M12 Motorway shortlisted route options and The Northern Road Upgrade Stage 4 preliminary design and access strategy

Community Consultation Report
May 2016
Executive summary

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. WSIP will improve road transport capacity to cater for future traffic from more than 300,000 people moving into the South West Priority Land Release Area and around 57,000 jobs in the Western Sydney Priority Growth 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.

This Community Consultation Report summarises the consultation carried out by Roads and Maritime Services to support the development of two Western Sydney Infrastructure Plan (WSIP) projects – the proposed M12 Motorway and The Northern Road Upgrade Stage 4. Consultation took place between Monday 15 February and Friday 11 March 2016.

The proposed M12 Motorway would be between 15 and 17 kilometres long (subject to the final route adopted) and would connect the M7 Motorway near Cecil Park to The Northern Road near Luddenham. It would provide access to the planned western Sydney airport at Badgerys Creek and be built for up to six lanes.

The Northern Road Upgrade Stage 4 is about 11 kilometres long and extends between Mersey Road, Bringelly and Littlefields Road, Luddenham. This upgrade would realign the section of the existing The Northern Road around the planned western Sydney airport site and Luddenham town centre.

During the consultation period Roads and Maritime received 122 submissions for the proposed M12 Motorway shortlisted route options and 36 submissions for The Northern Road Upgrade Stage 4 preliminary design and access strategy for part of the alignment between Mersey Road, Bringelly and just north of Adams Road, Luddenham.

Key issues raised by the community during consultation for the proposed M12 Motorway and The Northern Road Upgrade Stage 4 include:

- Property (access, current versus future property values, acquisition and compensation, impact on land use and viability)
- Business (compensation for loss of business and/or business disturbance, impact on future plans/future land use, relocation costs and a shortage of suitable land to relocate to)
- Traffic impacts and management (noise, congestion and access)
- Comments on the design and the proposed route options.

Many stakeholders are concerned with the impact that the proposed M12 Motorway would have on the Sydney Society of Model Engineers. Twenty-eight formal submissions (almost 25% of the total M12 Motorway submissions) were sent from the president of the club and a number of its members, some of whom have voiced their opinion on receiving compensation for the loss of the unique 100+ year old club and location of the property.

Based on the feedback from the community during this round of consultation, there was a preference for the orange proposed M12 Motorway corridor option. Many reasons were given for this, the most common being that it seemed to impact the least number of properties, and was expected to have less impact on Elizabeth Drive during construction.
**Way forward**

This community consultation report responds to the issues raised during the consultation period. Issues highlighted by stakeholders and the community will be considered throughout the environmental assessment and delivery phases of both the proposed M12 Motorway and The Northern Road Upgrade Stage 4.
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Introduction

Background

By 2031, greater western Sydney will be home to over half of Sydney’s population. The Roads and Maritime Services (Roads and Maritime) Western Sydney Program Office is responsible for delivering the significant upgrades of major roads that are needed to accommodate this growth.

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.

As part of the WSIP, Roads and Maritime is currently investigating a shortlist of eight route options for the proposed M12 Motorway, and a preliminary design and access strategy for The Northern Road Upgrade Stage 4.

M12 Motorway

The proposed M12 Motorway would be between 15 and 17 kilometres long subject to the route selected and would connect the M7 Motorway near Cecil Park to The Northern Road near Luddenham.

The new motorway would provide direct access to the planned western Sydney airport at Badgerys Creek and connect to Sydney’s motorway network. It 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 Western Sydney Priority Growth Area and the South West Priority Land Release Area.

Key features of the proposed M12 Motorway:

- A motorway built for up to six lanes with a central median to separate opposing traffic flows
- Grade separated interchanges at the planned western Sydney airport
- New at grade connection to The Northern Road
- A motorway-to-motorway interchange at the M7 Motorway
- An off-road shared path for pedestrians and cyclists.

In July and August 2015, Roads and Maritime held six community information sessions to gain feedback on the proposed M12 Motorway study area. During this consultation period, the community and stakeholders provided us with recommendations and feedback, including:

- Minimise impact to existing properties
- Preserve Kemps Creek shopping centre and properties
- Incorporate a bike path into the design
- Minimise impact on the Western Sydney Parklands
- Minimise impact on the Wylde Mountain Bike Trail
• Upgrade Elizabeth Drive
• Safety should be a priority in planning the proposed M12 Motorway.

From the proposed M12 Motorway study area, a long list of fifteen possible route options was developed based on opportunities and constraints identified by the project team and through community consultation. A workshop was held in October 2015 to recommend a shortlist of possible route options for further investigation and development. The M12 Motorway project team, other Australian and NSW Government agencies and local councils attended the workshop.

During the workshop, the long list of route options was assessed against a range of criteria. The assessment criteria included project delivery, land use impacts, community impacts, environment and heritage impacts, connectivity and ease of use of the motorway. The possible route options were generally assessed based on a 300 metre wide corridor. This led to a shortlist of eight possible route options, all based on 300 metre wide corridors.

In February and March 2016, Roads and Maritime sought feedback from the community and stakeholders on the shortlisted route options. To support the consultation period, four information sessions were held in Luddenham and Kemps Creek and feedback was sought from the community and stakeholders via a formal submission process. The issues raised during this consultation period are covered in this Community Consultation Report.

Key features across all shortlisted route options:
• 300 metre wide corridor
• Good connection to The Northern Road that would be able to extend past the intersection to connect to future transport projects
• Pass through Western Sydney Parklands, including a section of the Wylde Mountain Bike Trail
• Cross Kemps Creek and Badgerys Creek
• Pass through a number of commercial properties fronting onto Elizabeth Drive and/or Mamre Road
• Pass through properties which are zoned as rural residential and agricultural
• Comprise sections from three different zones (A, B, C) within the study area.

Benefits of the proposed M12 Motorway
• Provide direct access from the M7 Motorway to the planned western Sydney airport at Badgerys Creek, and from the M4 Motorway via The Northern Road
• Improve access to the Western Sydney Priority Growth Area and the South West Priority Land Release Area
• Increase road capacity for future growth and development
• Improve traffic safety for road users
• Increase pedestrian and cyclist infrastructure
• Improve freight movement to key commercial centres
• Reduce the cost of congestion impact on the community and business.
The Northern Road Upgrade Stage 4

This section of the M12 corridor is dependent on planning for the future road network in this area, including The Northern Road Upgrade Stage 4 and other transport projects. We will have more information for property owners in this area by mid-2016.
The Northern Road Upgrade

Background
The Northern Road Upgrade, would be about 35 kilometres in length, and extends between The Old Northern Road, Narellan and Jamison Road, Penrith. It is being planned in four stages.

The Northern Road Upgrade would deliver new and upgraded roads to support integrated transport in the region, capitalise on the economic benefits from developing the planned western Sydney airport at Badgerys Creek and cater for future traffic from planned residential and commercial developments. It would also improve safety, increase road capacity and reduce congestion and travel times in the future.

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 will form one of the main arterial transport corridors for the South West Priority Land Release Area and the Western Sydney Priority Growth Area.

The Northern Road Upgrade is being planned in four stages:

- **Stage 1** – The Old Northern Road, 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 4

The Northern Road Upgrade Stage 4 is about 11 kilometres from Mersey Road, Bringelly to Littlefields Road, Luddenham. This upgrade would realign the section of The Northern Road around the planned western Sydney airport site and Luddenham town centre.

In July 2015 Roads and Maritime presented four options to the community to divert The Northern Road around the planned western Sydney airport site and to pass through or around Luddenham town centre. After carefully assessing the four options and feedback from the community, the Eastern Option was selected as the preferred route for The Northern Road Upgrade Stage 4 and announced to the community in November 2015.

Key features of The Northern Road Upgrade Stage 4 include:

- Diverting The Northern Road to the east of Luddenham, close to the planned western Sydney airport site boundary
- Widening from two lanes to a six lane divided road (two general traffic lanes and a kerbside bus lane in each direction), with a wide median to allow for an additional lane in each direction if required in the future
- Providing kerbside bus lanes and bus priority lanes at traffic lights where required
- Providing a continuous bypass to access the Luddenham town centre
- Installing new traffic lights and turning lanes at some intersections
- 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, particularly at intersections
- Providing for a future connection with the proposed M12 Motorway
• Upgrading drainage.

In February and March 2016, Roads and Maritime announced the preliminary design and access strategy for part of the alignment (between Mersey Road and just north of Adams Road). To the north of this point, investigations for the preliminary design are still underway, and the design is yet to be completed. This is due to a number of other infrastructure projects in the area that are still being developed which may impact the design of this section of The Northern Road Upgrade Stage 4. These include the connection to Luddenham town centre from Elizabeth Drive, the proposed M12 Motorway and other transport projects that are currently under development. More information on the northern section of the route will be available around mid-2016.

During the consultation period, feedback was sought on the preliminary design for part of the alignment (between Mersey Road, Bringelly and just north of Adams Road, Luddenham), as shown on the map on the next page. To support the consultation, four information sessions were held in Luddenham and Kemps Creek and feedback was welcomed from the community and stakeholders via a submission process. The issues raised during the consultation period are covered in The Northern Road Upgrade Stage 4 Consultation Summary section of this Community Consultation Report.

**Benefits of the Northern Road Upgrade Stage 4**

- Improve future 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
- Provide a central median to separate opposing traffic flows
- Provide separate lanes for turning traffic at some intersections
- Allow for reliable public transport by providing bus priority
- Improve safety for pedestrians and cyclists by providing a new shared path
- Improve access for the construction and operation of a planned western Sydney airport at Badgerys Creek and surrounding developments.
The Northern Road Upgrade Stage 4 preliminary design showing part of the route alignment (SOUTH)

This section of the Northern Road is dependent on planning for the future road network in this area, including the M12 Motorway and other transport projects. The location of a future interchange with the M12 Motorway is still to be confirmed. We will have more information for property owners in this area by mid-2016.

Key
- Proposed Northern Road
- Existing Northern Road
- Commonwealth land
- Bus lane
- Footpath
- Shared path for cyclists and pedestrians

Note: The area is substantially unknown and change will be required in this area. The impact on properties will be assessed as further design and investigation work is completed.

New traffic lights and u-turn area on Merry Road. This work is part of the Northern Road Upgrade Stage 2.
Consultation approach

Consultation objectives

The proposed M12 Motorway and The Northern Road Upgrade Stage 4 were displayed for community comment from Monday 15 February to Friday 11 March 2016.

The purpose of the community consultation was to:

- Inform community members and stakeholders about the proposed M12 Motorway shortlisted route options and the preliminary design and access strategy for part of the alignment for The Northern Road Upgrade Stage 4, between Mersey Road, Bringelly and just north of Adams Road, Luddenham.
- Seek comments, feedback, ideas and suggestions on both projects from community members and stakeholders
- Continue to build a database of community members and stakeholders for Roads and Maritime to engage with through the development and delivery of both the proposed M12 Motorway and The Northern Road Upgrade Stage 4 projects.

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 the consultation was done

There were a number of events and activities conducted during the consultation period to give the community a chance to learn more about the projects, meet the WSIP project team, and have their say.

Community members were encouraged to provide feedback, leave comments and make submissions at the information sessions or via mail, email, web or phone contact with the project team. The community was able to contact Roads and Maritime and leave comments and submissions by:

Email wsip@rms.nsw.gov.au
Phone 1800 703 457
Mail Western Sydney Infrastructure Plan, PO Box 973 Parramatta NSW 2124
Web: Provide feedback via the interactive video portal and the WSIP project website web form via the WSIP project page www.rms.nsw.gov.au/wsip
Local residents, property owners and other key stakeholders were informed of the consultation using a range of tools and activities, including:

- Community update newsletters
- Door knocking
- ‘Sorry we missed you’ flyer
- Media release
- Newspaper advertisements
- Email
- SMS
- Webpage
- WSIP Portal
- Community information sessions
- Electronic variable message signs
- Stakeholder briefings and one to one property owner meetings
- Online advertising.

These are explored in more detail in the table below.

