

# **M5 Motorway Westbound Traffic upgrade**

Community Consultation Report

Transport for NSW | July 2020



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## Executive summary

The NSW Government is planning to ease congestion and improve safety on the M5 Motorway for motorists travelling westbound between Moorebank Avenue and Hume Highway. Transport for NSW (Transport) has identified a design to upgrade the M5 Motorway in this area to reduce congestion and improve the surrounding road network efficiency.

The development process to identify a recommended design included consultation with key stakeholders at a range of workshops and meetings. Key stakeholders have been involved in evaluating several design options to identify the recommended design.

Two community information sessions were held to provide an opportunity for the project team to address questions and provide further information to the community. These sessions were held on Saturday 14 December 2019 and Wednesday 5 February 2020. The options report was made available online at [www.rms.work/m5westbound](http://www.rms.work/m5westbound).

The features of the recommended design include:

- A new two lane bridge over Georges River and the T2, T3 and T5 railway lines, connecting the M5 Motorway and Moorebank Avenue to the Hume Highway
- A new underpass at Moorebank Avenue for traffic exiting the M5 Motorway at Hume Highway
- A new shared exit with Moorebank Avenue for traffic wishing to exit the M5 Motorway at Hume Highway
- Closing the existing exit from the M5 Motorway to Hume Highway between Moorebank Avenue and Hume Highway.

Feedback on the recommended design was sought via email and post and the consultation closed on Friday 21 February, 2020.

Transport received 36 submissions in response to the display of the recommended design. The top issues raised were related to the design, noise impacts, traffic impacts and active transport.

*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 Review of Environmental Factors.*

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# 1 Background and proposal

Transport for NSW (Transport) has developed a 10 year enabling roadworks program for the Liverpool sub-region in south-west Sydney, referred to in this document as the Moorebank Intermodal Terminal Road Access Program (MITRA). The program has been developed to address increasing levels of freight and general traffic that are anticipated as a result of the forecast growth of Liverpool CBD, regional traffic growth, and the proposed Moorebank Logistics Park facility. The surrounding road network of the Moorebank Logistics Park needs to be improved to efficiently distribute truck traffic from logistics centres and businesses to the nearby motorway network.

The enabling roadworks program aims to enhance the capacity and efficiency of the Liverpool subregion's arterial road network and their major intersections and connecting roads, particularly those surrounding Liverpool CBD and the Moorebank Logistics Park.

To improve efficiency of the surrounding road network, three initiatives were recommended for short to medium term implementation. One of these initiatives recommended the removal of the M5 Motorway westbound traffic weaving issue between Moorebank Avenue and the Hume Highway. This initiative aims to aid distribution of trucks, as well as improve safety by addressing congestion and reducing incidents on the M5 Motorway and surrounding road network.

Motorists travelling westbound on the M5 Motorway through Moorebank currently experience traffic congestion in the afternoon peak. This is caused by traffic entering the motorway westbound at Moorebank Avenue, and merging with traffic already on the motorway seeking to exit at Hume Highway. Increasing heavy vehicles travelling from the Moorebank Logistics Park will also add to the congestion.

## 1.1 The Recommended Design – the Proposal

Transport has identified a recommended design for the M5 Motorway westbound traffic upgrade project between Moorebank Avenue and the Hume Highway.

The purpose of this recommended design proposal is to eliminate the issue of westbound vehicles entering the M5 Motorway at Moorebank Avenue from weaving with vehicles exiting to the Hume Highway. Removing the “weave” movements will reduce congestion, increase traffic flow efficiency, improve safety and reduce road incidents.

The recommended design would provide a new two lane bridge over Georges River and the southern passenger and freight rail line, connecting the M5 Motorway and Moorebank Avenue to the Hume Highway. It will also include a new underpass at Moorebank Avenue which would connect M5 Motorway westbound traffic to the Hume Highway, enabling the closure of the M5 westbound Hume Highway exit.

The potential benefits of this option include:

- Removal of a significant source of congestion that impacts upon the wider Sydney road network
- Increased efficiency of traffic flow across the Georges River
- Safety improvements and reduction in road incidents
- Complement adjoining projects and allow road users to realise the full benefit from a network of projects in the vicinity.

The option was selected over other shortlisted options as it would provide the best traffic improvements for the least impact to the environmental and local community.



The location of the recommended design is shown in Figure 1.1 below:





## 2 Consultation approach

### 2.1 Consultation objectives

Consultation on the recommended design for the M5 Motorway westbound traffic upgrade was open between **Monday 9 December 2019** and **Friday 21 February 2020**. Submissions were received and accepted until 18 March 2020.

