On behalf of the Australian and NSW governments, Roads and Maritime Services is planning the M12 Motorway as part of the $3.6 billion Western Sydney Infrastructure Plan. The M12 Motorway will be delivered prior to the opening of Western Sydney Airport at Badgerys Creek, and will provide direct access to the airport and connection to Sydney’s motorway network.

A corridor route was announced in November 2016. This route has been amended, and we are now seeking community feedback to inform the next stage of design.

Key benefits

- Direct access to Western Sydney Airport at Badgerys Creek from the M7 Motorway and the upgraded The Northern Road
- Improved access to the Western Sydney Airport Growth Area and the South West Priority Land Release Area
- Increased road capacity for future growth and development
- Improved traffic safety for road users
- Pedestrian and cyclist infrastructure
- Improved freight movement to key commercial centres
- Reduced congestion impact on the community and businesses by providing more capacity.

M12 Motorway route changes

After a corridor route was announced in November 2016, the Greater Sydney Commission and the Western Sydney Parklands Trust shared their early plans for future land use in western Sydney and the Parklands. As the identified corridor directly affected those plans, Roads and Maritime investigated changes to the route through the Western Sydney Parklands. More information about this change and the decision making process can be found inside.
Western Sydney Parklands and the M12 Motorway

Western Sydney Parklands is one of Australia’s largest urban parks. The Parklands encompasses more than 5,280 hectares of recreational, environmental and open space land, stretching 27 kilometres from Blacktown in the north to Leppington in the south.

The Parklands is home to a range of recreational activities and sporting facilities, high quality bushland and nature reserves, major tourist attractions, business hubs and urban farms. It provides extensive cycling and walking tracks, barbecues, picnic facilities and playgrounds.

Since 2010, the Parklands annual visitation has grown by an average of 10% each year, with 3.5 million people visiting in 2017. This trend is anticipated to continue due to the surrounding population growth and continued facility improvements.

After learning of the Greater Sydney Commission and Parklands’ future plans for land use in western Sydney, the M12 Motorway team developed and assessed a range of changes to the portion of the route that would pass through the Parklands, from east of Kemps Creek to the M7 Motorway.

A workshop was held with key stakeholders in June 2017 where the criteria assessed included current and future land use, community impact, environment, heritage, functionality and cost.

Participants endorsed modifying the eastern portion of the route, moving it north to lessen the impact on the Parklands and maintain the integrity and development potential of the area for future generations.

Roads and Maritime will continue to work closely with the Western Sydney Parklands Trust throughout the construction and operation of the M12 Motorway to ensure this important community space is maintained and protected.
1 – The Northern Road Interchange
- The M2 interchange connects to The Northern Road and provides access to Badgerys Creek Road. The M2 interchange will provide access to the M12 Motorway from the Northern Road and provide access from the Northern Road to the M2 Motorway.

1. Interchange design designed to link with interchange alignment for Badgerys Creek Road and Luddenham Road.

2 – Western Sydney Airport interchange
- The interchange design is intended to accommodate future development of The Northern Road and includes a new set of traffic lights.
- Access to Badgerys Creek Road will be provided from The Northern Road.

3 – Provision for future Devonshire Road/Manre Road interchange
- The proposed future interchange at Devonshire Road/Manre Road would provide a potential connection to the M7 Motorway in this area.

4 – M7 Motorway interchange
- Provision for a motorway-to-motorway interchange at the M7 Motorway between M12 Motorway and the M7 Motorway.
- The interchange design would enable the future interchange to be constructed with minimal environmental impact.

5 – M12 Motorway interchange
- Provision for a motorway-to-motorway interchange at the M12 Motorway between M12 Motorway and the M12 Motorway.
- The proposed future interchange at the M7 Motorway and the M12 Motorway would provide a potential connection to the M7 Motorway.

6 – Road/Mamre Road interchange
- The proposed future extension of Devonshire Road to Mamre Road would provide a north-south arterial road connection with a potential connection to the M7 Motorway.

7 – Provision for a future grade separated interchange and interchange alignment through Parklands.

8 – Western Sydney Airport interchange
- Turnings lanes from The Northern Road and includes a new set of traffic lights.
- Access to Parklands Road would provide access onto the M7 Motorway.

