Executive Summary

This Community Consultation Summary Report provides a summary of the community consultation carried out by Roads and Maritime Services for the M12 Motorway preliminary design and access strategy. The strategy was on public display between 22 February and 23 March 2018.

The proposed M12 Motorway would provide direct access to Western Sydney Airport (WSA) at Badgerys Creek and connect to Sydney’s motorway network. The corridor route is an east-west, 16 kilometre motorway between the M7 Motorway at Cecil Hills and The Northern Road at Luddenham.

This new motorway would provide increased road capacity and reduce congestion and travel times. It would also improve the movement of freight in and through western Sydney and is expected to serve the Western Sydney Airport Growth Area (WSAGA) and the Western Sydney Employment Area.

Key issues raised by the community and stakeholders include:

- traffic impacts (congestion, noise and connections)
- property (access, acquisition process and compensation, future land uses and viability)
- road design (interchange and intersection treatments, cycleway connections)
- construction impacts (access)
- environment (noise, flora and fauna, heritage, visual amenity)
- utilities (gas and water)
- consultation process and provision of information
- preferred option selection process including project justification, strategic planning and options analysis.

Feedback was also received on other topics including:

- tolling
- public transport options and airport connections
- emergencies on the motorway
- Elizabeth Drive upgrade
- The Northern Road upgrade (between Eaton Road and Littlefields Road)
- road naming and numbering
- connection to other developments in the area.

Many stakeholders are concerned with the impact the proposed M12 Motorway would have on the Western Sydney Parklands Wylde Mountain Bike Trail. We received 12 submissions about this aspect of the proposal.

Way forward

We will take the community and stakeholder feedback, suggestions and ideas into account when preparing the M12 Motorway concept road design and environmental impact statement (EIS). This is being prepared during the remainder of 2018.
1. Introduction

1.1. Background
On behalf of the Australian and NSW governments, Roads and Maritime proposes to build a new M12 Motorway to connect the M7 Motorway, near Cecil Hills, to The Northern Road, near Luddenham.

The new M12 Motorway, proposed as part of the Western Sydney Infrastructure Plan (WSIP), would provide direct access to the planned WSA at Badgerys Creek and also connect to Sydney’s motorway network. It would also improve the movement of freight in and through Western Sydney.

About the Western Sydney Infrastructure Plan
During the next 20 years, the population of Sydney is forecast to grow by around 1.6 million people, with more than 900,000 additional people expected to live in Western Sydney. To help meet this demand and cater for this expected growth, the Australian and NSW governments are investing in the WSIP plan; a $3.6 billion road investment program.

Work completed to date

1. Early planning stage - pre 2015
2. Investigate potential route options - 2015
   This work included carrying out ground surveys, geotechnical investigations, flora and fauna studies, noise monitoring and identifying heritage issues along the corridor.
   Roads and Maritime investigated a shortlist of eight route options for the proposed M12 Motorway.
3. Invite community comments on potential route options - 2016
   There were a total of 122 submissions for the proposed M12 Motorway during the consultation period. The top issues identified through formal submissions during the 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.
   Note: Feedback was also sought from the community regarding The Northern Road Upgrade Stage 4 at the same time.
4. Select preferred corridor route option - 2016
   Feedback from the community and stakeholders from the consultation period favoured the so-called “orange” corridor route option, as seen on eMap 1. 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, formed part of the assessment criteria for the preferred corridor route, highlighted as orange on the map.

5. M12 Motorway route changes - 2017

After the corridor route was announced in November 2016 by Roads and Maritime, the Greater Sydney Commission and the Western Sydney Parklands Trust shared their early plans for future land uses in Western Sydney including Western Sydney Parklands. As the identified corridor directly affected those plans, Roads and Maritime investigated changes to the route through the Western Sydney Parklands. The eastern portion of the M12 Motorway route through the Western Sydney Parklands was subsequently moved north to lessen the impacts on the Parklands and maintain the integrity and development potential of the area for future generations. More information about this change and the decision making process can be found on the project’s website http://www.rms.nsw.gov.au/projects/sydney-west/m12-motorway/index.html.

1.2. The proposal
The corridor route is an east-west 16 kilometre motorway between the M7 Motorway near Cecil Hills and The Northern Road at Luddenham. The motorway 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 WSAGA and the Western Sydney Employment Area.

The route is shown in orange below with the centre line within (blue line) representing the preliminary road design.

Map 1: M12 Motorway corridor (preferred route marked in orange), 2018.

Key features
The key features of the proposed M12 Motorway are:

- an east-west 16 kilometre motorway between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham
- a motorway built for four lanes (with provision for up to six lanes) with a central median to separate opposing traffic flows
- a direct connection to WSA
- a new at grade connection to The Northern Road with traffic lights
- a motorway-to-motorway interchange at the M7 Motorway
- provision for a future grade-separated interchange in the vicinity of Devonshire Road/Mamre Road.
**Benefits**

The benefits of the proposed M12 Motorway are to:

- provide direct access to Western Sydney Airport at Badgerys Creek from the M7 Motorway and the upgraded The Northern Road
- improve access to and from the WSAGA and the South West Land Release Area
- increase road capacity for future population growth and development
- improve road safety for all road users
- provide pedestrian and cyclist infrastructure
- improve freight movement to and from key commercial centres
- reduce the cost of congestion impact on the community and business.
2. Consultation approach

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

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

2.2. Consultation objectives
Roads and Maritime consulted with the community between 22 February 2018 and 23 March 2018 on the preliminary road design and access strategy to:

- seek comments, feedback, ideas, and suggestions to consider when preparing the proposal
- consider community and stakeholder views and an outline of amendments made to the proposal, where feasible and reasonable, as part of EIS.
- build relationships and a database of interested and concerned community members with whom we can continue to engage during the proposal’s development.

2.3. How consultation took place
Community members were encouraged to provide their feedback, leave comments and make submissions through a range of communication channels at the information sessions or on the project’s online portal, via mail, email or calling the project team.

Contact details for the project

- 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 online interactive portal and the WSIP project website web form available at The M12 Motorway / WSIP project webpage www.rms.nsw.gov.au/wsip

The key consultation tools used were:

- community update newsletters
- door knocking local homes
- ‘Sorry we missed you’ flyer
- media release
- newspaper advertisements
- email
- webpage including WSIP Portal
• community information sessions
• stakeholder briefings and one to one property owner meetings
• social media

These are explored in more detail in Table 1 below.

