



# Appendix D

Consultation issues checklist

# Appendix D – M5 West widening consultation activities

## 1.1 Introduction

### 1.1.1 Purpose of appendix

The purpose of this appendix is to provide additional documentation to support the M5 West widening community and stakeholder engagement process described in Chapter 7 of the environmental assessment.

### 1.1.2 Summary of consultation activity

Table 1.1 below shows a summary of all consultation activities undertaken for the M5 West widening proposal. Consultation activities – which began in November 2009 – appear in chronological order.

**Table 1.1** Consultation activity overview

Time	Activity
November 2009	<p>Distribution of 80,000 copies of M5 corridor expansion booklet, including M5 West widening information, and postcards with contact details to residents along the M5 South West corridor.</p> <p>Poster displays at Canterbury, Bankstown and Liverpool City Councils, Liverpool Library, Moorebank Community Centre, Casula Community Centre, Moorebank Library, Bankstown Library, Canterbury Community Centre, Punchbowl Community Centre.</p> <p>Newspaper advertising promoting the preliminary submissions dates for the M5 corridor expansion, including the M5 West widening, and advertising the Moorebank information session appears in the following papers:</p> <ul style="list-style-type: none"><li>• Sun Herald.</li><li>• Sunday Telegraph.</li><li>• Daily Telegraph.</li><li>• Sydney Morning Herald.</li><li>• Canterbury Bankstown Express.</li><li>• Liverpool Leader.</li><li>• Bankstown-Canterbury Torch.</li><li>• Liverpool City Champion.</li><li>• Arabic, Vietnamese, Greek, Chinese and Italian community language newspapers.</li></ul>
30 November to 6 December 2009	<p>Static M5 corridor expansion display, including M5 West widening information at Westfield Liverpool Shopping Centre. Posters, fact sheets, feedback forms and overview brochure. One day staffed display.</p>
Saturday, 5 December 2009	<p>Information session at Moorebank Community Centre. Drop-in style session with the M5 corridor expansion team on hand to answer questions. Displays, posters, facts sheets, overview booklets, maps.</p>
December 2009 to January 2010	<p>Preliminary meetings with Canterbury City Council, Bankstown City Council and Liverpool City Council.</p>

Time	Activity
February 2010	<p>Newspaper advertising promoting community consultation activities and submissions deadline for the M5 corridor expansion, including the M5 West widening, appear in the following newspapers:</p> <ul style="list-style-type: none"> <li>• Sun Herald.</li> <li>• Sunday Telegraph.</li> <li>• Daily Telegraph.</li> <li>• Sydney Morning Herald.</li> <li>• Canterbury Bankstown Express.</li> <li>• Liverpool Leader.</li> <li>• Bankstown-Canterbury Torch.</li> <li>• Liverpool City Champion.</li> <li>• Arabic, Vietnamese, Greek, Chinese and Italian community language newspapers.</li> </ul>
May-June 2010	<p>Meetings with Liverpool and Bankstown City Councils about preparation of environmental assessment for M5 West widening. Phone conversation with Canterbury City Council.</p>
May-June 2010	<p>Meetings, letters and phone conversations with Department of Environment, Climate Change and Water, Department of Industry and Investment and Department of Transport and Infrastructure.</p>
15 June 2010	<p>Letter to all industry stakeholders about preparation of environmental assessment for M5 West widening and offer of proposal briefing.</p>
24 June 2010	<p>Briefing of the members of Parliament (State) about M5 West widening proposal.</p>
20-30 July 2010	<p>Doorknocking of almost 500 properties to consult with residents and businesses directly affected by the proposal. Doorknocking focussed on proposed construction site compounds, variable message signs, upgrades to bridges and underpasses and the motorway control centre.</p>
September 2010	<p>Community update #1: A community update summarising community issues relating to consultation undertaken between November 2009 and March 2010. Community update delivered to 40,000 residents and 10,000 businesses along the M5 South West Motorway.</p> <p>Community update #2: A community update summarising the proposal, the environmental assessment and key issues related to the assessment was delivered at the time of the display of the environmental assessment. The community update also provided information about upcoming community information sessions and the submissions process. Community update delivered to 40,000 residents and 10,000 businesses along the M5 South West Motorway.</p> <p>Letters to residents and property owners directly affected, positively or negatively, by noise attenuation measures. Meetings where requested. This includes residents close to new or augmented noise walls as well as residents identified for architectural noise treatment and residents not eligible for noise attenuation measures.</p> <p>Newspaper advertising and media release announcing exhibition period of the assessment and promoting community information sessions appear in the following newspapers:</p> <ul style="list-style-type: none"> <li>• Daily Telegraph.</li> <li>• Sydney Morning Herald.</li> <li>• Canterbury Bankstown Express.</li> <li>• Liverpool Leader.</li> <li>• Bankstown-Canterbury Torch.</li> <li>• Liverpool City Champion.</li> </ul> <p>Letters sent to key stakeholders including community groups, transport and bicycle groups and environmental groups announcing the formal exhibition period and inviting formal submissions.</p> <p>Email alert sent to all stakeholders who have provided their email address during the consultation period to inform stakeholders about the exhibition of the environmental assessment documents.</p>

