



Secretary
Department of Planning Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Director, Transport Assessments DPIE

Dear Mr Betts,

Thank you for the opportunity to provide input to the M12 Motorway Environmental Impact Statement (EIS).

South Western Sydney Local Health District recognises the positive and negative impacts that the M12 Motorway and shared path will have on the short and long term health outcomes of our communities.

We would like to acknowledge the excellent provisions made for pedestrians and cyclists with the inclusion of a shared path in the plans. To maximise the use of this community infrastructure we have included some recommendations and considerations in the attached table.

Recommendations relating to air and water quality, and noise and vibration are also included in the attached table.

For further information or questions please contact Jennie Pry, Manager Healthy Places on 8738 5702 or jennie.pry@health.nsw.gov.au.

Regards

Stephen Conaty
Director Population Health

Date: 18/11/19

South Western Sydney Local Health District acknowledges the traditional owners of the land.

Page Number/ Section	Comments/Recommendations
Section 5.21	<p>Reference is made on this page to a shared user path “about” four meters wide. We support the shared user path being four metres wide, to ensure the safety and amenity of all pedestrians, cyclists and other micro-mobility options such as e-scooters, mobility scooters, etc.</p> <p>For the safety of all shared path users, we also recommend the shared path has speed signage and centreline delineation¹.</p>
	<p>We support diversion of the shared path through the Western Sydney Parklands, particularly to reduce the gradient of the path as it reaches the M7. This will be important to increase accessibility of the path to a wider population than the “serious” cyclist.</p> <p>Maximising accessibility to the shared path is important for increasing physical activity levels and recreational opportunities for people in the Western Parkland City.</p>
	<p>The amenity of the shared path will also be important for maximising community usage of the infrastructure, and realising value for money.</p> <p>Trees and shading along the route, water bubblers, lighting, high quality smooth surfaces, bike repair/pump stations, bins, signage and wayfinding will make the experience safer and attractive for users.</p> <p>As the entire shared path stretches out over 16km, we also recommend the inclusion of places to stop and rest off the main path. These should include toilets and could be incorporated within the Western Sydney Parklands and also at other locations along the shared path.</p>
Section 7.5	<p>The cultural interpretation strategy discussed in Section 7.5 Aboriginal heritage could tell the cultural story of the Darug people and places of significance along the shared path.</p>
	<p>There are many key project components that have been identified as requiring further resolution during detailed design, construction and/or operation of the project and these uncertainties are further described and referenced in this EIS in Appendix A Project synthesis Table 2.1.</p> <p>The EIS is reliant on the development of further detail in the construction environmental management plan (CEMP), to be prepared by the construction contractor.</p> <p>SWSLHD would like to review the draft CEMP to ensure mitigation strategies adequately address identified issues relating to air and water quality, noise and vibration.</p>
	<p>Cumulative impacts of this project with other construction projects such the Northern Road upgrade and Western Sydney Airport on nearby communities, residents and sensitive receptors has been identified and assessments made.</p> <p>More detailed assessments on the overlap of the particular project and impacts on the immediate community and sensitive receptors need to be made.</p> <p>SWSLHD recommend the potential impacts of these independent projects on sensitive receptors are considered using a coordinated approach.</p>
	<p>The assessment has outlined standard and additional noise mitigation measures to be deployed in the project’s construction program to mitigate noise impacts and predicted sleep disturbance from out-of-hours (night) works. These include restricting some construction staging and specific noise-intensive activities such as impact</p>

	<p>piling, rock breaking and pavement saw cutting to day time periods, erecting noise hoardings and deploying low-noise plant.</p> <p>The offering to the community of periods of respite may also be required. Alternating night work to bridge construction is also suggested as noise from bridge construction is deemed to be less intrusive.</p>
Appendix P. Air quality	<p>Construction phase: SWSLHD recommends that necessary controls also include monitoring, to minimise impact upon air quality throughout the construction phase.</p>
	<p>During construction and operation phases of the development, Soil and Water Management Plans should ensure that natural waterways and existing farm dams are protected from contaminants and any further degradation in accordance with relevant requirements of the NSW Environment Protection Authority, NSW Department of Primary Industries-Water and Water NSW.</p> <p>Stormwater detention ponds incorporated into the project for flood mitigation and scour protection purposes should be designed, constructed, operated and maintained so as not to become mosquito breeding areas.</p> <p>Flood and Emergency Management Plans developed for construction and operation phases of the development should be submitted to Local and District Emergency Management Officers for review.</p> <p>The assessment and remediation of contaminated land forming part of the development or potentially encountered during the construction phase should be documented in the Contaminated Land Management Plan and carried out in accordance with the requirements of the NSW Environment Protection Authority.</p> <p>The storage and management of hazardous chemicals and materials during the construction phase of the development, including mitigation measures to prevent the release of contaminants to the environment, should be documented in the Hazardous Materials Management Plan and carried out in accordance with the requirements of SafeWork NSW and the NSW Environment Protection Authority.</p>

¹ Transport for NSW, 2015. Shared paths-discussion of research findings and key safety issues. Centre for Road Safety.

