

Mamre Road upgrade

Community Consultation Report

Roads and Maritime Services | May 2019

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Executive summary

Mamre Road is a key transport corridor passing through the Western Sydney Growth Area providing connections to the Western Sydney Employment Area and the Western Sydney Airport Growth Area.

The NSW Government has started initial planning work for a future upgrade of a 10 kilometre section of Mamre Road, between the M4 Motorway and Kerrs Road, to support economic and residential growth in this area.

The proposed upgrade of Mamre Road will provide an improved link between the M4 Motorway in the north and the proposed M12 Motorway in the south. Planning for the development of a strategic design for the upgrade started in 2016. A preferred option was identified based on field work and technical studies which included survey, traffic modelling and environment and heritage investigations.

A strategic design for the proposed upgrade was developed to identify and reserve the road corridor required for the road upgrade and was exhibited for consultation between 13 November 2017 and 15 December 2017. The features of the strategic design include:

- two lanes in each direction with wide central median between the M4 Motorway and Kerrs Road – 10 kilometre length
- provision for a future third lane in each direction
- shared bicycle and pedestrian paths to promote active transport
- signalised u-turn facilities at key intersections in the short term pending full development of the area
- new signalised intersection with turn-around facility at Abbotts Road
- new signalised intersection between Abbotts Road and Bakers Lane
- upgrade of signalised intersection at Bakers Lane with provision for u-turn and local access
- upgrade of signalised intersection at Erskine Park Road
- upgraded intersection at James Erskine Drive with provision for future access to the new precinct development on the western side of Mamre Road (a temporary arrangement is currently in place)
- left in, left out access at Mandalong Close
- left in, left out access at McIntyre Avenue
- new signalised intersection at Luddenham Road
- new signalised intersection at Solander Drive
- upgrade to signalised intersection at Banks Drive.

Roads and Maritime Services received 35 submissions in response to the display of the strategic design. The top issues identified during consultation included objections to turn restrictions; concerns about impact to property, heritage items and vegetation; concerns about construction impact and noise, and questions about the timing and scope of the project

The feedback received has been considered in the decision making process, and our responses to the feedback are contained in this report. The feedback will assist in the development of the project concept design and environmental impact assessment.

Roads and Maritime will now confirm the preferred option and preserve the road corridor for the future upgrade of Mamre Road. Roads and Maritime will advise Penrith City Council to incorporate the corridor into the council's Local Environment Plan and the Department of Planning and Environment to include it in future precinct planning.

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1 Background and proposal

1.1 Background

Mamre Road is a key transport corridor passing through the Western Sydney Growth Area providing connections to the Western Sydney Employment Area and the Western Sydney Airport Growth Area.

The NSW Government has started planning work for a future upgrade of a 10 kilometre section of Mamre Road, between the M4 Motorway and Kerrs Road, to support economic and residential growth in this area.

There are a number of current and proposed developments served by Mamre Road that will increase population, employment and traffic congestion in the area.



Mamre Road traffic



Development along Mamre Road

The proposed upgrade of Mamre Road will provide an improved link between the M4 Motorway in the north and the proposed M12 Motorway in the south. Planning for the development of a strategic design for the upgrade started in 2016. A preferred option was identified based on field work and technical studies which included survey, traffic modelling and environment and heritage investigations.

A 40 metre road corridor was dedicated for the upgrade of Mamre Road as a State Arterial Road in the 1950s. However, with the proposed M12 Motorway, which will run parallel to Elizabeth Drive, Mamre Road is to be designated as a Primary Arterial Road. The proposed corridor width for Mamre Road as a Primary Arterial Road is 50 metres.

A strategic design for the proposed upgrade to 50 metre was developed to identify and preserve the road corridor required for the road upgrade and was exhibited for consultation between 13 November 2017 and 15 December 2017.

1.2 The Preferred Option – the Proposal

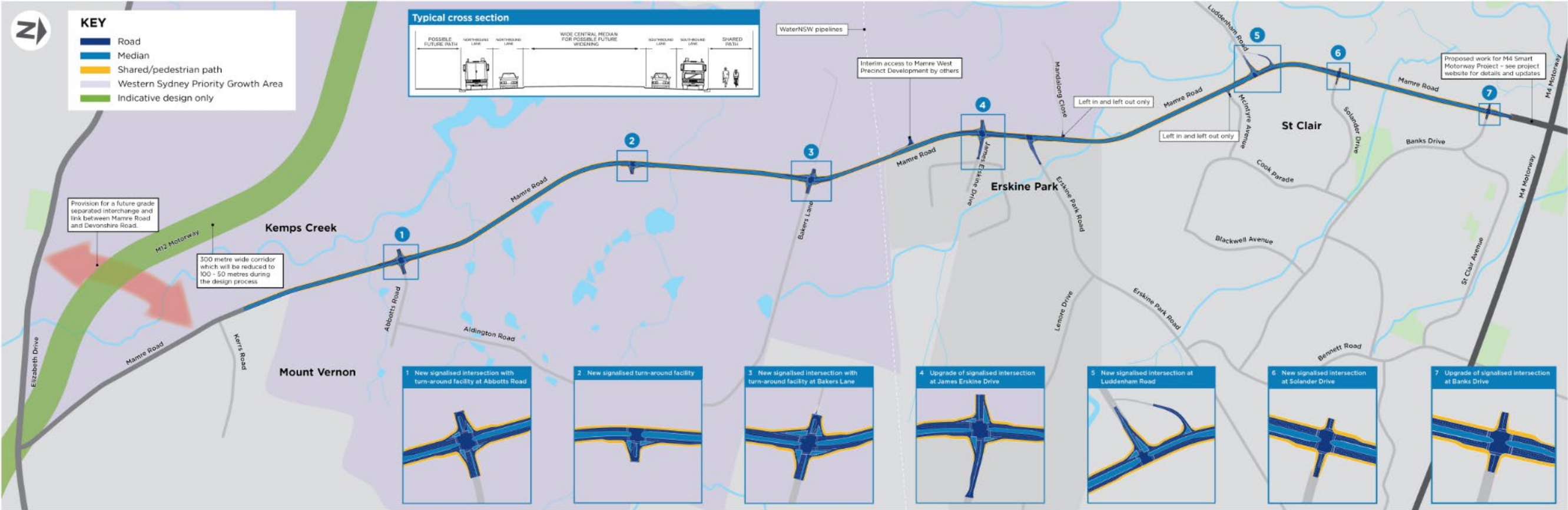
An Options Report was prepared and details the analysis of corridor options and the process used to select the preferred option. The report was made available to view or download from Roads and Maritime website at www.rms.nsw.gov.au/mamreroad