The environmental assessment documents will be placed on exhibition between 22 September and 29 October 2010. During this time, stakeholders and the community will be invited to make written submissions to the Department of Planning in response to the issues and information contained in the environmental assessment.

Table 1.2 below shows the consultation activities planned during the formal exhibition period.

**Table 1.2 Planned consultation during formal exhibition period**

Time	Activity
September/October 2010	Briefings with key stakeholders, community groups and residents throughout the exhibition.
September/October 2010	<p>Six information sessions with staff present and a series of static displays without staff present.</p> <p>During the information sessions, a poster display as well as fact sheets, maps and the community update will inform residents, with project team members being on hand to answer questions. Information sessions will take place at the following times and locations:</p> <p>Liverpool:</p> <ul style="list-style-type: none"> <li>• Thursday 30 September from 5pm to 8pm, Moorebank Community Centre.</li> <li>• Saturday 9 October from 10am to 1pm, Casula Public School Hall</li> </ul> <p>Bankstown:</p> <ul style="list-style-type: none"> <li>• Wednesday 6 October from 5pm to 8pm, Revesby Community Hall.</li> <li>• Saturday 16 October from 10am to 2pm, University of Western Sydney Bankstown Campus.</li> </ul> <p>Canterbury:</p> <ul style="list-style-type: none"> <li>• Saturday 23 October from 10am to 2pm, Punchbowl Community Centre.</li> <li>• Tuesday 12 October 5pm to 8pm, Hannans Road Public School Hall.</li> </ul> <p>Static project displays will be set up at:</p> <ul style="list-style-type: none"> <li>• Liverpool City Library (with copies of the environmental assessment available for viewing at the associated smaller local libraries).</li> <li>• Bankstown Library.</li> <li>• Riverwood Library.</li> <li>• Department of Planning, Bridge Street Sydney.</li> </ul>

Once the exhibition closes, a submissions report will be prepared to document the issues raised within the submissions. The report will be submitted to the Department of Planning and will be published shortly afterwards.

### 1.1.3 Community and stakeholder list and engagement summary

Table 1.3 below shows a summary of community and stakeholder groupings and an overview of how these groups have been engaged during the study process. Engaging community and stakeholders is a dynamic process that evolves as the project develops and levels of impact, interest and activity change.

New community and stakeholders have been identified throughout the consultation process and the list has been revised accordingly.

