



M12 Motorway Place, Design and Landscape Plan



Submissions Report

Transport for NSW | May 2022

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Approval and authorisation

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Executive Summary

The M12 Motorway is an east-west 16 kilometre surface motorway between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham. The motorway will provide increased road capacity and reduce congestion and travel times in the future. It will also improve the movement of freight in and through Western Sydney and is expected to serve the Western Sydney Aerotropolis and the South West Growth Area.

The M12 Motorway project is part of the Western Sydney Infrastructure Plan (WSIP) – a \$4.4 billion road investment program jointly funded by the Australian and NSW governments.

The project received planning approval from NSW and Australian Governments in April 2021 and June 2021 respectively. Construction is expected to start from mid-2022 and be completed before the opening of the Western Sydney International Airport.

Under the NSW Conditions of Approval (CoA) E64 through to E73, a Place Design and Landscape Plan (PDLP) must be prepared, exhibited and along with feedback received, submitted to the Planning Secretary for information. Design features in the PDLP must then be implemented during construction of the M12 Motorway.

Place, Design and Landscape Plan

The Place, Design and Landscape Plan (PDLP) will guide the M12 Motorway project and is a response to growth in the region and the visually changing landscape brought on by the development of the Western Sydney International (Nancy-Bird Walton) Airport (WSIA), the surrounding business area (known as the Aerotropolis), and the transformation of the Western Parkland City.

The PDLP outlines an urban design and landscape vision that incorporates a walking and cycling path, public art and vegetation opportunities to address infrastructure design challenges in an area with significant Aboriginal and non-Aboriginal culture and heritage.

The PDLP was exhibited by Transport for NSW (TfNSW) for 28 days from 1 November to 28 November 2021. The PDLP was available to view and download from the Transport for NSW M12 Motorway PDLP online portal, and accessible by anyone with internet access via a smartphone and/or computer.

Topics covered under the PDLP for exhibition and consultation include:

- Landscape design
- Species selection
- Public elements on shared user path
- Materials and finishes
- Lighting and wayfinding.

The Heritage Interpretation Plans (including Aboriginal and non-Aboriginal heritage), prepared under M12 Motorway Infrastructure Approval condition E27, informed the PDLP and were exhibited during the same consultation period.

Unfortunately, due to COVID-19, hard copies could not be provided at public libraries or local councils. This also meant that traditional face-to-face engagement opportunities, and community drop in sessions were replaced by virtual and digital engagement.

Virtual consultation activities supporting the display of the PDLP included two online community information sessions, a Community Guide to the PDLP (letterbox dropped properties along the M12 alignment), advertisements in the local newspapers, a paid social media campaign, a media release, emails to contacts on the established distribution list, and website updates.

There were also numerous briefings with key stakeholders including a Member of Parliament, State and Federal organisations and local Councils.

A number of existing external engagement channels were also used to complement community consultation including the M12 project email address, a toll-free project phone number and postal address. The PDLP portal also provided background information, an interactive map, technical documents including the full PDLP as well as chapter excerpts, project updates, videos and information on how to provide feedback. Recorded information sessions were also available for those who missed the live virtual information sessions.

The complete PDLP document including the web portal remains available on the TfNSW website.

Submissions Report

As part of the NSW Conditions of Approval (CoA) E70 and A5, this Submissions Report has been prepared to outline feedback and issues raised during the exhibition period of the PDLP.

A total of 21 submissions were received by TfNSW from 19 submitters. Of the 21 submissions received, 5 were outside the scope of consultation for the PDLP.

The submitters comprised of:

- Eight individual community members
- Four special interest groups or businesses
- Seven government authorities.

A summary of the key issues raised by submitters and TfNSW responses are provided below:

Key submission issue	Response
Shared user path design lacking delineation between pedestrians and cyclists with inclusive cycle infrastructure.	<p>The decision to provide a shared user path was on the basis that the M12 shared user path will have lower use initially and be eventually complemented by a broader network catering for diverse users. The shared user path has been considered as part of a network created with other transport projects that will cater for a variety of pedestrian and cycle journeys with appropriately designed infrastructure.</p> <p>TfNSW will investigate inclusive infrastructure features and inform Bicycle NSW.</p>
Request for more tree canopy along the shared user path.	<p>Current proposed tree canopy has been provided to the maximum extent possible taking into consideration the proximity to the Western Sydney International Airport and need for wildlife strike prevention.</p>

Key submission issue	Response
Concerns around impacts to native flora and endangered species within the project footprint	<p>Biodiversity impacts are being mitigated in accordance with the conditions of approval and management measures outlined in the Environmental Assessment Documentation for the project. These include measures to be undertaken to minimise and mitigate impacts as detailed in the Overarching Construction Flora and Fauna Management Plan: https://roads-waterways.transport.nsw.gov.au/projects/01documents/m12-motorway/m12-overarching-flora-fauna-management-sub-plan.pdf</p> <p>Measures include refining the project footprint during detailed design to minimise impacted areas, enforcing exclusion areas, offsetting unavoidable impacts on threatened species and communities in accordance with the conditions of approval, and providing alternate habitat for hollow dependant fauna as outlined in the Habitat Compensation Plan.</p>
Concerns around biodiversity and impacts to native fauna as part of motorway construction	<p>Fauna crossings are being provided as part of the project, at each of the major creek bridges and a separate overhead facility in Western Sydney Parklands.</p> <p>During detailed design an additional fauna crossing under the motorway was added in the east to improve connectivity at road connections near remnant patches of bushland.</p>
Consideration of additional native Australian plant species	<p>Where possible, TfNSW have included the use of species that are indigenous to the Cumberland Plain Woodlands of Western Sydney or the M12 area for optimum success in revegetation/restoration surrounding the M12 project. TfNSW will consider the use of the locally occurring <i>Brachychiton populneus</i> (Kurrajong), if appropriate conditions can be provided.</p>
Concerns regarding lack of non-Aboriginal heritage around Cecil Park and Kemps Creek.	<p>A comprehensive Non-Aboriginal Heritage Assessment was completed as part of the M12 Environmental Assessment Documentation and a thematic study has been prepared to address heritage sites along the motorway alignment.</p>
Opportunities for continued Aboriginal engagement and participation during the M12 construction	<p>TfNSW can confirm that continued Aboriginal engagement and collaboration for the project will continue via mechanisms already in place including procurement opportunities outlined by the M12 project's Indigenous Participation Plan.</p>
Consideration of materials and finishes used in the design features of the PDLP	<p>Selected materials and finishes have undergone an extensive design development and review process and are considered fit for purpose.</p>

Key submission issue	Response
Landscape interface with other community precincts such as the Western Sydney Parklands	TfNSW will continue to collaborate and engage as the project develops, noting that some areas will be considered as part of other TfNSW projects such the Elizabeth Drive Upgrade.
Concerns regarding aviation safety including wildlife management, specifications of the Great Emu in the Sky sculpture, associated lighting and species selection.	TfNSW will continue to work with and consult with Western Sydney International Airport as detailed designs progress. This will include the development of a monitoring regime for the height of planting forms.

Next steps

The final PDLF and Submissions Report (this document) will be provided to the Department of Planning and Environment (formerly the Department of Planning, Industry and Environment) for information and will be made available on the M12 Motorway project website.

Ongoing community and stakeholder engagement

TfNSW will continue to engage with community members, government agencies and other stakeholders as features of the PDLF progress through detailed design and future construction.

Engagement will include community notifications, meetings and updates to the project website and PDLF portal. Ongoing engagement is part of best-practice communications and to ensure members of the public and stakeholders remain informed as the project progresses through program milestones. It also provides opportunities for ongoing feedback which will help mitigate potential issues as project moves towards construction.