The purpose of the community consultation was to:

- Inform community members and stakeholders about the recommended design for the M5 Motorway westbound traffic upgrade
- Provide information about next steps in the project
- Seek comment, feedback, ideas and suggestions from the community to be considered
- Provide an opportunity for the community to meet with the project team to ask questions and provide feedback on the recommended design
- Build a database of community members and stakeholders for Transport to engage within the development of the M5 Motorway westbound traffic 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 M5 Motorway westbound traffic 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 email or phone contact with the project team. The community was able to contact Transport and leave comments and submissions by:

**Email** : M5moorebank@rms.nsw.gov.au

**Phone**: 1800 519 525



**Table 2-1: Consultation activities**

Tool/activity	Reached	Detail
Media Release (Appendix A)	Two announcements	<p>The first media release was sent out on 12 December 2019 encouraging local community members and stakeholders to get involved in the consultation process.</p> <p><a href="https://www.rms.nsw.gov.au/about/news-events/news/roads-and-maritime/2019/191212-proposed-m5-motorway-improvements.html">https://www.rms.nsw.gov.au/about/news-events/news/roads-and-maritime/2019/191212-proposed-m5-motorway-improvements.html</a></p> <p>The second media release was distributed on 20 January 2020.</p> <p><a href="https://www.rms.nsw.gov.au/about/news-events/news/roads-and-maritime/2020/200120-community-reminded-to-have-their-say-on-proposed-m5-motorway-improvements.html">https://www.rms.nsw.gov.au/about/news-events/news/roads-and-maritime/2020/200120-community-reminded-to-have-their-say-on-proposed-m5-motorway-improvements.html</a></p>
Community update (Appendix B)	5400 properties	<p>A community update (CU) was distributed via a letterbox drop to 5400 local properties from 9 December 2019.</p> <p>Refer to Appendix C for a map of the distribution area.</p>
Webpage (Appendix C)	3682 unique visitors	<p>The project webpage (<a href="http://www.rms.nsw.gov.au/projects/m5-motorway-westbound">www.rms.nsw.gov.au/projects/m5-motorway-westbound</a>) and was updated with options report and community update on Monday 9 December 2019.</p> <p>A total of 3,682 unique page visitors were recorded between December 2019 and April 2020.</p>
Key Stakeholder Committee Meetings	Nine meetings	<p>Briefings were held with:</p> <ul style="list-style-type: none"> <li>• Department of Planning, Industry and Environment</li> <li>• Liverpool City Council planning staff</li> <li>• Liverpool City Council Councillors</li> <li>• Interlink Roads (M5 western motorway deed holder)</li> <li>• Qube (Moorebank Logistics Park Developer)</li> </ul>

Tool/activity	Reached	Detail
		<ul style="list-style-type: none"> <li>Department of Infrastructure, Transport, Cities and Regional Development (Commonwealth property owner)</li> <li>Goodman Fielder (private property owner)</li> <li>ABB Australia (private property owner)</li> <li>Residents Against Intermodal Development (RAID) community action group.</li> </ul>
Email	125 emails	Project information was sent via email on 9 December 2019 to 125 stakeholders including community members, and groups, business owners, Councillors, state and federal Members of Parliament (MPs) and other government stakeholders to raise awareness of the consultation and information sessions for the project.
Door knocking	79 properties	Door knocking was carried out on 11 December 2019 with 49 properties doorknocked and on 21 January 2020 with 30 properties doorknocked.
Community information sessions	Two sessions	<p>Community information session 1 was held at Liverpool Library and attended by 13 people on Saturday 14 December 2019.</p> <p>Community information session 2 was held at Casula Powerhouse Arts Centre and attended by 11 people on Wednesday 5 February 2020.</p>
Advertisements	Four advertisements	A total of four advertisements were placed in the Liverpool City Champion and Liverpool Leader to promote the information sessions, on 11 December 2019 and 22 January 2020.
Social media posts	69,607	<p>A total of four social media posts were placed to promote the information sessions.</p> <p>Promotion of the information sessions online in December had an organic reach of 15518 and paid reach of 13057 with 714 clicks and 7 shares and in January had a reach of 41032 with 1317 clicks and 35 shares.</p> <p>Refer to Appendix D for social media posts.</p>

## **2.4 Consultation response summary**

A total of 36 submissions were received during the consultation period including submissions from the Australian Government (Department of Infrastructure, Transport, Regional Development and Communications), South West Sydney Local Health District and Melanie Gibbons MP, Member for Holsworthy.

The top issues identified through submissions during the display of the recommended design were related to the overall design, noise impacts, traffic impacts and active transport.

