



Australian Government

BUILDING OUR FUTURE



Western Sydney Infrastructure Plan

The M12 Motorway is one of the major projects being developed as part of the Western Sydney Infrastructure Plan (WSIP). The Australian and NSW governments are jointly funding this 10 year, \$3.6 billion investment program for western Sydney. The WSIP will deliver major road infrastructure upgrades to support an integrated transport solution for the region and capitalise on the economic benefits from developing residential and employment areas, and the planned western Sydney airport at Badgerys Creek.

Have your say

Roads and Maritime understand the importance of involving the community and stakeholders throughout the development of the M12 Motorway. While a formal consultation period is not being held, we welcome feedback from the community on the preferred corridor route option for the M12 Motorway.

We will consider all feedback as part of the next phase of the project which is the preparation of the preliminary design and access strategy. This is expected to be displayed in mid-2017.

Please provide your comments by:

Email: wsip@rms.nsw.gov.au

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

Phone: 1800 703 457

Keep up to date on all WSIP projects by joining our email list at www.rms.nsw.gov.au/wsip

Contact us

1800 703 457 (toll free)

rms.nsw.gov.au/wsip

wsip@rms.nsw.gov.au



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**.

Next steps

Roads and Maritime will actively look at ways to further reduce the impact of the M12 Motorway on the community. The preferred corridor route is currently 300 metres wide, however the final width of the motorway is expected to be much less at around 100–150 metres.

Once the preliminary road design is finalised, information on the final width of the motorway will be provided to the community and we will contact all potentially impacted property owners to discuss their individual circumstances.



A video outlining the features of the modified orange corridor route and the process so far is available on the WSIP portal.
www.rms.nsw.gov.au/m12motorway



Aerial image showing part of the M12 Study Area

M12 Motorway

Between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham

November 2016

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 provide direct access to the planned western Sydney airport at Badgerys Creek and connect to Sydney's motorway network.

Following feedback from the community and in consultation with Australian and NSW government agencies, Roads and Maritime has selected a modified orange option as the preferred corridor route for the M12 Motorway.

Key benefits

The M12 Motorway would:

- Provide direct access from the M7 Motorway to the planned western Sydney airport at Badgerys Creek, and from the M4 Motorway via the upgraded The Northern Road
- Improve access to the Western Sydney Priority Growth Area and the South West Priority Land Release Area
- Increase road capacity for future growth and development
- Improve traffic safety for road users
- Provide new pedestrian and cyclist infrastructure
- Improve freight movement to key commercial centres
- Reduce the cost of congestion impact on the community and businesses by providing more capacity.

Key features

Key features of the M12 Motorway:

- An east-west 16km motorway between the M7, 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 grade separated interchange at the planned western Sydney airport
- A new at grade connection to The Northern Road
- A motorway-to-motorway interchange at the M7 Motorway
- Provision for a grade separated interchange in the vicinity of Mamre Road / Devonshire Road
- Off-road shared pedestrian and cyclist paths.

