

Attachment

The connection between the M12 Motorway and Elizabeth Drive (Option 2)

Council notes that the proposed amendments include design changes to Elizabeth Drive and Cecil Road intersections, proposed exit ramps, the Wallgrove Road connection to Elizabeth Drive and proposed shared user path realignments. In addition, the revised design includes Option 2 which would provide a direct connection between the M12 Motorway and Elizabeth Drive near the M7 Motorway interchange.

Council supports this option providing direct connection between the M12 Motorway and Elizabeth Drive. This would provide essential local access to the Western Sydney Airport via the M12 Motorway. It will transfer up to 60 % of traffic demands from Elizabeth Drive to the M12 Motorway and alleviate increasing traffic congestion and provide additional capacity to facilitate future developments along Elizabeth Drive.

Without this connection, local residents will not be able to access the M12 Motorway due to its limited connections at the M7 Motorway, The Northern Road and the Western Sydney Airport.

Recommendation 1

Council would like to request that project includes the connection between the M12 Motorway and Elizabeth Drive and is funded and constructed, in order to achieve the project objectives and outcomes.

Consultation is required with Council for detailed design of the amended project (Option 2), including the proposed Elizabeth Drive and Cecil Road intersection and on/off ramps from the M12 Motorway to Elizabeth.

Visual and Noise impact on Cecil Hills residents

Council notes and supports the revised design which will lower the M7 Motorway southbound exit to M12 Motorway westbound, and the M7 Motorway southbound entry from M12 Motorway eastbound, near Cecil Hills.

The revised EIS indicates that the design of the ramp would continue to be refined during detailed design to minimise noise and visual impacts on Cecil Hills residents.

Recommendation 2

- a) It is requested that TfNSW continues to work with Council on the detailed design for the project to include features that would ensure that noise and visual impacts on Cecil Hill residents are minimised.
- b) TfNSW to organize additional information for the Cecil Hill residents on how the project has been modified to minimise their concerns.

Construction Traffic Management

The traffic analysis shows that Elizabeth Drive and Devonshire Road will be operating at Level of Service F with delays of 368 seconds in AM peak and 771 seconds in PM peak during construction. Motorists will experience up to 12.85 minutes delays at this intersection for four (4)

years (during construction). This will increase risks and potential causality crashes at the intersection.

Recommendation 3

Council requests an interim intersection treatment (i.e. either traffic signals or roundabout) to be provided at the intersection to improve road safety along Elizabeth Drive during construction.

Other construction related conditions are to be included in the determination.

- c) A community communication and consultation strategy is to be developed in consultation with Council for major construction activities and regular project updates.
- d) Prior to commencement of the road works, a Construction Traffic Management Plan (CTMP) which includes culminated traffic impact of other construction activity in the local area is to be prepared and discussed with Transport Management Centre and Council.

Note: A copy of the Traffic Control Plan shall accompany the Notice of Commencement to Liverpool City Council.

- e) TfNSW should advise Council for any activity that might impact on traffic flows along Elizabeth Drive and the M7 Motorway.

Future motorway interchange at Elizabeth Drive/Mamre Road/Devonshire Road

Council welcomes that TfNSW has made a provision for future interchange at Elizabeth Drive/Mamre Road/Devonshire Road.

A significant amount of economic activity is expected to happen in Western Sydney Aerotropolis and the Western Sydney Employment Area in the near future. This will take place due to the growth that is being planned for this region. Elizabeth Drive will likely need to be upgraded to facilitate the movement of increased local and industrial traffic, but much of this traffic is expected to be travelling from the M7 to business parks along Mamre Road.

An interchange between the two major thoroughfares is therefore, recommended to remove through traffic from Elizabeth Drive, where the motorway would provide a safer means of facilitating the movement of heavy vehicles, and to support further economic activities. Devonshire Road is planned to be a future major north-south arterial road to serve the South-West Growth Centre. This interchange with the Devonshire Road link will provide the motorway access to the growth areas and become a catalyst for business to grow.