**Table 1.3 Stakeholder list and engagement overview**

Stakeholder	Letters	Phone	Meetings and briefings	Doorknocks	Community updates	Community info session	Advertising and media releases	Info line, email and website
Daryl Melham MP, Member for Banks					○	○	○	○
Chris Hayes MP, Member for Werriwa					○	○	○	○
Danna Vale MP, Member for Hughes					○	○	○	○
Jason Clare MP, Member for Blaxland					○	○	○	○
Department of Environment and Climate Change	○		○				○	○
Department of Planning	○	○	○				○	○
Department of Transport and Infrastructure	○						○	○
Department of Industry and Investment	○						○	○
David Borger MP, Granville			○		○	○	○	○
Kevin Greene MP, Oatley			○		○	○	○	○
Alan Ashton MP, East Hills					○	○	○	○
Alison Megarrity MP, Menai			○		○	○	○	○
Canterbury electorate office			○		○	○	○	○
Dr Andrew McDonalds MP, Macquarie Fields			○		○	○	○	○
Canterbury City Council	○	○	○		○	○	○	○
Bankstown City Council	○	○	○		○	○	○	○
Liverpool City Council	○	○	○		○	○	○	○
NSW Aboriginal Land Council								
Greater Western Sydney Economic Development Board	○		○				○	○
NRMA	○		○				○	○
Property Council of Australia	○		○				○	○
Infrastructure Partnerships Australia (IPA)	○		○				○	○

Stakeholder	Letters	Phone	Meetings and briefings	Doorknocks	Community updates	Community info session	Advertising and media releases	Info line, email and website
NSW Business Chamber	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Business Council of Australia	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Australian Logistics Council	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Australian Trucking Association	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Tourism and Transport Forum	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Linfox	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Australian Federation of Freight Forwarders	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Freight and Logistics Council of NSW	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Air Freight Council of NSW	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Urban Taskforce Australia	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Roads Australia	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Liverpool Chamber of Commerce & Industry	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Padstow Chamber of Commerce	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Properties along the M5 South West Motorway					<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Residents and businesses in the proximity of proposed construction site compounds, permanent variable message signs, upgrades to bridges and underpasses or the motorway control centre	<input type="radio"/>			<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Residents and businesses identified as likely requiring noise attenuation measures	<input type="radio"/>				<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Residents and businesses in the wider community						<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Casula Links Estate		<input type="radio"/>			<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sir Joseph Banks Public School	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>

Stakeholder	Letters	Phone	Meetings and briefings	Doorknocks	Community updates	Community info session	Advertising and media releases	Info line, email and website
Hammondsville Public School	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
Preston Public School	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
Preston Child Care Centre	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
Lumea High School	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
University of Western Sydney	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
Casula High School	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
Baptist Church Milperra Public	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
School Hannans Road	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
Public School Broderick Gillawarna School	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
The Bankstown Bushland Society Inc.	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
South West Enviro Centre	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
Mid Georges River Sustainability Initiative	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
Wolli Creek Preservation Society	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
Bike South West Inc	<input type="radio"/>		<input type="radio"/>					
Bicycle NSW	<input type="radio"/>		<input type="radio"/>					
Motorists	<input type="radio"/>		<input type="radio"/>					
Busabout	<input type="radio"/>		<input type="radio"/>					
Metrolink	<input type="radio"/>		<input type="radio"/>					
Transitfirst	<input type="radio"/>		<input type="radio"/>					
Westbus	<input type="radio"/>		<input type="radio"/>					
Punchbowl bus company	<input type="radio"/>		<input type="radio"/>					

## 1.2 Tools and materials

### 1.2.1 Details of community information line, project email address, postal address and website

#### Community information line

The RTA established a toll free 1800 number (1800 633 332) in November 2009. The number was advertised as a contact point for the M5 expansion, including M5 East and M5 West projects. It served as the main point of contact to receive and respond to enquiries about the M5 West widening project.

From July 2010, an interpreter service was advertised in Arabic, Vietnamese and Greek on the materials that provided the 1800 number.

To date, 36 calls have been made to the community information line specific to the M5 West widening project.

#### Project email address

From November 2009 to May 2010 the M5 corridor email address (m5expansion@rta.nsw.gov.au) was used for enquiries about the whole M5 corridor, including M5 West specific enquiries.

A project email address (M5\_west\_widening@rta.com.au) was established in May 2010 as an email point of contact for enquiries about the M5 West widening.