<table>
<thead>
<tr>
<th>Tool / activity</th>
<th>Reach</th>
<th>Details</th>
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<tbody>
<tr>
<td>Community update newsletters (2) (Appendix A)</td>
<td>4,500+</td>
<td>Community update newsletters were produced for the proposed M12 Motorway and The Northern Road Upgrade Stage 4. Each community update included a general overview of WSIP, key features of the specific proposal and further details on the information sessions and how to provide feedback. The community update newsletters were letterbox dropped to a combined total of 4,400 properties (see below for details). They were also available on the Roads and Maritime website and were given out at community information sessions.</td>
</tr>
<tr>
<td>Community update newsletters (2) Letterbox drop distribution area (Appendix B)</td>
<td>4,400</td>
<td>The community update newsletters were distributed via a letterbox drop to local properties across the two projects – 2,100 for the M12 Motorway and 2,300 for The Northern Road Upgrade Stage 4. Refer to Appendix B for maps of the two distribution areas.</td>
</tr>
<tr>
<td>Door knock</td>
<td>160</td>
<td>At the beginning of the consultation period, 160 properties were door knocked for the proposed M12 Motorway. The purpose was to notify potentially impacted owners/occupants of the next stage of the M12 Motorway project and promote the upcoming community information sessions. The M12 Motorway community update newsletter was left with each property owner/occupant and where the property owner/occupant was not home, a ‘Sorry we missed you’ flyer was also left (see below for details).</td>
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<td>Tool / activity</td>
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<tr>
<td>Sorry we missed you flyer</td>
<td>87</td>
<td>Where the property owner/occupant was door knocked but not at home a ‘Sorry we missed you’ flyer was left informing the property owner/occupant that someone from the project team had tried to make contact. Eighty seven or approximately half the properties door knocked were left a ‘Sorry we missed you’ flyer as we were unable to speak with anyone at the property.</td>
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<tr>
<td>Media release</td>
<td>1 release sent to more than 100 media outlets</td>
<td>A media release was distributed to all major Sydney metropolitan and western Sydney publications on 15 February. It was titled <em>Shortlisted route options for M12 Motorway announced</em> and it encouraged local community members and stakeholders to get involved in the consultation process. This resulted in coverage in the Daily Telegraph on 27 February p.30 and in the <em>Penrith City Gazette</em> on March 2.</td>
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<tr>
<td>Newspaper advertisement</td>
<td>11 adverts</td>
<td>A total of 11 newspaper advertisements appeared in local papers between 17 and 26 February 2016 to raise awareness of the consultation and information sessions. Publications included:</td>
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<td>- Liverpool Leader (17 and 24 February),</td>
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<td>- Liverpool Champion (17 and 24 February)</td>
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<td>- Penrith Press (18 and 25 February)</td>
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<td></td>
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<td>- Penrith Gazette (18 and 25 February)</td>
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<td>- Penrith Western Weekender (19 and 26 February)</td>
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<td>- Macarthur Chronicle (23 February).</td>
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<tr>
<td>Email</td>
<td>963 emails in total</td>
<td>Direct emails were sent from Roads and Maritime to 963 stakeholders (community members and groups), local Members of Parliament (MPs) and other government stakeholders to raise awareness of the consultation and information sessions for both projects. A reminder email noting the consultation would close on 11 March was sent to stakeholders before this closing date.</td>
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<tr>
<td>SMS</td>
<td>270 texts in total</td>
<td>Reminder SMS’ were sent to stakeholders from an existing stakeholder and community database at the start of consultation and the day before each information session.</td>
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<td>Webpage</td>
<td>1,906 unique visitors to WSIP webpage during the consultation period</td>
<td>The project webpage was updated on 15 February with the latest project information including the community update newsletters and how to submit feedback. A total of 1,906 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>
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<td>Tool / activity</td>
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<td>WSIP Portal</td>
<td>1,674 unique visitors to the M12 pages and 548 for The Northern Road upgrade Stage 4 during consultation</td>
<td>An interactive web portal covering all aspects of the WSIP was launched in July 2015. For this consultation period, two new videos were developed for the proposed M12 Motorway and The Northern Road Upgrade Stage 4. The web portal includes nine videos about the projects and provides a space for viewers to leave feedback. There were a total of 1,674 unique visitors to the M12 Motorway pages and 548 unique visitors to The Northern Road Upgrade Stage 4 pages during the consultation period. A banner directing people to the portal was placed on the Roads and Maritime home page. <a href="http://www.communityanalytics.com.au/wsip">www.communityanalytics.com.au/wsip</a></td>
</tr>
<tr>
<td>Community information sessions (Appendix H)</td>
<td>220 people recorded their attendance. Approximately 90 other people also attended.</td>
<td>Four community information sessions were held between 24 February and 5 March 2016. The purpose was to provide the community with an opportunity to view the display materials, talk with members of the project team and submit feedback in person. Representatives from Sydney Water, Department of Planning and Environment, and the Australian Government Department of Infrastructure and Regional Development were also present at some of the sessions to provide information on other projects in the area. Details of the sessions: <strong>Wednesday 24 February 5pm-8pm</strong> Holy Family Primary School Lot 32, Willlowdene Ave, Luddenham <strong>Saturday 27 February 10am-1pm</strong> Kemps Creek Public School 100 Cross Street, Kemps Creek <strong>Wednesday 2 March 3pm-6pm</strong> Kemps Creek Public School 100 Cross Street, Kemps Creek <strong>Saturday 5 March 10am-1pm</strong> Holy Family Primary School Lot 32, Willlowdene Ave, Luddenham A total of 220 people were recorded as attending the community information sessions: - 77 attendees for Wednesday 24 February - 65 attendees for Saturday 27 February - 45 attendees for Wednesday 2 March - 33 attendees for Saturday 5 March However, not all attendees signed in individually, approximately 90 stakeholders did not register their individual attendance at the information sessions.</td>
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<tr>
<td>Tool / activity</td>
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<td>Electronic variable message signs (VMS) (Appendix I)</td>
<td>7</td>
<td>Seven variable message signs were displayed across The Northern Road, Elizabeth Drive and Bringelly Road during the consultation period to notify the community about upcoming information sessions.</td>
</tr>
<tr>
<td>Online advertising (Appendix J)</td>
<td>219 clicked on the advertisement</td>
<td>A digital advertisement was placed on News Local online (western and southern regions). This included the Penrith Press and Macarthur Chronicle. The advertisement was placed from 15 February and ran until 14 March 2016.</td>
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</tbody>
</table>
| Stakeholder briefings                   | Four briefings with State and Federal MPs and local councils | The project teams for The Northern Road Upgrade Stage 4 and the proposed M12 Motorway held a number of government stakeholder briefings:  
**State and Federal MP briefing** – Friday 12 February  
**Fairfield Council** – Tuesday 16 February  
**Liverpool Council** – Thursday 18 February  
**Penrith Council** – Monday 22 February  
Stakeholder briefings were also held with agencies including:  
**M7 Motorway**  
**Western Sydney Parklands Trust**  
**University of Sydney** |
Consultation summary

Overview
A combined total of 143 individual submissions were received during the consultation period. There were 122 submissions for the proposed M12 Motorway and 36 submissions for The Northern Road Upgrade Stage 4. Fifteen submissions addressed both projects so they were each counted as one submission in the overall total.

These issues and concerns have been summarised and responded to by Roads and Maritime in the tables on the following pages.

M12 Motorway
There were a total of 122 submissions for the proposed M12 Motorway during the consultation period. Out of the 122 submissions, 43 per cent were received from residents, 13 per cent from business owners and 11 per cent from community groups. The other 33 per cent of submissions were from councils, government agencies, educational institutions and the general public.

The top issues identified through formal submissions during the proposed M12 Motorway consultation period were:
- Property access
- Property value, acquisition and compensation
- Impact on the Sydney Society of Model Engineers
- Compensation for loss of business and/or business disturbance
- Impact on future land use/ plans and access
- Noise and air quality
- Traffic impacts and management
- Flora and fauna
- Impact on dams and other water sources.

While the corridors are identified as being 300 metres wide, the final width of the motorway is expected to be much less than this, at around 100-150 metres. This means any potential impacts to properties and the community would be significantly less than represented by the information materials.

Once the preferred corridor route is determined and the preliminary road design finalised, information on the final width of the motorway will be provided to the community. Any potentially impacted property owners will be contacted by Roads and Maritime to discuss their individual circumstances.

M12 Motorway corridor route preference
Feedback from the community and stakeholders from the consultation period favoured the orange corridor route. Many reasons were given for the orange corridor route preference the most prevalent being that respondents believed it impacted the least number of properties. This feedback, and other issues raised by the community, will form part of the assessment criteria for the preferred corridor route.

The M12 Motorway corridor is broken into three zones, as shown in the image on the following page.
• Zone A is between the M7 Motorway and Mamre Road
• Zone B is between Mamre Road and entry into the planned airport
• Zone C is between the entry into the planned airport and The Northern Road.

The options favoured by the community in each zone were:
• The southern option in Zone A (through the Western Sydney Parklands)
• The northern option in Zone B (north of the Kemps Creek waste facility)
• The northern option in Zone C (north of Blackford Hill)

The key issues raised during consultation for the proposed M12 Motorway and The Northern Road Upgrade Stage 4 and the responses from Roads and Maritime are outlined in more detail in the following tables.
This section of the M12 corridor is dependent on planning for the future road network in this area, including The Northern Road Upgrade Stage 4 and other transport projects.
## M12 Motorway

