Roads and Maritime Services is proposing to build the M12 Motorway, a new 16 kilometre motorway between the M7 Motorway at Cecil Hills and The Northern Road at Luddenham. The motorway would connect the Western Sydney International Airport at Badgerys Creek to Sydney’s motorway network and is expected to be opened to traffic in 2025 before the new airport opens.
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Key features of the proposed M12 Motorway include:

- A new dual-carriageway motorway between the M7 Motorway and The Northern Road with two lanes in each direction with a central median allowing future expansion to six lanes
- Three interchanges/intersections:
  - A motorway-to-motorway interchange at the M7 Motorway
  - A grade separated interchange, including a dual-carriageway four lane airport access road connecting with the Western Sydney International Airport Main Access Road
  - A signalised intersection at The Northern Road with provision for grade separation in the future
- Bridge structures across Ropes Creek, Kemps Creek, South Creek, Badgerys Creek and Cosgroves Creek
- A bridge structure across the M12 Motorway into Western Sydney Parklands to maintain current levels of access
- Bridge structures at interchanges and at Clifton Avenue, Elizabeth Drive, Luddenham Road and other local roads to maintain local access and connectivity
- An off-road shared user path including connections to existing and future shared user paths
- Modifications to the local road network, as required, to facilitate connections across and around the M12 Motorway including:
  - Realigning Elizabeth Drive at the airport, with Elizabeth Drive bridging over the airport access road and the future Sydney Metro Greater West to the airport
  - Realigning Clifton Avenue over the M12 Motorway, with associated adjustments to nearby property access
  - Relocation of Salisbury Avenue cul-de-sac, on the southern side of the M12 Motorway
  - Realignment of Wallgrove Road north of its intersection with Elizabeth Drive to accommodate the M7 Motorway northbound entry ramp
- Infrastructure to support motorway operations and smart motorways technology in the future
- Adjusting waterways, where required, including Kemps Creek, South Creek and Badgerys Creek
- Permanent water quality management measures including swales and basins
Project need

The Western Sydney International (Nancy-Bird Walton) Airport and planned development associated with the Western Sydney Aerotropolis, employment lands and the South West Growth Area is expected to drive growth in Western Sydney, with about one million additional people living in the region by 2031 (source: Infrastructure NSW, State Infrastructure Strategy). This population growth and land use change will significantly increase traffic, placing increasing demand on the existing local and regional road network.

Road network modelling indicates the existing road network would be at or near capacity in future due to expected population growth in the area. Without the new motorway, existing local roads which might be narrow or older would be required to cater for traffic which would be better managed on a motorway. Relying on lower-order roads reduces performance and results in congestion, increased travel times, reduced travel time reliability and more traffic incidents.

The M12 Motorway is considered essential to the State due to the role it would have in supporting the planned development in Western Sydney including access to the Western Sydney International Airport and Western Sydney Aerotropolis.

The proposed M12 Motorway is required to fulfil the goals and objectives of numerous strategic planning instruments, including:
- The NSW State Infrastructure Strategy
- The Greater Sydney Commission’s Greater Sydney Region Plan and Western City District Plan
- The Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan.

The Western Sydney International Airport and the Western Sydney Aerotropolis will significantly increase the number of trips in the area and will be economically critical to Greater Sydney and the New South Wales economy when operational and fully developed. Acknowledging the project’s role in supporting this critical development, Roads and Maritime has requested the Minister for Planning and Public Spaces declare the project as Critical State Significant Infrastructure (CSSI).
Benefits

The project is expected to provide the following benefits:

- Connecting the Sydney motorway network, to support the Western Sydney International Airport, Western Sydney Aerotropolis and surrounding urban development.
- Help deliver the Western Sydney City Deal which aims to provide efficient and reliable access to jobs within 30 minutes of people’s homes in Western Sydney and help facilitate the Greater Sydney Region Plan’s goal of delivering a 30-minute city.
- Improve freight and business transport links for Greater Sydney, connecting Western Sydney International Airport and the Western Sydney Aerotropolis to other employment areas and population centres and servicing the expected traffic growth associated with Greater Sydney’s growing population and economy.
- Provide general improvements in traffic conditions and road safety in the surrounding area.
- A safe pedestrian and cyclist link where similar infrastructure does not currently exist.
- Improve Greater Sydney’s wider, highly diverse freight and business travel trips. The freight, commercial and service travel trips require the distribution of goods and services across Greater Sydney, which relies on more diverse and dispersed point-to-point transport connections.
- Cater for increased demand from Greater Sydney’s growing population and economy. Over the next 20 years, the number of average weekday trips across Greater Sydney is forecast to increase by 40 per cent, while freight volumes are expected to double. Much of this growth would occur on the motorway network.
- Support efficient transport connections for trips that are not well-served by other transport modes due to uneven or fragmented economic or residential development in Western Sydney.
Consulting with communities