To date, 29 emails in relation to the M5 West widening have been received.

#### Project postal address

Stakeholders and members of the public could contact the M5 West widening team in writing at the following postal addresses: Locked Bag 928, North Sydney, NSW 2059 (from May 2010) and PO Box 609, Pyrmont, NSW 2009 (November 2009-May 2010).

To date, 24 letters in relation to the M5 West widening have been received.

#### Website

The M5 corridor website was launched in November 2009 ([www.buildingsydneyhighways.com.au](http://www.buildingsydneyhighways.com.au), then follow the navigation to M5 corridor expansion and M5 West widening). It houses information about the proposed M5 corridor expansion, including the M5 West widening project. The website contains up-to-date project information for the community, residents, businesses, government agencies and industry groups.

Material on the website includes project fact sheets, media releases and publications such as the preliminary environmental assessment and environmental assessment published 22 September 2010.

It includes a feedback function. To date, eight M5 West widening website feedback forms have been received.

The website address is provided on all project communications and materials.

Table 1.4 below outlines the website statistics between 1 November 2009 and 15 September 2010.

**Table I.4 Website statistics**

Website statistics	1 November 2009 to 15 September 2010
Website hits M5 corridor – unique visitors	57,187
Website hits M5 corridor – total visits	69,961
Subpage M5 West widening (online since 15 July 2010) – unique visitors	227
Subpage M5 West widening (online since 15 July 2010) – total visits	278
M5 West widening concept map views (online since 15 July 2010)	31

## 1.2.2 Doorknocking

For a period of ten days in July 2010, the M5 West widening project team conducted a program of doorknocks.

### Aim and locations

The aim of the doorknock was to promote awareness of the proposal and gain feedback from directly affected residents and property owners during the preparation of the environmental assessment. Doorknocking took place from 20 to 30 July 2010. The doorknocking focused on approximately 500 properties in the vicinity of:

- Fifteen variable message signs (no doorknocking took place around the six proposed variable message signs located on the motorway and one proposed sign with no immediate neighbours that could be affected).
- Nine construction site compounds.
- Three bridge and underpass upgrades.
- One new motorway control centre.

### Approach

The approach and roll out included two rounds of doorknocking of the agreed locations. A summary of the process is outlined below.

#### *First round*

This involved visiting all identified properties (496) and knocking on residents' and businesses' doors. Where residents, business owners or managers were available to talk, the team explained the project proposal and the specific implications for the neighbourhood. Any issues, questions and concerns raised by residents were recorded to inform the environmental investigation. The project team provided residents with a letter for each site that included further information and contact details.

Where nobody was available to talk, the team dropped the letter describing the proposal into the residents' or businesses' letterbox together with a calling card.

#### *Second round*

This involved re-visiting all properties where direct contact could not be established during the first round. Again, the team conducted face-to-face talks where possible. Where not possible, a calling card was left in the letterbox.

## Results

In total, 496 properties were doorknocked in two rounds. Direct contact, resulting in face-to-face conversations, could be made with 273 residents (55 percent). The remaining residences and businesses received letter and calling card during the first round and a second calling card during the second round. The doorknock activity resulted in five people calling the information line, taking the number of conversations, face-to-face or via telephone, to 278 (56 percent).

The issues raised during the doorknock conversations are summarised and listed in section 1.3, table 1.6 of this appendix.

### 1.2.3 Communication print material

The following are four examples of the type of communication and consultation collateral that were distributed to stakeholders and residents as part of the M5 West widening consultation and subsequent environmental assessment process.

#### **M5 corridor expansion booklet (November 2009)**

This booklet was sent to over 80,000 residents along the M5 South West corridor and over 50 key stakeholders as part of the M5 corridor expansion community consultation. Information was provided about the whole corridor, including the proposal to widen the M5 South West Motorway from Camden Valley Way, Prestons to King Georges Road, Beverly Hills.