**Table 1 – Detailed consultation tools and activities**

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<thead>
<tr>
<th>Tool/activity</th>
<th>Details including reach</th>
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| Local media newspapers      | A total of five newspaper advertisements appeared in local papers between 6 March 2018 and 14 March 2018 to raise awareness of the preliminary design and access strategy and information sessions. Publications included:  
  • Macarthur Chronicle (6 and 13 March 2018)  
  • Liverpool Champion (7 and 14 March 2018)  
  • Penrith Press (8 March 2018) |
Doorknock

More than 234 properties were doorknocked in February 2018 prior to the distribution of the community update to ensure residents and businesses in proximity to the upgrade were aware of the preliminary design and access strategy. A copy of the community update was left with them.

‘Sorry we missed you’ flyer

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-two of the properties door knocked were left a ‘Sorry we missed you’ flyer as we were unable to speak with anyone at the property.
Three Facebook posts on 22 February, 8 March 2018 and 16 March 2018 to 32,000 account followers. The first post on 16 March 2018 received 626 interactions including likes, shares and comments.
| Email | Direct emails were sent from Roads and Maritime to 1140 stakeholders (community members and groups), local Members of Parliament (MPs) and other government stakeholders to raise awareness of the consultation and information sessions for the project. Other stakeholders emailed included:  
- emergency services  
- schools and universities  
- large businesses  
- religious centres  
- community groups in the local area. |
| Community update newsletter | A community update newsletter was distributed via a letterbox drop to 4000 local properties in Badgerys Creek, Kemps Creek, Cecil Park and Luddenham. Refer to Appendix B for a map of the distribution area. |
| Webpage | Project webpage updated on 22 February 2018 with latest project information including M12 Motorway online portal and community update newsletter. |
Two information sessions were held at Kemps Creek Public School on Saturday 3 March from 10am to 1pm and at Kemps Creek Sporting and Bowling Club on Wednesday 14 March from 4:30pm to 7:30pm.

Department of Infrastructure, Regional Development and Cities also attended to provide information about the proposed WSA.

A total of 267 people were recorded as attending the community information sessions:

- 76 attendees for Saturday 3 March
- 122 attendees for Wednesday 14 March

However, not all attendees signed in individually; about 69 stakeholders did not register their individual attendance at the information sessions.

- Western Sydney Parklands Trust
- Kemps Creek Bowling & Sporting Club
- Transurban M7 Motorway
- University of Sydney
- Large landholders affected by the M12 Motorway
3. Consultation summary

3.1. Overview

We distributed 4000 community update brochures to the local area and identified stakeholders, inviting feedback until 5pm on Friday 23 March 2018 (see Appendix for a copy of the community update brochure).

We also doorknocked 234 residents and businesses.

We received 57 submissions in total, with the breakdown shown below:

- 39 individuals
- four local businesses
- one group
- four major landowners
- three local councils
- six state government bodies.

The suggestions, issues and concerns raised in each submission have been summarised and responded to by Roads and Maritime in Table 2 on the following pages.

After considering all responses, Roads and Maritime have decided to proceed with the proposal. Any amendments to the project as a result of community and stakeholder feedback will be made in the next phase of development. The next phase of development is the concept road design and preparation of the environmental assessment.

The top issues identified through the submissions during the proposed M12 Motorway consultation period were (in alphabetical order):

- compensation for loss of business and/or direct access
- cycle paths and connections
- flora and fauna
- impact on future land use/ plans and access including:
  - future connection to Luddenham Road
  - future connection to Mamre Road
- impact to Wylde Mountain Bike Trail (within Western Sydney Parklands)
- noise impacts
- property access
- property value, acquisition and compensation
- road design considerations for the proposed interchanges at:
  - The Northern Road
  - M7 Motorway
- traffic congestion.
### Table 2 – Summary of submissions and responses