New pathways for active transport

Connecting communities

Preparing for Sydney’s growth

Improving travel speeds

Improving traffic flow

M12 Motorway
An integrated approach to transport planning

A well planned and integrated transport infrastructure network is essential to service Western Sydney International Airport and the Western Sydney Aerotropolis and make them open and accessible to markets and customers across Greater Sydney.

This includes the proposed M12 Motorway, The Northern Road upgrade and the planned upgrades to Elizabeth Drive, as well as major public transport and road and freight initiatives currently under investigation in Western Sydney including the Sydney Metro Greater West and the Western Sydney Freight Line.

Future Transport Strategy 2056

The NSW Future Transport Strategy 2056 is an update of the Long-Term Transport Master Plan. The Strategy outlines a vision, strategic directions and customer outcomes, with infrastructure and services plans underpinning the delivery of these directions across the State.

The Future Transport Strategy sets the 40 year vision, directions and outcomes framework for customer mobility in NSW, that will guide transport investment over the longer term and includes a number of plans, including the Western Sydney Infrastructure Plan (WSIP) that share the principles of delivering integrated transport option for customers.

The project is identified in the Strategy as a committed initiative for the next ten years as part of the WSIP. The project will integrate with the airport, the existing motorway network and the planned Sydney Metro Greater West, reflecting the principles of the Future Transport Strategy.
The Western Sydney Aerotropolis – what this means for Western Sydney

The new Western Sydney International Airport and the associated Western Sydney Aerotropolis will change the area dramatically over the coming decades. Future generations of residents in Western Sydney will be able to more easily access jobs closer to home, housing and transport, health facilities, schools and social infrastructure through the provision of improved transport links such as the proposed M12 Motorway and the proposed rail connections.

The Western Sydney Aerotropolis will become a new high-skill jobs hub for industries such as aerospace and defence, manufacturing, healthcare, freight and logistics, agribusiness, education and research industries.
The M12 Motorway forms a key part of the Western Sydney Infrastructure Plan (WSIP). The WSIP is a joint initiative of the Australian and NSW governments to fund a $4.1 billion road and transport program for Western Sydney. The WSIP will:

- deliver major road infrastructure upgrades to support an integrated transport solution for the Western Sydney region that will improve connections within Western Sydney and benefit the region’s growing population by reducing travel times including
  - The Northern Road Upgrade, a 35 kilometre upgrade connecting Sydney north-west to the south-west and the new airport
  - Bringelly Road, a ten kilometre upgrade between Camden Valley Way and The Northern Road.
- improve road transport capacity ahead of future traffic demand generated by planned residential and employment development in the South West Growth Area, employment lands and the Western Sydney Aerotropolis
- the project would contribute to better road links within the Western Sydney region and benefit the region’s growing population by reducing travel times.

- support and capitalise on the economic benefits of developing the Western Sydney International Airport

- the airport will be transformational for Western Sydney and be a catalyst for investment, growth and job creation for decades to come
- the airport will need to be supported by a high-quality transport network to ensure people and freight can move efficiently.

WSIP projects underway or in planning

LEGEND
- Local Roads Package
- Major WSIP road projects
- Existing The Northern Road
- Other major transport projects underway

The Northern Road Upgrade, a 35 kilometre upgrade connecting Sydney north-west to the south-west and the new airport.

Bringelly Road, a ten kilometre upgrade between Camden Valley Way and The Northern Road.