Features of the preferred option include:

- two lanes in each direction with wide central median between the M4 Motorway and Kerrs Road – 10 kilometre length
- provision for a future third lane in each direction
- shared bicycle and pedestrian paths to promote active transport
- signalised u-turn facilities at key intersections in the short term pending full development of the area
- new signalised intersection with turn-around facility at Abbotts Road
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- upgrade of signalised intersection at Bakers Lane with provision for u-turn and local access
- upgrade of signalised intersection at Erskine Park Road
- upgraded intersection at James Erskine Drive with provision for future access to the new precinct development on the western side of Mamre Road (a temporary arrangement is currently in place)
- left in, left out access at Mandalong Close
- left in, left out access at McIntyre Avenue
- new signalised intersection at Luddenham Road
- new signalised intersection at Solander Drive
- upgrade to signalised intersection at Banks Drive.

The location of the preferred option and strategic design is shown in Figure 1.1 below.

Proposed Mamre Road design



The preferred option would provide the following benefits:

- improve road capacity to cater for population and employment growth
- provide safer access to residential and industrial/commercial areas located off Mamre Road
- reduce travel times and transport costs
- improve road safety for all users
- improve the movement of goods and trucks
- provide safe and effective pedestrian and cycling infrastructure.

Figure 1-1: Mamre Road upgrade preferred option

2 Consultation approach

2.1 Consultation objectives

The strategic design and preferred option report for the Mamre Road upgrade was placed on display for community comment from Monday 13 November 2017 to Friday 15 December 2017.

The purpose of the community consultation was to:

- inform community members and stakeholders about the preferred option for Mamre Road corridor upgrade
- provide information about next steps in the project
- seek comment, feedback, ideas and suggestions from the community to be considered prior to reservation of the road corridor
- provide an opportunity for the community to meet with the project team to ask questions and provide feedback on the preferred option
- build a database of community members and stakeholders for Roads and Maritime to engage with through the development of the Mamre Road upgrade.

2.2 Values

The following values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

Customer focus - We place the customer at the centre of everything we do

Collaboration - We value each other and create better outcomes by working together

Solutions - We deliver sustainable and innovative solutions to NSW's transport needs

Integrity - We take responsibility and communicate openly

Safety - We prioritise safety for our people and our customers.

2.3 Method of Consultation

A number of events and consultation activities were delivered so that members of the community could learn more about the Mamre Road upgrade, meet the project team, and have their say. The list of consultation activities implemented is in Table 2-1.

Community members were encouraged to provide feedback, leave comments and make submissions at the information sessions or via mail, email or phone contact with the project team. The community was able to contact Roads and Maritime and leave comments and submissions by:

Email mamreroadupgrade@rms.nsw.gov.au

Phone 1800 696 564

Mail Mamre Road Upgrade, PO Box 973 Parramatta NSW 2124

Table 2-1: Consultation activities

Tool/activity	Reached	Detail
Media Release (Appendix A)		A media release (Appendix A) was distributed to Penrith publications on 15 November 2017 encouraging local community members and stakeholders to get involved in the consultation process.
Newspaper advertisements (Appendix B)		A total of 4 newspaper advertisements appeared in local papers between 15 November 2017 and 22 November 2017 to raise awareness of the consultation and information sessions. Publications included: St Marys and Mt Druitt Star (15 November and 22 November) Mt Druitt St Marys Standard (15 November and 22 November)
Community update (Appendix C)	6,000	A community update newsletter was distributed via a letterbox drop to 6,000 local properties. Refer to Appendix D for a map of the distribution area.
Door knock	33	33 properties were doorknocked in November 2017 prior to the community update distribution to ensure owner/occupiers impacted by the preferred option were aware of the preferred option. A copy of the community update was left with them and they were informed about the possible impact on their property based on the strategic design. Those owners who could not be contacted were given a 'Sorry we missed you' flyer – see below.
Letter to property owners	25	25 letters were sent to individual property owners not living in the properties to advise them about the preferred option and possible impact on property based on the strategic design
Sorry we missed you (Appendix D)	10	Where the property owner/occupant was door knocked but not at home a 'Sorry we missed you' flyer was left informing the property owner/occupant that someone from

Tool/activity	Reached	Detail
		the project team had tried to make contact. 10 of the properties door knocked were left a 'Sorry we missed you' flyer as we were unable to speak with anyone at the property. Some of these property owners called back to arrange a meeting. Others were door knocked again.
One on one meetings with property owners	7	One on one meetings were held with property owners at their request to discuss impact on their properties
Webpage (Appendix E)		The project webpage was updated on 12 November 2017 with the latest project information including the community update newsletters and how to submit feedback. A total of 208 unique page visitors were recorded during the consultation period. www.rms.nsw.gov.au/mamreroad
Stakeholder briefings	4	Briefings were held with Department of Planning and Environment (Office of Strategic Lands), WaterNSW, Penrith City Council, Mamre House lessee Catholic Care Social Services
Email	57 emails	Direct emails were sent from Roads and Maritime to 57 total stakeholders (community members and groups), local Members of Parliament (MPs) and other government stakeholders to raise awareness of the consultation and information sessions for the project.
Community information sessions		Two community information sessions were held in November 2017 as per the details below: Saturday 25 November, 10 am - 1 pm Banks Public School 182-194 Banks Drive, St Clair Wednesday 29 November, 3pm to 7 pm Twin Creeks Golf and Country Club 2-8 Twin Creeks Drive, Luddenham

Tool/activity	Reached	Detail
		<p>A total of 89 people were recorded as attending the community information sessions:</p> <ul style="list-style-type: none"> • 36 attendees for Saturday 25 November • 53 attendees for Wednesday 29 November <p>However, not all attendees signed in individually; approximately 25 stakeholders did not register their individual attendance at the information sessions.</p>

2.4 Consultation response summary

A total of 35 submissions were received during the consultation period including one submission each received from Penrith City Council, WaterNSW and the NSW Office of Environment and Heritage.