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

## 2.5 Issues and responses

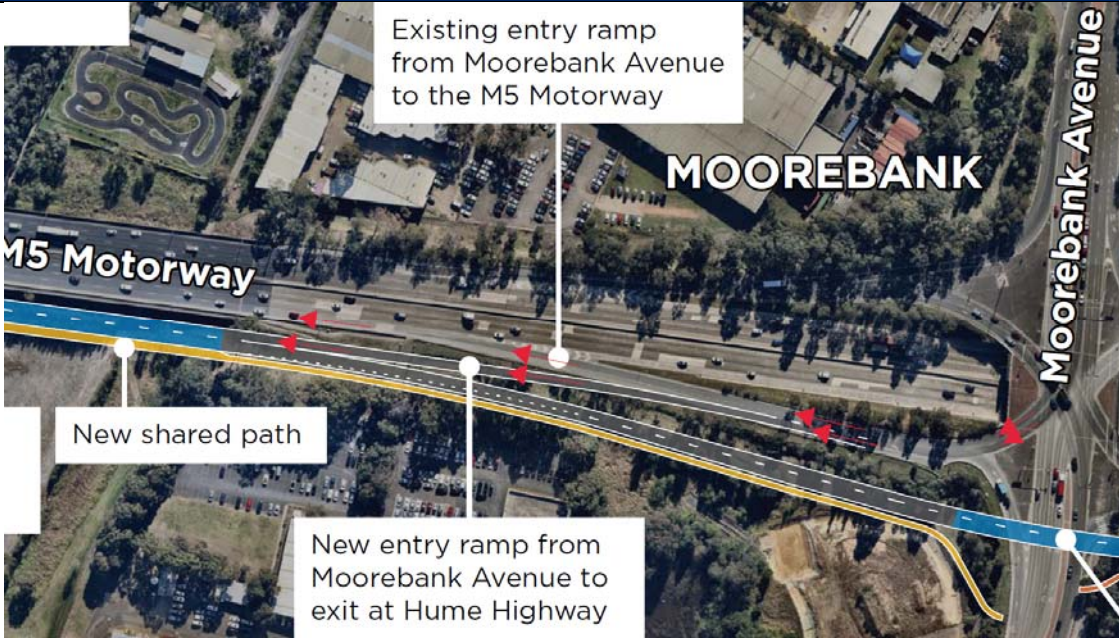
Table 2-2 details the issues raised from the submissions received during the consultation period and our response.


**Table 2-2: Issues and way forward**

Issue category	Sub-issue	Issues raised	Response
Design	Cross weave	A cross weave still exists as part of the new design on the ramp from Moorebank avenue to the Hume Highway.	<p>The weaving occurring in the recommended design on the ramp between Moorebank Avenue and the Hume Highway is over a longer distance at a lower speed and will not conflict with M5 westbound through traffic.</p> <p>Currently vehicles travelling from the M5 to the Hume Highway or from Moorebank Avenue to the M5 westbound have approximately 460m and 16 seconds (at 100km/h) to manoeuvre across one or more lanes of traffic. With the recommended design, vehicles travelling from the M5 or Moorebank Avenue to the Hume Highway will have about 660m distance and 30 seconds travel time (at 80km/h) to manoeuvre across one lane of traffic.</p> <p>Traffic turning westbound towards the M5 or Hume Highway will also be given adequate early direction signage to ensure that they turn from the correct lane to enter the desired M5 entry ramp or the newly constructed section of the interchange.</p>
	Heavy vehicles	Heavy vehicles have trouble safely merging onto the M5 – how will they be able to safely get up to adequate speeds to prevent congestion?	<p>The conflict between vehicles on the M5 seeking to reach the Hume Highway and those merging on to the M5 from Moorebank Avenue is a major impediment to heavy vehicles getting up to speed to merge onto the M5. As part of the recommended design, the off ramp for vehicles on the M5 bound for the Hume Highway will be moved east of Moorebank Avenue, and the merge from two lanes to one is removed from the Moorebank Avenue M5 westbound entry ramp.</p> <p>Both of these features will assist heavy vehicles to accelerate to higher speeds prior to merging with M5 through traffic. There is also the potential to increase</p>

Issue category	Sub-issue	Issues raised	Response
Design			the length of the westbound merge lane, further increasing the distance for heavy vehicles to accelerate before merging with M5 westbound through traffic
		Trucks coming from the Moorebank Logistics Park should be discouraged from turning right onto the Hume Highway to prevent traffic from backing up.	The upgrade will provide efficient access for heavy vehicles to the motorway network. It will not restrict access for heavy vehicles to the Hume Highway as it is a state arterial road.
	Connectivity	The design should include connectivity to planned road and bicycle paths as part of development in the area.	The Concept Design will include consideration for safe bicycle movements along the corridor as well as connections to the current and future planned local bicycle network.
	Ramps	Traffic currently travelling southbound on Moorebank Avenue and turning right onto the M5 westbound banks up across the intersection when the two lanes have to merge into one. This short merge remains in the recommended design.	<p>The short merge on the Moorebank Avenue westbound on ramp to the M5 is removed in the recommended design. The two lanes on the Moorebank Avenue westbound on-ramp will split into the traffic heading towards the M5 and traffic heading towards Hume Highway.</p> <p>Sufficient warning signage and lane markings on the southbound approach to the interchange will be provided to ensure that vehicles are turning from the correct right turn lane and prevent lane changing on the ramp. This will be detailed in the Concept Design.</p> <p>The approximate lane markings are shown on the map below.</p>



