29 October 2010

Director of Infrastructure Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam,

M5 West Motorway Submission

Thank you for the opportunity for Bankstown City Council to comment on the proposed expansion of the M5 West Motorway and the associated Environmental Assessment Report.

At its meeting on 26 October 2010, Council resolved to prepare a submission based on the following issues:

1. **Relationship with the entire M5 Corridor** - Council seeks the Department of Planning to assess the impact of the M5 West Motorway application in the context of the entire M5 Motorway Corridor, and particularly the need to complete the M5 East.

2. **Congestion to the Milperra-Bankstown Airport Specialised Centre** - Council seeks the current application to investigate the provision of direct on/off ramps to the Specialised Centre, e.g. at the Beaconsfield Street overpass, that will allow direct freight movements, and investigate the expansion of Henry Lawson Drive, in light of the anticipated future growth in the Specialised Centre.

3. **Congestion on other regional roads linked to the M5 West** - Council seeks the current application to address the more serious bottlenecks at connecting Metropolitan roads through the construction of a grade separation at the intersection of Stacey Street and the Hume Highway, and the widening of Stacey Street between the Hume Highway and Macauley Avenue.

4. **Outstanding issues from the previous M5 construction works** - Council must be a strategic stakeholder that the Department of Planning works with to resolve the outstanding issues as part of this application.

5. **Environmental impacts resulting from the proposed works** - Council seeks the relocation of the drainage basins away from endangered ecological communities and wetlands, completion of a comprehensive survey of the Green and Golden Bell Frogs, and the implementation of effective stormwater treatment systems.

7. Construction noise impacts - Council seeks the Department of Planning to inform Council and the affected property owners about the proposed noise mitigation works and management plans to reduce noise levels.

8. Depot noise impacts - Council requests noise mitigation details to be discussed with Council and the property owners affected by the depots.

9. Operational noise impacts - Council seeks further clarification regarding the impacts of the proposed mitigation works.

As part of the submission, Council has outlined the issues in greater detail in Attachment A.

If you have any questions, please contact James Carey, Manager, Sustainable Development Unit on 9707 9606.

Yours faithfully,

Luke Nicholls
General Manager

Enc. Attachment A - Bankstown City Council’s Issues and Concerns
Attachment A - Bankstown City Council - Issues and Concerns

In considering the proposal, Bankstown City Council raises the following issues and concerns that the Department of Planning must address prior to determining the Part 3A application.

1. Relationship with the entire M5 Motorway Corridor

On 12 August 2010, the M5 Task Force was formed comprising of the councils and regional organisations of councils along the M5 Motorway Corridor. The focus of the Task Force is to advocate for action and integrated transport solutions to address the economic, environmental and social issues associated with the M5 Motorway.

The M5 Motorway Corridor has existing and future challenges that needs consideration with this application, namely:

- Existing congestion, long delays, capacity use and slow vehicular movement at peak times.
- Projected 200,000 additional dwellings by 2031.
- Additional 3.2M truck movements by 2020 from Port Botany expansion in 2012.
- Doubling passenger and freight movement Sydney Airport by 2029.
- Intensification of major industrial areas.

On 13 October 2010, the Task Force resolved to:

- Operate as a non-partisan group seeking the best economic, transport, environmental and social outcomes for the M5 Motorway Corridor.
- Seek a firm timing commitment for coordinated expansion of the entire M5 Motorway Corridor.
- Seek commitment to wider freight and public transport strategies to complement the M5 Motorway expansion.
- Seek Commonwealth funding commitment due to the importance of the Corridor to the national economy.
- Meet with NSW Roads Minister and the Federal Transport Minister and their Opposition counterparts.
- Combine resources to prepare detailed briefing information.

In addition to the issues raised by the Task Force, Council seeks the Department of Planning to assess the impact of the M5 West Motorway application in the context of the entire M5 Motorway Corridor, and particularly the need to complete the M5 East Motorway.

2. Congestion to the Milperra-Bankstown Airport Specialised Centre

The Metropolitan Strategy identifies the Milperra industrial area and Bankstown Airport as a Specialised Centre. This precinct currently supports around 15,400 jobs over 560 hectares of land. By 2031, the Metropolitan Strategy has set a target of an additional 4,000 new jobs in the Centre. This
will attract additional freight and vehicle movements to and from the M5 Motorway.

At present, the Specialised Centre has limited vehicle access to the M5 Motorway, namely, Henry Lawson Drive and The River Road. These two regional roads are located predominantly within residential areas and are operating at capacity. Any increase in traffic levels will worsen the congestion and potentially undermine the attractiveness of the Specialised Centre as a place to invest and create jobs.

In addition, the proposal does not consider the proposed intensification of activities at the Bankstown Airport, as outlined in the 2010 Bankstown Airport Preliminary Draft Master Plan.