The top issues identified through submissions during the display of the preferred option included objections to turn restrictions; concerns about impact to property, heritage items and vegetation; concerns about construction impact and noise, and questions about the timing and scope of the project.

These issues and concerns have been summarised and the way forward on these identified in Table 2-2.

2.5 Issues and way forward

Table 2-2 details the issues raised from the submissions received during the consultation period and the proposed way forward.

Table 2-2: Issues and way forward

Issue category	Sub-issue	Issues raised	Way forward
Environmental impact	Noise from construction and operation	Noise from work in proximity to residences, especially night work will cause sleep disturbance.	Roads and Maritime tries to avoid or minimise night work where possible. Roads and Maritime shall undertake Noise and Vibration Impact Assessment as part of the environmental assessment prior to construction of the project. This study would address potential noise impact and recommend appropriate mitigation measures.
		Noise from traffic especially with the road being widened and increased traffic due to widening – need to install noise walls.	As part of the Environmental Assessment carried out prior to project construction, a Noise and Vibration Impact Assessment study would be done. This would measure background noise and model the impact of increased future traffic noise on properties located next to Mamre Road. It would identify properties for further investigation and/or those to be considered for noise mitigation measures. For more information about noise mitigation measures see the Roads and Maritime ‘How is Noise Addressed?’ information brochure: http://www.rms.nsw.gov.au/documents/projects/factsheet-construction-noise.pdf
	Loss of vegetation	Concern about loss of trees	Flora Impact Assessment would be carried out as part of the Environmental Impact Assessment (EIA) in the next phase of the project which would address this issue. Appropriate mitigation measures would be undertaken as per recommendations in the assessment.

Issue category	Sub-issue	Issues raised	Way forward
		Impact on 'Green Grid' concept located on the western side of Mamre Road	Landscaping for the project would include planting in the road corridor to soften the impact of the widened road. Roads and Maritime would work with Penrith City Council to ensure appropriate treatments are provided.
	Increased flooding	With the building of more 'hard surfaces' this will increase flooding	Preliminary Flood Modelling has been done to identify drainage systems to prevent flooding that could be caused by the road upgrade. The strategic design included the information from this modelling. The modelling would be further developed during the concept design. Relevant mitigation measures would be detailed during environmental assessment.
Property impact	Property access	Concern about property adjustments with reduced access due to grade change of driveway	In the planning of infrastructure projects, Roads and Maritime actively seeks to avoid or minimise potential impact where reasonable and practical. This includes potential impact to private property. Property adjustment plans would be prepared for impacted properties as part of the detailed design to ensure appropriate safe access.
	Property acquisition	Request to minimise (future) property acquisition by taking property from both sides of the road.	<p>The existing Mamre Road corridor is a 50 metre wide corridor, between M4 Motorway and Luddenham Road. The strategic design investigated widening of the section from Luddenham Road to Kerrs Road.</p> <p>Roads and Maritime gives careful consideration to road alignment options when widening road corridors. Considerations include constructability, flood prevention, impact to adjoining properties, the number of properties affected and other projects planned in the area. A number of different alignment options, including taking property from both sides of the road, were investigated and were evaluated in constructability and value management workshops attended by key stakeholders. Taking all considerations into account, it was recommended to widen on the western side between Luddenham Road and Kerrs Road.</p>
	Property value	Those properties left behind after acquisition will have a 6-lane highway in front of	The Property Acquisition process is governed by the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> (NSW) which provides the basis for assessing compensation. Roads and Maritime acquires and pays compensation for properties that are directly impacted by the project. There is no provision to acquire properties which are not directly impacted and not required for the road upgrade.

Issue category	Sub-issue	Issues raised	Way forward
		them, devaluing the property	Roads and Maritime would continue to work with all property owners and stakeholders along the project alignment in order to manage impact during construction and operation.
Design	Left-in and left out at McIntyre Avenue	Concern that there is already significant congestion at this intersection and with a new set of traffic lights at Solander Drive this will add more traffic to the local streets such as Cook Parade, Feather Street.	When adjustments are made for safe traffic movements at the McIntyre Avenue/Mamre Road intersection, an increase in traffic could be expected on Feather Street, however a large number of vehicle movements caused by this restricted turn are expected to use Cook Parade. During the concept design and environmental assessment in the next phase, Roads and Maritime will investigate traffic efficiency and intersection treatment at local streets.
		Suggestion to combine the McIntyre Avenue/ Luddenham Road intersection by realigning the roads and providing one set of traffic signals here	Luddenham Road is a regional road under the care and control of Penrith City Council. A possible option re-aligning Luddenham road to meet McIntyre Avenue was examined and was not favoured as it would affect two listed heritage items (DOGS NSW dwelling; Leeholme Horse Stud Rotunda) and would require clearing of threatened ecological communities and impact on land earmarked for environmental offsets.
	Left-in and left out at Mandalong Close	Concerns that it will be impossible to get out of this cul-de-sac and further redevelopment potential of this area will be	The Mamre West precinct plan (featured in the State Significant Development Assessment SSD 7173) includes an internal road network to connect Mandalong Close to a signalised access at Mamre Road/James Erskine Drive intersection. In the future, properties along Mandalong Close would have safe access to Mamre Road via the signalised intersection at James Erskine Drive.