#### **M5 corridor advertisements (February 2010)**

This advertisement was published in several metropolitan, local and community language newspapers in February 2010 to advertise the extended deadline for preliminary submissions. In total, 224 preliminary submissions relating to the M5 West widening aspect of the M5 corridor expansion were received.

#### **M5 West widening community update (September 2010)**

50,000 copies of this community update were letterbox dropped to residents and businesses along the M5 South West Motorway corridor before the official public display and submissions period. The community update also advertised the upcoming community information sessions, explained how to make a submission and summarised key issues of the environmental assessment.



# M5

## corridor expansion

*moving goods, people and the economy*

### Overview

NOVEMBER 2009





# M5 corridor expansion

*moving goods, people and the economy*



## Find out more and community consultation

The New South Wales Government proposes an expansion of the M5 corridor and wants to hear your views.

### The M5 corridor expansion would:

- Increase capacity along the M5 corridor.
- Reduce congestion.
- Improve travel times, particularly during peak periods.
- Improve access to Port Botany and Sydney Airport.
- Reduce greenhouse gas emissions from vehicles.
- Contribute to the national economy.



For further information, community sessions and how to make a submission

**[www.m5corridorexpan.com.au](http://www.m5corridorexpan.com.au) | 1800 633 332**

# M5 West widening

*moving people, goods and the economy*



ENVIRONMENTAL ASSESSMENT SUMMARY

SEPTEMBER 2010



An environmental assessment has been prepared for the proposed widening of the M5 South West Motorway by one additional lane westbound from King Georges Road, Beverly Hills to Camden Valley Way, Prestons and eastbound from Camden Valley Way to Fairford Road, Bankstown.

The environmental assessment for the proposed M5 West widening is on display for community comment. Written submissions to the Department of Planning will be received until **Friday 29 October 2010**. This brochure contains information on how to make a submission.

## Benefits of the widening

The proposed M5 West widening would deliver much needed road capacity along the motorway and deliver the following benefits to the community and road users:

- Reduce congestion on the motorway and surrounding arterial network.
- Support Sydney's long term growth.
- Improve access between key population hubs, commercial and economic centres such as the Western Sydney Employment Hub.
- Increase capacity to service Sydney's existing and future transport demands.
- Improve travel times for individuals and businesses reliant on their vehicles for work such as trades people, sales people and delivery companies.
- Improve traffic management with a new motorway control centre at Hammondville.
- Improve safety and provide early warning alerts for drivers on the motorway and arterial networks by providing additional variable message signs.

## Features of the widening

The proposed M5 West widening would ease congestion on the motorway and surrounding roads as well as support the planned residential and employment growth in South West Sydney. It is proposed to:

- Widen the existing motorway west of Fairford Road to Camden Valley Way generally **in the central median** from two to three lanes in each direction.
- Widen the existing motorway west of King Georges Road to Fairford Road **by line marking** modifications from two to three lanes westbound only.
- Upgrade three bridge underpasses along the motorway; Queen Street Bridge, Nuwarra Road Bridge and De Meyrick Avenue Bridge.
- Install 22 new variable message signs on the motorway and critical roads around the motorway.
- Construct a new motorway control centre at Hammondville.

### 1.3 Issues raised

The stakeholder and community consultation gained feedback from stakeholders and community in regards to questions, concerns and issues. This feedback was used to inform the preparation of the environmental assessment.

Table 1.5 below provides an overview of the issues identified during consultations with government and industry groups between November 2009 and October 2010.