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1. Introduction and background

1.1 Background

The M12 Motorway is an east-west 16 kilometre motorway between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham. The motorway will provide increased road capacity and reduce congestion and travel times in the future. It will also improve the movement of freight in and through Western Sydney and is expected to serve the Western Sydney Aerotropolis and the South West Growth Area. The project is expected to be open to traffic prior to the opening of the Western Sydney International Airport (WSIA).

The Place, Design and Landscape Plan (PDLP) forms part of the M12 Motorway project and the features of the PDLP will be implemented during the construction of the M12 Motorway.

The PDLP addresses how changes to the landscape has been designed in keeping with the culture and heritage of the area by adopting a 'Connection to Country' design framework that will create a unique and memorable transport infrastructure connecting other parts of Sydney to the Western Parkland City.

Under the NSW Infrastructure Approval conditions E69 and E70, the PDLP must be prepared to inform the final design of the M12 Motorway project and be put on public exhibition for consultation and feedback. Public exhibition and consultation occurred over a four week period between Monday 1 November and Sunday 28 November 2021. As part of the project requirements, responses to the PDLP consultation must be documented along with any subsequent design changes to the PDLP.

The Heritage Interpretation Plans (including Non-Aboriginal and Aboriginal heritage), prepared under M12 Infrastructure Approval condition E27, informed the PDLP and were exhibited during the same consultation period.

The final PDLP and Submissions Report (this document) must be provided to the Department of Planning and Environment (formerly the Department of Planning, Industry and Environment) for information before implementation.

1.2 Place, Design and Landscape Plan exhibition

The Place, Design and Landscape Plan (PDLP) was exhibited by Transport for NSW (TfNSW) for 28 days between 1 November and 28 November 2021. The PDLP was available to view and download from the TfNSW M12 Motorway PDLP online portal, and remains accessible by anyone with internet access via a smartphone and/or computer.

Topics covered under the PDLP for exhibition and consultation include:

- Landscape design
- Species selection
- Public elements on shared user path
- Materials and finishes
- Lighting and wayfinding.

Due to COVID-19 and public health orders at the time of consultation, traditional face-to-face engagement channels and community drop in sessions were replaced by virtual and digital engagement methods. Hard copies of the full PDLP document could not be provided at public libraries or local councils, however, could be printed and posted to stakeholders on a request basis.

Communication and engagement activities supporting the display of the PDLP included:

- One media release
- Dedicated PDLP web portal housing technical documents, videos, artist impressions, recordings and an interactive map
- 6000 hard copies of the Community Guide to the PDLP letterbox dropped to properties along the M12 alignment
- Two online community information sessions
- Six advertisements across three local newspapers:

Print media	Publication date	Publication date
The Western Weekender Penrith	5 Nov 2021	26 Nov 2021
Liverpool Champion	3 Nov 2021	24 Nov 2021
Fairfield City Champion	3 Nov 2021	24 Nov 2021

- Four social media posts
- Television and print media coverage (Channel 7, Sydney Morning Herald, the Daily Telegraph and the Daily Mail)
- Emails to over 500 contacts on the established distribution list
- Website updates.

A number of existing external engagement channels were also used to complement community consultation including the M12 project email address, a toll-free project phone number and postal address.

Stakeholder briefings included:

- Member for Mulgoa, Tanya Davies MP
- Penrith City Council
- Fairfield City Council
- Western Sydney International Airport
- Western Parkland City Authority
- Western Sydney Planning Partnership Office
- Heritage NSW
- Design Review Panel.

Some stakeholders declined a PDLP briefing and some declined to provide a submission. Refer to **Appendix B** for all stakeholder engagement activities.

1.3 Purpose of the document

This report identifies the submitters and issues raised during exhibition of the PDLP (Section 2) and includes a response to those issues raised. Where changes will be made as a result of feedback, this will be specified.

This report also outlines any feedback which cannot be immediately adopted or where items are under further design clarification.

1.4 Relevant Conditions of Approval

Table 1 outlines the NSW Conditions of Approval (CoA) relevant to the M12 PDLP consultation.

Table 1 Conditions of Approval relevant to the PDLP consultation

CoA	Requirement	Purpose	Comments
A5	<p>Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken and submitted to the Planning Secretary, and the terms of this approval require the document, monitoring program or review to be prepared/undertaken in consultation with identified parties, evidence of the consultation must be submitted to the Planning Secretary with the relevant document, monitoring program or review. The evidence must include:</p> <p>(a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval;</p> <p>(b) a log of the dates of engagement or attempted engagement with the identified party;</p> <p>(c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations;</p> <p>(d) outline of the issues raised by the identified party and how they have been addressed; and</p> <p>(e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.</p>	Information	<p>Appendix A</p> <p>Appendix B</p> <p>Appendix C</p> <p>Section 3 and Section 4</p> <p>Section 3 and Section 4</p>
E70	<p>The Place, Design and Landscape Plan must be prepared by a suitably qualified and experienced person in consultation with relevant councils, Western Sydney Parklands Trust, Heritage NSW, the community and affected landowners and businesses. The Place, Design and Landscape Plan must include, but not be limited to:</p> <ul style="list-style-type: none"> an analysis of the built, natural, heritage and community context and the urban design objectives, principles and standards for the CSSI; identification of opportunities for heritage interpretation during design and construction consistent with the Heritage Interpretation Plan required by Condition E27; the design of the CSSI elements including their form, materials and detail; the design of the CSSI landform and earthworks; 	Information	<p>This has been prepared and all stakeholders have been engaged with as part of the PDLP development.</p>

CoA	Requirement	Purpose	Comments
	<ul style="list-style-type: none"> the location of existing vegetation, areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities. active transport infrastructure, including amenities to be provided along the shared user path; developed visualisations, cross sections and plans showing the proposed design outcome; demonstrated integration of Crime Prevention Through Environmental Design principles into the detailed design process; and details of strategies to rehabilitate, regenerate or revegetate disturbed areas including riparian corridors and successfully establish and maintain the resulting new landscape and associated elements. 		
E27	<p>A Heritage Interpretation Plan must be prepared that identifies and interprets the key heritage values and stories of the heritage items impacted by the CSSI. The Heritage Interpretation Plan must include, but not be limited to:</p> <ul style="list-style-type: none"> (a) integration of heritage themes and values in the design of the CSSI; (b) design elements (form and fabric) and themes for the CSSI; (c) consideration of the design concepts for Western Sydney International Airport and Sydney Metro Western Sydney Airport; and (d) opportunities for design responses for Aboriginal and non-Aboriginal heritage. <p>The Heritage Interpretation Plan must be provided to Western Sydney International Airport and Sydney Metro Western Sydney Airport to assist in guiding opportunities for integration of heritage themes and values into their design.</p> <p>The Heritage Interpretation Plan must be prepared in accordance with the Interpreting Heritage Places and Items Guidelines (NSW Heritage Office, 2005), and in consultation with Heritage NSW, Aboriginal Cultural Heritage Advisory Committee, LALC and relevant council(s).</p> <p>The Plan must be implemented and inform the Place, Design and Landscape Plan must be implemented</p>	Information	<p>Section 4.2</p> <p>Section 4.5</p> <p>Non-Aboriginal Heritage Interpretation Plan</p> <p>Aboriginal Cultural Heritage Interpretation Plan</p>

CoA	Requirement	Purpose	Comments
	<p>during construction and operation required by Condition E69.</p> <p>The Heritage Interpretation Plan must be submitted to the Planning Secretary and Heritage NSW for information prior to finalising the Place, Design and Landscape Plan required by Condition E69.</p> <p>Note: Nothing in this condition prevents the Proponent from preparing separate Heritage Interpretation Plans for Aboriginal and Non-Aboriginal Heritage.</p>		

2. Submissions received

2.1 Submitters

A total of 21 pieces of feedback and submissions were received by TfNSW from 19 submitters. Of the feedback and submissions, six were outside the scope of consultation for the PDLP.