Council seeks the current application to investigate the provision of direct on/off ramps to the Specialised Centre, e.g. at the Beaconsfield Street overpass, and duplication of Henry Lawson Drive from the M5 West Motorway to the Hume Highway. This will allow direct freight movements between the M5 Motorway and the Milperra-Bankstown Airport Specialised Centre, and alleviate existing congestion at the intersections such as The River Road and Canterbury Road, and Henry Lawson Drive and the M5 West Motorway.

Further, Council seeks the current application to investigate the need to increase the traffic capacity of Henry Lawson Drive, between the M5 West Motorway and the Hume Highway, by duplicating the traffic lanes.

3. Congestion on other regional roads linked to the M5 West

The M5 West Motorway is part of a larger regional road network and its performance is dependent on the regional network operating efficiently. Currently, there are 'bottle-necks' occurring on the regional roads connected to the M5 West Motorway that is causing the congestion on the regional road network. The congestion is caused by the 'bottle-necks' at Fairford Road, Stacey Street, Canterbury Road and Hume Highway.

Council's concern is that the proposal does not consider the growth that is to occur at these locations over the next 25 years, as identified by the Metropolitan Strategy and the Metropolitan Transport Plan. This includes:

- Intensifying the Bankstown CBD to becoming a Major Centre with 3800 new dwellings and 4000 new jobs. This is addition to the Department of Planning's direction to accommodate an additional 22,000 new dwellings in the City of Bankstown.
- Intensifying the industrial and residential land uses along the Hume Highway Enterprise Corridor.
- The 24-hour operation of the Enfield intermodal freight terminal.
- The critical role of Stacey Street and Fairford Road in accommodating increased north-south traffic between Parramatta and Wollongong.

The cumulative effect of this growth means that the 'bottle-necks' at the connecting points to the M5 Motorway (including Fairford Road, Stacey Street, Canterbury Road and Hume Highway) will worsen.
Council seeks the current application to address the more serious bottle-necks at connecting Metropolitan roads via:

- The construction of a grade separation at the intersection of Stacey Street and the Hume Highway, which is a major bottle-neck in the region.
- The widening of Stacey Street between the Hume Highway and Macauley Avenue.

4. Outstanding issues from the previous M5 Motorway construction works

The existing M5 West Motorway has outstanding problems that should be resolved as part of the current application. The issues are:

a) The beautification of M5 West Motorway exit to Fairford Road

The M5 West Motorway exit to Fairford Road is an important gateway to Bankstown LGA, however, it is dominated by concrete with no vegetation.

The RTA is proposing some plantation on the intersection, however, no specific details are outlined in the Environmental Assessment Report.

b) Drainage problems at property No 191 Beaconsfield Street in Milperra

Despite the scope of the M5 West Motorway project, the RTA has not rectified problems resulting from the previous construction works on the M5 Motorway. The property located at No 191 Beaconsfield Street in Milperra has on-going drainage issues. This issue has been discussed with the RTA previously on 31 July 2009 but remains unresolved.

Council must be a strategic stakeholder that the Department of Planning works with to resolve the outstanding issues as part of this application.

5. Environmental impacts resulting from the proposed works

The application proposes the construction of drainage basins on endangered ecological communities, wetlands and habitats of the endangered Green and Golden Bell Frogs.

Council is concerned that the drainage basins will impact the surrounding vegetation due to the contaminants contained in the run-off. The application is proposing to drain the treated run-off from the basin into the Georges River and the Salt Pan Creek. There is evidence that shows the negative impact on surrounding vegetation of the existing drainage basins next to Salt Pan Creek.

Further, a new drainage basin is proposed in an area containing the River Flat Eucalypt Forest endangered ecological communities (EECs), near the Georges River. The River Flat Eucalypt Forest is a threatened species under the NSW Threatened Species and Conservation Act 1995 and any construction should avoid the EECs.
In addition, the application does not include adequate investigation into the habitat of the endangered Green and Golden Bell Frogs. The recommendations in the Environmental Assessment Report are based on a fauna survey that was completed on the road corridor and not the surrounding areas. The Green and Golden Bell Frogs are more likely to live near waterways surrounding the road corridor and therefore, a comprehensive fauna survey should be completed prior to finalising the construction design and location of the drainage basins.

Council seeks the relocation of the drainage basins away from endangered ecological communities and wetlands, complete a comprehensive survey of the Green and Golden Bell Frogs, and implement effective stormwater treatment systems.

6. Traffic safety on the M5 Motorway

The RTA is proposing to replace the wire rope central barriers on the M5 Motorway Corridor with concrete barriers. Council is concerned that the concrete barriers are considered to be more hazardous in an event of an accident and will have less room to manoeuvre compared to wire rope central barriers.

Council seeks the installation of the wire rope barriers instead of the concrete barriers.

7. Construction noise impacts

The RTA is proposing to deliver the M5 West Motorway expansion in two years and recommends noise mitigation works for adjoining residents. Council is concerned that the noise impact will exceed the acceptable noise levels during the day and night.

