmation of The Northern Road scope of work
Have your say

Roads and Maritime recognises the importance of involving the community in the development of The Northern Road Upgrade Stage 3. The proposed access strategy and preliminary design is on display and can be viewed at www.rms.nsw.gov.au/wsip.

We welcome your comments by Friday 14 August.

Email: wsip@rms.nsw.gov.au

Mail: The Northern Road Upgrade Stage 3
Roads and Maritime Services
PO Box 973 Parramatta NSW 2124

Community information sessions

Roads and Maritime will host six community information sessions that will have information about this proposal and other WSIP projects. We have also invited other government agencies with projects in the area to attend. The Department of Infrastructure and Regional Development will be there to discuss the planned western Sydney airport at Badgerys Creek.

The project team for The Northern Road Upgrade Stage 3 will be available to answer questions and receive feedback on the proposal. A formal presentation will not be given, so please feel free to drop in at any time during the information sessions.

- **Wednesday 22 July, 4pm – 8pm**
  Penrith Anglican College gymnasium
  338-356 Wentworth Road, Orchard Hills

- **Saturday 25 July, 12pm – 3pm**
  Bringelly Community Centre
  5 Greendale Road, Bringelly

- **Wednesday 29 July, 3pm – 7pm**
  Holy Family Primary School hall
  Lot 32 Willowdene Avenue, Luddenham

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  Glenmore Park Youth and Community Centre
  Luttrell Street (off Town Terrace), Glenmore Park

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  Kemps Creek Public School hall
  100 Cross Street, Kemps Creek

- **Saturday 8 August, 12pm – 3pm**
  Holy Family Primary School hall
  Lot 32 Willowdene Avenue, Luddenham

What are the next steps?

- **COMMUNITY CONSULTATION – ACCESS STRATEGY AND PRELIMINARY DESIGN**
- **DEVELOP CONCEPT DESIGN AND ENVIRONMENTAL ASSESSMENT**
- **INVITE COMMUNITY COMMENTS ON CONCEPT DESIGN AND ENVIRONMENTAL ASSESSMENT**
- **PROJECT APPROVAL**
- **COMPLETE DETAILED DESIGN**
- **INVITE TENDERS**
- **AWARD TENDER**
- **START CONSTRUCTION**
- **COMPLETE CONSTRUCTION**

Further information and feedback

For more information about the proposal, or to provide feedback, please contact the project team:

**Phone:** 1800 703 457 (toll free)

**Web:** More information including a short animation is available on our website www.rms.nsw.gov.au/wsip

**Stakeholder list:** Send us an email to sign up and ensure you receive up-to-date information.

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The Northern
Road Upgrade Stage 4

Between Mersey Road, Bringelly and Littlefields Road, Luddenham

July 2015

The Australian and NSW governments are planning to upgrade The Northern Road as part of the Western Sydney Infrastructure Plan to improve safety and increase road capacity and to reduce congestion and travel times in the future. In consultation with other Australian and NSW government agencies, Roads and Maritime Services has developed a shortlist of route options for stage 4. We are now seeking your feedback on this proposal until Friday 14 August 2015.

Background

The Northern Road Upgrade Stage 4 is one of the key projects being developed as part of the Western Sydney Infrastructure Plan (WSIP).

The Australian and NSW governments are jointly funding this 10 year, $3.6 billion investment program for western Sydney. The Plan will deliver major road infrastructure upgrades to support an integrated transport solution for the region and capitalise on the economic benefits from developing employment areas, growth centres and the planned western Sydney airport at Badgerys Creek.

Roads and Maritime is proposing to upgrade about 35.3km of The Northern Road from Narellan to Penrith as part of the WSIP. The Northern Road will be upgraded from a generally two and four lane road to a six and eight lane divided road. The Northern Road upgrade will form one of the main arterial transport corridors for the South West Growth Centre.

The Northern Road upgrade will be delivered in four stages:

• Stage 1 – Camden Valley Way, Narellan, to Peter Brock Drive, Oran Park (3.3km)
• Stage 2 – Peter Brock Drive, Oran Park, to Mersey Road, Bringelly (10km)
• Stage 3 – Littlefields Road, Luddenham to Jamison Road, Penrith (10km)
• Stage 4 – Mersey Road, Bringelly, to Littlefields Road, Luddenham (11km).