The submitters comprised of:

- Eight individual community members
- Four special interest groups or businesses
- Seven government authorities.

2.2 Overview of issues raised

Each submission has been examined individually to understand the issues being raised.

The issues raised in each submission have been extracted and collated, and corresponding responses to the issues have been provided. Where similar issues have been raised in different submissions, only one response has been provided.

The issues raised and TfNSW responses to these issues form the basis of Section 3 and Section 4.

Of the 21 submissions received, nine supported the PDLP and six were against. The rest were either neutral in their position or did not offer one.

2.3 Common themes

The top issues raised during the PDLP consultation comprised of:

- Urban design
- Landscape design
- Flora and fauna
- Aboriginal heritage.

A summary of the issues is outlined below:

- Confirmation that the shared user path on the eastern end of the M12 will be delivered before the M12 Motorway is complete
- Maximise tree canopy along the project footprint while adopting native Australian plant species
- Minimising impacts to native flora and fauna particularly with wildlife crossings
- Landscape interface with other community precincts such as the Western Sydney Parklands
- Incorporating non-Aboriginal heritage around Cecil Park and Kemps Creek
- Opportunities for continued Aboriginal engagement and participation during the M12 construction
- Concerns regarding aviation safety including wildlife management, specifications of the Great Emu in the Sky sculpture, associated lighting and species selection.

A detailed breakdown of the issues raised by individuals, community interest groups, businesses and government organisations is shown in Figure 1.1:

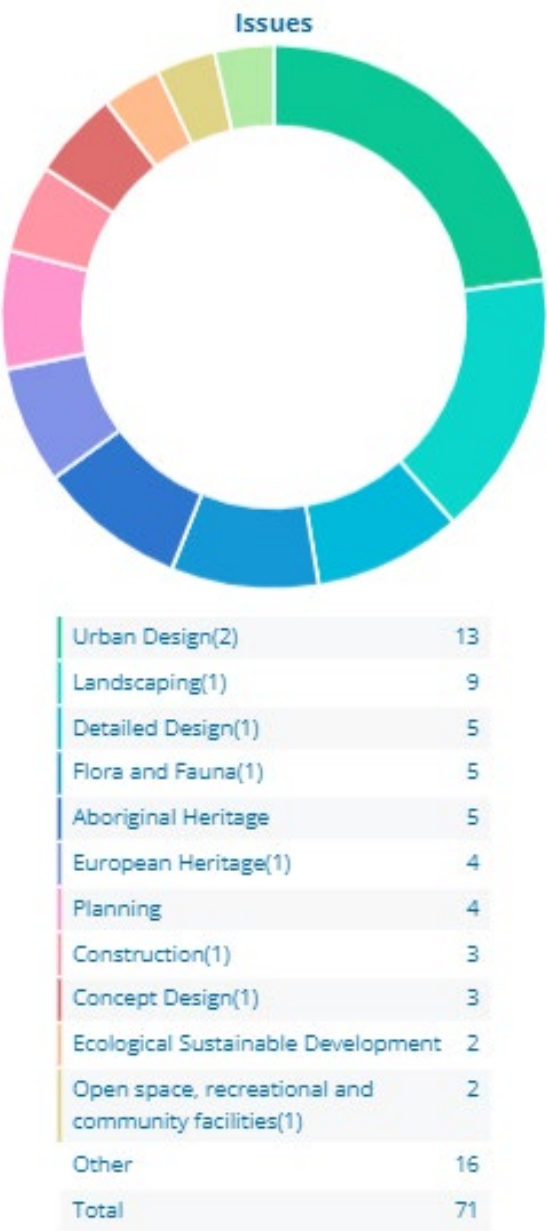


Figure 1.1 Issues raised.

3. Response to submissions from community and organisations

3.1 Introduction

A total of 12 community submitters provided 14 submissions comprising of eight individual community members and four from special interest groups or businesses.

A list of the community submissions is provided in Table 3.1, including the sections where the issues are being addressed. The community issues raised and TfNSW's response to these issues form the basis of this chapter.

Of the 12 community submitters, five submitters expressed support for the PDLP either via the classification of their submission or mentioned support for the project within their submission. Six submitters objected to the project and three submitters raised issues without specifying whether they were in support or in opposition to the PDLP.

Table 3.1 – issues and comments raised by community members and organisations

Submitter	Submission number	Category of issue raised	Section addressed
Individual	1	Urban Design	3.2
Individual	2	Public elements on the shared user path	3.4
Individual	3	Connection with M4	3.7
Individual	4	M7 Motorway	3.7
Individual	5	Urban design, lighting and wayfinding	3.2
	6	Species selection	3.3
	7	Species selection Public elements on the shared user path	3.3 3.4
Urban Estate Developments	8	Mamre Road connection	3.7
Individual	9	M12 Motorway not needed	3.7
Cecil Park Resident Action Group	10	Noise walls and noise assessment for eastern end of the M12 Motorway	3.7
Mulgoa Valley Landcare Group	11	Biodiversity impact and wildlife strike	3.5
Individual	12	Non-Aboriginal heritage	3.6
Bicycle NSW	13	Public elements on shared user path	3.4

Individual	14	Supports the PDLF.	N/A
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3.2 Urban design

Submission numbers

1 and 5

Issue description

Great Emu in the Sky sculpture

A submitter expressed concerns around the cost of the artwork, based on media reports at time referencing a \$7 million figure.

Bridge design

A submitter provided several pieces of feedback incorporating bridge design and if the February theme had been included.

There were also concerns regarding wildlife crossings and the use of a wildlife bridge.

Response

Great Emu in the Sky sculpture

Many design features of the M12 Place, Design and Landscape Plan were described early on during the Environmental Impact Statement period, which carried a robust consultation process. The design framework has been shaped by consultation with various stakeholders including Aboriginal groups, knowledge holders and artist cohort. The design framework aligns with the TfNSW Reconciliation Action Plan.

While plans for the M12 feature a Great Emu in the Sky sculpture, reports to date about its scope or cost have been based on speculation as TfNSW has not finalised designs for the various package of artwork illustrated in the PDLF.

Bridge design

The month of February is referenced in the Creation Time theme for the bridge.

With regards to fauna crossings, these have been included in the design of the M12. The bridges across the four main creeks (Kemps Creek, South Creek, Badgerys Creek and Cosgroves Creek) have been designed to offer dry passage for ground dwelling fauna.

There are also four fauna rope crossings for tree dwelling species included in the design. Three are located beneath creek bridges (Kemps Creek, Badgerys Creek and Cosgroves Creek) and will be detached from underneath the new structures. The fourth is located across the motorway at a cutting between Range Road and Water Tower Access Road within Western Sydney Parklands.

3.3 Species selection

Submission numbers

6 and 7

Issue description

Inclusion of additional plant species

The submitter has suggested that the project consider incorporating other waratah colours such as yellow, white and pink as well as the inclusion of additional native Australian trees as part of the planting palette such as *Toona ciliata*, *Melia azedarach* and *Brachychiton acerifolius*.

Response

Inclusion of additional plant species

TfNSW thanks the submitter for the considered suggestions and interest in the PDLP. The different coloured cultivars of waratahs suggested are not indigenous to the Cumberland Plain Woodlands of Western Sydney or the M12 area local plant community types and are therefore not as suitable for use in the revegetation areas surrounding the M12 project. As an example, the yellow waratah was developed using *Telopea speciosissima* (NSW) crossing with the *T. truncata* (TAS) and *T. oreades* (VIC). Their use would be more appropriate in local parks and gardens and in residential gardens where growing conditions are better suited to their requirements.

