

M12 RtS – WSPP comments

The Response to Submissions (RtS) report for the M12 Motorway project sets out responses, and where applicable amendments, made in response to issues raised during the exhibition of the EIS for the M12 Motorway. The following table lays out the responses to issues raised by the WSPP. Issues raised have broadly been resolved and the WSPP will continue to work with TfNSW as detailed planning for the Aerotropolis and detailed project design for the M12 Motorway continues to progress.

Issue	Response	WSPP comment
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.	<p>The project would support the NSW Premier’s priority, ‘Better environment: Greener public spaces’ by promoting the creation of a network of high-quality open spaces that supports recreation, biodiversity and waterway health through the provision of a shared user, revegetation strategy and the implementation of surface water quality measures.</p> <p>In addition the project would also support the NSW Premier’s priority, ‘Better environment: Greening our city’, through the landscape revegetation strategy. This strategy provides an opportunity to strengthen remnant vegetation along creeks and floodplains, such as the interface at South Creek, and at major interchanges along the project which would contribute to the vision of the Green Grid and ultimately increase tree canopy cover in this location in western Sydney.</p>	Issue acceptably resolved.
The EIS discusses future land uses along the project 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 TfNSW project team of updated proposed zones along the project that will be contained in the Western Sydney Aerotropolis Plan (WSAP).	TfNSW would continue to consult with WSPP around future proposed zoning.	Noted. Precinct Plans to be released for public exhibition in late 2020 build upon the WSAP and rezoning’s applied through the Western Sydney Aerotropolis SEPP. This includes detail on how urban development in the area will interface with the M12 and other transport projects.

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<p>A continuous active transport corridor will be provided along the portion of the project running through the Western Sydney 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 Western Sydney Aerotropolis, as detailed precinct planning progresses.</p>	<p>The project would create a motorway and shared user path network that connects existing services and provides for future strategic, district and local centres, public transport hubs, and residential areas. TfNSW is considering how future connections could be integrated into the proposed shared path along the M12 Motorway.</p> <p>TfNSW has been in early consultation with Greater Sydney Commission regarding opportunities to improve green grid connections in western Sydney as part of planning for transport corridors. TfNSW would continue to work with WSPP to integrate the project into the broader active transport network and investigate opportunities to support the Blue Green Grid as it continues to be developed.</p>	<p>Noted and supported.</p>
<p>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.</p>	<p>As described in Section 7.3.8 of the EIS, TfNSW is committed to new tree planting that would result in a net increase of trees and therefore canopy cover. This commitment is demonstrated by the preparation of a tree management strategy which outlines measures to minimise and avoid tree removal and requirements for replacement trees (see LVIA15 in Table 6-1). The exact number of plantings is currently unknown, however and would be developed during detailed design and under the UDLP prepared under the project approval (if approved).</p> <p>Where possible, seed would be sourced from within the project footprint and the local area. TfNSW has commenced a seed collection programme and would work with the Western Sydney Parklands to identify the best areas to collect these seeds within the Parklands. Bush regeneration would be carried out by</p>	<p>Noted and suggested that a condition of the approval include that the (Urban Design and Landscape Plan) UDLP demonstrate how the tree management strategy will enable an overall increase in tree canopy cover.</p>

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	<p>a suitably qualified bush regeneration company.</p> <p>The project would draw upon existing vegetation patterns and characteristics of vegetation communities to implement new tree planting along the project footprint, where space permits. The revegetation strategy provides an opportunity to strengthen remnant vegetation along creeks and floodplains, such as the interface at South Creek, and at major interchanges along the project which would contribute to the vision of the Green Grid and ultimately increase tree canopy cover in this location in western Sydney.</p>	
<p>Potential land isolation continues to be an issue for areas around the approach towards the Airport site due to the alignment of the M12 Motorway and Sydney Metro – Western Sydney Airport. Approach to land affected will need to be defined as detailed planning investigations for the Western Sydney Aerotropolis progresses.</p>	<p>Access has been provided to all parcels of land impacted by the project either via an underpass or changed access arrangement.</p> <p>The amended project would incorporate the two new signalised intersections (subject to funding from WSA Co and adjoining developers) that would provide for an additional connection west and east of the airport access road, and north of Elizabeth Drive. These intersection would aid in providing access to the properties between the project and the proposed Sydney Metro – Western Sydney Airport. Further details are provided in Chapter 3 of the amendment report.</p> <p>The integration of the project into Western Sydney Aerotropolis and surrounding growth areas was based on the available information at the time. TfNSW has participated in regular consultation with Western Planning Partnership to discuss district plans and how best to integrate the development of transport projects with the WPP's</p>	<p>Issue resolved. The alignment of the M12 and Sydney Metro – Western Sydney Airport around the approach to the northern approach to the airport site have been incorporated into the draft Precinct Plan for the Northern Gateway to be publicly exhibited in late 2020.</p>

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	<p>strategic planning for the Western Parkland City.</p> <p>Road connectivity to support the Western Sydney Aerotropolis, South West Growth Centre and other planned employment precincts would be a function delivered by a combination of the motorway, arterial road, and the local road network. Future road network plans are also being developed by WSPP. TfNSW would work with WSPP and strategic planning divisions within DPIE to integrate the M12 Motorway and the arterial roads with the future local road network.</p>	
<p>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 International Airport, Sydney Metro – Western Sydney Airport, 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 WSEA.</p> <p>As planning for the Western Sydney Aerotropolis progresses, there will be a need for the WSPP and partners including Councils, Sydney Water and INSW, to consider how the cumulative</p>	<p>Section 7.8.5 of the EIS has taken into account the cumulative flooding impacts based on available data. The current design of the project exceeds the minimum 1 in 100 year ARI flood immunity requirement (due to the design having been governed by road geometry and other design requirements) and therefore provides some excess capacity to accommodate larger flows as a result of future development within the catchment. Further flood investigations and hydrological and hydraulic modelling would be carried out during detailed design and would include any recent data that is available from regional studies or nearby development. TfNSW would continue to work with nearby projects to minimise cumulative impacts on nearby communities.</p>	<p>Noted. The WSPP will also share the findings with TfNSW of flood studies being carried out to support precinct planning in the Aerotropolis as they become available.</p>

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<p>effect that development in the area has on flood levels.</p> <p>At a minimum, the assessment of flood impacts for the project should take into account any other work carried out for transport cluster projects.</p>		