Issue category	Sub-issue	Issues raised	Response
Design			
		The existing westbound on ramp to the M5 from Moorebank Avenue should be closed.	The westbound on-ramp from Moorebank Avenue to the M5 remains open in the recommended design, however in this option motorists will have access to the Hume Highway from Moorebank Avenue, without needing to enter the M5 and alleviating the weaving issue. The on-ramp in the recommended design would enable motorists to enter and continue on the M5 Westbound, past the Hume Highway.
		Why are right hand sided on ramps from Moorebank Avenue to reach the Hume Motorway being used instead of the standard left hand side ramps?	<p>In the recommended design, the ramp from Moorebank Avenue to the new carriageway towards the Hume Highway joins on the right-hand side as an additional lane. This arrangement avoids a right-hand side merge, improving safety and avoiding traffic backing up onto the entry ramp to the M5 westbound.</p> <p>We have marked up this location on the map below:</p>

Issue category	Sub-issue	Issues raised	Response
Design			 <p>Added lane (no merge)</p>
		What are the plans for the existing westbound M5 off ramp to Moorebank Avenue?	In the recommended design the existing off ramp from the M5 westbound to Moorebank Avenue will be modified to a shared exit. M5 westbound traffic bound for Moorebank Avenue will share an exit with traffic bound for the Hume Highway.
	Visual amenity	The new bridges should be visually appealing benefiting to their location in the third major city within the Sydney basin.	Transport notes the opportunity to design the new bridge in a visually appealing manner. An Urban Design assessment will be undertaken as part of the Concept Design for the new bridge to maximise its visual appeal.
	Options	Preference stated for option 4b.	Transport notes the preference for option 4b. While option 4b was one of the shortlisted options, option 1b was the recommended design based upon the pre-identified evaluation criteria. The shortlisted options went through further strategic

Issue category	Sub-issue	Issues raised	Response
Design			<p>analysis, including Traffic Options assessments, Strategic Estimates and Risk Management, Constructability, Health and Safety in Design and Value Management workshops to identify the recommended design.</p> <p>Option 4b was not recommended due to prominent disadvantages when compared to Option 1B and Option 2B. It had the largest impact to the community of all the options with respect to noise and visual impacts and it was also the least cost effective and potentially impacted on by future projects planned for the M5 corridor.</p> <p>This option requires 2 bridges over the Georges River, with traffic bound for the Hume Highway required to connect to the existing westbound M5 exit ramp to the Hume Highway at the same location as traffic bound for the M5 to bridge over this westbound exit ramp (approximately 7.5m higher). A single bridge solution was not feasible without major disruption to the M5 exit.</p> <p>The modelled traffic performance of Option 4B was also poor compared to the performance of the other options due to:</p> <ul style="list-style-type: none"> <li>- the merge being on a curved section of the M5 motorway west of the Hume Highway, and</li> <li>- the traffic weaving still occurring on the Hume Highway westbound exit ramp between traffic from Moorebank Avenue and the M5 bound for the Hume Highway northbound and southbound.</li> </ul>
		Alternative design suggested with ramps in the middle of the M5.	<p>Several alternative designs were investigated during the strategic options investigations, including various configurations of M5 westbound entry and exit ramps between Moorebank Avenue and the Hume Highway. Options which limited the traffic impacts during construction on the M5 and Hume Highway, which would temporarily reduce the number of lanes on the M5 or remove access from the M5 to or from the Hume Highway for an extended period, were not considered feasible given the impact that they would have on traffic.</p> <p>Refer to the Options Evaluation Report available on the project website for details of other designs considered.</p>

Issue category	Sub-issue	Issues raised	Response
Noise	Noise Walls	Are there plans to improve or expand noise walls as part of this project?	Transport will conduct an assessment of road traffic noise for the recommended design and, where noise exceeds criteria in the NSW Road Noise Policy, apply all feasible and reasonable noise mitigation measures to avoid or minimise noise.  For a copy of the NSW Road Noise Policy, visit: <a href="https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/noise/2011236nswroadnoisepolicy.pdf">https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/noise/2011236nswroadnoisepolicy.pdf</a>
		What is happening to existing noise walls as part of the project?	Existing noise walls along the upgraded section of the M5 will be maintained, and where identified in the noise assessment, improved.
		Can the gap for the shared path in the existing noise wall at Lakewood crescent be redesigned to reduce noise?	The noise walls at Lakewood Crescent would be reconstructed in the recommended design. This will allow the opportunity for the design of the noise wall overlap to be improved.
	Mitigation	What can be done to reduce the impact to residents?	Transport will conduct an assessment of road traffic noise for the recommended design and, where noise exceeds criteria in the NSW Road Noise Policy, apply all feasible and reasonable noise mitigation measures to avoid or minimise noise.  For a copy of the NSW Road Noise Policy, visit: <a href="https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/noise/2011236nswroadnoisepolicy.pdf">https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/noise/2011236nswroadnoisepolicy.pdf</a>
		Will noise treatment for properties be included as part of the project?	
		Noise from the M5 is expected to increase with vegetation removal required for the project.	
		Can noise reducing materials and design be	In addition to noise walls and individual residence treatments, noise mitigation measures which will be considered will include noise source control such as low noise pavements and bridge joints.