<table>
<thead>
<tr>
<th>Issue category</th>
<th>Sub-issue category</th>
<th>Number of submissions raised this issue</th>
<th>Issue raised</th>
<th>Roads and Maritime response</th>
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<tbody>
<tr>
<td><strong>Preferred route option</strong></td>
<td>Project needs and justification</td>
<td>2</td>
<td>Why are you proposing a new road when you could just upgrade and widen Elizabeth Drive which is parallel to the new road?</td>
<td>The M12 Motorway is a new road built to motorway standard to support the WSA. Elizabeth Drive will remain and continue to provide local access for road users.</td>
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<td></td>
<td>Options analysis</td>
<td>1</td>
<td>A route options analysis report was not supplied to show the comparison of the two routes and why the new route has been selected other than to preserve the Western Sydney Parklands ‘future plans’.</td>
<td>In early 2016, Roads and Maritime displayed two 300 metre wide corridors that formed eight shortlisted corridor route options for the M12 Motorway. The community feedback indicated a preference for the orange corridor route option with the main reasons being that it seemed to impact the least number of properties, and was expected to have less impact on Elizabeth Drive during construction.</td>
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<td>2</td>
<td>The previously identified route seems to have the advantage of both lower cost and a smaller footprint on Western Sydney Parklands.</td>
<td>The current preferred (orange) route options analysis process is detailed within two reports being Options Identification Report (2015) and Shortlisted Options (Feb 2016) Report. (available on the Roads and Maritime website). The latest report (the Preferred Corridor Route Report (Nov 2016)) is available at Roads and Maritime’s website through the link - <a href="http://www.rms.nsw.gov.au/documents/projects/sydney-west/m12-motorway/m12-motorway-preferred-corridor-route-report.pdf">http://www.rms.nsw.gov.au/documents/projects/sydney-west/m12-motorway/m12-motorway-preferred-corridor-route-report.pdf</a></td>
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<tr>
<td><strong>Planning process</strong></td>
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<td>1</td>
<td>There were various questions raised regarding planning considerations for population growth, location and types of jobs, assumed means of transport, future impact of energy usage and energy choices and the M12 Motorway.</td>
<td>Planning of the M12 Motorway takes into consideration the future land use changes, employment generation etc associated with WSA and surrounding development. These will be assessed in detail in the M12 Motorway EIS which is expected to be publicly displayed in 2019. The projects EIS will consider the impacts of the proposed motorway in construction and in operation on the surrounding environment. The EIS will include benefits to the community such as employments opportunities, etc. The EIS will also consider, where required, accumulated impacts of other projects in the area.</td>
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<td>Alternative to M12 Motorway</td>
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<td>1</td>
<td>Plan and connect The Northern Road to the Princes Highway or similar road.</td>
<td>This is outside the scope for the M12 Motorway project. The NSW Department of Planning and Environment is currently reviewing the Structure Plan for the WSAGA. This will identify any future road upgrades required.</td>
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<td>1</td>
<td>Change the M12 to a truck and bus only T-Way. Upgrade Elizabeth Drive to two lanes each way and restrict the new road to only allow cars and class one heavy vehicles.</td>
<td></td>
</tr>
<tr>
<td>Road design - Intersections and/or interchanges</td>
<td>Connection between Elizabeth Drive and M12 at M7 interchange</td>
<td>3</td>
<td>There appears to be no access between the M12 and Elizabeth Drive at the eastern end. This is forcing traffic to or from the east to use Elizabeth Drive, an already congested single lane in each direction road west of Wallgrove Road. The M12/M7 intersection should include a direct connection to Elizabeth Drive to allow easy access from central Sydney.</td>
<td>A connection between Elizabeth Drive and M12 at the existing Elizabeth Drive/M7 interchange is currently not part of the scope of the project.</td>
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<td>Devonshire Road/Mamre Road</td>
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<td>6</td>
<td>Consider grade separated interchange at realigned Devonshire Road/Mamre Road as part of the current project’s scope of works. We note there is mention of a future connection to Devonshire Road/Mamre Road. Request that the timeframe is brought forward. Connection to Devonshire Road/Mamre Road is an essential component of the project missing. There should be a connection/interchange</td>
<td>The M12 Motorway has been designed to allow for a potential future connection between Mamre Road and Devonshire Road. A future extension of Devonshire Road to Mamre Road would provide a north-south arterial road connection with a potential connection to the M12 Motorway. The design of the M12 Motorway would enable an interchange to be constructed without significantly impacting motorway traffic. A Mamre Road and Devonshire Road connection is outside the current scope of the M12 Motorway. The NSW Department of Planning and Environment is currently reviewing the Structure Plan for the WSAGA. This review would identify future road upgrades required.</td>
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<td>to Mamre Road to allow easy access to Erskine Park transport facilities and Erskine Park Business Park (a growth area).</td>
<td>Access from Wallgrove Road onto M7 Motorway would be maintained. Final access arrangements will be outlined in the M12 Motorway EIS which is expected to be displayed in 2019 for public comment.</td>
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<tr>
<td>Wallgrove Road</td>
<td></td>
<td>1</td>
<td>Concern that the existing north bound entry from Wallgrove Road onto the M7 and existing south bound exit from the M7 onto Elizabeth Drive are not shown on the project map. It is essential that both are maintained, given the distance to the alternative M7 access points.</td>
<td>Access from Wallgrove Road onto M7 Motorway would be maintained. Final access arrangements will be outlined in the M12 Motorway EIS which is expected to be displayed in 2019 for public comment.</td>
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<td>Impact on the on-ramp from Wallgrove Road to M7 Motorway by the proposed ramp from M12 Motorway to M7 Motorway (interchange area) should be looked at.</td>
<td>Access from Wallgrove Road onto M7 Motorway would be maintained. Final access arrangements will be outlined in the M12 Motorway EIS which is expected to be displayed in 2019 for public comment.</td>
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<td>Luddenham Road</td>
<td></td>
<td>1</td>
<td>No connection is shown and this should be reconsidered as there are large business developments in the area including Sydney Science Park, 250 room hotel at Twin Creeks. Freight will travel the quickest easiest access to WSA. This is also from Erskine Park via Erskine Park Road, Mamre Road and along Luddenham Road. Therefore Luddenham Road connection and possible upgrade is required.</td>
<td>A connection to Luddenham Road is currently outside the scope of the M12 Motorway. During the EIS process traffic impacts for future developments will be assessed.</td>
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<td>The Northern Road intersection</td>
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<td>4</td>
<td>Grade Separate the M12 at The Northern Road connection while we have the opportunity to build in a green fields environment. The M12 and The Northern Road intersection should be grade separated to allow for future traffic volumes and to allow</td>
<td>M12 Motorway road design is not precluding a future grade separation at The Northern Road, but grade separation is outside the current scope of this project. The Outer Sydney Orbital corridor preservation would include this interchange.</td>
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<td>easy extension of the motorway to Mulgoa Road and the possible M9.</td>
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<td>Preserve land for a future grade separated intersection at The Northern Road intersection.</td>
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<td>Road design</td>
<td>Road width</td>
<td>8</td>
<td>Concern regarding the two lane (each way) configuration of the proposed M12 Motorway including the future work to upgrade the road with additional lanes.</td>