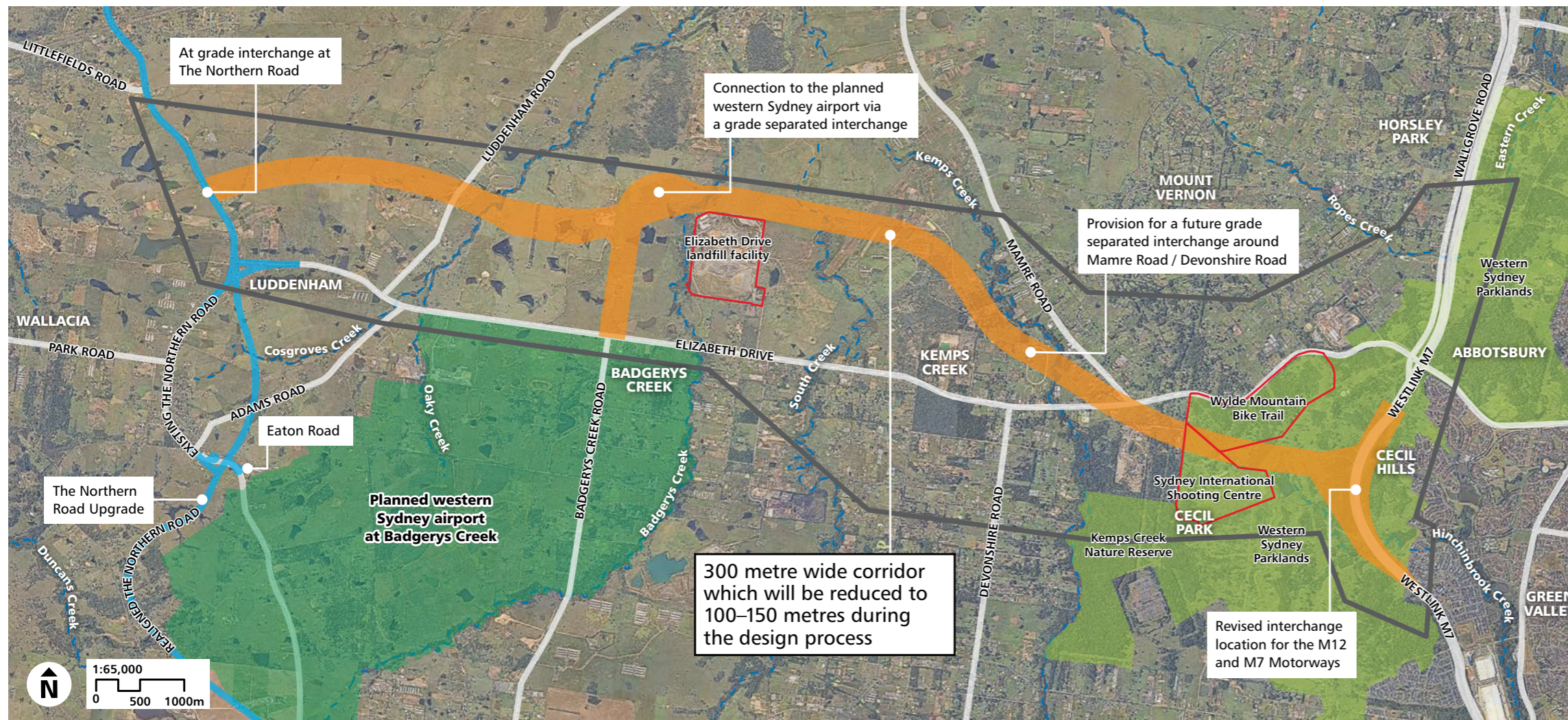


November 2016
RMS 16.335

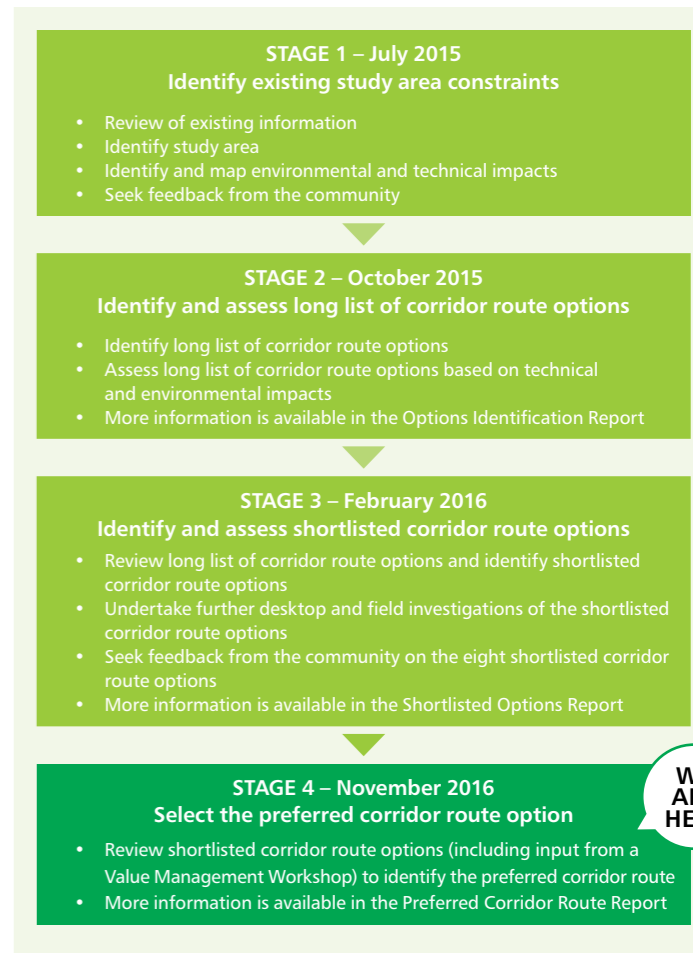


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M12 Motorway preferred corridor route



Process for identifying the preferred corridor route



Selecting the preferred corridor route

In February and March 2016, Roads and Maritime displayed two 300 metre wide corridors that formed eight shortlisted corridor route options for the M12 Motorway. During the display period, four information sessions were held and more than 120 written submissions received. The community feedback indicated a preference for the orange corridor route option with the main reasons being that it seemed to impact the least number of properties, and was expected to have less impact on Elizabeth Drive during construction. The overall key feedback received during the consultation period included:

- Minimise the impacts to properties
- Minimise business impacts
- Minimise traffic impacts including noise, congestion and access.

During the display, Roads and Maritime carried out a Transport Study with other Australian and NSW government agencies to identify the most suitable location for the M12 Motorway connection with The Northern Road and other future transport projects, and to better cater for current and future land uses. As a result, refinements were made to the eight shortlisted corridor route options including adding two revised corridor route options. These additional options would reduce potential impacts on the community and property owners.

The revised corridor route options were then assessed at a value management workshop by the M12 Motorway project team, Australian and NSW government agencies and local councils. At the workshop, participants assessed each option against a set of criteria including project delivery, land use, community impact, environment and heritage impact, connectivity and ease of use of the motorway.

Based on this assessment the connection to The Northern Road at the western end of the corridor was moved further north. Six of the previous eight shortlisted corridor route options were then discarded, leaving the modified orange and yellow options with more investigations required to determine the preferred corridor route option for the eastern section between Mamre Road and the M7 Motorway.