Argyle Street/Camden Valley Way Upgrade

Porrende Street Upgrade

Badgally Road Upgrade

Eagle Vale Drive Upgrade

Baby Road Upgrade

Cumberland Highway Intersection upgrades

Wetherill Street Upgrade

Smithfield Road Upgrade

Western Sydney International Airport

Western Sydney Aerotropolis

SOUTH WEST GROWTH AREA

WESTERN SYDNEY AEROTROPOLIS

Elizabeth Drive

Badgally Road

M12 Motorway

The Northern Road

Glenbrook Arterial Road

Glenbrook intersection upgrade

Local Roads Package

Major WSIP road projects

Existing The Northern Road

Other major transport projects underway
The M12 journey so far

The M12 Motorway development started with consideration of different corridor options in 2015. The corridor had to meet the project objectives and service the planned Western Sydney International Airport, as well as the needs of the current and future land use in and around the airport and Western Sydney Aerotropolis.

Roads and Maritime carried out a strategic route options analysis to identify a preferred route corridor in December 2015. This involved identifying a longlist of route options that was narrowed to a shortlist in February 2016. In 2017 we selected preferred route corridor, known as the ‘Orange corridor’, following an extensive options assessment and community and stakeholder engagement.

We then further refined the Orange corridor in consultation with the Greater Sydney Commission (GSC) and the Western Sydney Parklands Trust. The consultation led to us reducing the impact on the Western Sydney Parklands and integrating with the GSC’s draft South West District Plan and the Southern Parklands Framework of the Western Sydney Parklands Trust.

Further information on how we assessed the corridor route options is provided in the Preferred Corridor Route Report available to download from www.rms.nsw.gov.au/m12 and included in the EIS.

The preferred orange corridor 2017

![Map of the preferred orange corridor 2017](image_url)
M12 Motorway development timeline

- **2015**
  - Study area

- **2016**
  - Shortlisted route options

- **2017**
  - Preferred ‘Orange Corridor’

- **2018**
  - Modified corridor and access strategy

- **2019**
  - EIS design
Design challenges

M7 Motorway interchange

One of the biggest construction challenges is the M7 Motorway interchange due to the following challenges:

• Ensuring live traffic on the M7 and Elizabeth Drive and any possible construction on the M7 continues with minimal impact
• steep land around the interchange which may make access during construction challenging
• protecting or relocating major utilities including gas pipelines and a WaterNSW canal.

The Airport interchange

The M12 Motorway needs to be operational before the airport is open to passengers and it needs to be built at the same time the airport and the Sydney Metro Greater West will be under construction. This presents unique construction challenges for the M12 Motorway project team, Sydney Metro and the Western Sydney International Airport Corporation (WSACo).

A collaborative approach is key to success so project teams meet regularly to share and coordinate information.

Design changes led by community feedback

In 2015 we asked the community to comment on the M12 Motorway study area on three possible corridor options. We announced a preferred corridor in November 2016, then further discussed with the GSC and the Western Sydney Parklands Trust. This consultation phase led to refinements to reduce the impact on the Parklands.

A preliminary design and access strategy was put to the community for input in 2018. This resulted in more design changes and a closer look at multi-modal transport provisions such as cyclist access and maintaining the Wylde Mountain Bike Trail. Refer to the development timeline on the left to see how the corridor has evolved since 2015.

We are now welcoming community comments once again during the upcoming exhibition of the M12 Motorway’s Environmental Impact Statement (EIS). The EIS display is the opportunity for the community to consider key aspects of the project including:

• urban design
• heritage
• noise impacts
• biodiversity mitigation strategies.
M12 Motorway concept design

The motorway in detail

Interchanges

The project includes the following three key intersections and interchanges.

- The M7 Motorway interchange – a grade-separated interchange to facilitate traffic accessing both motorways easily and safely.
- The Western Sydney International Airport interchange – a grade-separated interchange to facilitate access between the M12 Motorway and the airport access road to the airport.
- The Northern Road intersection – an at-grade traffic light intersection providing a connection between the M12 Motorway and The Northern Road allowing all for turning movements.
The project includes 19 new bridges along the motorway and the widening of an existing bridge designed to:

- carry the motorway over waterways and floodplains
  - mitigate the impact of the motorway on water movement including from floods or erosion
  - provide a minimum level of flood resilience to the M12 Motorway equivalent to a one in one hundred year flood event
- carry the motorway over or under existing local roads
- support proposed entry and exit ramps as required at the grade separated Western Sydney International Airport interchange and the M7 Motorway interchange
- Maintain access into the Western Sydney Parklands.
The motorway in detail (continued)

Twin bridges are proposed across:
• Kemps Creek (about 244 metres long)
• South Creek (about 562 metres long)
• Badgerys Creek (about 252 metres long).