<td>The M12 will have two lanes each way with a wide median to allow for future upgrade to three lanes each way. Roads and Maritime’s current traffic modelling shows that two lanes each way would be sufficient road capacity for at least ten years after opening.</td>
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<td></td>
<td>Design excellence</td>
<td>1</td>
<td>Design excellence is expected as the motorway will become a major feature in the Western Sydney landscape</td>
<td>Roads and Maritime follows a robust planning process as part of developing the concept design for the M12 Motorway. Roads and Maritime’s experienced road design team ensures the motorway meets the technical road standards, the urban design team ensures the aesthetic, cultural and landscape values are taken into account, and the traffic team defines capacity to meeting the expected future traffic demand. This holistic approach aims to ensure that the M12 achieves a high standard of design excellence.</td>
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<td>Elevated roadway</td>
<td>2</td>
<td>Design and construction methods should include an elevated road through the Parklands and connectivity below for parklands users.</td>
<td>Roads and Maritime are working with Western Sydney Parklands Trust to understand the future plans for the parklands to ensure that the design of the M12 Motorway is sympathetic to the parklands and there is connectivity for the parkland users.</td>
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<td>The connections to and from the airport via the M12 and M7 interchange needs a full clover leaf design - an international standard - no traffic lights.</td>
<td>Roads and Maritime takes a number of factors into consideration during the design process, including terrain, environmental impacts, visual impacts, traffic impacts and cost. These will be further outlined in the EIS.</td>
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<td></td>
<td>Motorway standard</td>
<td>1</td>
<td>The current design of the M12 and M7 interchange includes free-flow ramps (no traffic lights).</td>
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<td>Property impacts</td>
<td>Access</td>
<td>1</td>
<td>Access to businesses is served by Cecil Road, Duff Road and Elizabeth Drive needs to be maintained.</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 to the extent reasonable and practical during the design process.</td>
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<td>Ensuring that access from each of the 3 road frontages being Elizabeth Drive, Range Rd (East) and Range Rd (South) are protected and not inhibited by the M12.</td>
<td>Access to properties will be maintained but current arrangements may permanently change as a result of the project. There are likely to be some disruptions during construction.</td>
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<td></td>
<td>Land use and viability</td>
<td>1</td>
<td>We have concerns about the proposed location of the M12 Motorway on our property. We would like for the RMS to investigate the opportunity to bring the M12 Motorway through the property’s north east corner.</td>
<td>Roads and Maritime will meet with property owners individually to discuss their specific circumstances. This will continue as the project progresses.</td>
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<tr>
<td></td>
<td>Acquisition process</td>
<td>1</td>
<td>Consultation should be undertaken with the affected property owners and consideration should be given to minimising the impact on how much land is acquired and what impact this has on utilisation of the residual parcel to the land owner.</td>
<td>Roads and Maritime has met, and will continue to meet with, property owners individually to discuss their specific circumstances. This will continue as the project progresses.</td>
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<td></td>
<td>Acquisition</td>
<td>1</td>
<td>Preferred route option will require acquisition of part of our site. Solutions include movement of the motorway corridor further south to avoid our site. Change to the road design using a pile driven bridge structure instead of embankment (reduce construction and final footprint).</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 compensate owners of properties directly impacted by the M12 Motorway. 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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<tr>
<td>Business impacts</td>
<td>Access</td>
<td>1</td>
<td>A suggested shared new access road for access/egress to the roundabout/intersection of Elizabeth Drive and Mamre Road. This alternative could leave Range Road as a simple left in/left out intersection. The alternative for traffic lights at Range Road does not appear very desirable due to the location of the intersection near the crest of the hill with limited sight distances.</td>
<td>Roads and Maritime will consider this feedback in the development of the concept design and EIS. Final access arrangements will be included in the EIS. Roads and Maritime will consider all community feedback as part of the assessment process.</td>
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<td>We raise concerns that the M12 Motorway does not appear to include a connection to Elizabeth Drive servicing the planned employment area. The success of the employment land surrounding the proposed WSA will be directly related to the quality of arterial road access.</td>
<td>M12 Motorway is being designed to include interchanges at appropriate intervals in order to maintain optimal traffic operation. The design of the M12 Motorway does not preclude a future interchange in the vicinity of Mamre Road and Devonshire Road.</td>
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<td>1</td>
<td>It is unclear how the location of the M12 transport corridor may impact on the future development potential of the current landholding.</td>
<td>Roads and Maritime has been in contact with potentially affected property owners and will continue consultation as the project progresses.</td>
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<td>1</td>
<td>RMS’ design will impact on the site’s future potential access to Luddenham Road and the northern land portions nearest to the M12 motorway corridor. The documentation released by RMS for comment shows a more detailed route proposed through the subject site which will exhaust the opportunity for access that has been negotiated amongst property owners in this locality. At the very least a through road connection between Elizabeth Drive and Luddenham Road traversing the lots is not impeded by the M12.</td>
<td>Roads and Maritime will consider this feedback in the development of the concept design and EIS. Final access arrangements will be included in the EIS.</td>
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</table>
| Acquisition    |                    | 1                                      | Property impacts (landscaping, lighting, retaining walls etc) to be clarified including impact to dam and water supply to operate our business.  
We also rely on leased land for our business. RMS to confirm acquisition of portion to the south of the M12 Motorway. Negative impact on the business as a whole.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 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.  
During the EIS process, we will be undertaking business and socioeconomic assessment which will include looking at impacts on dams and water supplies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Economic potential and viability |                    | 1                                      | Ensure the route of the M12 Motorway does not diminish the future potential economic use and development of land within WSAGA, particularly the most significant strategic land at the northern gateway to WSA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Future land use was one of the criteria considered as part of the strategic route options selection process for the M12 Motorway. Consideration was given to ensuring sufficient spacing between the M12 Motorway and Elizabeth Drive to allow for future development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Western Sydney Parklands | Wylde Mountain Bike (MTB) Trail | 4                                      | The area’s drawcard is this fantastic recreational facility. There are economic, health, social and environmental benefits from the MTB trail. The proposal will impact on the best section of the track.  
The Wylde Trail should be enhanced as a compensation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | The M12 Motorway corridor route will impact the Wylde Mountain Bike Trail. Roads and Maritime, Bicycle NSW and the Western Sydney Parklands Trust are committed to redesigning and modifying/relocating the trail as required to ensure it remains a valued facility for the community.  