Issue category	Sub-issue	Issues raised	Way forward
		stymied	
	Traffic signals at Solander Drive	No need for these as ones at Banks Drive and Erskine Park Road are enough and these will add more traffic on Feather Street	Road safety and traffic movements in the area indicate a preference for a signalised intersection at Solander Drive. The provision of a signalised intersection should make the road safer for the growing population. During the concept design and environmental assessment in the next phase, Roads and Maritime will investigate traffic efficiency and intersection treatment at local streets.
	Proposals for intersection improvement	A free left turning lane onto to Mamre Road from James Erskine Drive and Erskine Park Road so that traffic on Mamre Road keeps moving.	Detailed intersection modelling at James Erskine Drive and Erskine Park Road would take place during the next stages of project development and these suggestions could be investigated at that time.
	Shared bicycle and pedestrian paths	Approve the introduction of bicycle and pedestrian paths	Shared bicycle and pedestrian paths would be provided as indicated in the road cross section shown in the strategic design.
	Roundabouts	Provide roundabouts at the intersection of Abbotts Road and Mandalong Close	Roundabouts are not efficient when traffic along the approaching roads are not balanced. A roundabout may impede the heavy main traffic movement on Mamre Road and could lead to traffic incidents as drivers on minor roads try to enter the roundabout.
	Kerrs Road	Why no design has been presented about Kerrs Road, there should be traffic signals here	The Kerrs Road intersection is not within the scope of this project. A Mamre Road interchange with M12 Motorway in a new alignment starting from Kerrs Road would be developed as stage-2 work in the M12 Motorway Project.

Issue category	Sub-issue	Issues raised	Way forward
	Heavy vehicle rest area	Suggestion to provide a heavy vehicle rest area	The need for a vehicle rest area along Mamre Road has not been identified by Roads and Maritime. There may also not be sufficient space for a vehicle rest area as the land adjoining Mamre Road is expected to be developed for commercial, industrial and residential purposes.
	Police operations	Safe bay to conduct police operations	An enforcement bay would be considered during the next phase depending on existing infrastructure and police requirements.
Safety	Sealing of driveways leading on to road	Prevent washing off gravel onto road increasing safety for cyclists and motorcycles	The design of the project would be completed in accordance with Australian design standards and would be subject to a road safety audit, ensuring the design is safe for all road users. This would also consider the safety of the surrounding community in their interactions with the road reserve.
	Safety of school children	Safety of school children crossing at Banks Public School with more traffic on Banks Drive is an issue	A pedestrian crossing on Banks Drive is outside the scope of the current stage of this project.
	Trucks using Mamre Road are causing safety hazards	Introduce measures which will stop trucks speeding and tailgating	This is a compliance issue and is outside the scope of this project.
Consultation	Lack of information provided in a coordinated manner	Staff from Penrith City Council and M12 team should have been in attendance to provide comprehensive responses to community	The information sessions for the development of the strategic design and corridor reservation were the first of many opportunities that the community would have to engage with the project team and provide feedback. There would be future information sessions at both the concept design and environmental impact assessment phase when the project is at a more advanced stage. Representatives from relevant projects and organisations would be invited to attend these sessions.

Issue category	Sub-issue	Issues raised	Way forward
		members	
		Not enough information provided regarding noise, dust, environmental impact	More detailed information on noise, dust and other environmental impact would be provided at the concept design and environmental impact assessment phase, along with proposed mitigation measures.
Timing of project	Timing and funding is unknown but the project should be built now and three lanes provided	Mamre Road is already busy and with the number of developments in the area widening should happen now	The NSW Government has committed \$220 million to upgrade of Mamre Road between M4 and Erskine Park Road. Roads and Maritime will commence the next stage of the development including concept design and environmental impact assessment of the project when the budget is allocated.
		Three lanes in each direction should be provided now.	Roads and Maritime has carried out traffic modelling which indicates that two lanes are adequate for current and projected traffic needs in the medium term.
Project extent	Project stopping at Kerrs Road	Why is project not up till Elizabeth Drive	Mamre Road is proposed to be realigned from Kerrs Road for the interchange with the M12 Motorway. This section of Mamre Road to Elizabeth Drive would form part of the stage 2 work for the proposed M12 Motorway.
Issues raised by NSW Department of Environment and Heritage	Impact on heritage	Full identification of impact on 'Mamre' – listed on State Heritage Register Requirement to complete	A preliminary assessment of Aboriginal and Non-Aboriginal Heritage in the proposed Mamre Road corridor area has taken place. More detailed investigations would be carried out as part of the Environmental Impact Assessment phase.

Issue category	Sub-issue	Issues raised	Way forward
		Statement of Heritage Impact and Archaeological Impact Assessment	
Issues raised by WaterNSW	Impact on WaterNSW infrastructure in the area	Impact on Warragamba pipelines corridor north of Bakers Lane including, access, property acquisition and vibration.	Roads and Maritime would liaise with WaterNSW to minimise or mitigate the potential impact to the Warragamba pipe corridor including access, vibration and acquisition, where relevant. Roads and Maritime would take into account WaterNSW concerns at the detailed concept design and environmental impact assessment phase.
Issues raised by Penrith City Council	Scope of work	Mamre Road upgrade does not include upgrading the section of Mamre Road between Banks Drive and the M4 Westbound intersection.	This section of the road is being investigated as a part of another project - the M4 Smart Motorway project. Information on the M4 Smartmotorway Project can be found at http://www.rms.nsw.gov.au/projects/sydney-west/m4/
	Planning	Clarification needed regarding change of status of Mamre Road from State Arterial Road to Primary Arterial Road. Should also refer to other overarching strategies and	These status details are to be provided in the structure plan proposed by the Department of Planning and Environment.

Issue category	Sub-issue	Issues raised	Way forward
		impact of the Western Sydney Airport Growth Area	
	Transport Modelling	Requirement for traffic model for all intersections	Preliminary traffic modelling took place as part of the strategic design and would be updated during the concept design phase.
	Bakers Lane intersection	Council does not support the Bakers Lane intersection design and would prefer to close the intersection and provide a new intersection with the proposed Southern Link Road around 40-60 metres south	Council's concerns are noted. Roads and Maritime proposes to have only one intersection at this location. The proposed Southern Link Road alignment has not been finalised. The proposed intersection at Bakers Lane is based on the current situation. When details of the final proposed Southern Link Road alignment and other future infrastructure projects become available, the intersection location can be reassessed as part of the next phase of this project.
	Active transport	Council supports proposed active transport measures. Council has requested consideration to be given for path widening options, carriageway to cater for on-road cyclists, clearance zone between shared-use path	<p>Roads and Maritime promotes safe cycling and would provide a separated shared bicycle and pedestrian path as shown in the strategic design. The shared path would connect to the existing shared path at Erskine Park Road to James Erskine Drive.</p> <p>The strategic design also provides a four lane carriageway with wide medians. The wide medians can cater for multiple cyclists crossing Mamre Road without the need to dismount.</p> <p>Bus jump lanes at intersections are included in the strategic design and would be fully developed further in the next phase of this project.</p>