Issue category	Sub-issue	Issues raised	Response
Noise		used, i.e. low noise bridge joints?	
	Heavy vehicles	Heavy vehicles use of compression breaks when merging is an issue in this area.	By removing the weave between Moorebank Avenue and the Hume Motorway and providing longer merging lanes and exit ramps, heavy vehicles will experience less congestion and have more time to slow down and the use of compression brakes should reduce.
	Noise assessment	Request for the noise and vibration assessment.	The noise and vibration assessment will take place as part of the Review of Environmental Factors (REF). A copy will be made available on the project website when the REF is presented to the community.
Traffic	Moorebank Logistics Park	This upgrade is not enough to cope with the anticipated increase in heavy vehicle traffic from the Moorebank Logistics Park.	As part of the REF for the project a Traffic and Transportation Assessment of the recommended design will be undertaken. This assessment will consider the additional heavy vehicle traffic generated by the Moorebank Logistics Park and will be made available on the project website when the REF is displayed to the community.
		Heavy vehicles travelling from the Moorebank Logistics Park to the M5 should have separate access to the M5 from general traffic.	There is insufficient distance on the M5 between Moorebank Avenue and Hume Highway interchange to allow for separate merging lanes for heavy vehicles and general traffic.
		Council request for a copy of the Moorebank Intermodal Terminal Roads Access Strategy (MITRA).	Transport has provided MITRA data to Liverpool City Council.
		The project needs to take the road upgrade work	The Moorebank Avenue Upgrade and the M5 / Moorebank Avenue Interchange Ramp-Widening work are currently being developed and delivered by the Moorebank



Issue category	Sub-issue	Issues raised	Response
Traffic		being done by the developer required as part of the Moorebank Logistics Park into consideration.	Logistics Park developer. The Concept Designer for the M5 Motorway westbound traffic upgrade will interface with the designers of these adjacent projects to ensure that the projects integrate each other.
	Traffic data	What traffic modelling was conducted to support this project and the road safety and efficiency benefits?	Traffic modelling has been undertaken to inform the selection of the preferred MITRA strategy projects, and to compare the shortlisted M5 options. As is normal in the concept phase of a project, Transport will prepare a Traffic and Transport assessment of the M5 Westbound proposal. This assessment will be displayed for public comment in an upcoming REF.
	Construction impacts	What will be impacts to traffic in the local area during construction?	Construction traffic impacts will be assessed in the Traffic and Transport Assessment. This assessment will be displayed for public comment in an upcoming REF.  Prior to construction, a Construction Traffic Management Plan will be prepared in consultation with Liverpool City Council.
	Signage	Clear directional signage is needed on the M5 Motorway between Heathcote Road and the Hume Highway to provide guidance for motorists and details of this should be included in the Concept Design to be commented on.	The Concept Design will include a concept signposting and delineation scheme, which will be prepared in consultation with the Transport Regional Road Safety and Traffic Manager and Liverpool City Council.
Active Transport	Connectivity	The design should extend the existing shared path along the M5 to the Hume Highway.	A new shared path connecting Casula to Moorebank is to be incorporated as part of the design. Consideration will be given in the Concept Design to extend the proposed shared path west to the Hume Highway.

Issue category	Sub-issue	Issues raised	Response
Active Transport		The design for shared paths should connect to the proposed Liverpool Council Cycle Path.	A new shared path connecting Casula to Moorebank is to be incorporated as part of the design. Consideration will be given in the Concept Design to connect the shared path to the proposed Liverpool Council Cycle path on the eastern side of the Georges River.
		The design for the shared paths should connect to the Casula Powerhouse.	A new shared path connecting Casula to Moorebank is to be incorporated as part of the design. The recommended design connects to Casula Powerhouse via Lakewood Crescent and the existing shared path on the western side of the Georges River.
	Moorebank Avenue Crossing	The Moorebank Avenue intersection is difficult for pedestrians and cyclists to cross. The upgrade is a great opportunity to improve safe access on both sides of Moorebank Avenue.	As part of the M5 Motorway Westbound Traffic upgrade, an additional signalised pedestrian crossing of Moorebank is proposed on the southern side of the intersection. Further signalised crossings of the intersection are also planned as part of the M5 / Moorebank Avenue interchange upgrade which will be delivered by the Moorebank Logistics Park developer.
	Path under M5 bridge	The footpath under the bridge needs to be widened to accommodate foot traffic and drainage issues need to be fixed and the area maintained.	Widening of the existing Lakewood Crescent footpath under the existing M5 bridges is not currently within the scope of the project. Concerns regarding the maintenance of the footway have been noted and will be passed on to Liverpool City Council and Transport's maintenance contractor to address.
	Passive surveillance	The existing path to Lakewood Crescent has poor visibility and is not safe to venture along alone at present.	As part of the Concept Design, lighting will be proposed along the shared path connection from Lakewood Crescent to the M5 shared path to enhance public safety.

