M12 Motorway
Preferred Corridor Route Report

Project summary
November 2016
Executive summary

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.

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

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 (Zone C). As a result, refinements were made to the western end of the eight shortlisted route options including adding two revised options. These refinements further reduce potential impacts on the community and property owners.

The modified 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, the modified shortlisted route options were assessed against the same criteria used to assess the original long list of possible route options. This assessment criteria included project delivery, land use impact, 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 route was moved further to the north. Six of the previous eight shortlisted route options were then discarded, leaving the modified orange and yellow options as the preferred options. However more investigations were required to determine the preferred option for the eastern section of the corridors between Mamre Road and M7 Motorway (Zone A).

Additional meetings and a second value management workshop were then held and as a result, changes were recommended for the southern corridor in Zone A. This was to reduce impacts on connectivity within the Western Sydney Parklands, and to ensure impacts on the parklands recreational facilities are minimised. These corridors were then assessed against the same criteria used in the first value management workshop.

Based on a detailed assessment of the corridor options, feedback from the community and the outcomes from workshops and meetings with stakeholders, Roads and Maritime has selected the modified orange option as the preferred corridor for the M12 Motorway.

The modified orange option is the preferred corridor route for the M12 Motorway.

The modified orange corridor runs south of Elizabeth Drive between the M7 Motorway and Mamre Road (Zone A) and runs as far north of Elizabeth Drive as possible within the study area between Mamre Road and The Northern Road (Zones B and C).

This report presents a detailed summary of the development of the preferred corridor for the new M12 Motorway. Please visit www.rms.nsw.gov.au/m12motorway for the detailed M12 Motorway Preferred Corridor Route Report.
## Contents

**Background**  
Western Sydney Infrastructure Plan 4  
Why the M12 Motorway is needed 6  
Benefits and features of the M12 Motorway 6

**Options development**  
Stage 1: Identify existing study area constraints 8  
Stage 2: Identify and assess long list of route options 11  
Stage 3: Identify and assess shortlisted route options 14  
Stage 4: Identify the preferred route 21

**What happens next?**  
Future opportunities for community feedback 28

**The detailed Preferred Route Corridor Report**  
29
Western Sydney Infrastructure Plan

The Northern Road and Erskine Park Road
- Intersection upgrade studies $1.1 million – complete
- Erskine Park Road intersection upgrades $29.1 million
- The Northern Road intersections upgrade $6.7 million

Bungarribee Road and Flushcombe Road
traffic lights scoping study $526,000

Ross Street/Great Western Highway
intersection upgrade $5 million
In planning

Werrington Arterial Road
$70 million
Construction started 2015

Smithfield Road Upgrade
$16.4 million

M12 Motorway Preferred Corridor

Wetherill Street Upgrade
$8.2 million – complete

Cumberland Highway intersection
upgrades
$5.8 million – complete

SOUTH WEST PRIORITY LAND RELEASE AREA

Bungarribee Road Upgrade
$509 million
Construction started 2015

Eagle Vale Drive Upgrade
$17.5 million

Raby Road from Eschol Park Drive to Stranraer Drive
scoping study $655,000

Porrende Street Upgrade
scoping study $120,000

Argyle Street/Camden Valley Way
- Corridor upgrade and studies
  $2.3 million – complete
- Stage 2 – Macarthur Road Intersection
  $4.3 million
- Grahams Hill Road and Richardson Road
  Intersection $4 million

M12 Motorway Preferred Corridor Route Report
Background

On behalf of the Australian and NSW governments, Roads and Maritime Services proposes to build a new motorway (the M12 Motorway) to connect the M7 Motorway, near Cecil Hills, to The Northern Road, near Luddenham. The new M12 Motorway, proposed as part of the Western Sydney Infrastructure Plan (WSIP), would provide direct access to the planned western Sydney airport at Badgerys Creek and connect to Sydney’s motorway network. It would also improve the movement of freight in and through western Sydney.

Western Sydney Infrastructure Plan

During the next 20 years, the population of Sydney is forecast to grow by around 1.6 million people, with more than 900,000 additional people expected to live in western Sydney. To help meet this demand and cater for this expected growth, the Australian and NSW governments are investing in the Western Sydney Infrastructure Plan (WSIP) – a 10-year, $3.6 billion road investment program for western Sydney.