Roads and Maritime will work the Western Sydney Parklands Trust, Bicycle NSW and the original design consultants for Wylde Mountain Bike Trail to design any modifications to the trail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Recreational space |                    | 3                                      | The amenity displaced by this new alignment must be given greater weight than has currently been displayed.  
Suggest that compensatory land in the local area is purchased and maintained to minimise the impact for local communities with the loss of public green space.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Roads and Maritime will continue to work closely with the Western Sydney Parklands Trust throughout the design, construction and operation of the M12 Motorway to sensitively manage impacts on open space and ensure this important community space is maintained and protected.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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<tr>
<th>Issue category</th>
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<th>Number of submissions raised this issue</th>
<th>Issue raised</th>
<th>Roads and Maritime response</th>
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</thead>
<tbody>
<tr>
<td>Traffic management</td>
<td>Congestion</td>
<td>1</td>
<td>Hanover Street connection across the M7 Motorway to Western Sydney Parklands needs to remain open at all times during construction.</td>
<td>Changes to a number of access routes will be required to enable construction. The community and stakeholders will be engaged in advance of any changes so that suitable alternative arrangements can be put in place.</td>
</tr>
<tr>
<td>Cycling</td>
<td>Connections</td>
<td>8</td>
<td>M7 Motorway is too congested to allow more traffic to be added from the M12 Motorway. The M7 Motorway needs new lanes added.</td>
<td>Roads and Maritime will undertake a Traffic and Transport Impact Assessment as part of the EIS for the project which will consider the impact of the project on the existing road network and the broader surrounding environment. The scope of the project as planned does not include any upgrade of the existing M7 Motorway, beyond any works required to safely integrate a new motorway connection. Upgrades to the M7 Motorway are outside the scope of the proposed M12 Motorway project.</td>
</tr>
<tr>
<td>Design</td>
<td>1</td>
<td>The cycleway must be grade separated at all intersections where the roadway is also grade separated and must be a minimum of 3 metres wide. The new works must provide links to existing Active Transport infrastructure, proper on path signage, with a centre line, directional signage must be provided to/from the shared path, adequate night time lighting and safety for riders during construction must be considered. A key feature of the proposed M12 Motorway will be the provision of an off-road path for pedestrians and cyclists. The path would provide a link to adjacent existing bicycle networks. The path would be developed as part of the concept design. Existing access will be maintained during construction where possible, safe and feasible. During construction notification including signposted temporary detours would be provided for pedestrian and cyclists. Noted. Roads and Maritime will consider this feedback in the concept road design and EIS process.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>During construction</td>
<td>7</td>
<td>Access to the Wylde Mountain Bike Trails should be maintained during construction. Due to the proximity of the Wylde Mountain Bike Trail to the M12 Motorway, temporary closures of some parts of the Trail are likely during construction of the M12 Motorway. Work is not expected to start on the M12 Motorway until the early 2020’s. Details and timing of closures are yet to be determined.</td>
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<p>| 22 | M12 Motorway Preliminary Design and Access Strategy Community Consultation Summary Report |</p>
<table>
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<tr>
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<th>Issue raised</th>
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</thead>
<tbody>
<tr>
<td>Environment</td>
<td>Noise</td>
<td>2</td>
<td>The natural valley area on the western boundary at Cecil Hills will amplify road noise. Traffic movements are estimated up to 24,000 per day but there may not be an off peak respite period with trips to/from the new airport. The noise impact on residents would be reduced by having the M12 south of the MTB track in the WSP as the road will be further away and lower in elevation from these residential areas.</td>
<td>Roads and Maritime acknowledges the concerns of property owners. Construction and road noise impact assessments, including a noise and vibration study, will be carried out as part of the EISEIS for the project. The study will consider properties next to and surrounding the proposed M12 Motorway. It will identify properties for further investigation and/or those to be treated for noise mitigation measures. 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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<tr>
<td></td>
<td></td>
<td>1</td>
<td>It is vitally important to optimise road surfacing and landscape design to minimise noise and visual intrusion. Particular consideration should be given to screening and the use of correctly chosen and maintained tree and shrub species.</td>
<td>The EIS will include an Urban Design and Visual Amenity assessment. The result of the assessment will inform the road concept design for the project. The design would seek to mitigate impacts to visual amenity including the bushland character of the local area through additional landscaping.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1</td>
<td>Noise is an issue in Cecil Hills for residents as the proposed interchange with M12 / M7 / Elizabeth Drive interchange will increase noise due to The North Western corner of the suburb being built on sloping ground on the eastern side of a natural ridge of hills. A noise study will need to consider the timber fence used at the road way, the council reserve and the location and operation of two sets of traffic lights (which impacts on the speed/noise of heavy vehicles slowing and increasing speeds.)</td>
<td></td>
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<tr>
<td>Issue category</td>
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<td>Number of submissions raised this issue</td>
<td>Issue raised</td>
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<td></td>
<td></td>
<td>Clearing in the M7 Motorway and Elizabeth Drive area near to Cecil Hills will impact the Varied Sittella (vulnerable – TSC Act).</td>
<td>Roads and Maritime acknowledges the existing and future importance of the Western Sydney Parklands to the community.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>This new route option will destroy the large area of remnant vegetation including Endangered Ecological community on the north west corner intersection of Elizabeth Drive and Wallgrove Road. Vegetation seen today in this area has been planted and is less than 15yrs old.</td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Include extensive native landscaping to further minimise any impacts to the Parklands.</td>
<td>The Biodiversity Impact Assessment would outline proposed measures to reduce and avoid environmental impacts, including biodiversity offsets to the Cumberland Conservation Corridor.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A buffer zone be provided for residents whose residential amenity and lifestyle may be affected by increased traffic on the M12 Motorway and Elizabeth Drive.</td>
<td>Roads and Maritime has and will continue to work with the Western Sydney Parklands to develop appropriated mitigations for the impacts to the parklands.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The Upper Canal corridor is a State Heritage listed item. It is more than 120 years old and in some sections fragile and at risk of cracking. There are tunnel airshafts in the vicinity of the M12 Motorway near the M7 Motorway cross-over. Shafts</td>
<td>As part of the M12 Motorway a landscaping plan will be developed for the project which will consider the use of native flora.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Roads and Maritime has identified several Aboriginal and European heritage sites which will be investigated further as part of the EIS for the project. This information will be included in the EIS which will be on display for comment in 2019.</td>
<td>Roads and Maritime is commencing a Biodiversity Stewardship Agreement with landowners in the Western Sydney Infrastructure Plan local area. For more information please visit the website - <a href="http://www.rms.nsw.gov.au/projects/sydney-west/infrastructure-plan/biodiversity-offsets.html">http://www.rms.nsw.gov.au/projects/sydney-west/infrastructure-plan/biodiversity-offsets.html</a></td>
</tr>
</tbody>
</table>

