After carefully assessing four shortlisted route options and consulting with the community, the Eastern Option has been selected as the preferred route for The Northern Road Upgrade Stage 4.

The Australian and NSW governments are planning to upgrade The Northern Road as part of the Western Sydney Infrastructure Plan to improve safety, increase road capacity and to reduce future congestion and travel times. Stage 4 of the upgrade needs to divert The Northern Road because the existing road is on land required for the western Sydney airport site at Badgerys Creek.

The Northern Road Upgrade Stage 4 covers about 11 kilometres between Mersey Road, Bringelly and Littlefields Road, Luddenham. In July this year Roads and Maritime Services presented four options to the community to divert The Northern Road around the western Sydney airport site and to pass through or around Luddenham.

Northern section: After considering early studies and community feedback, the Eastern Option has been selected for this section of the upgrade, passing to the east of the Luddenham town centre, to rejoin the existing The Northern Road further north near Elizabeth Drive.

Southern section: This section needs to divert around the western Sydney airport site. The Australian Government has allowed us to take the route closer to the airport site and the map inside this leaflet shows the new southern section. The Australian Government is carrying out further work to determine the operational needs of the airport. This will allow us to refine the corridor in this area.

Proposal at a glance
- Diverting The Northern Road to the east of Luddenham, close to the western Sydney airport site boundary
- Widening from two lanes to a four lane divided road with a wide median to allow for six lanes in the future
- New traffic lights and turning lanes at some intersections
- Kerbside bus lanes in sections of the route where required, bus priority lanes at traffic lights and indented bus bays
- A three metre wide off-road shared pedestrian and cyclist path with crossings at traffic lights
- New street lighting, particularly at intersections
- A future connection with the proposed M12 Motorway.
How we made our decision

The community told us during consultation in July and August this year the Central and Campbell Street Options were not favoured because of land acquisition, heritage, noise and the impact on the Luddenham town centre. The Eastern and Western Options were preferred by the community and received similar levels of support.

We also carried out early environmental, heritage and engineering investigations which gave us a wide range of information on all four options. The Eastern Option was chosen after a route selection workshop with other Australian and NSW government agencies and local councils. The route options were assessed against criteria including community, environment, cost, constructability, traffic performance and integration with land use and transport. The reasons for the decision are explained below.

More information on how we assessed the route options will soon be available on our website at www.rms.nsw.gov.au/wsip.

Preferred Eastern Option

• Bypasses the Luddenham town centre and protects the European heritage buildings and homes along the existing The Northern Road
• Provides an easier access route for The Northern Road traffic to enter and drive through the Luddenham town centre past existing businesses
• Less impact on properties than the Campbell Street and Central Options but slightly greater than the Western Option
• Offers the best connection with the Western Sydney Priority Growth Area and provides a natural boundary between the growth area and Luddenham, to retain the town’s local identity
• Maintains a better connection between Luddenham and rural areas to the west, including Mulgoa Valley
• Good connection with Elizabeth Drive
• Closer to the western Sydney airport site, potentially offering the best access to the airport during its construction and operation
• Good potential connections with the proposed M12 Motorway
• Potential impact on heritage site, Lawson’s Inn
• Community support for this option is similar to the Western Option.

Western Option – not supported

• Would provide a single point of access from The Northern Road to the Luddenham town centre from the northern end
• Potential greater negative impact on Luddenham businesses with less opportunity for traffic to pass existing businesses
• Greater distance from the western Sydney airport site, reducing options for direct connection to the airport
• A shorter route than the Eastern Option
• Similar community support to the Eastern Option
• Greater noise and visual impact in this quieter area.

Campbell Street Option – not supported

• Greater impact on homes due to closer proximity to the Luddenham town centre
• Higher impact on the community during construction and operation compared to the Western and Eastern Options
• A higher level of disruption on the existing road network during construction
• Impact on the Luddenham Showground and Holy Family Primary School
• Lack of community support for this option
• Reduced performance when the road opens due to 40 km/h school zone.

Central Option – not supported

• Greater impact on homes
• Higher impact on the community during construction and operation
• Loss of the historic Luddenham Progress Hall, Luddenham Uniting Church and cemetery and St James Anglican Church and cemetery
• Impact on Luddenham Public School
• Lack of community support for this option
• Reduced performance when the road opens due to 60 km/h speed limit through town centre.

What happens next?

Roads and Maritime will consult with the community on this proposal in early 2016, when we will have more details about the preliminary design and access strategy. We will continue our environmental and engineering investigations along the Eastern Option to inform our environmental assessment of the proposed upgrade. The Environmental Impact Statement will be available for public comment in late 2016.
The alignment in this area is wider than shown previously. This will allow us to plan a route in this area that will minimise the division of properties, minimise the impact on utilities and require less earthworks.

Corridor is wider than 200 metres in this section until the operational needs of the airport are determined. Corridor will be 70 metres wide and will fall within this area.

Southern alignment, now moved further east in this section.
Questions and Answers

1. My property is along the Eastern Option corridor, what happens to my land?

There will be some land acquisition and changes to property access as part of The Northern Road Upgrade Stage 4. We are starting discussions with all directly affected land owners and consultation will continue over the coming months. The map for the proposed eastern route currently shows a generally 200 metre wide corridor, though we expect this would be narrowed to about 70 metres, falling somewhere within this area. This means that more information on partial land acquisitions will be available as we refine the route.


2. What happens to the other options?

The four shortlisted route options were assessed against a number of criteria including community, environment, cost, constructability, traffic performance and integration with land use and transport. The Eastern Option was chosen as the most feasible from this assessment. The other three options are no longer being considered.

3. What happens to the existing The Northern Road through Luddenham?

The existing The Northern Road will continue to provide local access for residents and through traffic from the new road. We expect that as further development occurs in the area, it will become a popular route for passing trade to visit businesses in Luddenham. The proposed eastern route will allow road users easy access into and out of the existing The Northern Road. More detail will be available with the preliminary design in early 2016.

4. How does the Eastern Option tie into the new airport? Will there be direct access from The Northern Road?

Information on airport access will be available in early 2016 when we consult on the preliminary design and access strategy.

5. How will noise be addressed?

A noise and vibration study will be carried out as part of the Environmental Impact Statement. The results, including mitigation measures, will be available in late 2016.

6. When will there be more information and when can I provide feedback?

Roads and Maritime will invite the community and stakeholders to provide their feedback on the preliminary design and access strategy in early 2016. More information about the design for the eastern route will be available as part of this process and we will hold information sessions to talk with the community.

What are the next steps?

Early Planning Stage
- Investigate Potential Route Options
- Invite Community Comments on Potential Route Options
- Select Preferred Route Option
- Invite Community Comments on Access Strategy and Preliminary Road Design
- Concept Road Design and Environmental Assessment
- Invite Community Comments on Road Design and Environmental Assessment
- Project Approval
- Start Construction

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