The NSW Waratah originates from sandstone areas and the new colours have been hybridised with other protea species, which are known as interspecific hybrids. The true species of NSW Waratah, *Telopea speciosissima*, may be incorporated into the project in areas where the Shale Sandstone Transition Forest plant community has been identified.

The suggested trees are not indigenous to the Cumberland Plain Woodlands of Western Sydney or the M12 area local plant community types and would struggle to be successful in revegetation/restoration areas surrounding the M12 project. TfNSW will use the locally occurring *Brachychiton populneus* (Kurrajong), which is listed as vulnerable, where appropriate conditions can be provided.

3.4 Public elements on shared path

Submission numbers

2, 7 and 13

Issue description

The shared user path should be separated between cyclists and pedestrians

Two submitters requested the physical separation of pedestrians and cyclists along the shared user path.

The shared user path should have a minimum width of 3 metres plus a 0.5 metre buffer on each side

A submitter suggested that the shared user path have a minimum width of 3 metres for path with 0.5m buffer on each side.

Inclusion of amenities along the shared user path including public toilets, seating, bike racks and maximum tree coverage

Submitters recommended extra seating along the shared user path, public toilets along with bike racks and maximum tree planting for shading.

Regional connectivity

A submitter suggested that the shared path connect with the regional cycling network.

Inclusive cycling infrastructure, prioritising safety while minimising impacts to cyclists during motorway construction

A submitter sought assurance that the cycling infrastructure will be built in an inclusive manner, and with impacts to cyclists during construction minimised and safety maintained.

Response

The shared user path should be separated between cyclists and pedestrians

TfNSW advocates a context sensitive design approach for active transport provisions. The decision to provide a shared path in its current design was on the basis that the M12 shared user path will have lower use initially, to be eventually complemented by a broader active transport network and land use activities which will cater for a variety of pedestrian and cycle journeys. The M12 shared path will include physical characteristics that discourage excessive speed.

The shared user path should have a minimum width of 3 metres plus a 0.5 metre buffer on each side

The shared path will be a minimum of 3 metres wide incorporating an additional buffer against surfaces and edges that would constrain this width.

Inclusion of amenities along the shared user path including public toilets, seating, bike racks and maximum tree coverage

There are six rest area nodes provided along the shared user path spaced at intervals of about 1.9km. The nodes are of generous scale and include seating and shade from trees and interpretive leaf structures.

Public Toilets will be available in the Wylde Mountain Bike facility upon its reopening. As the area develops it is expected that additional amenities will be available in other areas of parkland planned to be established adjacent to the M12 alignment.

Tree canopy has been provided to the maximum extent possible, given constraints due to wildlife strike required by the Western Sydney International Airport.

Regional connectivity

The M12 shared user path will connect to existing regional connections at the M7 Motorway and The Northern Road. Planned future connections are sometimes provided as stubs, such as at Luddenham Road, or not precluded at locations where a connection identified in planning documents is currently on privately owned land.

Additional connections beyond the aforementioned locations are beyond the scope of the M12 project.

Inclusive cycling infrastructure, prioritising safety while minimising impacts to cyclists during motorway construction

Apart from the existing interface with the M7 Motorway and The Northern Road shared user paths, there are no existing dedicated pedestrian or cycling facilities in the project footprint. During construction there will be some adjustments needed such as temporary closures to the M7 Motorway shared user path during construction, however, a detour will be established with the M7 interchange and stakeholders notified (please refer to the EIS Submissions Report).

During operation, it is expected the M12 shared user path will have similar controls to the M7 shared path which govern how users have right of way over vehicles undertaking maintenance.

3.5 Biodiversity impacts

Submission number

11

Issue description

Biodiversity impacts

Concerns raised regarding impacts to local flora and fauna including a 13km restriction imposed on flora and fauna. Believes projects in the area need to do more to offset losses and impacts to flora and fauna.

Response

Biodiversity offsets for the project are being delivered in accordance with the NSW Biodiversity Offset Policy for Major Projects. Biodiversity Offsets have been provided in the Penrith, Camden, Liverpool and Wollondilly local government areas under the following biobanking agreement numbers; 190, 112, 284, 119, 70, 120, 213, 250, 375, 156 and 143. These agreements are available online at: <https://www.environment.nsw.gov.au/bimsprapp/SearchBiobankingAgreement.aspx?Star%3D1>

Biodiversity impacts are being mitigated in accordance with the Conditions of Approval and management measures outlined in the Environmental Assessment Documentation for the project.

Impacts to native vegetation and fauna will be managed through implementation of an overarching construction flora and fauna management plan for the project. This plan outlines requirements for clearing limits, exclusion fencing, pre-clearance surveys, vegetation clearing procedures, unexpected finds procedures, weed management and monitoring, de-watering processes, aquatic fauna relocation and the provision of supplementary fauna habitat (e.g. nest boxes).

Revegetation will be undertaken incorporating seeding and plants propagated from a seed collection program which has already commenced. Revegetation across the project would be carried out in accordance with Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA 2011) (Guide 3: Re-establishment of native vegetation) and the Place, Design and Landscape Plan. Habitat would also be replaced or re-instated in accordance with Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) (Guide 5: Re-use of woody debris and bushrock and Guide 8: Nest boxes), incorporated into a Habitat Compensation Plan. Specifically, the project would implement connectivity measures in accordance with TfNSW Wildlife Connectivity Guidelines for Road Projects.

Fencing has been designed to be located to reduce roadkill of fauna species and funnel animals to creek crossings where safe passage would be available. Detailed design has retained fauna passage at all four main creek lines (Cosgroves, South, Kemps and Badgerys Creeks). The project has focused on maintaining connectivity along riparian areas, where there is limited, current connectivity. Upon completion, riparian vegetation removed for the purposes of construction will be replaced and the area rehabilitated with the aim to improve the existing conditions where feasible.

TfNSW would welcome representations from Mulgoa Landcare group in regard to potential offset sites that meet the requirements for the project.

3.6 Non-Aboriginal heritage

Submission number

12

Issue description

Non-Aboriginal heritage

A submitter expressed concerns that the not enough European heritage was considered in the PDL P especially around Cecil Park and Kemps Creek

Response

TfNSW refers the submitter to the [Non-Aboriginal Heritage Thematic Study](#) and the [Non-Aboriginal Heritage Assessment](#) of the Environmental Impact Statement (Appendix J) for further information including a comprehensive history of the project area. The non-Aboriginal heritage assessment was prepared to meet the Secretary's Environmental Assessment Requirements for the project as issued by the Department of Planning and Environment.

3.7 Out of scope items

Feedback and submissions received on topics not part of the M12 PDL P exhibition and consultation (see section 1.2 of this report) are deemed out of scope and cannot be actioned as part of the PDL P process. Where feasible, these may be considered as part of the overall project as it progresses.

For feedback or submissions received on topics previously addressed during the M12 EIS or Amendment Report consultation periods, responses issued at the time remain appropriate. Relevant submissions reports can be found online at:

<https://pp.planningportal.nsw.gov.au/major-projects/projects/m12-motorway>

Submission numbers

3, 4, 8, 9 and 10

Issue description

Connection with the M4 Motorway

A submitter did not support the M12 project as due to a lack of connection with the M4 Motorway at the western end.

M7 Motorway

A submitter expressed support for the M12, however, expressed concern that the M7 will be even more congested once the M12 opens.

Mamre Road connection

A submitter expressed concern over a lack of connection or interchange with Mamre Road.

M12 Motorway not needed

A submitter believes the M12 is not needed if Elizabeth Drive is widened instead.

Noise walls and noise assessment for the eastern end of the M12 Motorway

A Cecil Park Resident Action Group representative expressed concerns over the absence of noise walls shown in the draft PDLP for the eastern end of the motorway. There was also a suggestion that the design life of the M12 noise assessment should extend to 2046 to cater for cumulative noise impacts resulting from future projects in the area.