What is being proposed?

The Northern Road Upgrade Stage 4 covers about 11 kilometres between Mersey Road, Bringelly and Littlefields Road, Luddenham. A new route for The Northern Road is needed because part of the existing road is on land required for the planned western Sydney airport at Badgerys Creek.

Key features of the proposed road upgrade include:

• Generally supports a speed limit of 80km/h
• Widening from a two lane to a four lane divided road with a wide central median to allow for six lanes, in the future
• New traffic lights and turning lanes at some intersections
• Bus priority lanes at traffic lights and indented bus bays
• A three metre wide off-road shared pedestrian and cyclist path with crossings at traffic lights
• New street lighting, particularly at intersections
• A future connection with the proposed M12 Motorway.

What are the benefits?

The benefits of The Northern Road Stage 4 upgrade would include:

• Improving travel times by increasing the number of lanes along The Northern Road
• Increasing road capacity for future growth and development.
• Improving road safety by:
  – Installing traffic lights at intersections where appropriate
  – Providing a central median to separate opposing traffic flows
  – Providing separate lanes for turning traffic at some intersections.
• Allowing for reliable public transport by providing bus priority
• Improving safety for pedestrians and cyclists by providing a new shared path
• Improving access for the construction and operation of the planned western Sydney airport at Badgerys Creek and surrounding developments.

What are the potential route options?

As part of early planning, a number of route options were developed for the realignment of The Northern Road around the planned airport site. We completed preliminary environmental investigation work and engineering analysis on these options. Then, in consultation with other Australian and NSW government agencies, we shortlisted route options for further development.

We would now like to talk with the community about the shortlisted route options to gather feedback about what you already know about this area. We can also explain how we developed and identified the options and investigated their viability.

More information on all of the route options developed and assessed as part of this process is available on the project website at www.rms.nsw.gov.au/wsip.

We have developed maps which show a wide corridor mostly 200 metres wide. It is expected the road corridor would be about 70 metres wide and would fall somewhere within this area. During the next few months we will carry out further investigation work on all shortlisted route options to help progress the decision for the preferred option. Community feedback will be considered in our decision making.

We have split the project area into two sections:

• Southern section – diverting the road around the planned western Sydney airport at Badgerys Creek
• Northern section – passing through or around Luddenham town centre.

Southern section

For the southern section, we aim to have a route which closely follows the planned western Sydney airport boundary. Two options have been identified and the selected option will partly depend on the operational needs of the airport. Either option can tie into the northern section.

• The proposed road would divert from The Northern Road just north of Dwyer Road and skirt around the proposed western Sydney airport boundary until meeting up with Willowdene Avenue
• From there it has two options to allow for flexibility until the operational extent of the proposed airport site is finalised.
  – A) the shortest route generally follows Willowdene Avenue – it would have impacts on some properties on that road
  – B) the other route is slightly longer and located to the west of properties on Willowdene Avenue – it may have greater environmental impacts.

Northern section

For the northern section, we aim to have a route which passes through or around Luddenham town centre. We have identified four options. All options tie into the southern section. More information on the four northern section options is shown in the enlarged maps.
**Western option**

- Travels through land to the west of Luddenham Town Centre
- Would support a speed limit of 80km/h
- Potentially more environmental impact
- Potentially less impact on residential properties
- Connection with Elizabeth Drive will depend on the option
- Would have some disruption to the existing road network during construction
**Campbell Street option**

- Travels through Luddenham along Campbell Street to the west of the town centre
- Would generally support a speed limit of 80km/h with a reduction to 60km/h through Luddenham and 40km/h through a school zone
- Would potentially have less environmental impact, as part of the alignment is on the existing road
- Potentially more impact on residential properties
- Retains existing connection with Elizabeth Drive
- Close to more populated areas, meaning a higher level of construction and operational impacts
- Would have a higher level of disruption on the existing road network during construction
Central option