The following table outlines the issues raised for the proposed M12 Motorway during the consultation period and the response from Roads and Maritime.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Sub issue</th>
<th>Issue raised</th>
<th>Roads and Maritime response</th>
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</thead>
<tbody>
<tr>
<td>Property impacts</td>
<td>Access</td>
<td>A large number of property owners are concerned with the access impact to their properties.</td>
<td>Roads and Maritime acknowledges the concerns from property owners regarding potential impacts to their property and actively seeks to avoid or minimise these where reasonable and practical.</td>
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<td>In mid-2016, the preferred route corridor will be announced. While the preferred route corridor will be identified as being 300 metres wide, the final width of the motorway is expected to be much less than this, at around 100-150 metres. This means any potential impacts to properties and the community would be significantly less than indicated by the route corridor. When the impacts to individual properties are known, Roads and Maritime will meet with property owners individually to discuss their specific circumstances. This is likely to be in early 2017 after the announcement of the preliminary road design and access strategy.</td>
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<tr>
<td>Land use and viability</td>
<td></td>
<td>If the M12 Motorway is to go through my property I would ask that consideration be taken and that the land needed only be taken from the rear of the property.</td>
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<tr>
<td>Compensation</td>
<td></td>
<td>Residents believe they should be given fair compensation for their property and the compensation should consider future use and zoning.</td>
<td>The Property Acquisition process is governed by the Land Acquisition (Just Terms Compensation) Act 1991 (NSW) which provides the basis for assessing compensation. Roads and Maritime will pay compensation for properties that are directly impacted by the M12 Motorway. Each compensation payment is unique to that property however it is based on current market value and the specific circumstances of individual property owners. More information is available in the Roads and Maritime Services Land Acquisition Information Guide: <a href="http://www.rms.nsw.gov.au/documents/projects/factsheet-land-acquisition-information-guide.pdf">http://www.rms.nsw.gov.au/documents/projects/factsheet-land-acquisition-information-guide.pdf</a></td>
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<td></td>
<td>I have just built a new home. If the route goes through my property, I will need to demolish the home which will put me into financial hardship.</td>
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<tr>
<td>Issue</td>
<td>Sub issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<td></td>
<td>Impact on future plans / future land use</td>
<td>We have a private 500 metre access road off Elizabeth Drive for entry into the site. This access road has the provision for truck queuing in peak periods with no impact on traffic flow in the public road network. Routing of the proposed M12 Motorway to the north would be preferred to retain this private access road and queuing provision.</td>
<td>Noted. This information will be considered in the development of the preliminary road design and access strategy, due to be announced in early 2017.</td>
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<td></td>
<td>Impacts from other infrastructure projects</td>
<td>Some residents are concerned about the potential property impacts of both the proposed M12 Motorway (western end of the route) and The Northern Road Upgrade Stage 4.</td>
<td>The corridor routes at the western end of the proposed M12 Motorway alignment are dependent on planning for the future road network in this area. This includes planning for The Northern Road Upgrade Stage 4. The preferred route corridors for both projects are planned to be announced in mid-2016. When the impacts to properties are known, Roads and Maritime will meet with property owners to discuss their individual circumstances. In the development of both projects, Roads and Maritime will seek to minimise the impacts to property owners in this area.</td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>The southern route would result in the destruction of our large existing dam on the property, which is our only water supply, other than tank water. It is essential for our stock (cattle, horses and sheep) and irrigation. If the Southern route goes ahead, it will prevent us from being able to move stock from one property to the other, losing valuable grazing ground.</td>
<td>Roads and Maritime acknowledges concerns regarding disruptions to agricultural land uses. If a property owner is impacted by the project, as part of the property acquisition process, we would work with them to identify possible solutions.</td>
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<td>We wish for this road to be placed on the land south of the Elizabeth Drive please and not be built on the Cecil Park side with all the properties.</td>
<td>Thank you for your feedback and concerns for properties fronting Elizabeth Drive. This feedback will be taken into consideration in the selection of preferred route corridor;</td>
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<td>The preservation of houses along Elizabeth Drive is more important than a BMX track (which was only built last year). Impact on Western Sydney Parklands land can be minimised by connecting the proposed M12 Motorway with M7 Motorway in the east and running on the southern border of BMX area to the west. An overpass could cross over any constructed areas of BMX and Shooting centre sites before crossing over Mamre Road. By building close to southern border of BMX track you can conserve more land to the south. To completely impact on a large number of owners instead of one owner with a vast land space which is totally unused is definitely not a fair or just compromise.</td>
<td>planned to be announced in mid-2016. In the planning of infrastructure projects, Roads and Maritime seeks to avoid or minimise potential impacts where reasonable and practical. While the corridors are identified as being 300 metres wide, the final width of the motorway is expected to be much less than this, at around 100-150 metres. This means any potential impacts to properties and the community would be significantly less than indicated by the route corridors. When the impacts to individual properties are known, Roads and Maritime will meet with property owners to discuss their circumstances. This is likely to be in early 2017 after the announcement of the preliminary road design and access strategy.</td>
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<td>Business impacts</td>
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<td>A number of business owners are concerned with the impact to their businesses. Issues include: compensation for loss of business, ceasing of operations, business disturbance, loss of facility/land, survival of the business - impacts on leases, rent and licences - impact on future plans/future land use - loss of jobs - dividing the property results in parts of that property being unusable - relocation costs and practicalities (including acute shortage of suitable land) - property value - impact on supply chain - type and number of vehicles that need to access facilities - impact on water supply - reduced areas for grazing land.</td>
<td>Roads and Maritime acknowledges the potential impacts to businesses within the shortlisted route corridors. As part of the route corridor selection process, Roads and Maritime undertook an investigation into the number of businesses located within each of the shortlisted corridors. This information will be used in the selection of the preferred route corridor. Roads and Maritime will work closely with impacted stakeholders including property owners, business owners or other stakeholders with interests (such as lessees). When the impacts to properties and businesses are known, Roads and Maritime will meet with property owners and businesses to discuss their circumstances. This is likely to be in early 2017 after the announcement of the preliminary road design and access strategy.</td>
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<td>Compensation and business impacts</td>
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<td>Should certain shortlisted routes be chosen, this will result in us being forced to cease operations, as the route goes directly though the existing facilities. This will cause significant financial detriment.</td>
<td>Thank you for your feedback regarding the potential impacts to businesses. Roads and Maritime will take this into consideration in the selection of the preferred route corridor.</td>
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<td>If the NSW Government proceeds to select one of the eight options presently on public exhibition, it will inevitably have to acquire at least some of our site.</td>
<td>Roads and Maritime is aware the M12 Motorway will impact some businesses along the preferred route corridor.</td>
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<td>If Roads and Maritime has assumed that the value of our site will merely be based on the existing rural zone, it has made an error.</td>
<td>While the corridors are identified as being 300 metres wide, the final width of the motorway is expected to be much less than this, at around 100-150 metres. This means any potential impacts to businesses are likely to be less than indicated by the route corridors.</td>
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<td>Our site will need to be valued based on the likelihood that it would have been rezoned B6 Enterprise Corridor.</td>
<td>When the impacts to businesses are known, Roads and Maritime will meet with business owners to discuss their circumstances. This is likely to be in early 2017 after the announcement of the preliminary road design and access strategy.</td>
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<td>The operation of our market garden business would have to cease if we were required to 'start from scratch', because it would be several years before any crops would be available from that new property.</td>
<td>The Property Acquisition process is governed by the <em>Land Acquisition (Just Terms Compensation) Act 1991</em> (NSW) which provides the basis for assessing compensation. Roads and Maritime will pay compensation for properties that are directly impacted by the M12 Motorway. Each compensation payment is unique to that property and business however it is usually based on current market value and the specific circumstances of individuals.</td>
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<td>Due to the unique area it will be virtually impossible to find a similar site in the surrounding area and obtain approval to relocate the business to, not mentioning the considerable expense such an undertaking would require.</td>
<td>More information is available in the Roads and Maritime Services Land Acquisition Information Guide: <a href="http://www.rms.nsw.gov.au/documents/projects/factsheet-land-acquisition-information-guide.pdf">http://www.rms.nsw.gov.au/documents/projects/factsheet-land-acquisition-information-guide.pdf</a></td>
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<td>We would seek full compensation for any land acquisition, costs to relocate the business and business disturbance costs.</td>
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<td>Options proposed for the M12 corridor effectively remove the northern half of our site. Essentially all of the site water recycling, treatment, pumping and holding capacity will be resumed. A full or partial resumption of our site will result in the closure of our business which in turn means the loss of 60 local jobs.</td>
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<td>Partial resumption of our site will force a closure and a sustained supply shortage and significant price increases for plant material for major infrastructure and development projects in Sydney.</td>
<td>Roads and Maritime has and will continue to work closely with local councils and the Department of Planning and Environment on future land use planning for the Western Sydney Priority Growth Area. Under the State Environment Planning Policy (SEPP) for the Western Sydney Employment Area, there is land within the study area that falls within the Broader Western Sydney Employment Area (Precinct 11). However, this land has not yet been rezoned - the current land uses associated with this land are based on zoning under the Penrith City Local Environmental Plan 2010 and Liverpool City Local Environmental Plan 2008.</td>
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<td>Land use</td>
<td>The southern alignments are not supported by this land owner as they diminish the opportunities to create off-airport activities adjacent to the airfield.</td>
<td>Roads and Maritime will consider this feedback in the selection of the preferred route corridor.</td>
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<td>Impact on future plans/ future land use</td>
<td>We are in the process of preparing a Planning Proposal for the subject land, which aims to rezone the land and gain approval for a master plan for the first stage of development.</td>
<td>Noted. Roads and Maritime will consider this feedback when developing the preliminary road design and access strategy.</td>
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<td>We ask that you take note of the number of vehicle movements and the type of vehicles that use our facility to ensure that any future traffic plan efficiently and safely accommodates these vehicles so as to ensure the future viability of our business.</td>
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<td>The Parklands is not mentioned in section 2.10.2 (page 51) of the M12 Motorway Strategic Route Options Analysis Shortlisted Options Report even though it is a dominant existing and future land use providing for recreation, business, tourism, entertainment, cycling and walking tracks and bushland conservation. The Parklands should be referred to in this section.</td>
<td>Noted. Roads and Maritime has and will continue to work with the Western Sydney Parklands to understand their existing and future land use plans.</td>
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<td>Our business currently has a Development Application (DA) with Council to build a chicken processing plant. This processing plant will employ up to 50 local employees when it is built and operational.</td>
<td>Noted. Roads and Maritime will consider this feedback in the selection of the preferred route corridor.</td>
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<td>Other</td>
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<td>We are extremely surprised and disappointed at the lack of time we have been given to put together this submission which effectively precluded us from getting any professional advice on the financial ramifications.</td>
<td>This consultation period provides one of a number of opportunities for the community to comment on the project. This is the second formal consultation period for the project and feedback was welcomed from the community from Monday 15 February to Friday 11 March, a period of four weeks. Roads and Maritime also accepts feedback and submissions from the community and stakeholders at any stage of the project. Roads and Maritime will continue to work closely with stakeholders. The next formal consultation is expected to be in early 2017 when the preliminary design and access strategy will be displayed for comment.</td>
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| Community impacts     | Sydney Society of Model Engineers  | Stakeholders are very concerned with the impact that the proposed M12 Motorway will have on the Sydney Society of Model Engineers - a unique 100+ year old club and location. Almost 25 submissions were received on this topic, making it one of the key issues. Specific comments included:  
- The proposal to the south of the hill (white, green, pink, aqua) cuts through the model park and appears to block the entrance and would take out 5 of the 7 sections which operate in the park. This would cause the loss of at least 100 members and the demise of the club.  
- The proposal to the north (yellow, orange, purple, blue) does not cut across the park but because it curves to the south it will stop the remote control aircraft from operating. This would also cause the loss of at least 100 members and the demise of the club.
If the northern path was chosen and the direction of the motorway could be maintained in a straight line once past Blackford Hill instead of veering to the south, the park would be saved and continue to serve the people of Sydney. | Roads and Maritime would like to thank members of the Sydney Society of Model Engineers for the large number of individual submissions. Roads and Maritime acknowledges the importance of the Society to the broader community. The feedback received will be considered in the development of the preferred route corridor. While the corridors are identified as being 300 metres wide, the final width of the motorway is expected to be much less than this, at around 100-150 metres. This means any potential impacts to properties and the community would be significantly less than indicated by the route corridors. When the impacts to properties are known, Roads and Maritime will meet with the Society to discuss their circumstances. This is likely to be in early 2017 after the announcement of the preliminary road design and access strategy. |
<p>| Western Sydney Parklands | Western Sydney Parklands            | The Western Sydney Parklands are vital to the community. It’s a location we, the community can take our family and friends, coming together in a beautiful place. By building an interchange in the middle of the Parklands, it will no longer be a place of peace because of all the noise pollution from the motorway.                                                                                                                  | Roads and Maritime acknowledges the existing and future importance of the Western Sydney Parklands to the community. This importance will be taken into consideration during the selection of the preferred route corridor. Roads and Maritime has and will continue to work with the Western Sydney Parklands to minimise and mitigate potential impacts to the parklands. |</p>
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<td>A few stakeholders are concerned with the access to the Wylde Mountain Bike path and cycling facilities – stating that if the bike path is removed it must be rebuilt (before the old one is removed and built in a better condition than that lost). They would like Roads and Maritime to minimise the impact on recreational facilities in the Parklands including the shooting centre and bike track.</td>
<td>Noted. Roads and Maritime will maintain access to existing facilities within the Western Sydney Parklands including the Wylde Mountain Bike Trail and the International Shooting Centre. If access to these facilities changes during construction, the community will be informed.</td>
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<td>Our strong belief is that the preferred route should be as close to the existing Elizabeth Drive corridor as possible to minimise intrusion into the Western Sydney Parklands, and its effect on the popular Wylde Mountain Bike Trails and its future extensions.</td>
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<td>Kemps Creek Sporting and Bowling Club</td>
<td>Impact on the Kemps Creek Sporting and Bowling Club could be a potential loss of an important community amenity. The preference for the Club and its members is the most northern of the identified corridor options. Implementation of any of the other options (in particular in any of the southern corridor options) would require resumption of the Club's land and facilities which cause significant and disproportionate: (a) cost to the State due to the unique nature of the Club's land and facilities; and (b) loss of important community amenity due to the unique nature of the community amenity provided by the Club's operations and facilities on the Club's land including the sports facilities that it provides. To relocate the Club would require finding an alternative parcel within reasonable proximity of the existing site and of similar size. The large amount of land needed would make that a challenge in itself. Any alternative site would need to be zoned so as to permit the replication of the uses to which the existing land is put.</td>
<td>Roads and Maritime appreciates the importance of the Kemps Creek Sporting and Bowling Club to the western Sydney community. Roads and Maritime seeks to avoid or minimise potential impacts where reasonable and practical. During the consultation period, Roads and Maritime met with representatives of the Kemps Creek Sporting and Bowling Club to discuss the project and potential impacts on the Club. While the corridors are identified as being 300 metres wide, the final width of the motorway is expected to be much less than this, at around 100-150 metres. This means any potential impacts to properties and the community would be significantly less than indicated by the route corridors. During the next phase, Roads and Maritime will undertake a detailed assessment of potential property, business and socio economic (including community facilities) impacts as part of the environmental assessment for the project. Roads and Maritime will meet with the Club to discuss their circumstances. This is likely to be in early 2017 after the announcement of the preliminary road design and access strategy.</td>
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<td>Traffic management</td>
<td>Congestion</td>
<td>Having the M12 Motorway connect to the M7 Motorway at the same location as the existing Elizabeth Drive would increase congestion and confuse road users. Using the southern route will cause minimal impact on local residents and existing properties in Cecil Park/Cecil Hills area. This will also increase the safety when using Elizabeth Drive.</td>
<td>The impact of the proposed M12 Motorway on the road network would be carried out as part of the Traffic and Transport Assessment for the environmental assessment of the project. The Traffic and Transport Assessment investigates the existing and predicted traffic volumes and movements within the vicinity of the project. This includes traffic modelling which takes into account future developments in the area including the planned western Sydney airport at Badgerys Creek. This information will be used to prepare the road design to ensure sufficient capacity is provided for future traffic growth.</td>
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<td>The proposed M12 Motorway exits into the Badgerys Creek Airport must not have traffic lights. Keep it motorway into airport zone and just reduce the speed.</td>
<td>Noted. This feedback will be considered as part of the preliminary road design and access strategy. Roads and Maritime are working with the Australian Government Department of Infrastructure and Regional Development and Transport for NSW regarding the entry and exit into the planned western Sydney airport.</td>
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<td>The final route selection should provide for continuous entry and exit traffic flow and not use traffic light controlled intersections.</td>
<td>Roads and Maritime will undertake road network planning to determine the appropriate access requirements along the proposed M12 Motorway. This will be available as part of the preliminary road design and access strategy.</td>
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<td>Building the M12 Motorway on top of Elizabeth Drive will significantly impact the traffic flow during the lengthy construction along this important artery.</td>
<td>Prior to construction commencing, the contractor would prepare a Traffic Management Plan which would outline construction staging and the impact on Elizabeth Drive and other roads in the vicinity of the proposed M12 Motorway.</td>
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<td>Design</td>
<td>Access to surrounding streets</td>
<td>The design should consider enough lanes to support the sufficient flow of traffic from the entry and exit points from the suburbs. The connecting roads should also have enough lanes to enable the movement of traffic in the event of a collision.</td>
<td>As part of the preliminary design phase for the project, an access strategy will be developed. The strategy will provide information about property and local road access. Access to local roads would be maintained from the existing road network, however the only access to the proposed M12 Motorway would be from the M7 Motorway, the planned western Sydney airport and The Northern Road. Elizabeth Drive will continue to function as an arterial road.</td>
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<td>Concerned about maintaining access to local streets such as Cecil Road, Duff Road and Elizabeth Drive.</td>
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<td>Mamre Road</td>
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<td>We suggest that a Mamre Road to M12 Motorway access point be considered to facilitate existing and future heavy transport from the Erskine Park and future designated employment lands.</td>
<td>Noted. These suggestions and concerns will be considered as part of the preliminary road design and access strategy for the project.</td>
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<td>Provide an interchange at Mamre Road to provide more effective access to the planned western Sydney Airport and the Western Sydney Priority Growth Area.</td>
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<td>Badgers Creek</td>
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<td>No consideration has been made of the northern upgrade and extension of Badgers Creek Road as part of the options generation. This upgrade is identified in the draft Structure Plan for the Broader Western Sydney Employment Area.</td>
<td>An upgrade to Badgers Creek Road is outside the scope of the proposed M12 Motorway Project. The NSW Department of Planning and Environment is currently reviewing the Structure Plan for the Western Sydney Priority Growth Area. This will identify any future road upgrades required.</td>
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<td>Elizabeth Drive</td>
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<td>Please consider a turn in lane from Elizabeth Drive into Range Road.</td>
<td>Upgrades to Elizabeth Drive are outside the scope of the proposed M12 Motorway project. Elizabeth Drive has been identified for a potential future</td>
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<td>Elizabeth Drive should be upgraded as a priority.</td>
<td>upgrade as part of the Western Sydney Priority Growth Area. Funding has not been allocated for planning of this project at this time.</td>
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<td>Please consider a privacy barrier along Elizabeth Drive similar to that built along the Equestrian Centre and the M7 Motorway.</td>
<td>As part of the environmental assessment for the proposed M12 Motorway an urban design and visual impact assessment would be undertaken. The outcomes of this assessment would determine if any screening is required for the M12 Motorway.</td>
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<td>Other</td>
<td>We strongly suggest that Roads and Maritime scrap all options south of Blackford Hill and adopt the yellow option but take it further north from the point that intersects Luddenham Road to avoid cutting through several properties.</td>
<td>Noted. Roads and Maritime will consider this feedback in the selection of the preferred route corridor. The western section of the proposed M12 Motorway is dependent on the planning of other transport projects in the area, including The Northern Road upgrade. We are currently looking at the entire road network in this area to ensure an integrated road network plan is developed. Further details will be provided in mid-2016.</td>
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<td>Environmental impacts</td>
<td>Noise and air quality</td>
<td>These proposals would have a detrimental effect on the people living in Cecil Park as there are many residential properties in the vicinity. The air pollution, noise and visual effects of these proposals would destroy the amenity to the gateway of Cecil Park and the rural ambiance of the area. The predominantly old bushlands where these options would run through would be destroyed. Removing this bushland to create a concrete freeway would look unsightly, but more importantly the noise coming off this freeway would resonate through Cecil Park and would be unbearable.</td>
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<td>Provision should be made in the final designs for the proposed M12 Motorway for appropriately designed noise barriers to improve noise impacts for existing and likely future sensitive receivers.</td>
<td>For more information about noise mitigation measures see the Roads and Maritime ‘How is Noise Addressed?’ information brochure: <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>If the proposed M12 Motorway is built on top of or next to Elizabeth Drive, the remaining houses north of Elizabeth Drive in suburbs of Cecil Park and Mount Vernon will also be impacted by increased noise due to proximity to the Motorway. The noise impact on residents would be reduced by having the proposed M12 Motorway south of the BMX track in the Western Sydney Parklands where the proposed M12 Motorway will be further away from these residential areas.</td>
<td>Air quality impact assessments will be carried out as part of the environmental assessment for the project. This process establishes potential air quality impacts and identifies suitable mitigation measures. Air quality in the Sydney Region is managed by the NSW Office of Environment and Heritage (OEH). OEH monitors air quality across the Sydney Basin and provides health warnings to the community. For information about this please go to the OEH website <a href="http://www.environment.nsw.gov.au/air/index.htm">http://www.environment.nsw.gov.au/air/index.htm</a></td>
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<td>My property is located close to four of the proposed options which I object to on the basis of the potential noise issues of the proposed motorway to our property.</td>
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<td>Flora and fauna (including Western Sydney Parklands)</td>
<td>At the corner of Elizabeth Drive and Wallgrove Road there is a large area of remnant vegetation mapped as Cumberland Plain Woodland (endangered) which would be impacted upon if the proposed M12 Motorway interchange is built there.</td>
<td>Roads and Maritime acknowledges the existing and future importance of the Western Sydney Parklands to the community. Roads and Maritime will prepare a Biodiversity Impact Assessment as part of the environmental assessment for the project to consider any potential impact to flora and fauna during construction and operation of the proposed M12 Motorway. The Biodiversity Impact Assessment would outline proposed measures to minimise and avoid environmental impacts, including to the Cumberland Conservation Corridor. Roads and Maritime has and will continue to work with the Western Sydney Parklands to minimise and mitigate impacts.</td>
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<td>We would be looking for an alignment that does not sever the Parklands but provides the opportunity to develop a continuous landscape corridor allowing for passive and active recreation, as well as the preservation of the important native bushland corridor in the Parklands.</td>
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<td>The southern route through the Western Sydney Parklands conserves mature trees along Elizabeth Drive.</td>
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<td>The Western Sydney Parklands itself, until replanted in part, was almost entirely clear of any original vegetation. As such, once the proposed M12 Motorway is constructed through/over it, again, such planting should take place to not only enhance the environmental aspects of the parkland, but to alleviate the unsightly nature of the motorway and reduce noise pollution experienced by residents. This would also be of benefit to the bike trail and shooting range.</td>
<td>impacts to the parklands.</td>
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<td>It should be noted that the study area at its eastern boundary captures the gazetted Regional Park, Western Sydney Regional Park and the Plough and Harrow recreational park. In addition, it also includes tracks and trails in the Parklands (not just the Wylde Mountain Bike Trail).</td>
<td>Noted. Roads and Maritime has and will continue to work with the Western Sydney Parklands to minimise and mitigate impacts to the parklands.</td>
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<td>Visual amenity</td>
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<td>The proposed M12 Motorway will destroy the amenity and the rural ambiance of the area. The bushlands in the area will be destroyed and replaced by the concrete freeway which will look unsightly.</td>
<td>A visual impact and landscape character assessment will be carried out as part of the environmental assessment for the project. Landscape and urban design will be considered as part of the concept design of the project. The design would seek to minimise impacts to biodiversity, including bushland areas and visual impacts. The inclusion of a landscape plan would include plantings in the road reserve and median to soften the effect of the motorway going through an open rural area.</td>
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<td>The waste management facility is not a particularly impressive ‘gateway’ to Sydney for international visitors.</td>
<td>The proposed M12 Motorway has been located to provide the most suitable access to the main entry point of the planned airport. A landscape plan would be identified as part of the concept design and would consider the current surrounding land uses.</td>
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<td>Visual amenity - Lighting</td>
<td>Please provide more detail on how Roads and Maritime is going to mitigate against light spill (particularly around Cecil Hills)</td>
<td>Once the preferred corridor route for the proposed M12 Motorway is selected, the project would be designed to further identify what lighting is required. An environmental assessment will also be prepared to assess issues such as noise, visual impacts, landscaping and light spill as well as mitigation measures for any potential impacts.</td>
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<td>Cycling access and facilities</td>
<td>Planning</td>
<td>Build in the same style as the M7 Motorway cycleway i.e. less need to cross roads. Shared paths must be grade separated at all intersections where ever possible. Paths should also be wide enough to avoid pedestrian/cycle conflict. Local bike clubs (Western Sydney Mountain Bike Club, Liverpool Bicycle Users Group) must be consulted and involved in determining any new facility location, track design and proposed facilities. Bicycle NSW is also keen discuss detailed plans.</td>
<td>A key feature of the proposed M12 Motorway will be the provision of off-road separated paths for pedestrians and cyclists. The paths would provide a link to existing bicycle networks. The cycle path would be developed as part of the concept design. Bicycle NSW, Western Sydney Mountain Bike Club and Liverpool Bicycle Users Group will be consulted on any potential changes to existing facilities. Stakeholders, including bicycle clubs, are always welcome to provide feedback on the plans for cyclist facilities during future consultation periods.</td>
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</table>
| Other | Additional connections | The critical issue for the proposed M12 Motorway is ensuring that the shortlisted options can accommodate the main north-south connections identified in the structure plan for the Western Sydney Employment Area. This link would provide optimal north-south access which will provide key linkages for the region. | Roads and Maritime is working closely with other NSW government agencies and the Australian Government to co-ordinate land use planning for the development of infrastructure in western Sydney, including north-south connections in the area. As part of this consultation period, some of the community information sessions were attended by }
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<td>Concerns that the planning for future infrastructure associated with the planned western Sydney Airport is being undertaken in an uncoordinated manner, and that there is the potential for the proposed M12 Motorway to be located and designed in a manner that fragments future employment land development in Western Sydney.</td>
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</table>