Two-lane ramp bridges would be provided to connect the M12 Motorway to the M7 Motorway southbound (about 700 metres long) and northbound (about 450 metres long).

Other bridges over local roads and small waterways range from about 45 metres to 140 metres long. All bridge details are based on the concept design and will be refined during detailed design.

Local road changes and upgrades

The motorway would change several local roads. These roads would be passed over, upgraded or changed to ensure safe and efficient connections with the motorway. Roads the motorway would pass over include the following:
• Range Road, Cecil Park
• Elizabeth Drive, Cecil Park
• Luddenham Road, Luddenham.

Roads to be upgraded or changed to facilitate the motorway include:
• Wallgrove Road, Cecil Park
• Salisbury Avenue, Kemps Creek
• Clifton Avenue, Kemps Creek
• Elizabeth Drive, Badgerys Creek at the airport entrance.
Artist impression, view east along The Northern Road – when standing at the red arrow

Artist impression, subject to change, M12/airport – view looking south when standing at the red arrow

Artist impression, subject to change, Aerial view west along M12, when standing at the red arrow
Wylde Mountain Bike Trail

The Wylde Mountain Bike Trail located within the Western Sydney Parklands, opened to the public in 2014. It is open all year round and provides a variety of riding options for children and beginners to the more adventurous rider.

It has become an important part of the Western Sydney community and to Sydney mountain bike enthusiasts from far and wide.

The M12 Motorway route requires the existing Wylde Mountain Bike Trail to be relocated.

The preferred M12 Motorway route will require changes to the existing Wylde Mountain Bike Trail located within the Western Sydney Parklands.

Roads and Maritime is working closely with the Western Sydney Parklands Trust and Bicycle NSW on plans to relocate the trail. The relocated bike trail is expected to be completed before construction of the M12 Motorway starts.

Image courtesy of Western Sydney Parklands Trust
Aboriginal cultural heritage interpretation

An important part of the M12 Motorway’s proposed design is acknowledging the area’s Aboriginal history and the Aboriginal connection to the area today.

Roads and Maritime has identified 19 registered Aboriginal heritage sites and recovered 1404 stone artefacts during investigation excavations including a piece of ochre pencil used for ceremonial body painting and for drawings depicting Aboriginal lifestyle.

A strategy to use Aboriginal cultural heritage interpretation along the M12 Motorway is also being developed. This will inform the detailed urban design to create a distinct identity that reflects and embraces Aboriginal and cultural heritage. Unique artworks and designs could be incorporated into bridge designs, signs and sculptures.

Acknowledging the area’s Aboriginal history strengthens the connection between the local Aboriginal community and the landscape. Connecting the land to stories, songs, dances and cultural practices is an important part of Aboriginal culture which will be reflected in the cultural interpretation.
What is an Environmental Impact Statement and what does it mean for a major project?

An Environmental Impact Statement (EIS) describes the key features of a project and assesses the potential environmental and social impacts that may be caused by the project during construction and operation. The EIS also documents what management measures would be implemented to manage and mitigate potential impacts from the project should it be approved.

Once an EIS is completed, the NSW Department of Planning, Industry and Environment (DPIE) will place the document on exhibition for a minimum of 28 days to provide the community, government agencies and stakeholders with an understanding of what is proposed and the opportunity to make comments and respond to the project.

The proponent for the project (in this case Roads and Maritime) will consider all feedback to further develop the project. A report documenting the submissions and responses to the issues raised will then be submitted to the DPIE, who will prepare an assessment report for the Minister of Planning and Public Spaces to determine whether or not the project will be granted approval. The M12 Motorway also requires approval by Australian Minister for the Environment.

As part of the approval, the Minister will issue conditions of approval, which specify what measures must be implemented to reduce or manage potential environmental and social impacts during construction and operation.

Further information on the assessment and approval process is available on the DPIE website (www.planning.nsw.gov.au).
What have been the main EIS findings?

We have sought to avoid potential environmental and social impacts where possible through selecting the preferred route and refining the design during the project development process. However, there would be some temporary and permanent impacts on the environment associated with building the project and operating the new motorway.