Recommendation 4

Council recommends that the construction of this interchange is to be fast-tracked in order to support the forecast growth of population and developments of agribusiness, freight and logistic industry and advanced manufacturing in Western Sydney Parkland City.

Pedestrian and cycle route

It is noted that pedestrian and bicycle routes are incorporated within the concept design of the motorway as a shared path. Council is very supportive of the construction of high quality grade-separated active transport links for new motorway corridors, such as the M12. This proposed shared path must integrate with existing and planned pedestrian and bicycle networks within the

area, particularly in proximity to the Western Sydney Parklands. The shared path network along the proposed motorway corridor should minimize the number of underpasses and overpasses with the motorway.

Similar design quality aspect utilised for the M7 corridor should be applied to the design of the M12 shared path. This should include: a requirement that all bike paths are to be grade separated with any intersecting roads, a high level of quality lighting, a smooth surface (suited to bicycles with no suspension and low profile tyres travelling at speed), designing gentle curves, and minimizing steep gradients, whilst still respecting natural topography. Generous landscaping, and more importantly, canopy trees should be planted alongside any shared path to improve amenity and ensure that paths are climatically comfortable to be used all-year round. Tree species within close vicinity of the airport will need to be selected so as to minimise the potential for wildlife-strike from planes.

Council notes that a portion of pedestrian and cycle route will be located within Western Sydney Parkland and constructed by the Western Sydney Parkland Trust.

The proposed share path is to integrate with existing and planned pedestrian/bicycle networks within the surrounding areas, such as Western Sydney Aerotropolis precincts, the Western Sydney Parklands and the M7 Motorway.

Further details of the shared path and how it would connect with the existing cycle network of the area. Opinion from relevant association, club and community groups can also be reviewed.

Recommendation 5

High standard commuting cycle route is to be designed and constructed, including a high level of quality lighting, tree canopy, smooth surface, and stopping facility. Detailed designs of the proposed shared path along the M12 Motorway and the cycle route within the Western Sydney Parkland are to be provided to Council for review.

Consultation is required with the Department of Planning, Industry and Environment, Councils, and the WSPT to ensure that provision is made for future connections to the M12 Motorway shared path and crossings near the proposed bridges along the motorway.

Planning proposal at 1400-1480 Elizabeth Drive, Cecill Park (Lot 1 to 9 DP1054778)

The proposed M12 motorway corridor runs through properties at 1400-1480 Elizabeth Drive, Cecill Park (Lot 1 to 9 DP1054778). A planning proposal (RZ 3/2019) has been submitted to Liverpool Council to amend the land use zoning of the site from Primary Production (RU4) to Light Industrial (IN2). The planning proposal is currently under assessment of Council.

The proposed M12 motorway corridor will divide the subject site into two separate areas on either side of the corridor.

Recommendation 6

Consultation is required with the landholder for access to the subject site. Necessary arrangement should be made to ensure vehicular access to the two separated areas.

Landscaping

Urban heat is evident in Western Sydney region. Large paved areas are known contributors to urban heat and increasing tree canopy cover is considered as one of the preferred solutions to tackle this urban heat. A landscaping plan should be prepared for the full length of the motorway, with an aim to provide broad canopied trees which maximises the extent of shading on the carriageway. Increasing tree canopy cover and planting of shading trees along the motorway corridor should be incorporated in the landscaping plan.

Consideration should be given to providing barriers at the sides and median of the motorway, rather than providing clear zones, to ensure that canopy cover is maximised. Incorporation of passive irrigation, swales and other WSUD approaches must be considered to maximise vegetation health, reduce water pollutant discharge and to maximise a closed loop water management cycle.

Where possible, large canopy tree plantings should be incorporated within the project footprint. The Liverpool LGA currently has less than 10% canopy coverage which contributes significantly to the urban heat island effect. The premier's priority of 40% canopy coverage should be achieved within all new proposals. Where existing canopy coverage does not meet 40%, additional native tree plantings should be considered to not only re-establish the existing landscape character but strengthen it.

Frangible planting should be provided within the verge of proposed at-grade roads to help slow or stop errant vehicles, before they hit non-frangible objects. Generally, trees and shrubs with a mature trunk diameter of less than 100 millimetres at around 500 millimetres above ground level are considered frangible.