Issue category	Sub-issue	Issues raised	Response
Environment & Heritage	Air Quality	How will impacts on air quality be assessed?	The impacts on air quality will be assessed as part of the REF using Transport's tool for Roadside Air Quality (TRAQ). This assessment will be displayed for public comment in an upcoming REF.
	Ecological impacts	At what stage will the ecological impacts be studied and determined?	Ecological impacts will be assessed in the REF which will be undertaken this year. The results of the REF will be displayed for public comment in 2021.
	Flora and Fauna	The road reserve area needs to be maintained now and after the road upgrade needs to be maintained.	Concerns regarding the maintenance of drainage channels, grass mowing and vegetation trimming have been noted and passed on to Transport's maintenance contractor to address.
		What is being done to protect existing populations of flora and fauna and what will be done to offset vegetation removal required for the project?	A full biodiversity assessment would be undertaken as part of the REF to identify the amount and types of vegetation to be cleared and the area required to offset this. The project has made provision for the purchase of land to offset this clearing.
		How much vegetation removal will be required?	A preliminary assessment has identified the potential clearing of up to 2.5ha of native vegetation communities – the full impacts to vegetation will be analysed during the REF once the Concept Design has been further developed.

Issue category	Sub-issue	Issues raised	Response
Environment & Heritage		The amenity of the area will suffer from removal of trees along the site boundary.	The visual impact of the tree removal along the corridor is noted. Transport would propose landscape planting along the corridor to reduce the visual impact of the loss of trees.
	Contaminated Land	Is the project aware of contamination from PCB (polychlorinated biphenyls) in the area?	Transport is aware of the existence of PCB contamination in the area. Appropriate measures will be taken to protect the community and environment during construction. Further detail will be made available as part of the REF.
	Heritage	What if any impacts will this project have on heritage items in the area?	No impacts are anticipated on the heritage listed Kitchener House. Further design and REF will determine if the Yulong Oval Gates will be impacted. The impacts to any heritage items and any actions to mitigate these impacts will be included in the REF to be released for comment in 2021.
Drainage and Flooding	Georges River	What are the drainage plans for the area under the bridge and what will be the impacts from construction?	<p>The drainage design will be further developed as part of the Concept Design in accordance with Australian Rainfall and Runoff (ARR) guidelines and standards. All drainage works will be designed to form a complete system for carrying water through and away from the project.</p> <p>As part of the REF, a flooding and hydrology assessment will be undertaken as part of the REF which will be available for public comment on the project website in 2021.</p>
	Existing drainage	Drainage installed as part of the last upgrade removed natural flows.	A flooding and hydrology assessment will be undertaken as part of the REF. The REF will assess all existing and proposed changes to the drainage through the site, and will be available for public comment on the project website in 2021.
	Flood Assessment	A flood assessment needs to be undertaken to ensure that pre-construction conditions are maintained or improved and confirm	Flood modelling will be undertaken as part of the REF. The REF will be available for public comment on the project website as in 2021.

Issue category	Sub-issue	Issues raised	Response
Drainage and Flooding		there will be no adverse impacts.	
		Will the fill from the Moorebank Logistics Park be accounted for?	Transport will work with the Moorebank Logistics Park developer to determine the ultimate levels of the Georges River flood plain upstream of the M5. The flood assessment will include the impacts of any filling taking place as part of the development.
		Are the project team aware that private properties currently flood after heavy rain events?	Initial flood assessments indicate that local developments adjacent to the Georges River are susceptible to existing flood impacts. Flood modelling will be undertaken as part of the REF.
Property	Acquisition	How much acquisition is expected and what properties will be affected?	No residential properties are required to be purchased under the current plan .Some partial property acquisitions are required from industrial, Council and Commonwealth properties. The properties likely to be affected for partial acquisition of their land are those to the south of the current M5 Motorway. Transport is in contact with these property owners.
		Acquisition will potentially decrease property value.	No residential properties are required to be purchased under the current plan. The value of industrial land is subject to a wide range of factors including efficient access to the transport network.
	Access	Access to properties must be maintained during construction.	The Concept Design will take into account access required to local properties and businesses throughout the project. Construction staging will also be designed to allow for continuous access to properties during construction.