Additional meetings were held and as a result, changes were recommended for the modified southern corridor to minimise impacts on existing and potential connectivity to the recreational facilities within the Western Sydney Parklands including the Wylde Mountain Bike Trail and the Sydney International Shooting Centre. These corridors were then assessed at a second value management workshop against the same criteria used in the first value management workshop. The southern corridor was confirmed as the preferred corridor route for this section.

Based on the detailed assessment which included considering feedback from the community and design refinements from meetings and workshops with stakeholders, Roads and Maritime has selected the modified orange option as the preferred corridor route for the M12 Motorway. The modified orange option is a 300 metre wide corridor which will be reduced to 100–150 metres during the preliminary design process.

Further information on how we assessed the corridor route options, and the findings from field investigations for Aboriginal and non-Aboriginal heritage, biodiversity studies and other studies (including noise, socio economic, contamination and landscape visual impact) are detailed in the Preferred Corridor Route Report which can be downloaded from www.rms.nsw.gov.au/m12motorway

Roads and Maritime has also prepared a summary of the Preferred Corridor Route Report and an animation, which are also available from www.rms.nsw.gov.au/m12motorway

Key benefits of the modified orange option

- Avoids a number of previously potentially impacted commercial and private properties at both ends of the route
- Has a good connection to The Northern Road, Luddenham
- Lessens the impact on the recreational facilities within the Western Sydney Parklands including the Wylde Mountain Bike Trail and Sydney International Shooting Centre
- Less impact on threatened and critically endangered vegetation
- Provides a better connection with the M7 Motorway
- Is easier and less expensive to construct.

Key features of the modified orange option

- 16 kilometres in length
- Has a 300 metre wide corridor, that will be reduced to 100–150 metres during the preliminary design process
- Connects to the M7 Motorway south of Elizabeth Drive
- Travels north of the Elizabeth Drive landfill site.