A summary of the main issues and key management measures identified in the EIS is outlined below.

**Biodiversity**

The main potential biodiversity impacts include removing native vegetation such as:

- threatened ecological communities and a single critical endangered ecological community
- impacts on two threatened plant species, and removal of some threatened fauna habitat.

During detailed design, where possible, we would reduce the amount of threatened species and their habitat that we need to remove. A construction flora and fauna management plan would be prepared as part of the Construction Environment Management Plan (CEMP) and would include measures to avoid impacts on sensitive ecological areas and revegetate/restore disturbed areas.

For unavoidable residual impacts, tree replacement strategies will be developed in accordance with the Biodiversity Offset Strategy specifically prepared for the project. Re-vegetation would prioritise Cumberland Plain Woodland and local native species grown from locally sourced seed.

**Transport and traffic**

The Western Sydney International Airport and surrounding urban development is expected to mainly generate the projected traffic growth in the region.

The project would result in improved traffic conditions in the area. There may be some impact noticed on the M7 Motorway near the proposed interchange due to additional traffic from the M12 Motorway, particularly in the morning in the northbound direction.

Impacts would likely be noticed during construction due to high numbers of construction vehicle movements that temporarily affect the surrounding road network, particularly heavy vehicles.

A construction transport and traffic management plan would be prepared as part of the CEMP and would:

- outline measures to maintain access to properties
- include a signage strategy, and
- manage construction vehicle access and movement.

We would continue to consult and engage with affected community members in accordance with a Community Communications Strategy prepared to inform the community and stakeholders and manage impacts during construction.
Urban design and visual impact

Introducing a large infrastructure element into an existing rural landscape would impact the existing landscape character. Impacts would be noticed most around the proposed Western Sydney International Airport interchange and the Western Sydney Parklands.

Potential visual impacts during construction primarily relate to residents that would have views of construction activities.

An Aboriginal-owned agency was engaged to manage the Aboriginal cultural interpretation process to inform the concept design. The idea was to incorporate a unique and distinct Aboriginal identity across the design which encompassed a rich sense of place, culture and heritage. We will incorporate their findings into the urban design and implement this as part of the project.

Socio-economic, land use and property

Acquisition (some partial and some full) and property adjustments (access, fences and farm infrastructure) for the project would directly impact properties. Some temporary leases of land would also be required to accommodate construction facilities.

The project would directly impact some existing social infrastructure including land within the Western Sydney Parklands and the Wylde Mountain Bike Trail.

During construction, impacts would include noise, dust, traffic and visual impacts. These would be managed in accordance with the management measures outlined in the CEMP and relevant sub plans including a noise and vibration management plan, an air quality management plan and the Urban Design and Landscape Plan (UDLP).

Artist impression, view north along Luddenham Road
Consultation with affected landowners will continue. Roads and Maritime will continue to work with Western Sydney Parklands Trust to support delivering a replacement for the Wylde Mountain Bike Trail before construction of the project begins.

**Aboriginal heritage**

There are 19 Aboriginal sites that would be directly impacted by the project. Most of the Aboriginal sites consist of collections of Aboriginal stone artefacts associated with major creeks. Of these 19 sites, eleven would be partially impacted, which means they extend beyond the construction footprint and would be left partially intact. Eight of the sites are located entirely within the construction footprint and would be fully impacted.

A heritage interpretation framework will be prepared to guide development of the detailed urban design for the project and will draw on its findings and recommendations.

A construction cultural heritage management plan will be prepared as part of the CEMP and will outline procedures and exclusion zones to avoid impacts on known Aboriginal heritage items.

A detailed Aboriginal Cultural Salvage Strategy will also be prepared for the project in consultation with Registered Aboriginal Parties and NSW Office of Environment and Heritage to guide the salvage excavation process for Aboriginal sites.
Non-Aboriginal heritage

The project would have a major impact on four heritage items (two of state significance) and a minor impact on one heritage site of local significance. A construction cultural heritage management plan will be prepared as part of the CEMP and will outline procedures and exclusion zones for avoiding impacts on known non-Aboriginal heritage items.

Flooding

Flood modelling results show that the project would have no flooding impact on existing buildings in the area surrounding the project. The modelling of the main creeks shows there is minimal increase to existing water levels and surrounding land use would be unaffected by this increase.