Issue category	Sub-issue	Issues raised	Way forward
		and travel/deceleration lanes, large medians and construction of a shared path between Erskine Park Road and James Erskine Drive.	
	Landscape	<p>Planning must include suitably wide verges and boundary setbacks to accommodate planting for large trees and their root zones.</p> <p>Screening planting is required to address unsightly rear boundary suburban fencing.</p>	<p>Provisions are made for landscaping and urban design features in the strategic design. Planting would be considered in the medians and verges where possible.</p>

Issue category	Sub-issue	Issues raised	Way forward
	Stormwater quality	The stormwater treatment for this project should seek to achieve best practice wherever possible. In this regard, it is recommended the stormwater treatment should be designed to achieve the criteria outlined in Council's WSUD Policy.	Water quality would be considered during the next phase of this project.
	Geology and soils	A contamination assessment of the road corridor needs to be undertaken as part of the environmental assessment phase.	Roads and Maritime investigate contamination as part of the Environmental Impact Assessment phase. Appropriate soil, salinity, erosion and sediment control measures would be specified in any future project Potential contamination within the study area would be addressed in accordance with the <i>Guideline for the Management of Contamination (Roads and Maritime Services, 2013b)</i> .

Issue category	Sub-issue	Issues raised	Way forward
	Flooding	Consideration to be given to raising the sections of road where flooding is identified to provide higher flood immunity. The Penrith Overland flow <i>Overview</i> study should also be included in considerations.	Roads and Maritime shall conduct flood modelling during the concept design phase to assist with the overall design of the road.
	Biodiversity	REF/EIS will need to consider environmental impacts more thoroughly.	Roads and Maritime undertakes a comprehensive biodiversity assessment as part of the Environmental Impact Assessment phase.

Issue category	Sub-issue	Issues raised	Way forward
	Property acquisition	Council implores Roads and Maritime to develop a comprehensive strategy to address the acquisition of land with a focus on fairness, equity and timing.	<p>The Property Acquisition process is governed by the <i>Land Acquisition (Just Terms Compensation) Act 1991 (NSW)</i> which provides the basis for assessing compensation. Roads and Maritime acquires and pays compensation for properties that are directly impacted by the project. There is no provision to acquire properties which are not directly impacted and not required for the road upgrade.</p> <p>Roads and Maritime gives careful consideration to road alignment options when widening road corridors. Considerations include constructability, flood prevention, impact to adjoining properties, the number of properties affected and other projects planned in the area. A number of different alignment options, including taking property from both sides of the road, were investigated and were evaluated in constructability and value management workshops attended by key stakeholders.</p>
Out of scope	Other road projects which impact Mamre Road	Information sought about Link Road at Minchinbury	This Link Road is outside the scope of this project and the issue should be referred to the Department of Planning and Environment.
	Traffic on Luddenham Road is going to increase with new developments	This road should be widened now	Luddenham Road is under the care and control of Penrith City Council and the feedback would be passed on to Council.

3 Appendix A – Media Release



15 November 2017

MEDIA RELEASE

COMMUNITY INVITED TO HAVE A SAY ON PROPOSED MAMRE ROAD UPGRADE

Members of the community are encouraged to provide feedback on the strategic design and preferred option for one of western Sydney's key transport corridors.

Member for Mulgoa Tanya Davies said Mamre Road passes through the Western Sydney Priority Growth Area while providing connections to the Western Sydney Employment Area, which is why the NSW Government has started planning for the upgrade.

"The proposed 10 kilometre upgrade of Mamre Road between the M4 Motorway at St Clair and Kerrs Road at Mount Vernon will provide an improved link between the M4 Motorway in the north and the proposed interchange with M12 Motorway in the south," Tanya Davies said.

"The proposed upgrade will provide two lanes in each direction with the provision for a future third lane in each direction and upgraded intersections along the route.

"The upgrade will improve road capacity catering for future population and employment growth while reducing travel times and improving road safety for motorists travelling through western Sydney."

Tanya Davies said the Mamre Road upgrade is part of a plan to progressively upgrade arterial roads in western Sydney to deliver a more efficient, reliable network that meets the future needs of the community and the economy.

"Following the public display of the recommended option and strategic design, Roads and Maritime Services will consider community submissions before finalising the new road corridor.

"This will be followed by development of a concept design and environmental assessment, subject to funding.

"Roads and Maritime will continue to keep the community updated as the project progresses."

Feedback on the proposed upgrade is invited until **Friday 15 December** and will be considered when finalising the proposal.



Tanya Davies MP
Member for Mulgoa




Comments can be provided by emailing mamreroadupgrade@rms.nsw.gov.au or by writing to Mamre Road Upgrade, PO Box 973, Parramatta NSW 2124.

The community is invited to attend two community information sessions to be held on **25 November at Banks Public School, St Clair between 10am and 1pm** and **29 November at Luddenham Golf and Country Club, Luddenham between 3pm and 7pm** to speak with the project team, provide feedback and learn more about the upgrade.

For a copy of the option report or for more information visit www.rms.nsw.gov.au/mamreroad

Media Contact: Angela Maltese (02) 9834 2966

4 Appendix B – Newspaper advertisements



Roads and Maritime Services

Mamre Road upgrade between the M4 Motorway, St Clair and Kerrs Road, Mount Vernon

Have your say

The NSW Government has started initial planning work for a future upgrade of a 10 kilometre section of Mamre Road, between the M4 Motorway and Kerrs Road, to support economic and residential growth in this area.

Roads and Maritime Services has developed a strategic design for the upgrade to identify and preserve the road corridor for the future. Roads and Maritime is seeking feedback on the strategic design for the Mamre Road upgrade by **Friday, 15 December 2017**.

A community update newsletter has been prepared to explain the upgrade and strategic design in more detail and is available to download from the Roads and Maritime website at www.rms.nsw.gov.au/mamreroad.