- Follows the current route of The Northern Road through the Luddenham Town Centre
- Would generally support a speed limit of 80km/h with a reduction to 60km/h through Luddenham
- Would potentially have less environmental impact as part of the alignment is on the existing road
- More impact on residential properties including loss of right turn access
- Higher impact on heritage
- Has a good connection with Elizabeth Drive
- Runs through more populated areas, meaning a higher level of construction and operational impacts
- Would have a higher level of disruption for road users on The Northern Road during construction

Key

- Commonwealth Land
- Existing roads
- Northern/Southern divide
- Central option
**Eastern option**

- Travels through land to the east of Luddenham and close to the planned western Sydney airport boundary
- Would support a speed limit of 80km/h
- Potentially more environmental impact
- Potentially less impact on residential properties
- Has a good connection with Elizabeth Drive
- Potentially less disruption to existing road network during construction
Western Sydney Infrastructure Plan

LEGEND
- Local Roads Package
- Major road projects
- Route to be decided

**The Northern Road Upgrade Stage 4**

- **The Northern Road** upgrade $1.6 billion
- Diversion of The Northern Road $1.2 billion
- The Northern Road and Bringelly Road Interchange
- $509 million Construction started 2015
- $2.3 million Eagle Vale Drive upgrade
- Cumberland Highway intersection upgrades $5.8 million
- Wetherill Street upgrade $8.2 million
- The Northern Road and the Erskine Park Road intersection upgrade studies $1.1 million
- Argyle Street/Camden Valley Way corridor upgrade and studies $2.3 million

**Major road projects**
- M12 Motorway $1.2 billion
- Werrington Arterial Road $70 million Construction started 2015
- Ross Street/Great Western Highway intersection upgrade $5 million In planning
- Diversion of The Northern Road
- M4
- M7
- M5
- M2
- Elizabeth Drive
- Bringelly Road
- Narellan Road
- Camden Valley Way
- The Northern Road
- Local Roads Package $200 million (Australian Government funded)
- The Northern Road and the Erskine Park Road intersection upgrade studies $1.1 million
- Local Roads Package $200 million (Australian Government funded)

**Infrastructure investment**

- **$3.6 billion** investment in major transport infrastructure
- **4000** direct and indirect jobs over 10 years
- **61 km** of new and upgraded roads
- **Reduced travel times** to Penrith, Liverpool and Campbelltown CBD precincts
- **Make Western Sydney an even better place to live and do business**
- **Provide opportunities for improved public transport**
- **Improve the efficient movement of state and national freight**

*Total length amended due to confirmation of The Northern Road scope of work*
Have your say

Roads and Maritime recognises the importance of involving the community in the development of The Northern Road Stage 4 upgrade. The shortlist of route options is on display and can be viewed at www.rms.nsw.gov.au/wsip.

We welcome your comments by **Friday 14 August**.

**Email:** wsip@rms.nsw.gov.au

**Mail:**
The Northern Road Stage 4 upgrade.  
Roads and Maritime Services  
PO Box 973 Parramatta NSW 2124

Community information sessions

Roads and Maritime will host six community information sessions that will have information about this proposal and other WSIP projects. We have also invited other government agencies with projects in the area to attend. The Department of Infrastructure and Regional Development will be there to discuss the planned western Sydney airport at Badgerys Creek.

The project team for The Northern Road Upgrade Stage 4 will be available to answer questions and receive feedback on the proposal. A formal presentation will not be given, so please feel free to drop in at any time during the information sessions.

**1 Wednesday 22 July, 4pm – 8pm**
Penrith Anglican College gymnasium  
338-356 Wentworth Road, Orchard Hills

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5 Greendale Road, Bringelly

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What are the next steps?