**Roads and Maritime response**

- Australian Government Department of Infrastructure and Regional Development
- Department of Planning and Environment – Growth Centres
- Sydney Water

This provided an opportunity for the community to speak to Roads and Maritime and other government agencies at one location.

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)

| Public transport | It is unclear in the report how the proposed M12 Motorway will support the stated objective to provide an integrated regional and local public transport system. This needs to be addressed in future reports. |

**Roads and Maritime** is working with Transport for NSW to ensure that the proposed M12 Motorway considers the public transport needs of the area.

| Other | There is an opportunity, subject to suitable agreement and necessary approvals for our land to be made available for a construction camp facility for the construction phase of the project. |

Thank you for your suggestion. Potential site compounds and stock pile locations will be identified as part of the ongoing design and environmental assessment for the project.
The Northern Road Upgrade Stage 4
There were a total of 36 submissions for The Northern Road Upgrade Stage 4 during the consultation period from Monday 15 February to Friday 11 March 2016.

Out of the 36 submissions, 51% were received from residents, 5% from community groups and 3% from businesses. Submissions were also received from the general public.

The top issues identified through formal submissions during The Northern Road Upgrade Stage 4 (southern) consultation period were:

- Location and design of the road upgrade
- Property access
- Property compensation
- Traffic impacts and management including recommendations for Vicar Park Lane and Adams Road
- Flora and fauna
- Noise and air quality.
### The Northern Road Upgrade Stage 4

The following table summarises the issues raised for The Northern Road Upgrade Stage 4 and the responses from Roads and Maritime.