Response

Connection with the M4 Motorway

The M12 Motorway provides a critical east-west connection, with direct access to the Western Sydney International Airport, which will alleviate traffic from Elizabeth Drive.

Other road projects and investigation of north-south connections including those with the M4 Motorway are underway including The Northern Road upgrade which provides connectivity to the M12 in the west. This project is now complete and open to traffic.

Please refer to the [EIS Submissions Report](#) for more information.

M7 Motorway congestion

The eastern end of the M12 Motorway which connects with the M7 is currently subject to an Unsolicited Proposal which includes a proposal to increase capacity by widening the M7 Motorway. The NSW Government is currently assessing this proposal.

Mamre Road connection

A connection or interchange with Mamre Road is outside the current scope of the M12 project. However, the M12 Motorway design does not preclude a grade separated interchange and link between Devonshire Road and Mamre Road to be made in the future without significantly impacting M12 Motorway traffic.

Motorists along Mamre Road will be able to access the M12 via Elizabeth Drive.

M12 Motorway not needed

Previous suggestions regarding the widening of Elizabeth Drive in lieu of building the M12 Motorway were addressed within the EIS Submissions Report.

It was deemed not feasible due to insufficient capacity along Elizabeth Drive, as a standalone connection to the Western Sydney International Airport. This would not meet the requirements set out in the Western Sydney Infrastructure Plan.

TfNSW is investigating the upgrade of Elizabeth Drive as a separate project to the M12 Motorway, to support the Western Sydney Aerotropolis and related planned development in the area.

Noise walls and noise assessment for the eastern end of the M12 Motorway

Detailed designs for the eastern end of the M12 Motorway have not been finalised, therefore, noise mitigation measures such as noise walls continue to be under consideration as part of the design process. The M12 East project team will engage with stakeholders and the community once all noise modelling and associated mitigation measures have been updated.

With regards to noise modelling and assessments being limited to 2036, it is industry practice to assess operational noise impacts for new roads for the year the road will open and 10 years after opening. For the M12 Motorway these assessment timeframes are 2026 and 2036 respectively. This methodology is in accordance with the [NSW Road Noise Policy](#) (DECCW, 2011) . As land use changes across the Western Parkland City along with future infrastructure builds, there will be relevant environmental requirements and planning conditions for other projects to address mitigation measures regarding cumulative noise impacts.

4. Response to submissions from government authorities

4.1 Introduction

In addition to the 12 community submissions addressed in **Section 3** of this report, TfNSW also received a total of seven pieces of feedback or submissions from government authorities in response to the PDLP exhibition and consultation. Two government authorities declined to make a submission.

A list of all government authority submissions is provided in Table 4.1, with an overview of issues or comments raised including where the issue has been addressed in this report. Each submission is outlined and individual responses have been provided specific to each submission.

Table 3.1 – issues and comments raised by government authorities

Submitter	Issues raised	Section addressed
WaterNSW	Heritage and shared user path alignment Species selection Public elements of the shared user path Wayfinding and interpretation signage	4.2
Penrith City Council	Landscape design Species selection Public elements of the shared user path	4.3
Greater Sydney Parklands	Landscape design Public elements of shared user path Future consultation	4.4
Heritage NSW	Aboriginal heritage Non-Aboriginal heritage Wayfinding and signage	4.5
State Emergency Services	Flooding and evacuation management	4.6
Western Sydney International Airport	Project design Species selection Wildlife management Obstacle limitation surface Lighting Public elements of the shared user path	4.7

Planning	Cross connectivity	4.8
Feedback		
WaterNSW manages the Upper Canal and would like to review any public facing material that features this non-Aboriginal heritage prior to publication including signage. WaterNSW is happy to provide any archival material that may assist in the development of wayfinding and signage.		
Council		
Liverpool City Council	No response received	N/A

4.2 WaterNSW

4.2.1 Heritage and shared user path alignment

Feedback

WaterNSW endorses the M12 PDLP approach, with regards to Aboriginal and non-Aboriginal heritage, as well as the shared user path alignment within the Western Sydney Parklands.

Response

WaterNSW's support for the M12 PDLP design framework is acknowledged.

4.2.2 Species selection

Feedback

WaterNSW endorses and the species selection proposed for the area that encompasses the Upper Canal.

WaterNSW notes that the planting pallet for Landscape Character Zone 6 reflects locally native species in this area and encourages this approach.

Response

WaterNSW's support for the M12 PDLP species selection is acknowledged.

4.2.3 Public elements of the shared user path

Feedback

WaterNSW supports the realignment of the Mirror Dam Cycleway passing over the Upper Canal as it improves access and visual experience for users.

Response

WaterNSW's support for the shared user path is acknowledged.

4.2.4 Wayfinding and signage

Response

TfNSW greatly appreciates WaterNSW's support with this.

TfNSW will be progressing with wayfinding and interpretation signage design soon and will contact WaterNSW's Heritage Specialist as part of that process.

4.3 Penrith City Council

4.3.1 Landscape design

Issue description

Council has suggested that the M12 PDLP design prioritise trees to the north and west of the shared user path to improve amenity and maximise shade. As an example, there are several locations where clusters of trees are not proposed near the shared user path.

Council sought clarification with regards to the three metre setback between the tree and the edge of the shared user path. Council suggests that this setback be reconsidered to maximise tree canopy on the shared user path.

Council also sought clarification with regards to a lack of trees on the cut batter drawing and suggests they be considered anywhere with suitable design element conditions and arrangements.

Response

The operational requirements of the motorway and the Western Sydney International Airport's wildlife strike restrictions have influenced the type, location, spacing and quantity of trees within the project boundary, including the against the shared user path. Tree planting north and west of the shared user path has been included where possible.

The three metre setback is a conservative figure used to ensure trees are appropriately distanced from the shared user path to protect nearby infrastructure from tree roots and maintain sight lines. This will be reviewed prior to installation when actual conditions on ground can better be appreciated.

Trees are generally limited to the top and bottom one third of cut batters as much of the batter face is expected to be rock based on geotechnical investigations to date. Additionally, planting is positioned for ease of access by construction and maintenance personnel.

4.3.2 Species selection

Issue description

Council suggests reconsidering the use of *Ceratopetalum gummiferum* as it is not native to the region and requires different soil and conditions.

Canopy species are limited in scope. Council recommends that if possible, and within the constrained palette, increasing species selection for resilience, integration with surrounding landscape, and biodiversity.

Council questioned if the translation of the Aboriginal six seasons can be more overt.

Response

The restrictions placed on plant species selection to minimise the threat of wildlife strike around the Western Sydney International Airport dramatically reduced the number of suitable locally native tree species. As such, the landscape design includes other native tree species that were reviewed and approved for use by the aviation ecologist, including *Ceratopetalum gummiferum*.

The Western Sydney International Airport's obstacle limitation surface (OLS) and wildlife strike restrictions limit the type, location, spacing and quantity of canopy trees within the project boundary. The project team went through a rigorous design review process to maximise species diversity and quantity while meeting the Airport's operational requirements. The landscape design and planting schedules have been reviewed and approved by the aviation ecologist and incorporated according to their recommendations in the documentation.

Due to the Airport's wildlife strike restrictions, many of the emblematic plant species from the six seasons planting concept are not approved for use in proximity to the airport. The landscape design uses the vegetative associations listed in the Aboriginal Art Strategy Report to enhance the representation of the six seasons planting concept where possible.

4.3.3 Public elements of the shared user path

Issue description

Council sought clarification on accessibility of the M12 interpretation nodes and if access is provided by emergency services. Council wishes to know if the design is universal and inclusive, and if disability groups have been consulted as part of the design process.