However, modelling of the minor drainage lines indicates that an increase in volumes and rates of flow would potentially impact surrounding land use. This would need to be managed through mitigation such as detention basins and erosion protection, which would be considered during detailed design.

A construction flood management plan would be prepared as part of the CEMP and would include requirements for ongoing monitoring to minimise potential impacts during construction.

Noise and vibration

Impacts during construction would be experienced by a low number of residents:

- east of the M7 Motorway and north of Elizabeth Drive at the eastern end of the project
- north of Elizabeth Drive near Salisbury Avenue
- near Clifton Avenue to the north of the construction corridor.

Out of hours work is only proposed in certain areas. Information about out of hours work will be communicated to impacted residents as required during construction.

About 262 residents (183 individual buildings) are predicted to be affected by new or increased road traffic noise impacts during operation and eligible for consideration of noise mitigation.

A construction noise and vibration management plan will be prepared as part of the CEMP and will include procedures for extended and out-of-hours work as well as measures to minimise vibration impacts on structures.

Where feasible and reasonable, operational road noise mitigation measures will be considered.
Surface water quality and hydrology

Existing water quality in the project area is generally poor, with elevated nutrient levels and low dissolved oxygen and heavy metals. However, several downstream water bodies were identified as sensitive environments. The project’s design has incorporated a number of measures to ensure that the quality of stormwater runoff from the M12 Motorway during construction and operation contributes toward achieving the NSW Water Quality Objectives.

A construction soil and water management plan would be prepared as part of the CEMP and would include measures to manage water quality during construction and outline erosion and sediment controls.
Cumulative impacts

Cumulative impacts may arise from multiple construction projects happening in the area. When considered in isolation, specific project impacts may be considered minor. However, these may be more substantial when we consider the impact of multiple projects on the same community. Impacts from the project include those on biodiversity, traffic and transport, socio-economic (including acquisition and temporary land use changes), heritage, amenity (noise and vibration; and air quality), soils, contamination and surface water (including hydrology and water quality); and resource and waste management (including the demand for construction materials and waste).
Community members that are close to multiple construction activities where there is little or no break may experience construction fatigue. Where construction is ongoing for extended periods of time, there is potential for disturbance to local communities, for example construction noise, dust and traffic delays.

Given the size and number of surrounding major projects and the expected future land use changes in the area, the M12 Motorway project itself is expected to only contribute a relatively minor amount to potential cumulative impacts.

Ongoing integration and engagement with surrounding major projects will be carried out with the view to minimising and managing potential cumulative impacts.

EIS exhibition

The Department of Planning, Industry and Environment (DPIE) will place the M12 Motorway EIS on public exhibition for a minimum of 28 days in accordance with the EP&A Regulation. During this period, the EIS will be available at https://www.planningportal.nsw.gov.au/major-projects/project/10226, on the Roads and Maritime project website http://rms.nsw.gov.au/m12, or at selected locations.

Add your email list to the project database to ensure you receive the latest updates and outcomes from the EIS exhibition.

Next steps

The EIS is on display from 16 October to 18 November 2019.

- **EARLY PLANNING STAGE**
- **INVESTIGATE POTENTIAL ROUTE OPTIONS**
- **INVITE COMMUNITY COMMENTS ON POTENTIAL ROUTE OPTIONS**
- **SELECT PREFERRED CORRIDOR ROUTE OPTION**
- **INVITE COMMUNITY COMMENTS ON PRELIMINARY ROAD DESIGN AND ACCESS STRATEGY**
- **CONCEPT ROAD DESIGN AND ENVIRONMENTAL ASSESSMENT DEVELOPMENT**
- **INVITE COMMUNITY COMMENTS ON ROAD DESIGN AND ENVIRONMENTAL ASSESSMENT**
- **RESPOND TO SUBMISSIONS**
- **PREPARE PREFERRED INFRASTRUCTURE REPORT (IF REQUIRED)**
- **PLANNING APPROVAL**
- **DEVELOPMENT OF DETAILED DESIGN**
- **START CONSTRUCTION**
- **OPEN TO TRAFFIC**

@ m12motorway@rms.nsw.gov.au
1800 517 155
www.rms.nsw.gov.au/m12