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<th>Issue</th>
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<tr>
<td>Property impacts</td>
<td>Access</td>
<td>The proposed route will excise some of my land and remove road access which will result in a financial disadvantage.</td>
<td>In the planning of infrastructure projects, Roads and Maritime actively seeks to avoid or minimise potential impacts where reasonable and practical. This includes potential impacts to private property. If the proposed route cuts road access to a property, Roads and Maritime will work with the property owner to establish an alternate road access where reasonably practicable. Should road access not be able to be reasonably reinstated, Roads and Maritime would offer to acquire the isolated parcel of land.</td>
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<td>The proposal shows that our land will be split into 2 titles. At this stage the proposal shows that we will have no access in or out of that land.</td>
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<td>We seek to understand the vertical alignment of the road comparative to the homesteads, so that we can better comment on the impact on the properties including access and egress, noise, drainage etc.</td>
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<td>Property owner is concerned about the division of land from The Northern Road Upgrade Stage 4 and requires access to this land for future development.</td>
<td>It is likely that most properties adjoining the proposed upgraded The Northern Road would have left-in/left-out</td>
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<td>We require access for articulated vehicles (for livestock transport etc) left in and left out access from all three of the properties to The Northern Road, as our existing accesses will be significantly compromised by the road work.</td>
<td>access only onto The Northern Road, except where an alternate road connection exists. Roads and Maritime will work closely with residents who may be affected by impacts to their property. We will contact affected property owners as the project proceeds and more detail is known. This would include consideration for the use of the subject property and the type of vehicles that need to be considered in relation to access requirements. For the southern section of the alignment, these discussions are expected to start in the coming months. For the northern section of the alignment, we expect to have a preferred route or design in mid-2016. Information on the vertical alignment would be available to affected property owners at this time and would also be included with the Environmental Impact Statement later in 2016. Following the adoption of the preferred design for the northern section, Roads and Maritime will contact any impacted property owners to discuss potential impacts on their property.</td>
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<td>Land use and viability</td>
<td>We are concerned about the splitting of our properties and farming activities by the road upgrades, and uncertain about the residual land that will be left on the western side of the road corridor. We seek to better understand the alignment considerations from Roads and Maritime so we can more fully consider the impact and whether the land will be usable or not.</td>
<td>In the planning of infrastructure projects, Roads and Maritime actively seeks to avoid or minimise potential impacts where reasonable and practical. This includes potential impacts to private property. Roads and Maritime will work closely with property owners who may be affected by property impacts. We will contact affected property owners as the project proceeds and more detail is known. For the southern section of the project, these discussions are expected to start in the coming months. For the northern section of the project, we expect to have a preferred route or design in mid-2016. Following the adoption of the preferred design for the northern section, Roads and Maritime will contact any impacted property owners to discuss potential impacts on their property.</td>
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<td>Compensation</td>
<td>Residents to be resumed should be given fair costs of replacement of their property real estate values — at future use and zoning not current. We will struggle to find a good parcel of land for an affordable price in such a great area. Bearing all this in mind we ask that you consider the huge effect it is having on not only our home business but also our general well-being and compensate us accordingly. Some residents are located in Priority Growth Zones and these residents need special consideration when it comes to compensation.</td>
<td>The Property Acquisition process is governed by the Land Acquisition (Just Terms Compensation) Act 1991 (NSW) which provides the basis for assessing compensation. Roads and Maritime will pay compensation for properties that are directly impacted by The Northern Road Upgrade Stage 4. Each compensation payment is unique to that property however it is usually based on current market value and the specific circumstances of individual property owners. We will contact impacted property owners to discuss potential impacts on their property as the project proceeds and more detail is known. More information is available from the following link: <a href="http://www.rms.nsw.gov.au/documents/projects/factsheet-land-acquisition-information-guide.pdf">http://www.rms.nsw.gov.au/documents/projects/factsheet-land-acquisition-information-guide.pdf</a></td>
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<td>Other</td>
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<td>We raise our concern regarding:</td>
<td>In the planning of infrastructure projects, Roads and Maritime actively seeks to avoid or minimise potential impacts where reasonable and practical. This includes potential impacts to private property.</td>
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<td>• Security while the construction is ongoing and after the road opens;</td>
<td>Roads and Maritime will work closely with residents and businesses who may be affected by property impacts. We will contact impacted property owners to discuss their individual circumstances as the project proceeds and more detail is known.</td>
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<td>• Dam and water retention on the property for farming;</td>
<td>Roads and Maritime will also undertake a socioeconomic study as part of the environmental assessment for the project. We will work with local businesses as part of this study to understand the operation of the business and gain feedback on the potential impacts of the proposal.</td>
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<td>• Management of tank rain water quality for drinking whilst construction activities are occurring; and</td>
<td>Planning for the upgrade would seek to minimise any service impacts (water, power, telecommunications) to properties throughout construction. Where service disruptions are unavoidable, the duration of impact would be kept to a practical minimum and affected</td>
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<td>• The continued infrastructure servicing to the property.</td>
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<td>Business impacts</td>
<td>Water sources</td>
<td>Being primary producers we rely on the dams to provide water to feed the garden. Our largest and most used dam is being taken for the road widening and this will affect our water supply. The dam will have to be relocated to a more suitable spot on our land. Along with this the pipes and pumps including electricity will also need to align with the new dam. Please note that we do not have town water so we do rely solely on the dam to water the whole farm.</td>
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<td>Relocation</td>
<td>We are primary producers and use the property to farm a market garden. The proposal shows that part of our current farming land will be removed. This will have a huge impact on our business. We will need to move sprinklers, underground irrigation and fences. Relocating this garden bed will also create a lot of manual labour to plough and prepare the land for future growth.</td>
<td>property owners would be consulted in advance. For the southern section of the project, discussions with impacted business owners are expected to start in the coming months. For the northern section of the project, we expect to have a preferred route or design in mid-2016. These discussions will include potential property impacts beyond any land required for road purposes and cover items including impacts to irrigation and boundary fencing. Where there is a direct impact on these items as a result of the project, these would be considered either as part of property adjustment works completed by Roads and Maritime and/or reflected in the compensation payable. Following the adoption of the preferred design for the northern section, Roads and Maritime will contact any impacted business owners to discuss potential impacts on their property.</td>
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<td></td>
<td>Design</td>
<td>Vicar Park Lane</td>
<td>The proposed cul de sac at Vicar Park Lane should instead be a junction to The Northern Road. Not particularly a set of lights, but an access to Willowdene Avenue. Left in, Left out.</td>
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<td>Adams Road</td>
<td>We would like the Department of Planning in consultation with Roads and Maritime Services to plan for a collector road that links Adams Road and Elizabeth Drive, providing north bound access from the new intersection at Elizabeth Drive and The Northern Road.</td>
<td>The intersection of Adams Road and Elizabeth Drive is outside of the scope of The Northern Road Upgrade.</td>
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<td>Route option</td>
<td>We strongly object to all decisions by Road and Maritime Services to take the interchange/intersection of The Northern Road and M12 Motorway to only within 100 metres from the corner of Elizabeth Drive.</td>
<td>The northern section of The Northern Road Upgrade Stage 4 is dependent on the planning of other transport projects in the area, including the proposed M12 Motorway. We are currently looking at the entire road network in this area to make sure an integrated road network plan is developed. This includes connections between The Northern Road, Elizabeth Drive and the proposed M12 Motorway. Further details will be provided around mid-2016.</td>
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<td>If the eastern option is taken then there needs to be decent signs at both junctions where the current section through Luddenham joins the new sections advertising the goods and services in the town, Doctors Office, Chemist, post office, IGA, two petrol stations, multiple eateries and small businesses, to attract passing traffic to them. It also needs a sign to indicate that Park Road is on the old section and this is the access point to Wallacia township and up to Warragamba Dam.</td>
<td>After carefully assessing the four shortlisted route options and consulting with the community, the Eastern Option was announced as the preferred route in November 2015. Roads and Maritime will undertake a socioeconomic study as part of the environmental assessment for the project. We will work with local businesses as part of this study to understand the operation of the businesses and gain feedback on the potential impacts of the project. This feedback will be taken into consideration as part of the environmental assessment and where possible, we will work with local businesses to mitigate potential impacts. As part of the ongoing development of the project, a route signage scheme would be developed in accordance with Austroads Standards and Roads and Maritime Guidelines. This would consider the need for and location of signage to identify destinations such as the Wallacia township and Warragamba Dam.</td>
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|       |                         | We seek that Roads and Maritime refine the road horizontal alignment to move the corridor as far west as possible. | The northern section of The Northern Road Upgrade Stage 4 is dependent on the planning of other transport projects in the area, including the proposed M12 Motorway. We are currently looking at the entire road network in this area to make sure an integrated road network plan is developed.

Further details will be provided around mid-2016. |
|       |                         | Some of the residences along the Northern Road are being 'hit twice' by having to sacrifice part of their land, homes and outbuildings for The Northern Road expansion/upgrade and then having to further sacrifice their residual land for the M12. This seems very unfair and unnecessary. | In the planning of infrastructure projects, Roads and Maritime actively seeks to avoid or minimise potential impacts where reasonable and practical. This includes potential impacts to private property.

Roads and Maritime will work closely with property owners who may be affected by property impacts. We will contact impacted property owners to discuss potential impacts on their property as the project proceeds and more detail is known.

For the southern section of the project, these discussions are expected to start in the coming months. For the northern section of the project, we expect to have a preferred route or design in mid-2016.