Issue category	Sub-issue	Issues raised	Response
Property	Impacts from construction	The visual amenity of properties will be negatively impacted by this upgrade.	An Urban Design assessment will be undertaken as part of the Concept Design to assess the visual impact of the design and propose measures to reduce this impact. Transport would propose landscape planting to reduce the visual impact of the loss of trees along the corridor.
	Future development	Will building height in the area be limited as part of this project?	This would be determined by local Council, not Transport. Please refer to Liverpool City Council Local Environment Plan for building requirements.
		How much setback for properties will be required from the project boundary?	
Utilities	Utility relocation	Works could result in relocation of utilities along the length of the project. Will any be relocated on the new bridge?	As part of the Concept Design and REF, Transport will undertake a survey of utilities. Proposals for relocation or protection of these assets will be sent to the relevant utilities providers for review.  Transport policy generally does not permit attaching external utility authority assets to its structures.
	Water	Sydney Water advises that critical water asset is being upgraded in this area and must be taken into consideration when designing the upgrade.	Transport notes the Sydney Water requirements regarding the design and work adjacent to Sydney Water assets. Transport is in contact with the Moorebank Avenue Upgrade water services co-ordinator and will continue to consult as the design progresses.

Issue category	Sub-issue	Issues raised	Response
Utilities	Gas	High Voltage electrical installations near gas mains require an Electrical hazard assessment to be undertaken.	High voltage installations will be identified as part of the Concept Design and REF and Transport will consult with the relevant utility provider regarding this.
Funding	Business case	Will a business case for the project be conducted and made available?	The project is currently in the concept phase. A final business case will be prepared based on the findings of the Concept Design and REF.
	Funding	Due to the increase in heavy vehicles in the area from the Moorebank Logistics Park, they should contribute to the cost of the upgrade.	Funding for the project is dependent on approval from the NSW State Government. Currently the project is in the concept stage and has funding to complete the end of this stage, which would incorporate a Concept Design and REF.  The Moorebank Logistics Park developer has made a monetary contribution to Transport towards regional road upgrades as part of a Voluntary Planning Agreement.
Tolls	Tolling for this section of the M5	Currently this part of the M5 does not have any tolls, will this change as part of the project?	Transport has no plan to introduce tolling in this area as part of this project.
Timing	Project timeframes	The project should be delivered within the next five years in order to address the increase in heavy vehicle traffic from the Moorebank Logistics Park.	Following the Concept Design and REF, further development and timing will be subject to project approval and funding availability. This will determine when the project is delivered.

Issue category	Sub-issue	Issues raised	Response
Consultation	Request for continuing consultation	We would like consultation to continue throughout the design process. Can we get more consultation sessions to show us exactly where and how the work will be carried out?	Transport will continue to consult the community and stakeholders as project development progresses. Feedback from this report and the consultation sessions will be used to inform the Concept Design and REF, which will be provided to the community and stakeholders for comment in 2021.
	NRMA	Have the NRMA provided feedback on the proposal?	NRMA have not provided feedback on the proposal as part of this consultation period. Transport is aware that the NRMA previously identified this area and the weave between Moorebank Avenue and the Hume Motorway as one of their top ten locations for collisions in NSW. Transport has approached NRMA for feedback on the recommended design and is keen to receive their feedback on the Concept Design.
	Local procurement	The project could generate significant employment opportunities for local residents during construction and workshops should be held with local businesses.	Transport encourages contractors to create employment opportunities for the local community on our projects. This is taken into consideration during tendering for construction and awarding the contract.
Outside of Scope	Eastbound on the M5	The M5 eastbound in this area also should be upgraded as part of this project.	The purpose of this project is to address congestion on the M5 westbound and currently funding is only available for the concept phase of the M5 Westbound Traffic upgrade.

Issue category	Sub-issue	Issues raised	Response
Outside of Scope	Bridge Naming	The old and new bridges over the Georges River should be named for a local indigenous community and a prominent industrialist.	Transport will consult with Liverpool City Council regarding potential bridge naming opportunities.
	Further M5 upgrade	Why not upgrade this part of the M5 to four lanes as part of the project?	The purpose of the project is to remove the westbound traffic weave between Moorebank Avenue and the Hume Highway. Widening the M5 through this area would not solve this issue.
	Pavement Maintenance	The old concrete carriageway between Heathcote Road and Moorebank Avenue should be removed and resurfaced.	Transport notes the reported poor pavement condition on this section of the M5 and has raised it with the current operator of the M5 (Interlink).
	Heathcote Road Westbound on ramp	A right hand turn to the M5 on ramp for traffic on Heathcote Road southbound should be installed.	An update to this intersection is outside the scope of this project.
	More overpasses	Build new overpasses from Macquarie Street over Hume Highway to Hoxton Park Road and Elizabeth Drive over Hume Highway.	Additional overpasses over the M5 Motorway are outside the scope of this project.

Issue category	Sub-issue	Issues raised	Response
Outside of Scope	Glenfield Weir	Bigger bridge for heavy vehicles to cross and avoid closure during heavy rains.	<p>Modifications to the crossing of the Georges River at Glenfield are outside the scope of this proposal.</p> <p>The NSW Government has started early planning for a future upgrade and extension of Cambridge Avenue, Glenfield. The study area for this project includes the Glenfield Weir. If you would like further project information refer to the below website:</p> <p><a href="https://www.rms.nsw.gov.au/projects/cambridge-ave-glenfield-upgrade/index.html">https://www.rms.nsw.gov.au/projects/cambridge-ave-glenfield-upgrade/index.html</a></p>



## Appendix A – Media Release

### Community reminded to have their say on proposed M5 Motorway improvements

20 January 2020

Transport for NSW is reminding the community to have their say on plans to upgrade westbound lanes along a section of the M5 Motorway.

