

Subject:

RE: M12 EIS exhibition - WSPP comments

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Sent: Wednesday, 27 November 2019 12:42 PM

Cc: Kye Sanderson <Kye.Sanderson@planning.nsw.gov.au>; Anthony Pizzolato <Anthony.Pizzolato@planning.nsw.gov.au>

Subject: FW: M12 EIS exhibition - WSPP comments

Hi Naomi,

Thank you for allowing us the opportunity to provide feedback on the M12 Motorway EIS. These comments are from the Western Sydney Planning Partnership (WSPP) and also build upon comments previously provided by Philip Graus on behalf of the WSPP and Greater Sydney Commission (GSC).

The M12 will comprise a new east-west motorway approximately 16km in length between the M7 Motorway near Cecil Hills and The Northern Road at Luddenham. The M12 Motorway will serve as a major access route to the Airport and connect to Sydney's motorway network. The motorway is planned for four lanes (two in each direction) with provision for up to six lanes (three in each direction).

Previous engagement with the WSPP

- **80% Urban Design Report Review:** Philip Graus on behalf of the WSPP and GSC reviewed the Urban Design Report for the M12 when it was at 80% completion. This feedback was provided to the RMS project team on 4 March 2019.
- **SEARs consistency check:** The DPIE Assessment team provided the WSPP with a copy of the EIS to assist with a consistency check against the SEARs. WSPP feedback was provided on 29 August 2019. The WSPP also meet with the DPIE Assessment team on 19 August 2019 to discuss the M12 project and work being undertaken by the WSPP on the Aerotropolis.
- **Public exhibition of the EIS:** The EIS was placed on public exhibition until 18 November 2019.

Gaps from feedback previously provided

The majority, but not all, of the issues raised by the WSPP have been addressed. The following issues remain unresolved:

- The EIS identifies Premiers Priorities for *Better Environment – Greening public spaces* and *Better Environment – Greener public spaces* (Section 3.1.2 on p.18 of the EIS) but does not explicitly explain how the project will contribute to achieving it. Further explanation is needed.
- Potential land isolation continues to be an issue for areas around the approach towards the Airport site due to the alignment of the M12 and Sydney Metro Greater West (see Figure 1 below). Approach to land affected will need to be defined as detailed planning investigations for the Aerotropolis progresses.
- The EIS identifies that the project will involve the removal of approximately 960 trees but that new tree planting will result in a net increase in trees (p.413 EIS). However, it is unclear how this will be achieved as an indicative figure of the number of new tree plantings is not provided.

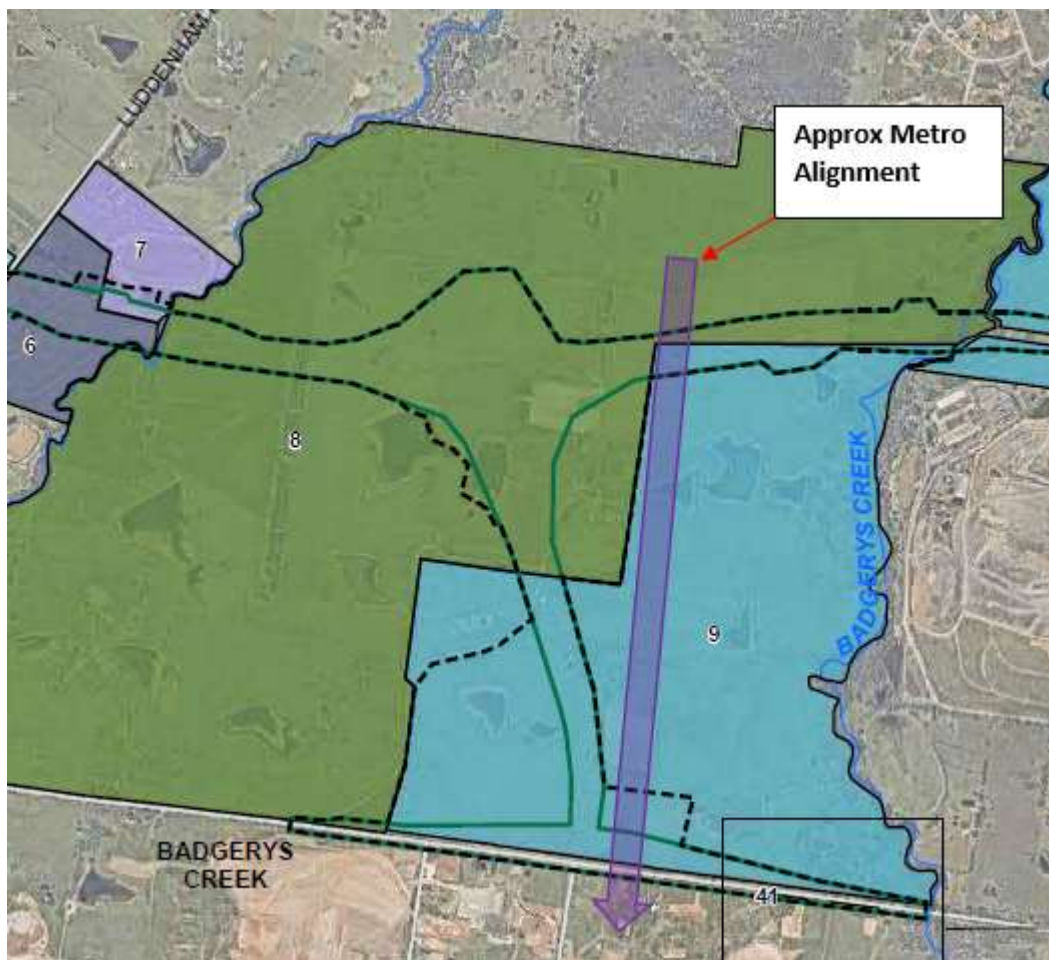


Figure 1: Potential isolated land on approach to the Airport site

Flooding and cumulative impacts

- The EIS correctly identifies the cumulative effect major infrastructure projects and other development in the area can have on water flows during flood events (Section 7.8 of the EIS). In general it is anticipated that major developments in the area will increase catchment runoffs during flood events. Projects identified that will contribute to the cumulative flood impacts in the area include the Western Sydney Airport, Sydney Metro Greater West, The Northern Road upgrade, Elizabeth Drive upgrade, Mamre Road upgrade and Outer Sydney Orbital along with major land releases including the Western Sydney Aerotropolis, South West Growth Area and Western Sydney Employment Area. As planning for the Aerotropolis progresses, there will be a need for the WSPP and partners including Councils, Sydney Water and INSW, to consider how the cumulative effect that development in the area has on flood levels.
 - **Suggestion for further work by RMS project team:** At a minimum, M12 flood impact should take into account to account any other work undertaken for transport cluster projects.

Issues for the WSPP to work with the RMS project team on

- **Future land uses along the M12 corridor:** the EIS discusses future land uses along the M12 corridor by referring to those contained in the Stage 1 Western Sydney Aerotropolis LUIIP, including reference to the potential land uses including flexible employment, non-urban land, etc. The WSPP will advise the RMS project team of updated proposed zones along the M12 corridor that will be contained in the Western Sydney Aerotropolis Plan (WSAP).
- **Active transport integration:** A continuous active transport corridor will be provided along the portion of the M12 corridor running through the Aerotropolis. However, integration of this into a broader active transport network is not addressed. The WSPP can work to inform how active transport can link to a broader network, in particular at crossings with Creeks and a future Blue Green grid framework for the Aerotropolis, as detailed precinct planning progresses.

Kind regards
David

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