Following the adoption of the preferred design for the northern section, Roads and Maritime will contact any affected property owners to discuss potential impacts on their property. |
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<td>To minimise the overall impact on affected properties, the current route of The Northern Road should be adhered to as much as possible up to the point where it needs to veer east past the corner of Elizabeth Drive. We would also expect the widening to keep the current midpoint of The Northern Road and expand equidistantly east and west outward from this midpoint to make it fair so that each property owner forfeits an equal amount of land for the upgrade.</td>
<td>Roads and Maritime will attempt to make best use of the existing road corridor north of Elizabeth Drive. The alignment of the existing The Northern Road corridor does not meet current design standards. In addition, the adopted six lane cross section, with provision for a future two lanes, where warranted, is wider than the current road reserve. As such, there are likely to be locations where the upgraded The Northern Road extends further to the east or west to achieve these standards. Options to minimise impacts on adjacent properties will be further explored as the project develops.</td>
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<td>The Northern Road Upgrade should start 1.5 kilometres north of Elizabeth Drive, where the road would go straight and then continue behind the house and honey shed continue west to Elizabeth Drive where a set of lights be installed permitting all movements, this would solve the problem on how to connect into the existing The Northern Road. The road would then continue on to meet up with the current stage that is already planned.</td>
<td>Roads and Maritime expects to display a preferred route or design for the northern section of the project in mid-2016. These suggestions will be considered as part of the design process.</td>
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<tr>
<td>Timing</td>
<td>When will the Elizabeth Drive end of Badgerys Creek road close?</td>
<td>Badgerys Creek Road is located within the planned Western Sydney Airport site. For more information on the timing of the planned western Sydney airport and changes to road access, please visit the Australian Government’s Department of Infrastructure and Regional Development website <a href="http://westernsydneyairport.gov.au">http://westernsydneyairport.gov.au</a></td>
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<td>Other</td>
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<td>Regarding the number of u-turn bays, why not make these roundabouts? U-turns on major arterial roads are dangerous and distracting.</td>
<td>The intersection located on the realigned The Northern Road at the future service entry to the airport would be controlled by traffic signals. The eastern side of new signal site would provide access for service vehicles to the airport, while the western side would be constructed with a dedicated turn area as part of the access strategy. A roundabout on The Northern Road is not considered to be a suitable treatment for a high speed arterial road. The proposed treatment is considered to be both suitable for the future road environment and safe for motorists, with the site operating in a similar fashion to any other traffic signal controlled site.</td>
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<td>Is there any water and sewerage upgrade happening with the new road construction?</td>
<td>For more information on water and sewerage, please visit the Sydney Water website <a href="http://www.sydneywater.com.au">www.sydneywater.com.au</a> Roads and Maritime will be consulting with Sydney Water during the design process for the project.</td>
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<td>Environmental</td>
<td>Noise</td>
<td>The proposed route will have a negative impact on the Luddenham town centre. The town will be subjected to the noise of this major road on the north-east, northern and north west perimeter as well as the existing The Northern Road to the west and south-west. In fact the town will be totally surrounded by these two roads.</td>
<td>Roads and Maritime will undertake a Noise and Vibration Assessment as part of the environmental assessment for the project. The study will consider businesses and properties located next to and around The Northern Road Upgrade Stage 4 alignment. It will identify properties for further investigation and/or those to be considered for noise mitigation measures. Roads and Maritime will also work closely with residents who may be affected by noise impacts identified in the noise impact study. For more information about noise mitigation measures see the Roads and Maritime ‘How is Noise Addressed?’ information brochure: <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>impact</td>
<td>Air pollution</td>
<td>We would like to understand the proposed acoustic treatment for homesteads to ensure that the owners are not impacted by the road and construction noise. We ask that Roads and Maritime consider pushing the corridor to at least 130 metres distance from homesteads.</td>
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<td>The air quality of the area will be degraded in line with the close proximity of this road to the Luddenham town centre.</td>
<td>Air quality impact assessments will be carried out as part of the environmental assessment for the project. This process establishes potential air quality impacts and identifies suitable mitigation measures. Air quality in the Sydney Region is managed by the NSW Office of Environment and Heritage (OEH). OEH monitors air quality across the Sydney Basin and provides health warnings to the community. For information about this please go to the OEH website <a href="http://www.environment.nsw.gov.au/air/index.htm">http://www.environment.nsw.gov.au/air/index.htm</a></td>
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<td>We purchased our property 15 years ago for the quiet rural life. With this new proposal we are going to have a major highway literally in our backyard. We will directly be affected by the noise and our dream of quiet rural living is over. Our other major concern is the pollution levels that are created by not only the new road and traffic but also the airport. The high level of traffic in such close proximity to our home and market garden will have a huge impact on our general wellbeing.</td>
<td>In the planning of infrastructure projects, Roads and Maritime actively seeks to avoid or minimise potential impacts where reasonable and practical. This includes potential impacts to private property. Roads and Maritime will work closely with residents who may be affected by property impacts. We will contact affected property owners to discuss potential impacts on their property as the project proceeds and more detail is known. For the southern section of the project, these discussions are expected to start in the coming months. For the northern section of the project, we expect to have a preferred route or design in mid-2016. Following the adoption of the preferred design for the northern section, similar discussions would start. For more information on the impacts of the planned western Sydney airport, please visit the Australian Government’s Department of Infrastructure and Regional Development website <a href="http://westernsydneyairport.gov.au">http://westernsydneyairport.gov.au</a></td>
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<td>Heritage</td>
<td>Impact on heritage and Aboriginal sites (in particular) needs to be avoided.</td>
<td>Roads and Maritime has identified several Aboriginal and European Heritage sites which will be investigated</td>
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<td>To avoid the aboriginal sites in this region to the detriment of several properties to its south is unreasonable and shows utter disrespect to extant community. The community would like to ask questions regarding the significance of the sites indicated north of the Honey Shed on the old Alfred property and if any of the aboriginal community would have exception to this area being subjected to a low impact. We would suggest further clarification on exact locations of sites and their significance in terms of national heritage. If there is a cultural heritage assessment report available? Can the artefacts found at the site be salvaged in any way to prevent harm to them?</td>
<td>further as part of the environmental assessment for the project. This information will be included in the Environmental Impact Statement which will be on display for comment later in the year. As part of the preparation of the environmental assessment, a Cultural Heritage Assessment Report will be prepared.</td>
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<td>Heritage Site: Lawson’s Inn Site and Wells – this location has been incorrectly identified in the heritage report. The proposed land acquisition and Stage 4 Northern Road site would destroy the heritage wells belonging to historic Lawson’s Inn on DP 90157 and any remaining archaeological sites associated with the Inn.</td>
<td>Roads and Maritime has arranged two independent heritage specialists to conduct investigations. Both have confirmed the location of Lawson’s Inn as being between Eaton Road and the existing The Northern Road. The most recent study which is still ongoing has identified a related building located on DP 90157. This report will be published as part of the environmental assessment and include any mitigation or management measures proposed for the various heritage sites.</td>
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<td>Flora and Fauna</td>
<td>A stakeholder is concerned regarding impacts to flora and fauna located within Willowdene Avenue, which is zoned ‘environmentally significant’ by Liverpool Council. If the road needs to go through this area, placing it further east, where the environmental conservation area begins would make more sense. It would also minimise the impacts to the natural waterways and trees that are imperative to the survival of the fauna that exist there. If this is not possible, then considerations must be made for the native inhabitants that pass from one side of the road to the other.</td>
<td>Roads and Maritime acknowledges the importance of minimising the impact to waterways and areas inhabited by fauna. As part of the environmental assessment for the project, Roads and Maritime will prepare a Biodiversity Impact Assessment to consider any potential impact to flora and fauna during construction and operation of The Northern Road Upgrade. The Biodiversity Impact Assessment would outline proposed measures to minimise and avoid environmental impacts, including to the Cumberland</td>
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<td>The Environmental Studies carried out on this area were insignificant. No life cycles were studied, nor were the migratory wildlife studied. These are key components to a thorough study for critically endangered flora and fauna. This area is part of the remnants of the Cumberland Plains. As such, the features of this area cannot be replaced or mitigated, nor traded in for land elsewhere.</td>
<td>Plains.</td>
</tr>
<tr>
<td>Traffic impact</td>
<td>Traffic</td>
<td>A few stakeholders voiced their concerns on the impact that the road will have on congestion and travel times.</td>
<td>Roads and Maritime will undertake a Traffic and Transport Impact Assessment as part of the environmental assessment for the project. The findings from this Assessment will be included in the Environmental Impact Statement, which will be on display for comment later in the year.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The two suggested roads through the middle of the town would adversely affect the flow of through traffic, due to school zones and a narrower corridor and residents already living alongside the northern road. The volume of traffic would make the road unsafe for pedestrians that will be a lot closer to the road edges during school times.</td>
<td>After carefully assessing the four shortlisted route options and consulting with the community, the Eastern Option was announced as the preferred route in November 2015. The Eastern Option passes to the east of Luddenham town centre and re-joins the existing The Northern Road further north, near Elizabeth Drive. Please refer to The Northern Road Upgrade Stage 4 webpage for more information <a href="http://www.rms.nsw.gov.au/projects/sydney-west/bringelly-the-northern-road-upgrade/stage-4.html">http://www.rms.nsw.gov.au/projects/sydney-west/bringelly-the-northern-road-upgrade/stage-4.html</a></td>
</tr>
<tr>
<td>Issue</td>
<td>Sub issue (if relevant)</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>------------------------------</td>
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<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Cycling access and facilities</td>
<td>Cycling</td>
<td>Every weekend there is a Tour de France peloton along the northbound and southbound shoulders plus white lines of The Northern Road. The shared path planned on western side must be suitable otherwise cyclists will simply take up the bus lane or left car lane and cause frustrations and collisions.</td>
<td>A key feature of The Northern Road upgrades will be the provision of off-road separated paths for pedestrians and cyclists. The paths would provide a link to existing bicycle networks. The cycle path would be developed as part of the design process. Under NSW legislation, bicycles are considered vehicles and must obey the road rules. For more information on bicycle laws, please visit the Transport for NSW webpage: <a href="http://www.transport.nsw.gov.au/customers/cycling/laws-and-penalties">http://www.transport.nsw.gov.au/customers/cycling/laws-and-penalties</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Will bicycles be allowed in the bus lanes of the northern road upgrade?</td>
<td>Under NSW legislation, bicycle riders are allowed to travel in Bus Lanes and Transit lanes, unless the lane is specifically marked as ‘Bus Only’. For more information on bicycle laws, please visit the Transport for NSW webpage: <a href="http://www.transport.nsw.gov.au/customers/cycling/laws-and-penalties">http://www.transport.nsw.gov.au/customers/cycling/laws-and-penalties</a></td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Issue</th>
<th>Sub issue (if relevant)</th>
<th>Issue raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consultation</td>
<td></td>
<td>The residents of the built-up area of Luddenham were quite vocal about not expanding The Northern Road through the town centre and this was the reason for adopting the eastern option. However, although the local farmers are in the minority, we are also important residents of Luddenham, who were established many years before and we need to have at least equal say about where we want the road to go.</td>
<td>Roads and Maritime considers all submissions during consultation. Community consultation is one important factor that influences the selection of the route. Other factors include safety, impacts on existing land use, impacts on the environment, the type of land, the content of the soil and the overall cost. Impacts on both businesses in the Luddenham town centre and rural businesses outside of the town centre were considered in the selection process for the preferred route option. Please refer to The Northern Road Upgrade Stage 4 Preferred Route Option Report for more information. <a href="http://www.rms.nsw.gov.au/documents/projects/sydney-west/bringelly-the-northern-road-upgrade/the-northern-road-upgrade-stage-4-option-report.pdf">http://www.rms.nsw.gov.au/documents/projects/sydney-west/bringelly-the-northern-road-upgrade/the-northern-road-upgrade-stage-4-option-report.pdf</a></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td>How about saving time, money and emissions by upgrading The Northern Road to three lanes each way and limit lights and put in overpasses at major intersections.</td>
<td>Noted. There are a number of issues and constraints that are considered in the planning of major infrastructure projects. These include an assessment of current and predicted traffic and transport activity, impacts to property, cost, constructability and the environment. Based on these, and a number of other issues and constraints, incorporating overpasses at major intersections would not be considered feasible for this project. Please refer to The Northern Road Upgrade Stage 4 Preferred Route Option Report for more information on the process to select a preferred route. <a href="http://www.rms.nsw.gov.au/documents/projects/sydney-west/bringelly-the-northern-road-upgrade/the-northern-road-upgrade-stage-4-option-report.pdf">http://www.rms.nsw.gov.au/documents/projects/sydney-west/bringelly-the-northern-road-upgrade/the-northern-road-upgrade-stage-4-option-report.pdf</a></td>
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**Recommendations**

Key recommendations emerging from the M12 Motorway and The Northern Road Upgrade Stage 4 consultation include:

- Continue consultation with community and stakeholders throughout the various stages of the M12 Motorway and The Northern Road Upgrade Stage 4
- Provide more information about property acquisition and value determination
- Investigate mitigation measures for environmental impacts such as noise, air quality and wildlife
- Continue to provide more detail about design, impacted properties, delivery timeframes and consultation as it becomes available
- Coordinate consultation and planning with other developments proposed for the area.
- Due to the click through rate of the digital portal during consultation and the interest in the interactive portal stations at the information sessions, continue to incorporate digital and social tools into consultation for the M12 Motorway and The Northern Road Upgrade Stage 4.

**Next steps**

Roads and Maritime would like to thank everyone who took the time to review the project materials and provide feedback. We have considered all submissions and will ensure our team is aware of concerns raised by the community. 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 of the progress of both the M12 Motorway and The Northern Road Upgrade Stage 4.

The next steps for these projects are as follows:

- The preferred M12 Motorway corridor option will be announced in mid-2016, preliminary design in early 2017, with construction expected to start around 2020.
- Release strategic design and access strategy for the section of The Northern Road Upgrade Stage 4 from just north of Adams Road to Littlefields Road in mid-2016
- Subject to project approval, we expect to start construction on The Northern Road Upgrade Stage 4 in late 2017 and open the road to traffic in late 2019.

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**M12 Motorway**

- Preferred corridor option announced - mid 2016
- Start Environmental Impact Statement and Concept design development – late 2016
- Display preliminary design - early 2017
- Start construction – about 2020
- Open to traffic – by the end of 2024.

**The Northern Road Upgrade Stage 4**

- Release of Strategic Design and Access Strategy for remainder of The Northern Road Upgrade Stage 4 – mid-2016
- Concept design and Environmental Impact Statement on display – late 2016
- Environmental Impact Statement determination – first half of 2017
- Start construction – late 2017
- Open to traffic – late 2019.
Appendices

A - Community update newsletters (2)
B - Letterbox drop distribution maps
C - Sorry we missed you flyer
D - Media release
E - Newspaper advertisement
F – Email to stakeholders
G – SMS to stakeholders
H – Information session display materials
I - Electronic Variable Message Signs
J - Online advertisement
APPENDIX A – Community update newsletters
M12 Motorway
Between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham
Shortlisted route options

February 2016

Roads and Maritime Services, on behalf of the Australian and NSW governments, is planning the $1.25 billion M12 Motorway project as part of the $3.6 billion Western Sydney Infrastructure Plan. The M12 Motorway would provide access to the proposed western Sydney airport at Badgerys Creek and connect to Sydney’s motorway network. In consultation with other Australian and NSW government agencies, Roads and Maritime has developed a shortlist of route options for the motorway. We are now seeking your feedback on the possible route options until Friday 11 March 2016.

What is being proposed?
An east-west motorway that covers about 14km between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham.

Key features of the planned M12 Motorway:
• A motorway built for up to six lanes with a 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 Motorway
• An off-road shared path for pedestrians and cyclists.

What are the benefits?
The key benefits of the M12 Motorway:
• Provide direct access between the M7 or The Northern Road and the proposed airport
• Improve access to the Western Sydney Priority Growth Area & South West Priority Land Release Area
• Increase road capacity for future growth and development
• Improve traffic safety for road users
• Increase pedestrian and cyclist infrastructure
• Improve freight movement to key commercial centres
• Reduce the cost of congestion impact on the community and business.
The process so far

We understand the importance of involving the community and stakeholders throughout the development of the M12 Motorway. In July and August 2015, we held six community information sessions and welcomed your comments and feedback on the M12 Motorway study area. During this consultation period, the community and stakeholders provided us with a range of feedback, including:

- Minimise impact to existing properties
- Preserve Kemps Creek shopping centre and properties
- The design should incorporate a bike path
- Minimise impact on the Western Sydney Parklands
- Minimise impact on the Wylye Mountain Bike Trail
- Upgrade Elizabeth Drive
- Safety should be a priority in planning the M12 Motorway.