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**EARLY PLANNING STAGE**  
**INVESTIGATE POTENTIAL ROUTE OPTIONS**  
**WE ARE HERE**  
**INVITE COMMUNITY COMMENTS ON POTENTIAL ROUTE OPTIONS**  
**SELECT PREFERRED ROUTE OPTION**  
**INVITE COMMUNITY COMMENTS ON ACCESS STRATEGY AND PRELIMINARY ROAD DESIGN**  
**CONCEPT ROAD DESIGN AND ENVIRONMENTAL ASSESSMENT**  
**INVITE COMMUNITY COMMENTS ON ROAD DESIGN AND ENVIRONMENTAL ASSESSMENT**  
**PROJECT APPROVAL**  
**START CONSTRUCTION**

---

Further information and feedback

For more information about the proposal, or to provide feedback, please contact the project team:

**Phone:** 1800 703 457 (toll free)

**Web:** More information including a short animation is available on our website www.rms.nsw.gov.au/wsip

**Stakeholder list:** Send us an email to sign up and ensure you receive up-to-date information.

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Appendix B - Letterbox drop distribution table and map
### Distribution area for project collateral

<table>
<thead>
<tr>
<th>Collateral</th>
<th>Area covered</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Northern Road Upgrade Stage 3 Community Update newsletter and postcard advertising community information sessions</td>
<td>Glenmore Park, South Penrith, Kingswood, Orchard Hills, Mulgoa, Luddenham, Wallacia</td>
</tr>
<tr>
<td>M12 Motorway Community Update newsletter and postcard advertising community information sessions</td>
<td>Horsley Park, Mount Vernon, Cecil Park, Kemps Creek, Badgerys Creek, Luddenham, Wallacia</td>
</tr>
<tr>
<td>The Northern Road Upgrade Stage 4 Community Update newsletter and postcard advertising community information sessions</td>
<td>Luddenham, Wallacia</td>
</tr>
<tr>
<td>The Northern Road and Bringelly Road Interchange Community Update newsletter, The Northern Road Upgrade Stage 4 Community Update newsletter and postcard advertising community information sessions</td>
<td>Bringelly</td>
</tr>
<tr>
<td>Postcard advertising community information sessions</td>
<td>Jamisontown, Penrith, Kingswood, Claremount Meadows, St Clair, Erskine Park</td>
</tr>
</tbody>
</table>

**Also see distribution map overleaf**

**Distribution map legend:**

**Blue** – distribution area for postcard

**Bright green** – distribution area for The Northern Road Stage 3 Community Update newsletter and postcard

**Light green** – distribution area for M12 Community Update newsletter, The Northern Road Stage 3 Community Update newsletter, The Northern Road Stage 4 Community Update newsletter and postcard

**Olive green** - distribution area for M12 Community Update newsletter and postcard

**Aqua blue** - distribution area for The Northern Road Stage 4 Community Update newsletter and postcard

**Red** - distribution area for The Northern Road and Bringelly Road Interchange Community Update newsletter and postcard.
Have your say
Western Sydney Infrastructure Plan

July 2015

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Several of these major projects have reached important stages in their development. We welcome your comments to inform our decision making and invite you to provide feedback to Roads and Maritime Services by **Friday 14 August**.

We are hosting a series of community information sessions to provide information and answer your questions.

**We are seeking your feedback on:**

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- The preliminary design and access strategy for **The Northern Road Upgrade Stage 3** between Littlefields Road, Luddenham and Jamison Road, Penrith
- The study area for the proposed **M12 Motorway** between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham
- The preferred alignment for **The Northern Road and Bringelly Road Interchange**, Bringelly.
RMS 15.276

Privacy

Roads and Maritime Services (“RMS”) is subject to the Privacy and Personal Information Protection Act 1998 (“PPIP Act”) which requires that we comply with the Information Privacy Principles set out in the PPIP Act.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal.

The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published.

Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS at Level 9, 101 Miller Street, North Sydney NSW 2060. You have the right to access and correct the information if you believe that it is incorrect.

Drop in at any time during our information sessions

- **Wednesday 22 July, 4pm – 8pm**
  Penrith Anglican College gymnasium
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Further information and feedback

For more information about the proposals or to provide feedback please contact:

**Phone:** 1800 703 457 (toll free)

**Email:** wsip@rms.nsw.gov.au

**Mail:**
Western Sydney Infrastructure Plan
Roads and Maritime Services
PO Box 973
Parramatta NSW 2124

**Web:**
More information including an interactive video of the project is available on our website

**More information:** Email wsip@rms.nsw.gov.au to subscribe to our project information updates.

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If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131450 and ask them to call the project team on 1800 703 457. The interpreter will then assist you with translation.
Appendix D – Sorry we missed you flyer
Sorry we missed you
Western Sydney Infrastructure Plan

Roads and Maritime Services’ Western Sydney Infrastructure Plan project team was in your area today to update local residents on proposals and to answer questions.