Indicative cross section of the M12 Motorway: four traffic lanes with a variable width carriageway to be reduced to 150 meters in the design process.

How do I get home?
- Please visit the M12 portal at www.m12motorway.com.au for more information.
- How do I get home?
M12 Motorway planning and environmental investigations

In November 2016, Roads and Maritime began detailed site investigations, including flora and fauna, Aboriginal cultural heritage, land contamination, traffic and noise. These investigations helped contribute to the current preliminary design and will continue as the project develops.

Future investigation work will include socio-economic factors, geotechnical, water quality, air quality, land use and flooding. These investigations will further inform the design of the project and assist with the preparation of the Environmental Impact Statement (EIS), expected to be exhibited for comment in 2019. The EIS will address the potential impact of the M12 Motorway and outline measures to reduce and manage environmental concerns or issues.

Other planned transport projects, including Western Sydney Airport, will be taken into account during design development.

More details about the process can be found in ‘Project development and approval process’ opposite.

Did you know?
Western Sydney is Australia’s third largest economy and in its own right would be Australia’s fourth largest city. During the next 20 years, the region is expected to grow from two million to three million people, which is why the Australian and NSW governments are fast tracking the development of new infrastructure.

Key features
• An east-west 16 kilometre motorway between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham
• A motorway built for four lanes (with provision for up to six lanes) with a central median to separate opposing traffic flows
• A direct connection to Western Sydney Airport
• A new at grade connection to The Northern Road with traffic lights
• Provision for a motorway-to-motorway interchange at the M7 Motorway
• Provision for a future grade-separated interchange in the vicinity of Devonshire Road/Mamre Road.

Project development and approval process

July 2015 – November 2016
Identification of preferred corridor route
• Announce study area
• Desktop environmental investigations and feedback from the community to inform the long list of corridor options
• Assessment of long list of corridors considering constraints and results of initial investigations to determine short list
• Community feedback on short list
• Field investigations in each corridor to inform the preferred corridor route option.

November 2016 – February 2018
Development of preliminary design
• Commence design development
• Begin detailed environmental field investigations within the preferred corridor including flora and fauna, Aboriginal cultural heritage, land contamination, traffic and noise
• Display preliminary design and access strategy for community comment.

February 2018 – 2019
Development of EIS and design
• Consider feedback from the community on preliminary design and access strategy
• Continue field investigations listed above and commence more investigations including socio economic factors, geotechnical, water quality, air quality, land use and flooding.
• Continue design development considering feedback from the community and the results of field investigations
• Assess impact and investigate mitigation measures
• Display EIS for community comment.

2019 – 2020
Project approval
• Consider feedback from the community and government agencies and prepare a submissions report providing responses to issues raised
• Submissions report submitted to Department of Planning and Environment for assessment
• Minister for Environment decides whether the project is approved.
Have your say

Roads and Maritime understand the importance of involving the community and stakeholders throughout the development of the M12 Motorway. We will hold two community information sessions where the project team will be available to answer questions about the preliminary design and access strategy.

A formal presentation will not be given so please feel free to drop in at any time during the following sessions:

**Saturday 3 March, 10am–1pm**
Kemps Creek Public School
100 Cross Street, Kemps Creek

**Wednesday 14 March, 4.30–7.30pm**
Kemps Creek Sporting and Bowling Club
1490 Elizabeth Drive, Kemps Creek

Feedback is invited until **5pm, Friday 23 March 2018**

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

**Mail:**
M12 Motorway
Roads and Maritime Services
PO Box 973, Parramatta, NSW 2124

**Phone:** 1800 703 457

Next steps

Following consultation, a report summarising comments received and our responses will be published on the Roads and Maritime website.

All comments received will be considered in the decision-making process and for the development of the concept design.

Roads and Maritime will actively look at ways to further reduce the impact of the M12 Motorway on the community. The corridor route is generally 300 metres wide, however the final width of the motorway corridor (i.e., the final road reserve for the motorway) would be around 150 metres typically, wider around intersections/interchanges. The reduced corridor will be included in the display of the EIS.

Contact us

1800 703 457

**M12 Motorway**

Roads and Maritime Services
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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 703 457.