Visual amenity

1

A landscape character and visual impact assessment will be carried out as part of the EIS for the project.

Visual amenity, landscaping and urban design will be considered as part of the concept design of the project. The design would seek to mitigate impacts to biodiversity, including bushland areas and visual impacts.

Heritage (Aboriginal and non-Aboriginal)

1

During construction there will be appropriate measures taken to protect
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<tr>
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<td></td>
<td>heritage items.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>Roads and Maritime are working with WaterNSW to obtain a better understanding of the Upper Canal tunnel and air-shafts.</td>
</tr>
<tr>
<td>Utilities</td>
<td>Water</td>
<td>1</td>
<td>Sydney Water requests to be informed and involved during the development of the M12 Motorway to ensure supply to their customers is maintained, their asssets are protected, any adjustments have appropriate approvals, and consideration of future maintenance to assets is undertaken.</td>
<td>Roads and Maritime will continue to work closely with utility service providers including Sydney Water during the concept road design, EIS and future phases of M12 Motorway as the project progresses.</td>
</tr>
<tr>
<td>Gas</td>
<td></td>
<td>1</td>
<td>There is a high pressure gas main in the vicinity of the proposal.</td>
<td>Roads and Maritime will continue to work closely with utility service providers including gas providers during the concept road design, EIS and future phases of M12 Motorway as the project progresses.</td>
</tr>
<tr>
<td>Other</td>
<td>Airport connections</td>
<td>1</td>
<td>Put in an airport to airport bus service.</td>
<td>The M12 Motorway will be able to accommodate bus services. Transport for NSW (TfNSW) is responsible for providing public bus services, while private operators would provide shuttle services in response to market demand.</td>
</tr>
</tbody>
</table>
|                |                   | 3                                      | - There was no mention of public transport to and from the new airport.  
- Rail system to the new airport is an absolute must.  
- What about a rail link, this works so well with Sydney Airport. | Roads and Maritime are part of the TfNSW cluster. TfNSW is taking an integrated approach by planning for the long term transport needs of Western Sydney by identifying and protecting corridors of land for future transport infrastructure including the Outer Sydney Orbital motorway, future passenger metro rail and freight rail including connections to Western Sydney Airport. More information is available at www.transport.nsw.gov.au/corridors and https://future.transport.nsw.gov.au.  
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<tr>
<td>Tolling</td>
<td></td>
<td>5</td>
<td>Concerns around the possible tolling of the M12 Motorway. If the Motorway is tolled, this will displace traffic to Elizabeth Drive and needs to be considered.</td>
<td>No decision has been made to toll the M12 Motorway. The project is currently being developed on a &quot;no toll&quot; basis.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1</td>
<td>Motorists travelling westbound on Elizabeth Drive have to use M7 Motorway to access M12 Motorway. These motorists should not be tolled twice (assuming the M12 will have a toll).</td>
<td></td>
</tr>
<tr>
<td>Emergencies on the motorway</td>
<td></td>
<td>1</td>
<td>There are no options for an emergency exit from the motorway to the airport. Maybe Devonshire/Mamre interchange.</td>
<td>Roads and Maritime will consider this feedback in the concept road design and EIS process.</td>
</tr>
<tr>
<td>Public transport</td>
<td></td>
<td>1</td>
<td>Provision should also be made for the future installation of driverless bus lanes, light rail (as Melbourne has done) and other people moving systems not yet perfected.</td>
<td>TNSW is planning for the long term transport needs of Western Sydney by identifying and protecting corridors of land for future transport infrastructure including the Outer Sydney Orbital motorway, future passenger metro rail and freight rail including connections to WSA.</td>
</tr>
<tr>
<td>Consultation process</td>
<td></td>
<td>1</td>
<td>As a frequent user of the Wylde Mountain Bike Trails (MTB) trail I have not been surveyed I only heard about this proposal by luck. I will be campaigning against this and raising more awareness over the proposed route and its effects on the community.</td>
<td>This report details the communication tools used to ensure the community is aware of the M12 Motorway proposal, and documents the formal comment periods. Roads and Maritime has been consulting with the Western Sydney Parklands Trust, Bicycle NSW and Wylde MTB trail users since 2015. There is still opportunity to make a submission when the EIS goes on display.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1</td>
<td>I am very disappointed after attending the information session that no analysis report of the proposed new route has been provided and also the requested information I was told I would be sent while I was at the information session did.</td>
<td>The new (current preferred) route options analysis process is detailed within two reports being Options Identification Report (2015) and Shortlisted Options (Feb 2016) Report. The latest report being the Preferred Corridor Route Report (Nov 2016) is also available at Roads and Maritime’s website through the link -</td>
</tr>
<tr>
<td>Issue category</td>
<td>Sub-issue category</td>
<td>Number of submissions raised this issue</td>
<td>Issue raised</td>
<td>Roads and Maritime response</td>
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<tr>
<td>The Northern Road upgrade</td>
<td>1</td>
<td>Is The Northern Road going to bypass Luddenham? The centre of Luddenham is a major limitation on the future prospects of The Northern Road. It should be considered that the major thoroughfare no longer passes through this section of town.</td>
<td>Roads and Maritime is currently upgrading The Northern Road in stages, including a bypass of Luddenham. For more information, please refer to the Roads and Maritime website - <a href="http://www.rms.nsw.gov.au/projects/sydney-west/the-northern-road/index.html">http://www.rms.nsw.gov.au/projects/sydney-west/the-northern-road/index.html</a></td>
<td></td>
</tr>
<tr>
<td>Elizabeth Drive upgrade</td>
<td>4</td>
<td>Serious consideration needs to be given to update Elizabeth Drive before work is commenced on M12 Project.</td>
<td>Upgrades to Elizabeth Drive are outside the scope of the proposed M12 Motorway project.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>I attended the M12 info session and was told that a plan was being developed for the upgrade of Elizabeth Drive. We welcome this. Please accelerate the upgrade of Elizabeth Drive to support the increased traffic flows which will occur prior to the M12 operating.</td>
<td>Elizabeth Drive has been identified for a potential future upgrade as part of the WSAGA.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>A median strip should Elizabeth Drive be upgraded (which now partially funded) would restrict vehicles entry and exit to the Club and Brandowns neighbouring local business.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road naming and numbering</td>
<td>1</td>
<td>Why rename the F3 Freeway as it has been known for many years.</td>
<td>The F3 Freeway was renamed in 2013 to the M1 Pacific Motorway to suit an Australian-wide alpha numeric numbering system which tells motorists whether they are travelling on a motorway (M), route of national (A) or state significance (B). More information is available online at <a href="http://www.rms.nsw.gov.au">www.rms.nsw.gov.au</a></td>
<td></td>
</tr>
</tbody>
</table>
3.2. Recommendations

Key recommendations and actions emerging from the M12 Motorway consultation include:

- continue consultation with community and stakeholders throughout next stages of the M12 Motorway development (concept design and EIS)
- continue consultation with property owners who are potentially impacted through access changes or acquisition
- investigate mitigation measures for Western Sydney Parklands including Wylde Mountain Bike Trail as well as potential impacts during construction
- investigate mitigation measures for environmental impacts such as noise, air quality, flora and fauna, heritage as well as potential impacts to utilities during construction and in operation
- continue to work closely with Western Sydney Parklands Trust, local government, utilities service providers and other NSW and Australian Government bodies as the proposed M12 Motorway development continues (concept design and EIS)
- continue to work closely with Roads and Maritime teams developing and delivering the The Northern Road, Mersey Road to Eaton Road upgrade.
- continue to work closely with WSA Co (the Government-owned company responsible for delivering and operating WSA)
- continue to work closely with operator of the M7 to ensure an interchange with the M7 is functional and seamless
- continue to provide more detail about road design, impacted properties, delivery timeframes and consultation as it becomes available.

3.3. Next steps

Roads and Maritime has considered all submissions as part of the planning process for the M12. We will ensure that the issues highlighted by the stakeholders and the community are appropriately addressed and considered throughout the next project phase, where reasonable and feasible.

The next project phase will involve the preparation of the road concept design and the EIS. Once prepared, both the road concept design and EIS will be on display for further public comment.

During the concept design phase, Roads and Maritime will actively look at ways to reduce the impact of the M12 Motorway on the community and stakeholders. The corridor route is generally 300 metres wide, however the final width of the motorway corridor (i.e. the final road reserve for the motorway) is expected to be around 150 metres typically, wider around intersections and/or interchanges. The reduced corridor width will be included in the display of the EIS.
Expected timeframes for the project are:

- Community Consultation Summary report released – mid-2018
- start EIS and concept design development – 2018
- display concept design and EIS – mid-2019
- start construction – early 2020s
- open to traffic – by the end of 2025.