**Table 1.5 Issues overview: government and industry groups**

Stakeholder group	Stakeholder	Issues
State government	Department of Transport and Infrastructure	<ul style="list-style-type: none"> <li>• Alignment with Metropolitan Transport Strategy.</li> <li>• Congestion impact on surrounding regional and State road network.</li> <li>• Impact on traffic volume and speed on the motorway and feeder routes.</li> <li>• Impact on the performance of the strategic bus corridor network and on journeys to work by public transport during peak hours.</li> <li>• Impact on State Plan targets for container freight movements to and from Port Botany.</li> </ul>
	Department of Environment and Climate Change	<ul style="list-style-type: none"> <li>• Impact on threatened species, air quality and water quality.</li> <li>• Construction and operational noise and vibration impact.</li> <li>• Impact on options for energy efficiency and conservation, including initiatives to encourage increased public transport use, cycling and walking.</li> <li>• Management of unavoidable impacts.</li> <li>• Incidence and likelihood of disturbance of acid sulfate soils, and management of these soils.</li> <li>• Impact on Aboriginal and cultural heritage values.</li> </ul>
	Department of Industry and Investment	<ul style="list-style-type: none"> <li>• Impact on aquatic habitats in Georges River and Salt Pan Creek (including impact on marine vegetation and riparian areas, erosion and sediment control, management of stormwater runoff and road drainage).</li> </ul>

Stakeholder group	Stakeholder	Issues
	State members of Parliament	<ul style="list-style-type: none"> <li>• Why not a third lane eastbound between Fairford Road and King Georges Road?</li> <li>• How will any additional noise be managed and what mitigation practices will be put in place?</li> <li>• Any construction impact should be coordinated with Transport NSW to minimise disruption and conflict with other works such as the East Hills line quadruplication.</li> <li>• What construction impact is likely on nearby residents and M5 motorists?</li> <li>• What possible impacts on Wolli Creek (noting the active role of the Wolli Creek preservation society)?</li> <li>• What was in the State Government Budget Paper for the M5 West widening?</li> <li>• Will there still be room for broken down eastbound vehicles on the shoulder between Fairford Road and King Georges Road?</li> <li>• How would the Nuwarra Road bridge be widened? Will Nuwarra Road be widened?</li> <li>• Road noise impact from the Georges River West bridge at Casula.</li> <li>• Noise impacts on Hammondville residents.</li> <li>• Consider Liverpool City Council's proposal for the Hume Highway ramp.</li> <li>• Air quality.</li> </ul>
Local government	Canterbury City Council	<ul style="list-style-type: none"> <li>• Effects on existing infrastructure, open space, private property, bicycle path and road alignments at Kingsgrove Road intersection.</li> <li>• Effect of additional traffic on feeder roads and local streets, notably King Georges Road.</li> <li>• Possible noise problems for nearby residential precincts.</li> <li>• Cost/benefit of providing increased capacity while there is a lack of capacity to receive increased traffic into the street system at the eastern end of the M5.</li> </ul>

Stakeholder group	Stakeholder	Issues
	Bankstown City Council	<ul style="list-style-type: none"> <li>• Need to identify strategic locations of on/offramps from M5 to serve Milperra Industrial Precinct and include in scope of project.</li> <li>• Need for network development and efficiency upgrade at Fairford Road, Stacey Street/Hume Highway, Henry Lawson Drive, The River Road and Canterbury Road.</li> <li>• Need to consider landscape design improvements.</li> <li>• Need to resolve any downstream drainage issues arising from original M5 construction and planned widening.</li> <li>• Need to consider environmental and visual impact of removing the landscaped median strip.</li> <li>• Impact on the habitat corridor, hydrological behaviour of nearby creeks and aquatic remnant terrestrial vegetation.</li> <li>• Need for innovative strategies/opportunities for the re-use of increased stormwater runoff.</li> <li>• Impact on air quality and noise pollution from proposed construction and operation.</li> </ul>
	Liverpool City Council	<ul style="list-style-type: none"> <li>• Traffic planning around the proposed intermodal facility at Moorebank.</li> <li>• Preference for west-facing ramps at Hume Highway to be included in the scope. In particular, a westbound lane entering on the southern side of the motorway from Hume Highway.</li> <li>• Impact of construction and operational noise on residents, particularly in the vicinity of Georges River East bridge.</li> <li>• Preference to see off-road bikeway included in the scope.</li> <li>• Impact on safety in relation to traffic weaving at Hume Highway, Moorebank Road and Heathcote Road.</li> <li>• Environmental and visual impact of removal of landscaped median strip.</li> <li>• Concern that large-scale growth in Liverpool and surrounds is accommodated.</li> <li>• Concern that the project would impact on public transport usage/patronage.</li> <li>• Concern that the project would undermine the <i>Sydney Metropolitan Strategy</i> and <i>NSW State Plan</i>.</li> </ul>
Industry	Sydney Airport Corporation Ltd. (SACL)	<ul style="list-style-type: none"> <li>• Future growth of airport and port are necessary to help underpin economic growth, prosperity and productivity nationwide.</li> <li>• Existing road and public transport infrastructure services and to and from airport are currently inadequate or expensive for most users.</li> <li>• Increasing road capacity in M5 corridor and improving public transport are both vital to support long-term sustainability, growth and productivity.</li> </ul>