A Transport for NSW spokesperson said the proposed upgrade would remove a pinch point on the M5 Motorway between Moorebank Avenue and Hume Highway.

“Feedback on the proposed upgrade is invited until late February so all community members are encouraged to have their say,” the spokesperson said.

“Transport for NSW held an information session late last year, with community members providing valuable feedback on the recommended design.

“Another information session will be held on Wednesday 5 February and the community will have the opportunity to learn more about the proposal.”

The spokesperson said the next information session will be held at Casula Powerhouse Arts Centre between 5pm and 7pm.

“Our projects teams will be available on the night to chat with community members about the recommended design,” the spokesperson said.

“All feedback received will be considered as the design for the upgrade is finalised.

Feedback on the recommended design is invited until Friday 21 February and can be viewed on the [M5 Motorway westbound traffic upgrade project page](#).

Comments on the recommended design can be provided by emailing [m5moorebank@rms.nsw.gov.au](mailto:m5moorebank@rms.nsw.gov.au) or phoning 1800 519 525.

## Appendix B – Community update



# M5 Motorway upgrade Westbound from Moorebank Avenue to Hume Highway

Have your say – recommended design

December 2019



Traffic entering the M5 Motorway at Moorebank Avenue has to merge with traffic exiting at Hume Highway

The NSW Government is planning to ease congestion and improve safety on the M5 Motorway for motorists travelling westbound between Moorebank Avenue and Hume Highway.

### Background

Motorists travelling westbound on the M5 Motorway through Moorebank currently experience traffic congestion in the afternoon peak. This is caused by traffic entering the motorway westbound at Moorebank Avenue, and merging with traffic already on the motorway that is looking to exit at Hume Highway. Increasing heavy vehicles travelling from the Moorebank Logistics Park will also add to the congestion.



**Easing  
congestion**

### Recommended design

Transport for NSW has identified a design to upgrade the M5 Motorway westbound in this area to reduce congestion and improve the surrounding road network efficiency. The recommended design would include the following:

- A new two lane bridge over Georges River and the T2, T3 and T5 railway lines, connecting the M5 Motorway and Moorebank Avenue to the Hume Highway
- A new underpass at Moorebank Avenue for traffic exiting the M5 Motorway at Hume Highway
- A new shared exit with Moorebank Avenue for traffic wishing to exit the M5 Motorway at Hume Highway
- Closing the existing exit from the M5 Motorway to Hume Highway between Moorebank Avenue and Hume Highway.



## Benefits of the upgrade

The recommended design would:

- Provide a reliable road network to support economic and residential growth in western Sydney
- Reduce congestion by removing the traffic weave
- Improve safety and access to the Liverpool CBD
- Provide pedestrian and cyclist connection across the Georges River
- Provide efficient, reliable travel between the Moorebank Logistics Park and the state road network
- Support the M5 Motorway as the key gateway to south-west Sydney
- Improve traffic flow across Georges River.

## Selecting the recommended design

The development process to identify a recommended design included consultation with key stakeholders at a range of workshops and meetings. Key stakeholders have been involved in evaluating several design options to identify the recommended design.

Further information on the recommended design and how we developed and selected it can be found in the Options Report, which is now available for community feedback.

Have  
your  
say

See the back of this community update for details on how you can give us your feedback.



A new underpass for traffic exiting the M5 Motorway for Hume Highway



A new two lane bridge over the Georges River and railway, connecting the M5 and Moorebank Avenue to the Hume Highway





## Appendix C – Community Update Distribution Map



## Appendix D – Social Media Posts







**NSW Roads** shared an **event**.

Sponsored · 🌐



Come and meet the project team to learn more about the M5 Motorway westbound traffic upgrade this weekend.



**THIS SATURDAY AT 10:00**

**M5 Westbound Info Session**

INTERESTED

12 people interested · 5 going



Romi Anjum and others

2 comments



Like



Comment



Share



NSW Roads added an event.

January 20 at 6:00 PM · 🌐



**TOMORROW AT 5 PM**

**Community info session**

Casula Powerhouse Arts Centre · Casula,...

INTERESTED



You like NSW Roads



Nazia Rahim and others

2 Comments



Like



Comment



Share





[rms.nsw.gov.au/projects/m5-motorway-westbound/index.html](https://rms.nsw.gov.au/projects/m5-motorway-westbound/index.html)



1800 519 525



M5 Motorway westbound traffic upgrade  
Transport for NSW  
PO Box 973  
Parramatta CBD NSW 2153

**July 2020**  
Transport 20.263