The project should provide water stations given the location of the shared user path and its environment.

Council does not support the use of concrete seating due to concerns regarding material quality and comfort. Seats should also have a back and armrests. Additionally, seat profile is not conducive to comfort when standing up from the seat (overhand is too small). Council suggests adopting the AS1428 profiles for seat design. There should be space provided next to the seat for side-by-side seating as well as circulation space in front of the seat for expected usage.

Response

The nodes are located along the shared user path which is designed to be accessible. As the nodes are directly accessed from the shared user path, they are also designed in general to be accessible. Disability groups have not been consulted as part of the design process.

Water will be available near the M12 shared user path in the Wylde Mountain Bike Facility. Potable water is not generally available in the M12 footprint restricting the opportunity for water stations to be provided more broadly. TfNSW intends to investigate the provision of water stations at the entry points to the M12 shared user path on projects which intersect with it and are currently in planning, such as the Elizabeth Drive upgrade.

The rest nodes are not intended as destinations to be used for extended periods, but rather for people cycling and walking to undertake short rests as part of a broader journey. The precast concrete seat has undergone an extensive design development and review process and is considered fit for this purpose.

4.4 Greater Sydney Parklands

4.4.1 Landscape design

Feedback

Request to contribute to opportunities to integrate Western Sydney Parklands identification within the proposed bridge overpasses and landscaping.

Specific areas of interest include the arrival experience at the main park entries into Cecil Park (Range Road and Water Tower access) to ensure well-designed delivered outcomes on the ground; integrated stormwater basins, not visually intrusive at our entries / at locations where park visitors interact.

Response

TfNSW will continue to collaborate with and consult the Greater Sydney Parklands as detailed plans are developed and throughout construction. Some of the elements identified may be more appropriate to consider as part of the Elizabeth Drive Upgrade project.

4.4.2 Public elements of the shared user path and future consultation

Feedback

Greater Sydney Parklands supports the work undertaken by TfNSW to address matters previously raised, including the development of modifications to the Wylde Mountain Bike Trail, funding of the Mirror Dam Cycleway and proposed landscaping and place design of the M12 through the Western Sydney Parklands to create a green corridor.

Greater Sydney Parklands welcomes further collaboration with TfNSW as the eastern end progresses through detailed design, including the finalisation of the landscape plans for the PDLF for a cohesive and identifiable landscape character adjacent to the Western Sydney Parklands.

Response

TfNSW will continue to collaborate as the PDLP progresses and consult with Greater Sydney Parklands throughout the finalisation of the detailed design of the project. Some of the elements identified may be more appropriate to consider as part of the Elizabeth Drive Upgrade project.

4.5 Heritage NSW

4.5.1 Aboriginal and non-Aboriginal heritage, wayfinding and signage

Feedback

Heritage NSW supports the initiative by TfNSW to implement a Heritage Interpretation Plan.

Consultation with the Aboriginal community should continue throughout the project.

Procurement opportunities with Aboriginal individuals and organisations should be considered for the design and delivery of Aboriginal heritage interpretation, where possible.

Interpretive devices should be consistent in design, look and feel in order to integrate and interpret holistically both Aboriginal and Non-Aboriginal values.

While not every heritage place can or should be identified along the M12 Motorway corridor, consideration should be given to include a large-scale map at one of the interpretation nodes, to locate many, if not all, of the heritage places (whether listed or not) along the M12 Motorway to give a bigger picture of heritage places/values along the corridor.

Response

TfNSW can confirm that consultation with Aboriginal communities will continue via the mechanisms already in place.

Procurement opportunities established by the project's broader Indigenous Participation Plan will apply to items described in the PDLP.

TfNSW agrees with Heritage NSW regarding consistent design, look and feel for interpretative devices and confirms that a detailed design exercise will commence imminently that will meet this recommendation.

TfNSW notes the suggestion of a large-scale map and confirms that a detailed design exercise is about to commence to address this. It is currently envisaged that maps will be provided at entry points and other decision points along the shared path. TfNSW will consider whether it is appropriate to add a similar map to signs at or on more of the nodes.

4.6 NSW State Emergency Services

4.6.1 Flooding and evacuation management

Feedback

The NSW State Emergency Services (NSW SES) has identified the M12 as a potential future evacuation route for the South West Sydney Growth Centre. Evacuation capacity and flood affectation should be a consideration in the M12 design to reduce the potential risk to life.

Response

Flooding impacts associated with the amended project were previously raised and addressed in the [M12 Amendment Report Submissions Report](#). Please refer to this report for information.

TfNSW has also recently published its Overarching CEMP with the Flood Management Sub-Plan in Appendix B8.

TfNSW will consult with NSW SES throughout the construction phase of the project.

4.7 Western Sydney Airport (WSA) Co.

4.7.1 Project design

Issue description

Western Sydney Airport (WSA) Co. appreciates the collaborative and forward-thinking approach of the M12 project team in relation to the design of a motorway which ensures that aviation safeguarding for the future operations of the Western Sydney International Airport (WSIA) are maintained through the detailed design of the M12. Specific comments have been raised to ensure that aviation safeguarding matters including wildlife attraction, lighting and airspace protection are appropriately addressed, as well as a range of other miscellaneous matters.

Confirmation be provided that a future interchange at Devonshire Road would not interfere with works under the M12 PDLP.

Response

The design envisages the potential for a future interchange at Devonshire and Mamre Roads. The elements indicated in the PDLP will largely be maintained with any interchange, however, some may need to be relocated to ensure their value is retained.

4.7.2 Species selection

Issue description

That WSA and M12 continue discussions in relation to landscape species selection, and that further review be undertaken in relation to the species list previously identified.

That species identified be reviewed to ensure no intrusions into the OLS. WSA is to be consulted in any revised species selection

Response

Noting that TfNSW is comfortable with the broad process undertaken to reach the design outcome illustrated, TfNSW will continue discussions in relation to landscape species selection with WSA to resolve particular concerns.

Species have been selected for their performance against the OLS, noting that the roadside environment constrains the maximum height species will achieve compared to their natural environment. Notwithstanding this TfNSW suggests that height of planting forms part of the monitoring regime.

4.7.3 Wildlife management

Issue description

WSA recommends that a Wildlife Management and Monitoring Plan be prepared in relation to the landscaping proposed under this application and for WSA to be consulted with during the preparation of this plan.

WSA seeks confirmation that the basin revegetation and basins themselves have been considered as part of the wildlife risk assessment and that further information be provided in relation to wet basins identified within the document.

TfNSW to confirm that the wildlife buffer shown at Figure 4-05 has not informed wildlife hazard risk assessments undertaken.

Recommends TfNSW to update Figures 4-04 / 4-05 to reflect the accurate 3km, 8km and 13km wildlife buffers (as relevant).

WSA recommends that the document be reviewed and updated to reflect the ongoing construction of WSI.

Response

TfNSW suggests that a development monitoring regime be part of further discussion with WSA, along with other stakeholders. Under standard practice responsibility for maintenance after construction will be divided between TfNSW, councils and potentially other agencies.

The description of basins in the draft PDLP is incorrect. Wet basins are not proposed east of Kemps Creek as described, with biofiltration basins being used instead throughout. This will be updated in the final PDLP document.

TfNSW confirms that buffer zones shown in the figures on pages 4-04 and 4-05 are indicative, and the assessment informing the landscape design was undertaken using the buffer zones established by the Aerotropolis SEPP. Text clarifying this will be added to the figures.

TfNSW acknowledges that historical data has been used in several images including of WSIA. However, TfNSW believes that the rate of land use change within the WSIA site and more broadly in the Aerotropolis means that there is little benefit in updating these images due to their not being material to the content of the PDLP and short period of currency

4.7.4 Obstacle Limitation Surface

Issue description

Maximum RLs of the Great Emu in the Sky artwork be detailed for WSA assessment. Above identified details be included in relation to the crane maintenance of the artwork.