Council seeks the Department of Planning to inform Council and the affected property owners about the proposed noise mitigation works and management plans to reduce noise levels.

8. Depot noise impacts

The application has identified the following 24-hour depots in the City of Bankstown:

<table>
<thead>
<tr>
<th>Location</th>
<th>Purpose</th>
<th>Noise Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaconsfield Road, Milperra (near 98 Marigold Street, Milperra)</td>
<td>Main office and material layouts</td>
<td>High - trucks may enter via The River Road and Beaconsfield Road, which is predominantly residential.</td>
</tr>
<tr>
<td>Near 80-84 Gibson Avenue, Bankstown</td>
<td>Satellite office and material layouts</td>
<td>High - there are residential properties directly opposite Gibson Avenue.</td>
</tr>
<tr>
<td>Kelso Tip - Bransgrove Road, Panania</td>
<td>Satellite office and material layouts</td>
<td>Low - Minimal as there are no adjoining residential properties and the site is accessible from the M5 via Henry Lawson Drive.</td>
</tr>
</tbody>
</table>
Council is concerned that the activities from Gibson Avenue depot will have a negative noise impact on the residential dwellings along Gibson Avenue. In regards to the Beaconsfield Road depot, Council is concerned that heavy vehicles will utilise the residential streets during the night, specifically, through the M5 exit ramp on The River Road and travel west through the residential portion of Beaconsfield Road.

Council requests noise mitigation details to be discussed with Council and the property owners affected by the depots.

9. Operational noise impacts

The proposed widening will increase the noise impacts on the surrounding residents because there is less buffer between the road corridor and the dwellings, and there will be an increase in traffic on the M5 West Motorway.

To reduce the noise impact of the M5 West Motorway, the RTA is proposing the following noise mitigation works in Bankstown:

- Increase noise barrier from the existing 2m to 5m between Queen Street and Beaconsfield Road.
- New 4m high noise barrier between Horsley Road and Panania North Public School.
- Architectural treatments such as installing fresh air ventilation, sealing of wall vents, and window and door seals for the following number of properties:

<table>
<thead>
<tr>
<th>Sections of the M5 Motorway Corridor</th>
<th>No. of properties</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. West of Henry Lawson Drive, south of the M5</td>
<td>40</td>
</tr>
<tr>
<td>2. HLD to Horsley Road, north of the M5</td>
<td>12</td>
</tr>
<tr>
<td>3. Horsley Road to Fairford Road, south of the M5</td>
<td>31</td>
</tr>
<tr>
<td>4. Queen Street to the River Road (including Sir Joseph Banks Public School), north of the M5</td>
<td>11</td>
</tr>
<tr>
<td>5. Fairford Road to Belmore Road, north of the M5</td>
<td>6</td>
</tr>
</tbody>
</table>

Council is concerned that the new changes to the noise barriers and installation of architectural treatments will have a negative impact on the amenity of the residents, such as limiting solar access into a dwelling.

Council seeks further clarification regarding the impacts of the proposed mitigation works.
Dear Mark,

As part of the M5 West Widening Project exhibition, please find Bankstown City Council’s submission in the attachments. The hard copy of the submission is in today’s mail.

If you have any questions, please contact me on 9707 9489.

Yours sincerely,

Kyou Won Rhee | Strategic Planner | Sustainable Development | City Planning and Environment | Bankstown City Council |
P 02 9707 9489 | F 97079587 | E kyouwon.rhee@bankstown.nsw.gov.au

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Our ref: OUT10/15278
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Mr Michael Young
Senior Planning Officer, Infrastructure Projects
NSW Planning
GPO Box 39
SYDNEY NSW 2001

Dear Mr Young

Exhibition of Environmental Assessment – M5 West Widening Project (MP10_0052)

Thank you for your letter dated 20 September 2010 requesting Industry & Investment NSW (I&I NSW) comment on the environmental assessment (EA) for the proposed M5 West Widening Project. This is a co-ordinated response from the former NSW Department of Primary Industries including agriculture, fisheries and minerals concerns.

Agriculture
A recent publication by I&I NSW – Agriculture provides a reference for agricultural issues for your information.

Fisheries
Considering the provisions under the Fisheries Management Act 1994 and the Policy and Guidelines Aquatic Habitat Management and Fish Conservation 1999, the Department has no objections to these works, provided that the ‘Environmental Management’ and ‘Water Management and Soils’ measures within the draft Statement of Commitments are implemented and included in any approval of these works. The implementation of these measures should mitigate potential impacts on aquatic habitats from this proposal.

Minerals
There are no minerals issues concerning this proposal.

For any further information please contact Carla Ganassin on (02) 9527 8552 or carla.ganassin@industry.nsw.gov.au.

Yours sincerely

Bill Talbot
Director, Fisheries Conservation and Aquaculture

29 October 2010