During the next phases of the project we would provide updates to the local community and other identified and/or interested stakeholders using the following means:

- project updates via community update letterbox drop
- local newspaper notice/advertisement
- roadside signage (variable message signs)
- media release
- email and/or SMS to established distribution list (those who provided submissions in 2016 and in early 2018)
- future community information sessions
- final EIS and subsequent submissions report
- website updates - visit rms.nsw.gov.au/roadprojects
- facebook updates - visit www.facebook.com/nswroads.

We will continue to keep the community informed as the project progresses.
Appendix

A - Community update newsletter

On behalf of the Australian and NSW governments, Roads and Maritime Services is planning the M12 Motorway as part of the $3.6 billion Western Sydney Infrastructure Plan. The M12 Motorway will provide direct access to Western Sydney Airport at Badgerys Creek and connect to Sydney's motorway network.

A preferred corridor route was announced in November 2016. We are now seeking community feedback to inform the next stage of design.

Key benefits

- Direct access from the M7 Motorway to Western Sydney Airport at Badgerys Creek, and from the M4 Motorway via the upgraded The Northern Road
- Improved access to the Western Sydney Airport Growth Area and the South West Priority Land Release Area
- Increased road capacity for future growth and development
- Improved traffic safety for road users
- Pedestrian and cyclist infrastructure
- Improved freight movement to key commercial centres
- Reduced congestion impact on the community and businesses by providing more capacity.

M12 Motorway route changes

The preferred corridor route chosen in November 2016 provided several benefits over other considered options, including less impact to commercial and private properties and endangered vegetation.

Since the preferred corridor route was announced, the Greater Sydney Commission and the Western Sydney Parklands Trust shared their early plans for future land use in western Sydney and the Parklands. As the preferred corridor route directly affects these plans, Roads and Maritime investigated an amendment to the route through the Western Sydney Parklands. More information about this amendment and the decision making process can be found inside.
Western Sydney Parklands and the M12 Motorway

Western Sydney Parklands is one of Australia’s largest urban parks. The Parklands encompasses more than 5,280 hectares of recreational, environmental and open space land, stretching 27 kilometres from Blacktown in the north to Leppington in the south.

The Parklands is home to a range of recreational activities and sporting facilities, high quality bushland and nature reserves, major tourist attractions, business hubs and urban farms. It provides extensive cycling and walking tracks, barbecues, picnic facilities and playgrounds.

Since 2010, the Parklands annual visitation has grown by an average of 10% each year, with 3.5 million people visiting in 2017. This trend is anticipated to continue due to the surrounding population growth and continued facility improvements.

After learning of the Greater Sydney Commission and Parklands’ future plans for land use in western Sydney, the M12 Motorway team developed and assessed a range of amendments to the portion of the route which would pass through the Parklands, from east of Kemps Creek to the M7 Motorway.

A workshop was held with key stakeholders in June 2017 where the criteria assessed included current and future land use, community impact, environment, heritage, functionality and cost.

Participants unanimously recommended modifying the eastern portion of the route, moving it north to lessen the impact on the Parklands and maintain the integrity and development potential of the area for future generations.

Roads and Maritime will continue to work closely with the Western Sydney Parklands Trust throughout the construction and operation of the M12 Motorway to ensure this important community space is maintained and protected.
Proposed M12 Motorway

1 - The Northern Road Interchange

- The M12 Motorway connects to The Northern Road and includes a new set of traffic lights.
- Turning lanes from The Northern Road would provide access onto the M12 Motorway.
- The M12 Motorway connection would complement the work proposed for the upgrade of The Northern Road between Eaton Road and Littlefields Road.

KEY

- M12 Motorway
- Western Sydney Airport Growth area
- Western Sydney Airport
- Generally 300 metre wide corridor to be reduced to 100-150 metres during the design process
- Bridges
- Previous alignment through Parklands
- Proposed access strategy
- Median

Interchange designed to tie-in with improvements planned for the 4.5km section of The Northern Road between Eaton Road and Littlefields Road.
2 - Western Sydney Airport Interchange

- An interchange would provide access to the Western Sydney Airport
- The final interchange layout will be determined following further development of the design.

Airport connection to be developed in consultation with Western Sydney Airport
3 - Provision for future Devonshire Road/Mamre Road Interchange

- The proposed future extension of Devonshire Road to Mamre Road would provide a north-south arterial road connection with a potential connection to the M12 Motorway.
- The design of the M12 Motorway would enable the future interchange to be constructed without significantly impacting motorway traffic.

4 - M7 Motorway Interchange

- Provision for a motorway-to-motorway interchange at the M7 Motorway.
- Existing entry and exit ramps between the M7 Motorway and Elizabeth Drive would be maintained.
- Motorists travelling east on the M12 Motorway will be able to exit north or south onto the M7 Motorway. Access to the M12 Motorway will be made for motorists travelling north or south.
- Existing shared pedestrian and cyclist facilities on the M7 Motorway would be maintained.
- Connecting pedestrian and cycleway bridge from Cecil Hills to Western Sydney Parklands to be modified.
- The final interchange layout will be determined following further development of the design.
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 in more detail, please visit the M12 portal at www.rms.nsw.gov.au/m12motorway

Final design of motorway-to-motorway interchange will allow entry and exit in both directions of the M7 and M12 motorways

Indicative cross section: four traffic lanes with provision for six lanes

Eastbound
- Verge
- Shoulder
- Traffic lanes
- Median
- Shoulder
- Verge

Westbound
- Verge
- Shoulder
- Traffic lanes
- Median
- Shoulder
- Verge
M12 Motorway planning and environmental investigations

In November 2016, Roads and Maritime began detailed site investigations including flora and fauna, Aboriginal cultural heritage, land contamination, traffic and noise. These investigations helped contribute to the current preliminary design and will continue as the project develops.

Future investigation work will include socio economic factors, geotechnical, water quality, air quality, land use and flooding. These investigations will further inform the design of the project and assist with the preparation of the Environmental Impact Statement (EIS), expected to be exhibited for comment early in 2019. The EIS will address the potential impact of the M12 Motorway and outline measures to reduce and manage environmental concerns or issues.

Other planned transport projects, including Western Sydney Airport, will be taken into account during design development.

More details about the process can be found in ‘Project development and approval process’ opposite.

Did you know?

Western Sydney is Australia’s third largest economy and in its own right would be Australia’s fourth largest city. During the next 20 years, the region is expected to grow from two million to three million people, which is why the Australian and NSW governments are fast tracking the development of new infrastructure.

Key features

- An east-west 16 kilometre motorway between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham
- A motorway built for four lanes (with provision for up to six lanes) with a central median to separate opposing traffic flows
- A direct connection to Western Sydney Airport
- A new at grade connection to The Northern Road with traffic lights
- A motorway-to-motorway interchange at the M7 Motorway
- Provision for a future grade separated interchange in the vicinity of Devonshire Road/Mamre Road.