Response

The detailed design for the artwork is still being finalised and TfNSW will consult with WSA as this progresses.

4.7.5 Lighting

Issue description

WSA seeks confirmation that proposed lighting used (including for the Great Emu in the Sky sculpture) is safeguarded for aviation e.g. will not cause glare, confusion, or distraction to pilots.

Response

The detailed design for the artwork is still being finalised and TfNSW will consult with WSA as this progresses.

4.7.6 Public elements of the shared user path

Issue description

TfNSW to provide further information regarding the eastern portion of the shared path and confirm that it will be delivered prior to completion of the M12 Motorway.

WSA seeks confirmation that a Crime Prevention Through Environmental Design (CPTED) has been undertaken as part of the design development (either within or outside the context of the PDLP).

Response

TfNSW is collaborating with Greater Sydney Parklands on the connection between the M7 Motorway and Range Road, along the general alignment indicated in the PDLP. The commitment in the EIS for the path to be operational concurrent with the rest of the project still remains.

A CPTED assessment has been addressed as part of the detailed design packages.

4.8 Planning Partnership Office

4.8.1 Cross connectivity

Feedback

The Planning Partnership Office is interested in cross-connectivity to ensure future communities, and this is already embedded in the M12 design, including accommodating future walking and cycling links along the riparian corridors that the M12 will cross.

Response

TfNSW can confirm that existing landowners have been given a licence to use dedicated crossings points at Cosgroves Creek and Badgerys Creek. It is expected that a similar method will be appropriate for active transport provisions as recreation areas are identified and as more information about exact locations, identity of the operator and maintenance regimes are known.

5. Conclusion

This Submissions Report along with the final PDLP will be submitted to the NSW Minister for Planning (formerly the NSW Minister for Planning and Public Spaces), and the Department of Planning and Environment (DPE), formerly known as the Department of Planning, Industry and Environment for information.

The final PDLP and Submissions report will be made available on the TfNSW M12 Motorway project website.

TfNSW will continue to consult with community members, government agencies and other stakeholders during the final stages of detailed design and construction of the project.

Appendix A – Communication and engagement tools

TOOL	AUDIENCE	OUTCOME
Project information line 1800 517 155	Community and stakeholders	The project telephone line is a channel for the community and stakeholders to contact the project team throughout the PDLP consultation process. All phone calls are handled by a Communications team member and responded to.
Project email address: m12motorway@transport.nsw.gov.au	Community and stakeholders	The project email address remains a communications channel for the community and stakeholders to contact the project team throughout the PDLP consultation process. The communications team is responsible for monitoring, recording and coordinating responses to incoming emails.
Project webpage https://nswroadwork/m12	Community, stakeholders and media	A project web page was established for the M12 to house all relevant information. The webpage remains a gateway to the dedicated PDLP project portal and virtual engagement room.
PDLP interactive portal https://caportal.com.au/rms/m12	Community, stakeholders and media	<p>A dedicated PDLP virtual engagement room was developed with all information, documents, videos, artist impressions. This is important for canvassing community feedback and input into submissions. Submissions were made via the portal which were sent to the M12 project inbox. Community and stakeholders can register for the two live stream sessions on offer.</p> <p>The portal is accessible via a computer with internet access, and on smart devices connected to the internet. The portal will remain online indefinitely.</p>
PDLP mapping tool	Community stakeholders, local residents and businesses	An online mapping tool is featured on the portal to showcase the PDLP and provide an opportunity to visually highlight key features of the PDLP and design.
PDLP videos	Community, stakeholders, local residents and businesses	<p>Three PDLP videos featuring subject matter experts were developed ahead of 1 November launch date. Videos are featured in the interactive portal and used as part of the social media campaign to drive awareness and generate excitement for the PDLP.</p> <p>Videos are an important element in helping to visually explain aspects of the program, overlaid with relevant footage or image to create understanding around the PDLP development process.</p> <p>A videographer was engaged to carry out this work by the project team to work with the communications team in executing this series.</p>
Community information sessions / live stream events.	Community and stakeholders	Due to the COVID-19 pandemic, previous face-to-face community drop in/information sessions and displays were replaced with online engagement and live stream events. Project team members were available at these sessions to provide an overview of the PDLP answer questions.

TOOL	AUDIENCE	OUTCOME
One-on-one meetings	Community and stakeholders	<p>One-on-one meetings with subject matter experts were offered, on a by-request basis, for those wishing to discuss areas of the PDLP in more detail, or for those unable to join the live-stream sessions.</p> <p>There were no requests made for these during the exhibition period.</p>
Briefings	<p>Federal and State MPs and local councils</p> <p>Government agencies including Western Sydney Parklands, WSA Co, Heritage NSW, PPO, DPIE</p> <p>Community Interest Groups</p>	<p>The project team met with government agencies, and community interest groups to provide an overview of the program and gauge early feedback. All stakeholder briefings were completed before the exhibition and consultation period closed. Dates and times are included in Appendix B.</p> <p>Where possible, feedback has been used to make changes and help the project understand specific areas of interest in the live stream sessions.</p>
Media release	Media	<p>A PDLP media release was developed by the media team, in collaboration with the project team.</p> <p>No media event was held before or during exhibition.</p>
Community Brochure	State and Federal MPs, Community, stakeholders, local residents and businesses	<p>6000 PDLP brochures were developed and distributed to all residents along the M12 corridor to announce the start of public exhibition and consultation. The brochure was distributed on the day the exhibition began.</p> <p>The brochure consisted of a fold-out map, artist impressions and project contact details.</p>
FAQs	External	<p>A Frequently Asked Questions document was developed to answer queries likely raised during the consultation process, and provide the community with project context.</p> <p>It contains key information and responses to frequently asked questions about the project. FAQs will be based on key issues and mitigation measures.</p>
Advertising (print and broadcast)	Wider community	<p>Local media advertising was used to inform the public:</p> <ul style="list-style-type: none"> • The start of the PDLP exhibition and consultation • Details of the PDLP project portal and contact information
Social media (Facebook)	Community, stakeholders, local residents and businesses	<p>Social media posts were scheduled to mark the start of exhibition and consultation. A social media campaign, featuring four posts, was developed to generate excitement to encourage traffic to the portal for viewing and submissions.</p>

TOOL	AUDIENCE	OUTCOME
Consultation Manager database	Internal	<p>Stakeholder management software Consultation Manager was used to record stakeholder information including contact details, issues and activities during the PDLP exhibition and consultation, including key stakeholder briefings and submissions received.</p> <p>This information is being used to build hardcopy and email distribution lists for project updates and collateral.</p>

Appendix B – Summary of stakeholder engagement

STAKEHOLDER	BRIEFING	DATE AND TIME	SUBMISSION STATUS
TANYA DAVIES MP, MEMBER FOR MULGOA	Yes	28 October 2021 12:30pm	No submission received
FAIRFIELD CITY COUNCIL	Yes	03 November 2021 04:30pm	Declined to make a submission via email (Appendix C)
LIVERPOOL CITY COUNCIL	No	n/a	No submission received. TfNSW followed up via email on LCC's interest in a briefing – 25 October 2021, 28 October 2021, 8 November 2021 and 18 November 2021. No response received. TfNSW followed up via email in regard to providing a submission - 29 November 2021 and 02 December 2021. No response received.
PENRITH CITY COUNCIL	Yes	19 November 2021 01:30pm	Submission received
HERITAGE NSW	Yes	02 November 2021 02:30pm	Submission received
WESTERN PARKLAND CITY AUTHORITY	Yes	01 November 2021 01:30pm	Declined to make submission.
WESTERN SYDNEY AIRPORT CO.	Yes	16 November 2021 10:00am	Submission received.
BICYCLE NSW	No	n/a	Submission received
PLANNING PARTERSHIP OFFICE	Yes	12 November 2021 01:30pm	Received feedback via email.
GREATER SYDNEY PARKLANDS	No	n/a	Submission received.