Stakeholder group	Stakeholder	Issues
	Tourism and Transport Forum	<ul style="list-style-type: none"> <li>• Recommend widening the M5 South West Motorway to at least three lanes in each direction.</li> <li>• Recommend the immediate improvement of public transport to the airport and surrounding areas, including rationalising fares for airport link trains, increasing bus services to airport terminals and nearby employment hubs.</li> <li>• Recommend bringing forward timeline for project delivery and provide necessary funding.</li> </ul>
	Infrastructure Partnerships Australia	<ul style="list-style-type: none"> <li>• Recommend finalising approvals as soon as possible, recognising the critical nature of the corridor upgrade to alleviate congestion and provide for future freight and passenger growth.</li> <li>• Recommend immediately prioritising the widening of M5 South West Motorway in partnership with private sector.</li> <li>• Recommend considering the implementation of a network tolling regime for Sydney Orbital Network to improve demand management and drive new investment.</li> </ul>
	Property Council of Australia	<ul style="list-style-type: none"> <li>• Prefer project to be considered in the presence of a Transport Blueprint [Metropolitan Transport Strategy].</li> <li>• Appropriate support to accommodate residential growth beyond 2031 in dedicated growth centres should at forefront of project.</li> <li>• Government needs to implement 40 per cent growth target for rail freight or key assumptions about project will be undermined, as it will need to take even more freight traffic.</li> <li>• Ensure the M5 corridor has sufficient capacity to foster and support employment growth in west.</li> <li>• Final design solutions need to ensure integration with other strategic corridors is possible.</li> <li>• Consider demand management through tolling.</li> </ul>
	Urban Taskforce Australia	<ul style="list-style-type: none"> <li>• Transport solutions for Sydney must include significant upgrades to roads, the M5 West widening is crucial to make the southwest an integrated part of the metropolitan area.</li> <li>• To enable the expansion of bus services and for journeys (private or freight) that cannot be transferred to rail improvements to roads are essential.</li> </ul>
	NATROAD	<ul style="list-style-type: none"> <li>• Recommend levelling King Georges Road intersection. Trucks currently need to stop and start on an incline that takes longer and slows traffic and should be avoided.</li> </ul>

Table 1.6 shows the detailed issues that emerged from community engagement and consultation activities undertaken between November 2009 and October 2010.