Project development and approval process

July 2015 – November 2016

Identification of preferred corridor route
- Announce study area
- Desktop environmental investigations and feedback from the community to inform the long list of corridor options
- Assessment of long list of corridors considering constraints and results of initial investigations to determine short list
- Community feedback on short list
- Field investigations in each corridor to inform the preferred corridor route option.

November 2016 – February 2018

Development of preliminary design
- Commence design development
- Begin detailed environmental field investigations within the preferred corridor including flora and fauna, Aboriginal cultural heritage, land contamination, traffic and noise
- Display preliminary design and access strategy for community comment.

February 2018 – 2019

Development of EIS and design
- Consider feedback from the community on preliminary design and access strategy
- Continue field investigations listed above and commence more investigations including socio economic factors, geotechnical, water quality, air quality, land use and flooding.
- Continue design development considering feedback from the community and the results of field investigations
- Assess impact and investigate mitigation measures
- Display EIS for community comment.

2019 – 2020

Project approval
- Consider feedback from the community and government agencies and prepare a submissions report providing responses to issues raised
- Submissions report submitted to Department of Planning and Environment for assessment
- Minister for Environment decides whether the project is approved.
Have your say
Roads and Maritime understand the importance of involving the community and stakeholders throughout the development of the M12 Motorway. We will hold two community information sessions where the project team will be available to answer questions about the preliminary design and access strategy.

A formal presentation will not be given so please feel free to drop in at any time during the following sessions:

Saturday 3 March, 10am–1pm
Kemps Creek Public School
100 Cross Street, Kemps Creek

Wednesday 14 March, 4:30–7:30pm
Kemps Creek Sporting and Bowling Club
1490 Elizabeth Drive, Kemps Creek

Feedback is invited until 5pm, Friday 23 March 2018:
Email: wsip@ rms.nsw.gov.au
Mail: M12 Motorway
Roads and Maritime Services
PO Box 973, Parramatta, NSW 2124
Phone: 1800 703 457

Next steps
Following consultation, a report summarising comments received and our responses will be published on the Roads and Maritime website.

All comments received will be considered in the decision making process and for the development of the concept design.

Roads and Maritime will actively look at ways to further reduce the impact of the M12 Motorway on the community. The corridor route is generally 300 metres wide, however the final width of the motorway corridor (i.e., the final road reserve for the motorway) would be around 150 metres typically, wider around intersections/interchanges. The reduced corridor will be included in the display of the EIS.

Contact us
1800 703 457
M12 Motorway
Roads and Maritime Services
PO Box 973, Parramatta NSW 2124
www.rms.nsw.gov.au/m12motorway
wsip@rms.nsw.gov.au

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 703 457.
B - Letterbox drop distribution maps
Sorry we missed you
22 February 2018

Roads and Maritime Services was in your area today to tell you about the display of the preliminary design and access strategy for the M12 Motorway.

On behalf of the Australian and NSW governments, Roads and Maritime is planning the M12 Motorway as part of the $3.6 billion Western Sydney Infrastructure Plan. The M12 Motorway will be delivered prior to the opening of Western Sydney Airport at Badgerys Creek, and will provide direct access to the airport and connection to Sydney’s motorway network.

A corridor route was announced in November 2016. This route has been amended, and we are now seeking community feedback to inform the next stage of design.

The attached Community Update contains further information about the change to the route. It also outlines ways that you can provide feedback on the preliminary design and access strategy, including through attending one of our information sessions.

If you have any questions, please contact the M12 project team: Phone: 1800 703 457,
Email: wsip@rms.nsw.gov.au

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Early Design for M12 Motorway to Western Sydney Airport Revealed

22 February 2018

Joint release with:

Melinda Pavey
NSW Minister for Roads, Maritime and Freight

Tanya Davies
NSW Member for Mulgoa

The early design of the M12 Motorway—which will provide first rate connectivity to Western Sydney Airport and a new motorway connection to rapidly growing areas of Western Sydney—has been unveiled today.

Federal Minister for Urban Infrastructure and Cities Paul Fletcher said the new 16-kilometre road would mean that when the new airport opens in late 2026, it will have a direct connection to Sydney's motorway network, unlocking the economic benefits Western Sydney Airport will deliver to the region and beyond.

The $5.3 billion airport, funded by the Turnbull Government, will support more than 11,000 jobs in the construction phase and 28,000 jobs by 2031.

"With an extra one million people expected to live in Western Sydney by 2031, the Turnbull and Berejiklian Governments are delivering the infrastructure needed to make a growing Western Sydney work for residents, and an ever better place to live and do business," Mr Fletcher said.

NSW Minister for Roads, Maritime and Freight Melinda Pavey said the preliminary design had been developed and community feedback was now being sought to inform the next stage of design.

"Since the previous announcement, changes include moving the eastern section of the route northward to maintain the integrity of the Western Sydney Parklands and maintain the integrity and development potential of the area for future generations," Mrs Pavey said.

NSW Member for Mulgoa Tanya Davies said the M12 would be delivered in time for the opening of the Western Sydney Airport in 2026.

"The M12 Motorway is the next major project in the $3.6 billion Western Sydney Infrastructure Plan, which has created hundreds of jobs," Mrs Davies said.

Detailed investigations will take place in the next 12 months as the design is developed and the environmental assessment drafted.
E - Email to stakeholders

Dear [r:NameFirst#]

The Australian and NSW governments are proposing to build a new motorway as part of the Western Sydney Infrastructure Plan (WSIP), a 10 year, $3.6 billion road investment program. The new M12 Motorway will provide direct access to Western Sydney Airport at Badgerys Creek and connect to Sydney’s motorway network.

Roads and Maritime Services has developed a preliminary design and access strategy for the M12 Motorway and we are inviting feedback until Friday, 23 March 2018. A community update newsletter and animation video have been prepared are available from our website at rms.nsw.gov.au/m12motorway.

Roads and Maritime understand the importance of involving the community and stakeholders throughout the development of the M12 Motorway. We will hold two community information sessions where the project team will be available to answer questions about the preliminary design and access strategy.

A formal presentation will not be given so please feel free to drop in at any time during the following sessions:

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1490 Elizabeth Drive, Kemps Creek

Following consultation, a report summarising comments received and our responses will be published on the Roads and Maritime website. All comments received will be considered in the decision-making process and for the development of the concept design.

You can provide feedback at our information sessions, or by email, phone or in writing:

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

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

**Phone:** 1800 703 457

Kind Regards,

M12 Project Team
F – Information session display materials

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