The WSIP is made up of five main projects, including new roads and the significant upgrade of other roads. Some of these projects are split into multiple stages for delivery, and are currently in various stages from early development to construction.

- M12 Motorway between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham
- The Northern Road Upgrade between The Old Northern Road, Narellan and Jamison Road, South Penrith
- Bringelly Road Upgrade between The Northern Road, Bringelly and Camden Valley Way, Leppington
- Werrington Arterial Road
- Additional local road upgrades near the planned western Sydney airport at Badgerys Creek, to be funded by the Australian Government and managed by local councils.

Did you know?

Early industries in the Liverpool area included a tanning pit and brickfields on Orange Grove Road, as well as a steam mill and a windmill along Brickmaker’s Creek.
The Western Sydney Infrastructure Plan will:

- Deliver major road infrastructure upgrades to support an integrated transport solution for the western Sydney region. Road upgrades will improve connections within western Sydney and benefit the region’s growing population, by reducing travel times.

- Support and capitalise on the economic benefits of developing the planned western Sydney airport at Badgerys Creek. The planned airport will be transformational for western Sydney and a catalyst for investment, growth and job creation for decades to come. It will need to be supported by a quality surface transport network to ensure the efficient movement of people and freight.

- Improve road transport capacity ahead of future traffic from more than 300,000 people moving into the South West Priority Land Release Area (SWPLRA) and around 57,000 jobs in the WSPGA when fully developed.

Western Sydney Infrastructure Plan objectives

Objectives of the WSIP include:

- **Development and demand** – Support the planned western Sydney airport, land use change and residential growth; balancing functional, social, environmental and value for money considerations

- **Connectivity to airport** – Provide a resilient connection for freight and people to the planned western Sydney airport

- **Integrated network** – Provide road improvements to support and integrate with the broader transport network

- **Customer focus** – Provide meaningful engagement with customers and stakeholders across the WSIP program.

One of the community information sessions in February and March 2016
Why the M12 Motorway is needed
In 2014, the Australian Government announced Badgerys Creek as the proposed site of the planned western Sydney airport. Planning for the new airport is underway. The western Sydney airport is planned to be operational by the mid-2020s.

Extra traffic will be generated by the planned western Sydney Airport and the Western Sydney Priority Growth Area.

The new airport and surrounding future development in the Western Sydney Priority Growth Area (WSPGA) are predicted to generate additional traffic. Traffic studies indicate that with increased traffic from the airport and surrounding developments, by 2036 the existing road network (Elizabeth Drive) will not be able to provide a good level of service during peak periods. To keep Sydney moving, additional east-west road infrastructure is required to cater for this extra traffic.

Benefits and features of the M12 Motorway
The proposed M12 Motorway would be about 16 kilometres long and connect the M7 Motorway, near Cecil Hills, to The Northern Road, near Luddenham.

Key benefits
The M12 Motorway would:

- Provide direct access from the M7 Motorway to the planned western Sydney airport and from the M4 Motorway via 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
- Increase pedestrian and cyclist infrastructure
- Improve freight movement to key commercial centres
- Reduce the cost of congestion impact on the community and businesses.
Did you know?
Population growth has varied across the local government areas in the M12 Motorway study area. Between 2006 and 2011, Penrith City grew by 3.7 per cent, Fairfield City by 4.4 per cent and Liverpool City by 9.4 per cent. The population of western Sydney is predicted to grow by more than 900,000 over the next 20 years.

Key features
The key features of the M12 Motorway:

• A motorway built for four lanes (with provision for six lanes) with a central median to separate opposing traffic flows
• A grade separated interchange and access road 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.

100 km/h

100

Reduce cost of congestion

Shared cycle & pedestrian path

M12 Motorway Preferred Corridor Route Report 7
Options development

In 2015, Roads and Maritime started work on selecting a corridor route option for the M12 Motorway. The objectives of the M12 Motorway are to:

- Provide direct motorway standard east–west connection between the M7 Motorway and The Northern Road via the planned western Sydney airport, allowing for future north–south connections
- Support the provision of an integrated regional and local public transport system
- Preserve the local access function of the existing Elizabeth Drive
- Provide active transport within the east–west corridor
- Provide for connection to future road networks in the area.