We will be hosting two community information sessions and invite you to attend to meet our project team and ask any questions about the strategic design. A formal presentation will not be given, so please drop in at any time:

Date: Saturday 25 November 2017
Time: 10am to 1pm
Location: Banks Public School
182-194 Banks Drive, St Clair

Date: Wednesday 29 November 2017
Time: 3pm to 7pm
Location: Twin Creeks Golf and Country Club
2-8 Twin Creeks Drive, Luddenham

We look forward to seeing you there.

What happens next?
Roads and Maritime will consider all comments received during the display of the strategic design. A consultation report will be published on the website responding to questions and comments received during the display period.

For more information: please phone: 1800 696 564
Email: mamreroadupgrade@rms.nsw.gov.au
Website: www.rms.nsw.gov.au/mamreroad
Mail: Mamre Road upgrade, Roads and Maritime Services, PO BOX 973, Parramatta CBD NSW 2124

BLZ129052



Mamre Road upgrade

M4 Motorway to Kerrs Road Community update

November 2017



The NSW Government has started initial planning work for a future upgrade of a 10 kilometre section of Mamre Road, between the M4 Motorway and Kerrs Road, to support economic and residential growth in this area. A strategic design for the proposed upgrade has been developed to identify and preserve the road corridor required for the road upgrade. Roads and Maritime Services (Roads and Maritime) is seeking feedback on the proposed Mamre Road upgrade by Friday, 15 December 2017.

Background

Mamre Road is a key transport corridor passing through the Western Sydney Priority Growth Area and providing connections to the Western Sydney Employment Area. (see map overleaf).

The proposed upgrade of Mamre Road will provide an improved link between the M4 Motorway in the north and the proposed M12 Motorway in the south. Planning for the development of a strategic design for the upgrade started in 2016. A preferred option was identified based on field work and technical studies which included survey, traffic modelling and environment and heritage investigations.

Benefits

The upgrade of Mamre Road would:

- improve road capacity to cater for population and employment growth
- provide safer access to residential and industrial/commercial areas located off Mamre Road
- reduce travel times and transport costs
- improve road safety for all users
- provide safe and effective pedestrian and cycling infrastructure.

Other projects in your area

M4 Smart Motorway

Construction has started on Stage 1 (Mamre Road to Reservoir Road). The M4 Smart Motorway project aims to provide:

- more reliable trips by controlling the flow of traffic onto the motorway. This reduces congestion and keeps traffic moving providing a more predictable journey
- improved traffic safety by real time monitoring and remote traffic control. This reduces crash rates and improves incident response
- less vehicle emissions through free flowing traffic conditions. This results in improved fuel efficiency and reduced emissions compared to 'stop start' traffic
- better decision making through real time information about travel times, incidents and other relevant information. This will allow motorway users to plan their journeys.

At Mamre Road (Stage 3 of the M4 Smart Motorway project) the proposed features of the project are:

- realignment, extension and widening of the ramps at Mamre Road interchange
- installing ramp meters and ramp controlling signs at Mamre Road
- installation of vehicle bays, vehicle detection loops, emergency phones and upgrades to power and communications infrastructure between Mamre Road and The Northern Road.



Mamre Road



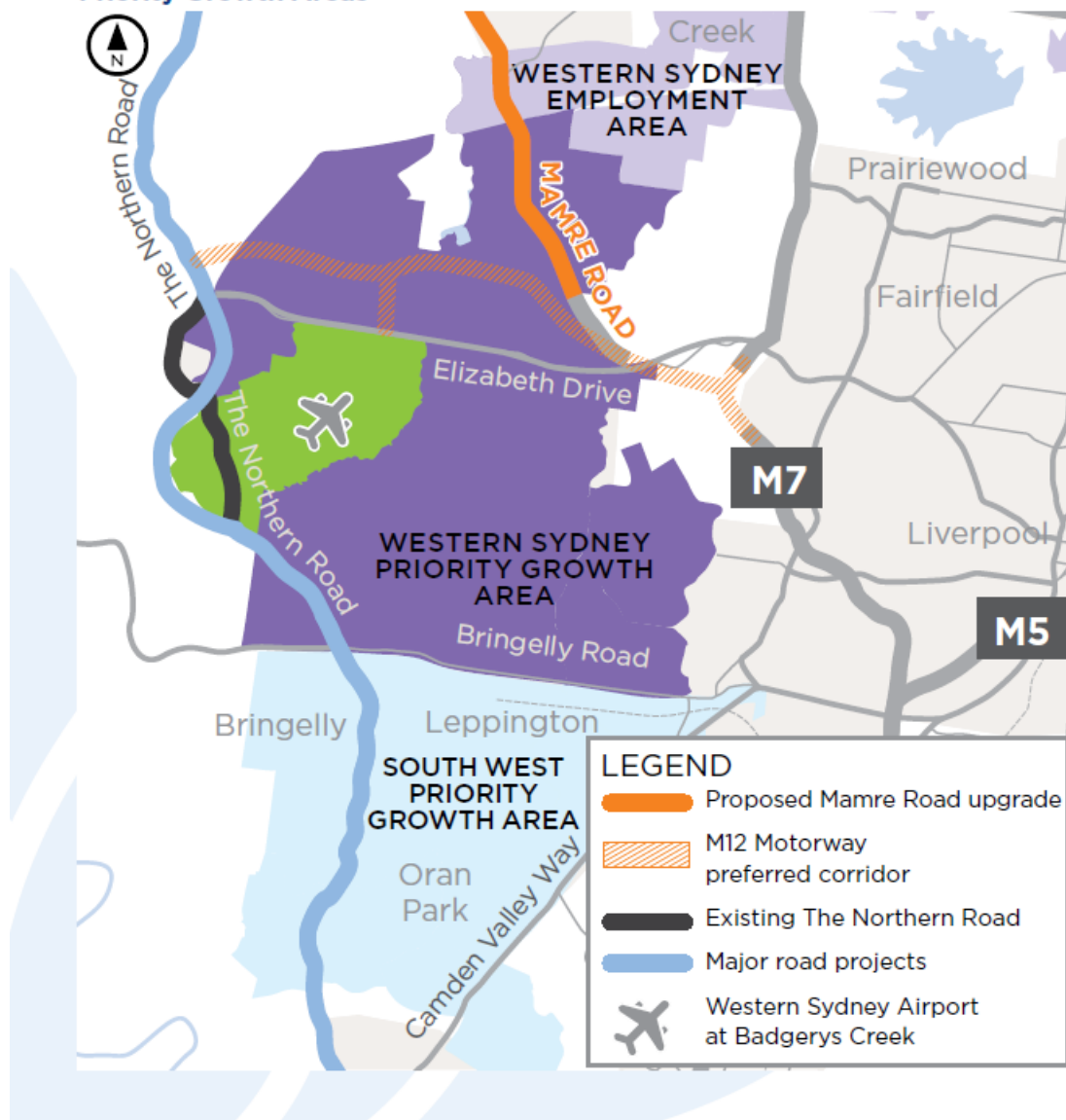
New developments along Mamre Road

Features of the preferred option

The preferred option has the following features:

- two lanes in each direction with wide central median between the M4 Motorway and Kerrs Road – 10 kilometre length
- provision for a future third lane in each direction
- shared bicycle and pedestrian paths to promote active transport
- signalised u-turn facilities at key intersections in the short term pending full development of the area
- new signalised intersection with turn-around facility at Abbotts Road
- new signalised intersection between Abbotts Road and Bakers Lane
- upgrade of signalised intersection at Bakers Lane with provision for u-turn and local access
- upgrade of signalised intersection at Erskine Park Road
- upgraded intersection at James Erskine Drive with provision for future access to the new precinct development on the western side of Mamre Road (a temporary arrangement is currently in place)
- left in, left out access at Mandalong Close
- left in, left out access at McIntyre Avenue
- new signalised intersection at Luddenham Road
- new signalised intersection at Solander Drive
- upgrade to signalised intersection at Banks Drive.

Priority Growth Areas



Have your say

An Options Report explaining the process for the selection of the preferred option is available on the Roads and Maritime website at www.rms.nsw.gov.au/mamreroad

We welcome your feedback on the preferred option and strategic design for Mamre Road upgrade by **Friday, 15 December 2017**.

Community Information Sessions

We will hold two community information sessions where the project team will be available to answer questions about the option selection process and strategic design. A formal presentation will not be given so please feel free to drop in at any time during the following sessions:

Saturday, 25 November 2017, 10am to 1pm
Banks Public School
182-194 Banks Drive, St Clair

Wednesday, 29 November 2017, 3pm to 7pm
Twin Creeks Golf and Country Club
2-8 Twin Creeks Drive, Luddenham

What happens next

All comments received will be considered in the decision making process and for the development of the concept design for the road corridor upgrade. Following consultation, a report summarising comments received and our responses will be published on the Roads and Maritime website.

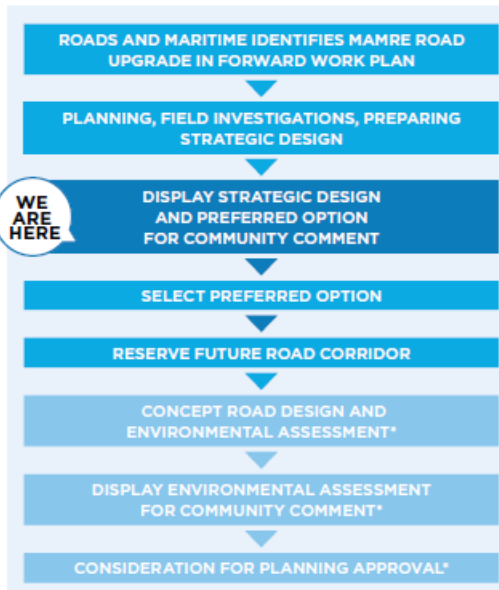
Stakeholders will be kept informed and the community can access information on the proposed Mamre Road upgrade through the project website, community newsletters and the project phone number and email address provided on this page.

Once approved the corridor will be preserved for future development when funding is available.



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 696 564.

Next steps



*Subject to project approval and funding availability

Contact us

For more information on the Mamre Road Upgrade or to provide feedback, please contact the project team:

1800 696 564

Mamre Road upgrade
Roads and Maritime Services
PO Box 973, Parramatta NSW 2124

www.rms.nsw.gov.au/mamreroad

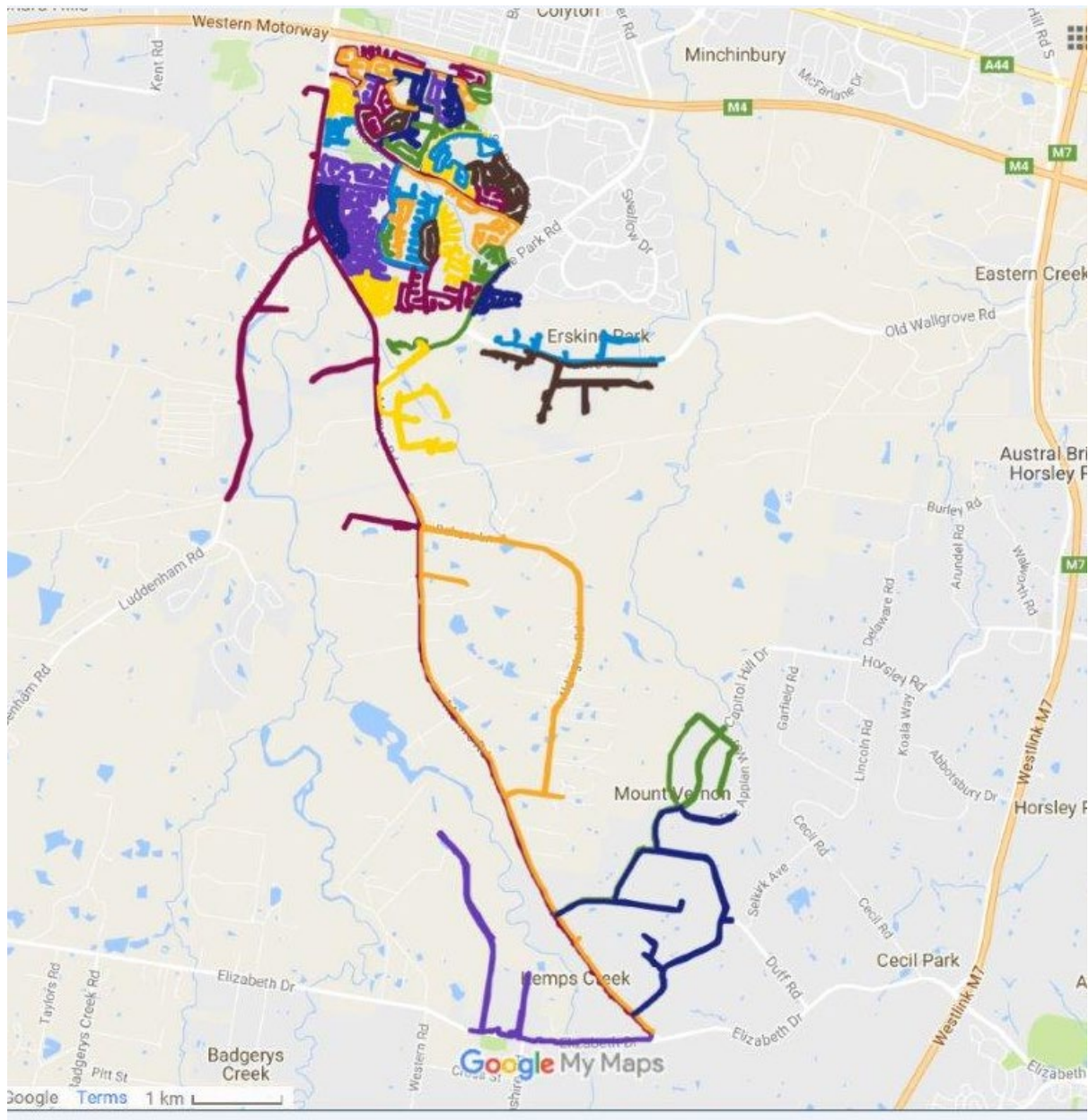
mamreroadupgrade@rms.nsw.gov.au



November 2017
RMS 17.559

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6 Appendix D – Community update distribution map



7 Appendix E – Sorry we missed you letter



Sorry we missed you ¶

November 2017 Column Break



Roads and Maritime Services was in your area today to discuss the proposed Mamre Road upgrade. ¶



The NSW Government has started initial planning work for a future upgrade of a 10-kilometer section of Mamre Road, between the M4 Motorway and Kerrs Road, to support economic and residential growth in this area. ¶

Western Sydney is Australia's third largest economy and the population is expected to grow from two million to three million people over the next 20 years. The NSW Government is planning for this growth by reserving residential and employment land for future developments. ¶


The project team missed you today, but it is important that we talk to you. ¶

We will come back on Tuesday 14 November. ¶

Alternatively, you can contact the Mamre Road upgrade project team on 1800 696 564 or mamreroadupgrade@rms.gov.au so we can come back at a time that suits you. ¶



..... Column Break

 If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 696 564. ¶

8 Appendix F – Webpage


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Roads & Maritime
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[Bringelly Road upgrade](#)
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[Campbelltown Road upgrade](#)
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[Concord Road, Homebush Bay Drive & Centenary Drive](#)
[Cumberland Highway & Cabramatta Road, Cabramatta](#)
[Cumberland Highway and Merrylands Road, Greystanes](#)
[Cumberland Hwy, Constitution Hill to Liverpool](#)
[Elizabeth Drive and Marsden Road, Liverpool](#)
[Glenbrook intersection upgrade](#)
[Glenfield Road upgrade, Glenfield](#)
[Great Western Highway, Doonside Rd, Braham Drive](#)
[Great Western Highway, South Wentworthville](#)
[Great Western Highway & Blacktown Road](#)
[Great Western Highway & Pages Road, St Marys](#)
[Great Western Hwy & Reservoir Rd, Blacktown](#)
[Henry Lawson Drive & Bullecourt Avenue, Milperra](#)
[Hoxton Park Road and the Hume Highway, Liverpool](#)
[Hume Highway & Miller Road, Bass Hill](#)
[Hume Highway & Sappho Road, Warwick Farm EMS](#)
[Hume Motorway, Glenfield](#)
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Mamre Road upgrade

The NSW Government has started early planning for a future upgrade of a 10 kilometre section of Mamre Road, between the M4 Motorway and Kerrs Road to support economic and residential growth in the area.



[View or download the:](#)

- [November 2017 community update \(PDF, 1.29Mb\)](#)
- [May 2017 community update \(PDF, 629Kb\)](#)

Proposed upgrade map



[View or download the proposed Mamre Road upgrade map \(PDF, 5.39Mb\).](#)

[On this page](#)

- [Project background](#)
- [Benefits of planning now](#)

[What is happening now?](#)

Updates and announcements

Roads and Maritime Services has developed a strategic design to identify and preserve the road corridor for the future. Roads and Maritime is seeking feedback on the strategic design for the Mamre Road upgrade by Friday 15 December 2017.

The selection process of the preferred option is available to view or download from the [November 2017 Mamre Road upgrade options report \(PDF, 2.92Mb\)](#).

The strategic design explained in more detail is available to view or download from the [November 2017 community update \(PDF, 1.29Mb\)](#).

Project background

Mamre Road is a key transport corridor passing through the Western Sydney Priority Growth Area and providing connections to the Western Sydney Employment Area.

Western Sydney is Australia's third largest economy and the population is expected to grow from two million to three million people over the next 20 years. The NSW Government is planning for this growth by reserving residential and employment land for future developments.

In May 2017 Roads and Maritime circulated a project update noting field studies were underway and a strategic design for the upgrade of Mamre Road was to be prepared.

Benefits of planning now

- Preserve a road corridor for the future that would also accommodate cyclist and pedestrian access
- Deliver certainty for existing and future developments regarding future road access
- Provide for a reliable road network to support economic and residential growth in

Community updates

Project contact

For more information about the project, or to provide feedback, please contact the project team.

- Phone: 1800 696 564 (toll free) during business hours
- Email: mamreroadupgrade@rms.nsw.gov.au
- Mail: Mamre Road upgrade Roads and Maritime Services PO Box 973 Parramatta NSW 2124



rms.nsw.gov.au/MamreRoad



1800 696 564



Mamre Road upgrade
Roads and Maritime
PO Box 973
Parramatta CBD NSW 2153

May 2019
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