Roads and Maritime is seeking feedback on The Northern Road Upgrade stages 3 and 4, the M12 Motorway and The Northern Road and Bringelly Road Interchange. We would appreciate your feedback by **Friday 14 August 2015**.

Information sessions are being held and a community update newsletter being delivered to residents this week. You can view more information on Roads and Maritime’s project web page at rms.nsw.gov.au/wisp.

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Appendix E – Media Release
Joint Media Statement

14 July 2015

Next major road upgrade stages announced for Western Sydney

The Australian and NSW governments today announced four major road projects in Western Sydney are racing ahead, with proposed plans for upgrades and a new motorway now on public display.

The proposed plans include route options and study areas for The Northern Road Stages Three and Four, the new M12 Motorway to Badgerys Creek airport site and The Northern Road and Bringelly Road Interchange.

Federal and state members encouraged their local communities to get involved, and take advantage of a new interactive website to step through the plans and determine what it means to them.

Federal Member for Lindsay Fiona Scott said: “The Federal Government is serious about freeing up Western Sydney’s congested roads.”

“Western Sydney is undergoing an innovation revolution. The $3.6 billion Western Sydney Infrastructure Package is the catalyst to link our business parks, existing and future. This infrastructure and these parks will create the jobs and opportunities of tomorrow.

“The infrastructure plan is one of a kind; it will completely transform Western Sydney by creating new transport corridors to help connect local communities. It means less time spent in cars and more time at home with families,” Ms Scott said.

Federal Member for MacArthur Russell Matheson said: “The Australian Government is committed to supporting Western Sydney’s long term economic growth and ensuring the road infrastructure is delivered first and the airport second.

“We are funding the majority of the Western Sydney Infrastructure Plan because we want to create jobs and upgrade the transport corridors in preparation for the airport’s opening,” Mr Matheson said.

“Six community information sessions will provide the local community with an opportunity to drop in and have a say and receive detailed explanations around every project in the Western Sydney Infrastructure Plan.”
Member for Penrith Stuart Ayres said: “Around 1 million of the 1.6 million people forecast to call Sydney home in the next 20 years will live in Western Sydney.”

“We’ve already made significant headway on key projects including Bringelly Road and Werrington Arterial Road, and now we’re taking the next step to help get more projects shovel ready.

“One of the most exciting projects is the 14 kilometre, M12 Motorway between The Northern Road and M7 Motorway. The M12 will be up to six lanes and provide direct access from the M7 and M4 to the future airport site as well as improve access to the growing South West Growth Centre and the Western Sydney Employment Area.”

Member for Camden Chris Patterson said: “The Northern Road in particular will form a critical transport link in the South West Growth Centre, and will generally be upgraded from two lane to four lane divided road along a stretch of 35 kilometres.”

“The Northern Road Stages One and Two are soon to be under construction and we want the community to provide feedback on the early design of Stage Three from Luddenham to Penrith and view the four route options for Stage Four from Bringelly to Luddenham.

“We also want to hear from the community on the preferred plan for The Northern Road and Bringelly Road Interchange, which will feature an overpass to separate traffic and is designed to significantly improve traffic flow and safety.”

Member for Mulgoa Tanya Davies said: “To help the community engage with the proposed plans, we’ve launched an interactive website which includes detailed videos and step through route options.”

“In particular, for projects at design stage like the Northern Road Stage Three, the community can determine what it means to access the upgraded roads direct from their driveway.” Ms Davies said.

The community is invited to provide feedback to Roads and Maritime Services, with public display open until Friday 14 August.

For further information visit www.rms.nsw.gov.au/wsip or call the toll free project hotline on 1800 703 457.

ENDS

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For Mr Ayres: Elizabeth Drysdale (02) 4722 8660
For Ms Davies: (02) 9833 2913
For Mr Patterson: (02) 4655 3333
Have your say
Western Sydney Infrastructure Plan

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Western Sydney Infrastructure Plan

Launch the portal
Appendix H – Static poster display
Have your say
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