From the identified M12 Motorway study area, a long list of fifteen possible route options was developed based on opportunities and constraints identified by the project team and through community consultation.

A workshop was held in October 2015 to recommend a shortlist of possible route options for further investigation and development. The M12 Motorway project team, other Australian and NSW Government agencies and local Councils attended the workshop.

During the workshop, the long list of route options was assessed against a range of criteria. The assessment criteria included project delivery, land use impacts, community impacts, environment and heritage impacts, connectivity and ease of use of the motorway. The possible route options were generally assessed based on a 300 metre wide corridor.
A number of possible route options were discarded at the workshop as they had greater impacts on the community and on existing properties. We now have a shortlist of eight possible route options, all based on 300m wide corridors, and we are seeking feedback from the community on these shortlisted options. This feedback will help us select a preferred M12 Motorway route option.

Once a preferred option has been selected, the motorway will be designed looking at a variety of design options. Environmental impacts would be carefully considered and mitigation measures developed and carried out as part of the environmental assessment and approval process for this project.

The corridors at the eastern end of the motorway study area have all been diverted south of Elizabeth Drive due to the significant impact on homes and challenging terrain in the north. This means that all the corridor options impact the Western Sydney Parklands and Wylde Mountain Bike trail to varying degrees.

We are working to identify the best possible route within the corridors to reduce and offset any impact on the Parklands and Mountain Bike Trail. The corridors we have identified are 300m wide, though the final width of the motorway is expected to be less and will fall within the corridor. We are working on different solutions within the corridors and looking at all possible options to ensure that impacts on the Parklands and Mountain Bike Trail are minimised.

More information on how we assessed the route options is available on our website at www.rms.nsw.gov.au/wsip.
**Key features across all shortlisted route options**

- All options have a 300 metre wide corridor
- All options would have a good connection to The Northern Road that would be able to extend past the intersection to potentially connect to future transport projects
- All options pass through Western Sydney Parklands, including a section of the Wylde Mountain Bike Trail
- All options cross Kemps Creek and Badgerys Creek
- All options pass through a number of commercial properties fronting onto Elizabeth Drive and/or Mamre Road
- All options pass through properties which are zoned as rural residential and agricultural
- All options are made up of sections from four different zones within the study area. For more information on the zones and sections, see the M12 Shortlisted Options Report at [www.rms.nsw.gov.au/wsip](http://www.rms.nsw.gov.au/wsip)

**Aqua option**

15 kilometres in length, this option:
- Would connect to the M7 Motorway south of Elizabeth Drive
- Crosses South Creek and travels to the south of the landfill site
- Passes through some larger industrial sites including a quarry site
- Passes through some larger industrial sites including a quarry
- Crosses South Creek and travels to the south of the landfill site
- Passes through other land uses including some recreational areas.

**Blue option**

15 kilometres in length, this option:
- Would connect to the M7 Motorway south of Elizabeth Drive
- Passes through some larger industrial sites including a quarry
- Crosses South Creek and travels to the south of the landfill site
Green option

16 kilometres in length, this option:
- Would connect to the M7 Motorway south of Elizabeth Drive
- Travels to the north of the landfill site
- Passes through some recreational areas.

Orange option

16 kilometres in length, this option:
- Would connect to the M7 Motorway south of Elizabeth Drive
- Travels to the north of the landfill site.
Pink option

16 kilometres in length, this option:

- Would connect to the M7 Motorway at the same location as the existing Elizabeth Drive
- Passes through some larger industrial sites including a quarry
- Crosses South Creek and travels to the south of the landfill site
- Passes through other land uses including some recreational areas.

Purple option

16 kilometres in length, this option:

- Would connect to the M7 Motorway at the same location as the existing Elizabeth Drive
- Passes through some larger industrial sites including a quarry
- Crosses South Creek and travels to the south of the landfill site
- Passes through some recreational areas.
White option

17 kilometres in length, this option:

- Would connect to the M7 Motorway at the same location as the existing Elizabeth Drive
- Travels to the north of the landfill site before connecting to the airport site via an interchange
- Passes through some recreational areas.

Yellow option

16 kilometres in length, this option:

- Would connect to the M7 Motorway at the same location as the existing Elizabeth Drive
- Travels to the north of the landfill site before connecting to the airport site via an interchange.
What are the next steps?

**EARLY PLANNING STAGE**

**INVESTIGATE POTENTIAL ROUTE OPTIONS**

**INVITE COMMUNITY COMMENTS ON POTENTIAL ROUTE OPTIONS**

**SELECT PREFERRED ROUTE OPTION (MID 2016)**

**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**

**CONSIDERATION FOR PROJECT APPROVAL**

**DETAILED DESIGN AND LAND ACQUISITION**

**START CONSTRUCTION**

Have your say

Roads and Maritime recognises the importance of involving the community in the development of the M12 Motorway. The shortlist of route options is on display and can be viewed at [www.rms.nsw.gov.au/wsip](http://www.rms.nsw.gov.au/wsip).

We welcome your comments by Friday 11 March.

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

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

Further information and feedback

For more information about the shortlist of route options and project, 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](http://www.rms.nsw.gov.au/wsip)

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

Community information sessions

We will host four community information sessions about this proposal and other western Sydney projects. We have also invited other government agencies with projects nearby to attend. The project team will be available to answer questions and receive feedback on the shortlist of route options. A formal presentation will not be given, so please feel free to drop in any time during these information sessions.

Information sessions will be held on:

- **Wednesday 24 February**
  5–8pm
  Holy Family Primary School, Lot 32, Willowdene Ave, Luddenham

- **Saturday 27 February**
  10am–1pm
  Kemps Creek Public School
  100 Cross Street, Kemps Creek

- **Wednesday 2 March**
  3–6pm
  Kemps Creek Public School
  100 Cross Street, Kemps Creek

- **Saturday 5 March**
  10am–1pm
  Holy Family Primary School
  Lot 32, Willowdene Ave, Luddenham

Check out our new interactive video portal


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/delivering this project. 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 27 Argyle Street, Parramatta, 2150. You have the right to access and correct the information if you believe that it is incorrect.

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 4
Between Mersey Road, Bringelly and Littlefields Road, Luddenham
February 2016

The Australian and NSW governments are planning to upgrade The Northern Road as part of the Western Sydney Infrastructure Plan to improve safety, increase road capacity and reduce congestion and travel times in the future.

Roads and Maritime Services has developed a preliminary design and access strategy for the southern section of The Northern Road Upgrade Stage 4 and is seeking your feedback until Friday 11 March 2016.

What is being proposed?
The Northern Road Upgrade Stage 4 covers about 11km between Mersey Road, Bringelly and Littlefields Road, Luddenham. Stage 4 of the upgrade will divert The Northern Road because the existing road is on land required for the planned western Sydney airport at Badgerys Creek.

In July 2015 Roads and Maritime presented four options to the community to divert The Northern Road around the western Sydney airport site and to pass through or around Luddenham. After carefully assessing the four options and community feedback, the Eastern Option was selected as the preferred route for The Northern Road Upgrade Stage 4 and announced to the community in November 2015.

Roads and Maritime had intended to present the design of the preferred alignment for the whole of Stage 4 in early 2016. The proposed design for the southern section of the route has been completed between Mersey Road and just north of Adams Road. However, north of this point there are other projects that need to be considered and more time is needed to ensure that an integrated road network plan is developed. This involves looking at the connection to Luddenham from Elizabeth Drive, the future M12 Motorway and Littlefields Road. We also need to consider other transport projects that are currently under development.

We decided to seek comment on the southern section of the route while the investigations for the northern section are being completed over the next few months. Roads and Maritime will have more information for the community on the northern section of the route in mid-2016.
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 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 35km of The Northern Road between Narellan and 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 will form one of the main arterial transport corridors for the South West Priority Land Release Area and the Western Sydney Priority Growth Area.

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).

Key features
Key features of the proposed road upgrade include:

- Diverting The Northern Road to the east of Luddenham, close to the western Sydney airport site boundary
- Widening from two lanes to a six lane divided road (two general traffic lanes and a kerbside bus lane in each direction), with a wide median to allow for eight lanes if required in the future
- Providing kerbside bus lanes, bus priority at traffic lights and indented bus bays where required
- Providing a bypass to access the Luddenham town centre from the realigned The Northern Road
- Installing new traffic lights and turning lanes at some intersections
- 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, particularly at intersections
- Providing for a future connection with the proposed M12 Motorway
- Upgrading drainage.

What are the benefits?
The benefits of The Northern Road Upgrade Stage 4 would be:

- Improving future 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 a western Sydney airport at Badgerys Creek and surrounding developments.

Typical cross section: four traffic lanes and two bus lanes
The Northern Road Upgrade Stage 4

1. Dwyer Road
   - Left in, left out access.
   - New traffic lights and in-town area of service entry to airport site.

2. Vicar Park Lane
   - New traffic lights and in-town area of service entry to airport site.
   - Cul-de-sac at new Vicar Park Lane, west of the new alignment.

3. The existing The Northern Road
   - New traffic lights to provide connection to the existing The Northern Road.

4. The existing The Northern Road
   - Cul-de-sac at Vicar Park Lane, west of the new alignment.

5. Eaton Road (east of new alignment)
   - Eaton Road
     - Cul-de-sac at Eaton Road, west of the new alignment.

6. Eaton Road (west of new alignment)
   - Cul-de-sac at Eaton Road, west of the new alignment.

7. Adams Road
   - Bridge overpass at Adams Road, with the realigned The Northern Road crossing over Adams Road.

8. The existing The Northern Road and Elizabeth Drive
   - Cul-de-sac at the new alignment.
   - Bridge overpass at Adams Road, with the realigned The Northern Road crossing over Adams Road.

How do I get home?

If you live along this route there may be changes to how you access your property. To see these changes, please visit our website at www.rms.nsw.gov.au/wsip and follow the link to the interactive portal, then visit The Northern Road Upgrade Stage 4 area within the portal.
The Northern Road and Erskine Park Road
• Intersection upgrade studies $1.1 million – complete
• Erskine Park Road intersection upgrades $29.1 million
• The Northern Road intersections upgrade $6.7 million

Bungarribee Road
and Flushcombe Road
traffic lights scoping study $526,000

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

Werrington Arterial Road
$70 million
Construction started 2015

M12 Motorway study area
$1.2 billion
Study area in planning

Smithfield Road upgrade
$16.4 million

Wetherill Street
upgrade $8.2 million

Cumberland Highway
intersection upgrades
$5.8 million

The Northern Road and Bringelly Road Interchange

The Northern Road upgrade $1.6 billion
Stage 1 construction started 2016

Argyle Street/Camden Valley Way
• Corridor upgrade (underway) and studies (complete) $2.3 million
• Stage 2 – Macarthur Road Intersection $4.3 million
• Grahams Hill Road and Richardson Road Intersection $4.1 million

Porrende Street upgrade
scoping study $120,000

Bringelly Road upgrade
$509 million
Construction started 2015

Raby Road from Eschol Park Drive to Stranraer Drive
scoping study $655,000

LEGEND
- Local Roads Package ($200 million Australian Government funded)
- Major road projects
- The existing The Northern Road

Eagle Vale Drive upgrade
$17.5 million

4000 direct and indirect jobs over 10 years

$3.6 billion investment in major transport infrastructure

Reduced travel times to Penrith, Liverpool and Campbelltown CBD precincts

61 km of new and upgraded roads

Transform the local economy

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

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Wetherill Street
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Cumberland Highway
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Transform the local economy

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
Have your say

Roads and Maritime recognises the importance of involving the community in the development of The Northern Road Upgrade Stage 4. 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 11 March 2016.

Email: wsip@rms.nsw.gov.au

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

Community information sessions

Roads and Maritime will host four community information sessions that will have information about this proposal and the shortlisted route options for the M12 Motorway.

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.

Wednesday 24 February 5–8pm
Holy Family Primary School
Lot 32, Willowdene Ave, Luddenham

Saturday 27 February 10am–1pm
Kemps Creek Public School
100 Cross Street, Kemps Creek

Wednesday 2 March 3–6pm
Kemps Creek Public School
100 Cross Street, Kemps Creek

Saturday 5 March 10am–1pm
Holy Family Primary School
Lot 32, Willowdene Ave, Luddenham

What are the next steps?