Appendix C – Evidence of Consultation

From: [Kerren Ven](#)
To: [Katie Xia](#)
Cc: [Chris Brown](#); [Alison Mortimer](#)
Subject: RE: Follow up: M12 PDLP submission
Date: Friday, 10 December 2021 4:34:39 PM
Attachments: [image020.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image015.png](#)
[image016.png](#)

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Hi all,

Apologies Katie, I thought I had replied to your email dated 29 November.

After discussion with my manager it was decided that a submission would not be required given that Council officers are currently liaising with Kurt Briddie from TfNSW the on the project works at the detailed design stage.

Kind regards,

Kerren Ven
Strategic Planner | Strategic Land Use Planning
City Strategic Planning
PO Box 21, Fairfield NSW 1860
P 9725 0222 |

www.fairfieldcity.nsw.gov.au
mail@fairfieldcity.nsw.gov.au



We acknowledge the Cabrogal of the Darug nation who are the Traditional Custodians of this Land. We also pay our respect to the Elders both past, present and emerging of the Darug Nation.

From: Alison Mortimer
Sent: Wednesday, 8 December 2021 6:39 PM
To: Kerren Ven <KVen@fairfieldcity.nsw.gov.au>
Cc: Katie Xia <Katie.Xia@transport.nsw.gov.au>; Chris Brown <CBrown@fairfieldcity.nsw.gov.au>
Subject: RE: Follow up: M12 PDLP submission

Hi Kerren

Have you any inputs as per the below?

Regards

Alison Mortimer
Manager City Assets
City Assets and Operations
PO Box 21, Fairfield NSW 1860
P 9725 0106 |

www.fairfieldcity.nsw.gov.au
mail@fairfieldcity.nsw.gov.au



We acknowledge the Cabrogal of the Darug Nation who are the Traditional Custodians of this Land. We also pay our respect to the Elders both past, present and emerging of the Darug Nation.

From: Katie Xia <Katie.Xia@transport.nsw.gov.au>
Sent: Tuesday, 7 December 2021 2:22 PM
To: Alison Mortimer <AMortimer@fairfieldcity.nsw.gov.au>; Chris Brown <CBrown@fairfieldcity.nsw.gov.au>
Subject: FW: Follow up: M12 PDLP submission

Hi Alison and Chris

I haven't been able to get a hold of Kerren regarding the M12 Place, Design and Landscape Plan – we were hoping to receive a submission from Fairfield Council.

Are you able to advise if Council still wishes to make a submission?

Thank you
Katie

Katie Xia
Manager, Communications and Stakeholder Engagement
M12 Motorway
Community and Place | Greater Sydney
Transport for NSW

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal work hours.

M 0460 300 284
Level 7, 27 Argyle Street, Parramatta NSW 2150

I acknowledge the Aboriginal people of the country on which I work,
their traditions, culture and a shared history and identity. I also pay my respects to
Elders past and present and recognise the continued connection to country.

From: Katie Xia
Sent: Thursday, 2 December 2021 10:46 AM
To: Kerren Ven <KVen@fairfieldcity.nsw.gov.au>
Subject: Follow up: M12 PDLP submission

Hi Kerren

Just following up on the below as I have not received confirmation of submission by Fairfield City Council.

As consultation closed on 28 November, we are now progressing to next steps which is collating feedback and developing the Submissions Report.

We are hoping to receive a submission from Fairfield City Council, however, if Council requires an extension or does not wish to provide feedback, please could you advise by COB tomorrow 3 December.

Feel free to give me a call if you'd like.

Thank you
Katie

Katie Xia
Manager, Communications and Stakeholder Engagement
M12 Motorway
Community and Place | Greater Sydney
Transport for NSW

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M 0460 300 284
Level 7, 27 Argyle Street, Parramatta NSW 2150

I acknowledge the Aboriginal people of the country on which I work,
their traditions, culture and a shared history and identity. I also pay my respects to
Elders past and present and recognise the continued connection to country.

From: Katie Xia
Sent: Monday, 29 November 2021 12:12 PM
To: Kerren Ven <KVen@fairfieldcity.nsw.gov.au>
Subject: M12 PDLP submission

Hi Kerren

Hope all is well on your end!

Just wanted to check if Fairfield City Council is lodging a submission to the PDLP that just closed for consultation? I haven't seen anything come through.

Cheers
Katie

Katie Xia
Manager, Communications and Stakeholder Engagement
M12 Motorway
Community and Place | Greater Sydney
Transport for NSW

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal work hours.

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Level 7, 27 Argyle Street, Parramatta NSW 2150

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their traditions, culture and a shared history and identity. I also pay my respects to
Elders past and present and recognise the continued connection to country.

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From: [Katie Xia](#)
To: WiafeC@liverpool.nsw.gov.au
Subject: FW: Follow up: Revised briefing session: M12 Motorway Place, Design and Landscape Plan
Date: Thursday, 18 November 2021 1:41:00 PM

Hi Charles

I am following up on the below as I haven't heard back from Liverpool City Council.

Submissions for the M12 Place, Design and Landscape Plan close Sunday 28 November 2021.
Please let me know if you and your colleagues would like a briefing beforehand.

Kind regards
Katie

Katie Xia
Manager, Communications and Stakeholder Engagement
M12 Motorway
Community and Place | Greater Sydney
Transport for NSW

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M 0460 300 284
Level 7, 27 Argyle Street, Parramatta NSW 2150



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

From: Katie Xia
Sent: Monday, 8 November 2021 9:51 AM
To: WiafeC@liverpool.nsw.gov.au
Subject: Follow up: Revised briefing session: M12 Motorway Place, Design and Landscape Plan

Good morning Charles

Just following up on the below as I haven't heard back from you.

We have two community live stream sessions tomorrow – 1pm and 5pm. Council may like to tune into these public forums, or receive an update via the live stream tomorrow and we can set up a separate meeting for follow up queries.

Let me know what you'd prefer.

From: [Katie Xia](#)
To: WiafeC@liverpool.nsw.gov.au
Subject: Follow up: M12 PDLP submission
Date: Thursday, 2 December 2021 10:48:00 AM

Hi Charles

Just following up on the below as I have not received confirmation of submission by Liverpool City Council.

As consultation closed on 28 November, we are now progressing to next steps which is collating feedback and developing the Submissions Report.

We are hoping to receive a submission from Liverpool City Council, however, if Council has lodged feedback via the Detailed Design section on urban design, or if Council would like an extension or does not wish to provide feedback, please could you advise by COB tomorrow 3 December.

Feel free to give me a call if you'd like.

Kind regards
Katie

Katie Xia
Manager, Communications and Stakeholder Engagement
M12 Motorway
Community and Place | Greater Sydney
Transport for NSW

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From: Katie Xia
Sent: Monday, 29 November 2021 12:17 PM
To: 'WiafeC@liverpool.nsw.gov.au' <WiafeC@liverpool.nsw.gov.au>
Subject: M12 PDLP submission

Hi Charles

I hope you're doing well.

I didn't hear back from Liverpool City Council during the exhibition and consultation period of the M12 PDLP, which formally closed for consultation yesterday. I wanted to see if Council will be lodging a submission as I haven't seen anything come through.

Kind regards
Katie

Katie Xia
Manager, Communications and Stakeholder Engagement
M12 Motorway
Community and Place | Greater Sydney
Transport for NSW

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