**Table 1.6** Issues overview: local community

Stakeholder group	Key issue	Detailed issues
Local community	M5 West widening project	<ul style="list-style-type: none"> <li>Opinion that road widening will not solve traffic congestion in the long term, and that public transport, freight rail and other transport alternatives should be prioritised over road projects to not contribute to car growth.</li> <li>Opinion that road is not being widened enough to meet growing demand in the southwest.</li> <li>Opinion that planning to widen motorway started too late.</li> <li>Questioning of the suitability of proposed VMS locations and added value to drivers.</li> <li>Concern about creation of a bottleneck at entrance to M5 East without the expansion of the M5 East going ahead.</li> </ul>
	Project inclusions and enhancements	<ul style="list-style-type: none"> <li>Would like to see improvement to bicycle path considered. Suggestion to complete bicycle path as per M7.</li> <li>Would like to see dedicated busway and motorcycle path included.</li> <li>Would like to see widening to at least four lanes each direction.</li> <li>Would like to see improved and increased signage.</li> <li>Would like to see additional on/off ramps included to reduce heavy vehicle use of local roads, notably at Hume Highway.</li> <li>Opinion that heavy vehicles should be restricted to left lanes after widening.</li> </ul>
	Tolling	<ul style="list-style-type: none"> <li>Opinion that cash-only booths should be removed to stop dangerous lane changes and congestion created by vehicles moving to cashless lane.</li> <li>Perceived inequities from residents in the M5 South West corridor who believe they are paying for the M5 East through tolls. Suggesting removing tolling on M5 South West or introducing tolling to M5 East.</li> <li>Suggestions to remove toll cash back scheme.</li> <li>Belief that local roads should be tolled to discourage 'rat-runners'.</li> </ul>
	Land acquisition	<ul style="list-style-type: none"> <li>Concern over the potential need for land acquisition as part of the widening project.</li> </ul>

Stakeholder group	Key issue	Detailed issues
	Operational impacts	<ul style="list-style-type: none"> <li>• Concerns about increased noise due to more traffic.</li> <li>• Some community members would like to see new/improved noise walls included and the road to be resurfaced as part of the project (including on Georges River West bridge).</li> <li>• Concerns about merging between Hume Highway and Moorebank Avenue.</li> <li>• Concerns about increased congestion on local roads caused by increase in traffic numbers and traffic trying to avoid tolls.</li> <li>• Concerns about the placement of off-motorway variable message signs and the potential for: <ul style="list-style-type: none"> <li>– Blocking of driveways, existing business signs and signage.</li> <li>– Safety issues as variable message signs can distract drivers.</li> <li>– Visual pollution and possible glow and noise emitting from signs.</li> <li>– Permanent visual pollution in front of houses/neighbourhoods and the area.</li> </ul> </li> <li>• Concern about air quality.</li> <li>• Concern about the motorway coming closer to properties due to the widening activities.</li> </ul>

Stakeholder group	Key issue	Detailed issues
	Construction impacts	<ul style="list-style-type: none"> <li>• Concern about construction noise and impact on private property during construction. <ul style="list-style-type: none"> <li>– Noise from construction site compounds.</li> <li>– Noise during construction of VMS.</li> <li>– Noise from motorway constructions.</li> <li>– Noise from building of motorway control centre.</li> </ul> </li> <li>• Concern about proposed location of construction compounds on or near private property. <ul style="list-style-type: none"> <li>– Concerns about more traffic and trucks in surrounding roads that would result in gridlock as roads are already busy without construction site compounds.</li> <li>– Children and pedestrian safety if trucks/vehicles use local roads for access, especially where compounds are placed in residential areas (especially all proposed Graham Avenue site compounds).</li> <li>– Access to businesses and blocking of entries and exits by trucks using compounds.</li> <li>– Air pollution and dirt from construction site compounds.</li> <li>– Health issues from construction site compounds located close to residences such as the Graham Avenue compounds.</li> <li>– The potential for staff to leave and dump rubbish on and around construction site compounds.</li> <li>– Construction vehicles/trucks potentially using Beupaume Rd (Moorebank Avenue site) concern that further use by more trucks would render the road useless.</li> </ul> </li> <li>• Concern about the possible restriction of access to underpasses and the on-motorway cycleway during construction. <ul style="list-style-type: none"> <li>– Concern about the possible closure of De Meyrick Road underpass not only for vehicles but also pedestrian and bicycle users. The underpass is heavily used by schoolchildren walking to school.</li> <li>– Some concern about night work at Nuwarra Road Bridge and disruption to local residents.</li> </ul> </li> <li>• Concern about construction impact of variable message signs other than noise. For example: <ul style="list-style-type: none"> <li>– Congestion of surrounding local roads caused by construction vehicles.</li> <li>– Safety concerns about possible excavation work.</li> <li>– Concerns about the electricity access for variable message signs.</li> </ul> </li> </ul>