Where vegetation has been removed to accommodate a road widening and/or realignment, appropriate endemic species should be reintroduced to an equivalent or greater quantity to re-establish the existing landscape character and subsequent ecological communities.

In circumstances where extensive vegetation clearing occurs, TfNSW is to ensure that an equivalent or greater quantity of native vegetation, specifically trees are to be replanted as part of the proposed works. Where the new road corridor disrupts an existing vegetated area, proposed plantings are to occur within proximity to the site of removal.

New fill batters should incorporate low-maintenance native plantings to soften the transition from the proposed road to the existing ground plane. A well-designed landscape will help stabilise slopes and minimise erosion. Where possible, large canopy trees should be included in fill batters, particularly in circumstances where trees have been cleared as part of works.

Viewpoint 26 indicates a significant visual impact on the site from the proposed interchange bridges and road alignments. Additional tree plantings and other native vegetation are provided to soften the effect of the proposed interchange and bridge structures on the surrounding rural character. Reinstating native vegetation will contribute to reducing both the visual and noise pollution introduced by the new road and helps integrate road into its setting.

The project is to incorporate groundcovers, hedges and grasses as part of the planting palette. These are generally preferred to short cut grass in rural areas for ecological and aesthetic reasons as well as the cost of maintenance.

Viewpoint 29 indicates the removal of significant active transport infrastructure at the cost of a potential road widening (with no additional lanes are being added). Ensure that the existing cycleway infrastructure is being re-established within the proposed road widening and the proposed works do not undermine the existing active transport network.

Recommendation 7

A detailed landscape plan should be prepared for the entire project site and submitted to Council for review, with the goal of providing large canopy trees to maximise the extent of shading on the carriageway. Increasing the tree canopy cover and planting of shade trees along the motorway corridor should be incorporated in the landscaping plan. The landscape plans should be prepared by a suitably qualified AILA registered Landscape Architect in accordance with latest industry standards and best practice guidelines.

An assessment of the existing/proposed tree canopy cover for the project is to be carried out, which includes a comparison between the extent of vegetation to be removed as part of the overall works and the proposed canopy coverage to be incorporated within the proposal. The project must meet the premier's priority of 40% canopy coverage and demonstrate a significant increase in overall vegetation within the project footprint.

Flooding

The proposal will increase flood level of Badgerys Creek upstream of Elizabeth Drive by up to 75m in 1 in 100 years ARI flood event.

Recommendation 8

Council requests TfNSW to carry out the following:

- a) Refining the design to minimise impact of flooding during the detailed design;
- b) Identifying private properties those will be adversely impacted by flooding due to the proposed work, and
- c) Consulting property owners of the properties those will be adversely impacted by flooding and obtain written consent stating the understanding of flood impact and no objection for proposed development.

Local Employment

Council notes that the project would create 600-800 direct jobs along with a significant number of indirect jobs. Council acknowledges the approach for supporting local employment and relevant skill development model in cooperation with TAFE.

Recommendation 9

Council's City Economy Unit is available to support TfNSW in engaging with our local businesses during both the construction stage and operational stages, to maximise local job and training outcomes related to the project.

Recommendation 10

Appropriate measures should be included to avoid the risk of distracting aircraft pilots landing or, taking off from Western Sydney Airport. Motorway design should further consider minimising light spill from the motorway and from travelling vehicles.

Community Communication

The response document states, a Community Communication Strategy would be prepared for the project to facilitate communication with the local community including relevant government agencies, adjoining affected landowners, business and other stakeholders that may be affected by the project.

Council acknowledges this approach and recommends keeping the consultation feedbacks open for general public and integrated.

Recommendation 11

A telephone hotline and information service should be established to provide regular project updates to the community and to respond to queries and concerns in regards to the project. This will assist in notifying the local community of any proposed road closures, reports of dust/construction issue and any further traffic management issues in the planning and delivery phases of the project.

Recommendation 12

It is recommended that a detailed social impact assessment be carried out as part of the project.