1. EARLY PLANNING STAGE
2. INVESTIGATE POTENTIAL ROUTE OPTIONS
3. INVITE COMMUNITY COMMENTS ON POTENTIAL ROUTE OPTIONS
4. SELECT PREFERRED ROUTE OPTION
5. INVITE COMMUNITY COMMENTS ON ACCESS STRATEGY AND PRELIMINARY ROAD DESIGN
6. CONCEPT ROAD DESIGN AND ENVIRONMENTAL ASSESSMENT
7. INVITE COMMUNITY COMMENTS ON ROAD DESIGN AND ENVIRONMENTAL ASSESSMENT
8. SEEK PROJECT APPROVAL
9. START CONSTRUCTION

Contact us

For more information, please contact the project team on:

1800 703 457
wsip@rms.nsw.gov.au
rms.nsw.gov.au/wsip

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Keep up to date on all WSIP projects by joining our email list at www.rms.nsw.gov.au/wsip

Privacy

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APPENDIX B - Letterbox drop distribution maps

M12 Motorway distribution map

The Northern Road Upgrade Stage 4 distribution map
APPENDIX C - Sorry we missed you flyer for the M12 Motorway doorknock
Representatives from Roads and Maritime Services visited your property today to update you on the progress of the proposed M12 Motorway.

Recently, the Minister for Roads announced a shortlist of eight possible route options and start of the consultation period.

We are seeking feedback from the community on these shortlisted options to help select a preferred route option for the Motorway.

Please refer to the M12 community update newsletter for more information on the shortlisted route options.

If you require any further information or would like to provide feedback, please contact the project team on 1800 703 457 (toll free) or email wsip@rms.nsw.gov.au. We also encourage you to attend a community information session (details are on the back page of the M12 community update newsletter).
APPENDIX D – Media release
MEDIA RELEASE

15 FEBRUARY 2016

SHORTLISTED ROUTE OPTIONS FOR M12 MOTORWAY ANNOUNCED

Planning for the new M12 Motorway in Sydney's west is moving ahead with the community invited to have its say on eight shortlisted route options.

“As part of the $3.6 billion Western Sydney Infrastructure Plan, the Australian and NSW governments are getting on with delivering the road network western Sydney needs to capitalise on the economic benefits of building a new airport at Badgerys Creek,” a Roads and Maritime Services spokesperson said.

“Community feedback is being invited until Friday 11 March to help determine the preferred route for the new M12 Motorway, which would connect the M7 Motorway at Cecil Hills to The Northern Road at Luddenham and ensure direct access to the new airport.

“Building this new 14 kilometre link in the Sydney Motorway network would transform road connections in western Sydney, which remains one of the fastest growing regions in the country.

“With an extra one million people expected to live in the region by 2031 we are delivering the infrastructure needed in advance of the expected population growth.”

The Roads and Maritime spokesperson said the Federal and State governments have together committed $1.25 billion to the M12 Motorway project.

“Once complete, the Motorway would increase capacity and provide improved access to future development areas including the Western Sydney Priority Growth Area and the South West Priority Land Release Area and allow more efficient freight movements around commercial centres,” the spokesperson said.

“The motorway would have capacity for up to six lanes with interchanges at The Northern Road, the new airport at Badgerys Creek and the M7 Motorway, and would feature an off road shared path for pedestrians and cyclists.

“Community feedback on the M12 study area has been vital in developing a shortlist of eight options to identify the best possible routes to minimise impacts on nearby homes and businesses.”

The community is invited to learn more at information sessions on Saturday 27 February, from 10am to 1pm and Wednesday 2 March, from 3pm to 6pm at Kemps Creek Public School at Kemps Creek.

Sessions will also take place on Wednesday 24 February, from 5pm to 8pm and on Saturday 5 March, from 10am to 1pm, at Holy Family Primary School at Luddenham.

Community feedback on the preliminary design for The Northern Road Stage 4 between Mersey Road, Bringelly and Littlefields Road, Luddenham is also being invited. Information about this project will also be available at these community sessions.
The preferred route option for the M12 Motorway is expected to be announced later this year.

To have your say on the shortlisted route options email wsip@rms.nsw.gov.au or mail to M12 Motorway, Roads and Maritime Services PO Box 973 Parramatta NSW 2124. To view the eight shortlisted options and video animation visit www.rms.nsw.gov.au/wsip
APPENDIX E - Newspaper advertisement
The Australian and NSW governments are funding a 10 year, $3.6 billion road investment program for western Sydney. This will deliver new and upgraded roads to support integrated transport in the region and capitalise on the economic benefits from developing a western Sydney airport at Badgerys Creek.

Some of these major projects have reached important milestones in their development. We invite you to provide feedback by **Friday 11 March 2016** on:

- The shortlisted route options for the **M12 Motorway** between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham
- The preliminary design and access strategy for the southern section of **The Northern Road Upgrade Stage 4** between Mersey Road, Bringelly and Littlefields Road, Luddenham

Drop in at any time during our information sessions:

**Wednesday 24 February, 5-8pm**
Holy Family Primary School, Willowdene Avenue, Luddenham

**Saturday 27 February, 10am-1pm**
Kemps Creek Public School, 100 Cross Street, Kemps Creek

**Wednesday 2 March, 3-6pm**
Kemps Creek Public School, 100 Cross Street, Kemps Creek

**Saturday 5 March, 10am-1pm**
Holy Family Primary School, Willowdene Avenue, Luddenham

For more information or to provide feedback:
**Phone:** 1800 703 457 **Email:** wsip@rms.nsw.gov.au
**Mail:** WSIP, Roads and Maritime Services, PO Box 973 Parramatta NSW 2124
The Australian and NSW governments are funding a 10 year, $3.6 billion road investment program. This will deliver new and upgraded roads to support integrated transport in the region and provide access to the planned western Sydney airport at Badgerys Creek.

The proposed M12 Motorway and The Northern Road Upgrade Stage 4 are two projects that are progressing within the Western Sydney Infrastructure Plan.

M12 Motorway Update

Roads and Maritime Services today announced a shortlist of eight possible route options for the proposed M12 Motorway.

The Motorway would connect the M7 Motorway at Cecil Hills to The Northern Road at Luddenham and provide direct access to the planned western Sydney airport at Badgerys Creek.

Roads and Maritime is seeking feedback from the community on the eight route options. We welcome your comments by Friday 11 March 2016.

There are a number of resources available to assist you to prepare your submission. These include:

- M12 Motorway Community Update Newsletter
- M12 video showing an aerial view of the proposal
- M12 Motorway Strategic Route Options Analysis Report
- Information sessions

The Northern Road Upgrade Stage 4

Following selection of the Eastern Option as the preferred route for The Northern Road Upgrade Stage 4, Roads and Maritime Services has developed a preliminary design and access strategy for this project.

We are now seeking feedback on the preliminary route design and access strategy by Friday 11 March 2016.

Detailed information about the planned upgrade is included in the latest community update newsletter.

We have also prepared a short video that is available on our interactive portal.

You are also encouraged to come along to one of the following information sessions for the M12 Motorway and The Northern Road Upgrade Stage 4. Information sessions will be held on:

<table>
<thead>
<tr>
<th>M12 Motorway Information Sessions</th>
<th>The Northern Road Upgrade Stage 4 Information Sessions</th>
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<tr>
<td>Wednesday 24 February 5-8pm</td>
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If you have any questions about either of the above projects, please contact the team by emailing wsip@rms.nsw.gov.au or phoning 1800 703 457.

Yours sincerely,

Project team

Western Sydney Infrastructure Plan
APPENDIX G - SMS

Have your say on plans for the proposed M12 Motorway and The Northern Rd Stage 4 Upgrade. Visit www.rms.nsw.gov.au/wsip for more info. To unsubscribe, please contact 1800 703 457. This message is automated, please do not reply.
APPENDIX H - Information session display materials
M12 Motorway

The M12 Motorway is one of the major projects being developed as part of the Western Sydney Infrastructure Plan (WSIP).

The M12 Motorway is a proposed east-west motorway that covers about 14km between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham.

What are the benefits?

The key benefits of the M12 Motorway:

• Provide direct access between the M7 or The Northern Road and the planned airport
• Improve access to the Western Sydney Priority Growth Area & South West Priority Land Release Area
• Increase road capacity for future growth and development
• Improve traffic safety for road users
• Increase pedestrian and cyclist infrastructure
• Improve freight movement to key commercial centres
• Reduce the cost of congestion impact to the community and business.
How we have made our decision so far

In July and August 2015, we held six community information sessions and welcomed your comments and feedback on the M12 Motorway study area.

What you told us

Feedback gained from community consultation included:

- Minimise impact to existing properties
- Preserve Kemps Creek shopping centre and properties
- The design should incorporate a bike path
- Minimise impact on the Western Sydney Parklands
- Minimise impact on the Wylde Mountain Bike Trail
- Upgrade Elizabeth Drive
- Safety should be a priority in planning the M12 Motorway.
What we did

From the identified M12 Motorway study area, a long list of fifteen possible route options was developed based on opportunities and constraints identified by the project team and through community consultation.

The long list of route options was then assessed against a range of criteria, including:

- Project delivery
- Land use
- Community impacts
- Environment and heritage
- Connectivity and ease of use of the motorway.

We now have a shortlist of eight possible route options and we are seeking feedback from the community on these shortlisted options.

Where we are up to

Please provide your feedback on the shortlist of eight possible route options to help select a preferred M12 Motorway route option.

We welcome your comments by Friday 11 March.

Shortlisted route options
Next steps

1. Investigate potential route options
2. Invite community comments on potential route options
3. Select preferred route option (mid 2016)
4. Invite community comments on access strategy and preliminary road design
5. Concept road design and environmental assessment
6. Invite community comments on road design and environmental assessment
7. Consideration for project approval
8. Detailed design and land acquisition
9. Start construction
Key features across all shortlisted route options

- All options have a 300 metre wide corridor
- All options would have a good connection to The Northern Road that would be able to extend past the intersection to potentially connect to future transport projects
- All options pass through Western Sydney Parklands, including a section of the Wylde Mountain Bike Trail
- All options cross Kemps Creek and Badgerys Creek
- All options pass through a number of commercial properties fronting onto Elizabeth Drive and/or Mamre Road
- All options pass through properties which are zoned as rural residential and agricultural
- All options are made up of sections from four different zones within the study area. For more information on the zones and sections, see the M12 Shortlisted Options Report at www.rms.nsw.gov.au/wsip
**Aqua option**

15 kilometres in length, this option:

- Would connect to the M7 Motorway south of Elizabeth Drive
- Passes through some larger industrial sites including a quarry site
- Crosses South Creek and travels to the south of the landfill site
- Passes through other land uses including some recreational areas.

**Blue option**

15 kilometres in length, this option:

- Would connect to the M7 Motorway south of Elizabeth Drive
- Passes through some larger industrial sites including a quarry
- Crosses South Creek and travels to the south of the landfill site.
Green option

16 kilometres in length, this option:

- Would connect to the M7 Motorway south of Elizabeth Drive
- Travels to the north of the landfill site
- Passes through some recreational areas.

Orange option

16 kilometres in length, this option:

- Would connect to the M7 Motorway south of Elizabeth Drive
- Travels to the north of the landfill site
Pink option

16 kilometres in length, this option:

- Would connect to the M7 Motorway at the same location as the existing Elizabeth Drive
- Passes through some larger industrial sites including a quarry
- Crosses South Creek and travels to the south of the landfill site
- Passes through other land uses including some recreational areas.

Purple option

16 kilometres in length, this option:

- Would connect to the M7 Motorway at the same location as the existing Elizabeth Drive
- Passes through some larger industrial sites including a quarry
- Crosses South Creek and travels to the south of the landfill site
- Passes through some recreational areas.
White option

17 kilometres in length, this option:

- Would connect to the M7 Motorway at the same location as the existing Elizabeth Drive
- Travels to the north of the landfill site before connecting to the airport site via an interchange
- Passes through some recreational areas.

Yellow option

16 kilometres in length, this option:

- Would connect to the M7 Motorway at the same location as the existing Elizabeth Drive
- Travels to the north of the landfill site before connecting to the airport site via an interchange.
APPENDIX I – Electronic Variable Message Signs

Electronic Variable Message Signs were placed at

- On the corner of Elizabeth Drive and The Northern Road, Luddenham
- On The Northern Road, Luddenham between Park Road and Elizabeth Drive
- On both sides of the road at the corner of Elizabeth Drive and Badgerys Creek Road, Luddenham
- On Bringelly Road between Kelvin Park Drive and The Northern Road, Bringelly
- On The Northern Road, Bringelly outside Bringelly Public School
- On The Northern Road, Bringelly between Solway Road and Thames Road
APPENDIX J - Online advertisement

Western Sydney’s $3.6 billion road investment...
Tell me more

Western Sydney’s $3.6 billion road investment...
Have your say