The project process: Planning to Construction

Stage 1: Identify existing study area constraints

Stage 1 – July 2015
Identify existing study area constraints
- Review of existing information
- Identify study area
- Identify and map environmental and technical impacts
- Seek feedback from the community

The study area

The M12 Motorway project study area was announced in July 2015.

To the north is the Western Sydney Priority Growth Area (WSPGA) and the suburbs of Luddenham, Mount Vernon and Cecil Hills. To the south, the study area is surrounded by the planned western Sydney airport site at Badgerys Creek, the WSPGA, the suburbs of Kemps Creek and Badgerys Creek and Western Sydney Parklands. This study area was chosen as it provides access to the planned western Sydney airport site and connects to The Northern Road and the rest of Sydney via the M7 Motorway.

The study area provides access to the planned western Sydney airport site at Badgerys Creek and connects to both The Northern Road and the M7 Motorway.

The study area is located across three local government areas: Penrith City, Fairfield City and Liverpool City.
The topography in and around the study area comprises rolling hills and small valleys between generally north–south ridgelines. In the east and west of the study area, topography is gently undulating, flattening out in the middle of the study area, where it passes through the floodplains associated with Cosgroves Creek, Oaky Creek, Badgerys Creek, South Creek and Kemps Creek. There are also numerous farm dams in the area.

The study area is predominantly semi-rural and includes residential, agricultural, recreational, commercial and industrial land uses.

Agricultural land uses include poultry farming, farms producing tomatoes and cucumbers, commercial operations producing Christmas trees and large wholesale nurseries.

Recreational and community facilities include schools and social facilities such as the Kemps Creek Sporting and Bowling Club, the Western Sydney Parklands (including the Wylde Mountain Bike Trail), Kemps Creek Nature Reserve and the Sydney International Shooting Centre.

Commercial uses are mainly associated with the Kemps Creek village including service stations, food stores and hardware/ maintenance shops. Industrial uses include the landfill and quarry sites.

Within the study area there are a number of transport and utilities infrastructure including the M7 Motorway, Elizabeth Drive, major electrical infrastructure and the Sydney Water Upper Canal System.

**Flora and fauna**

The study area includes seven threatened ecological communities under the Threatened Species Conservation Act (TSC) and four vegetation communities under the Environment Protection and Biodiversity Conservation Act (EPBC). For example, Castlereagh Scribbly Gum Woodland, Castlereagh Swamp Woodland and the Cumberland Plain Woodland. The study area also includes 30 threatened fauna and 11 threatened flora species that have either been recorded or are known to occur in the area including the Swift Parrot, the Cumberland Plain Land Snail and the Grey-headed Flying-fox.
Aboriginal heritage
As at September 2015, more than 60 Aboriginal heritage items/recordings had been found within the study area. They include stone artefact scatters, a grinding groove site, a modified scarred tree and potential archaeological deposits.

European heritage
There are a number of heritage recordings within the M12 Motorway study area including:

• The Sydney Water Supply Upper Canal System
• An inter-war house built in the Spanish Mission style
• The Sydney University McGarvie-Smith Farm
• The site of the former Fleurs radio telescope
• The Big Chook.

Community feedback
In July and August 2015, Roads and Maritime held six community information sessions to obtain community comments and feedback on the M12 Motorway study area. During this consultation period, the community and stakeholders provided a range of feedback, including:

• Minimise impact to existing properties
• Preserve Kemps Creek shopping centre and properties
• The design should incorporate a bike path
• Minimise impact on the Western Sydney Parklands
• Minimise impact on the Wylde Mountain Bike Trail
• Upgrade Elizabeth Drive
• Safety should be a priority in planning the M12 Motorway.

This community feedback was incorporated into the next stage of the process to identify the long list of corridor route options.

More details on the community feedback is available in the Community Consultation Report, October 2015 from www.rms.nsw.gov.au/m12motorway

Did you know?
Elizabeth Drive was established in the 1800’s to provide access to the land grants in the area. It was originally known as Orphan School Road because it extended west from the Orphan School in what is now Bonnyrigg. Its name was later changed to Mulgoa Road, then changed to Elizabeth Drive in 1952 to honour the visit of Queen Elizabeth II.
To make it easier to compare and assess options, the M12 Motorway project team divided the study area into four distinct zones from east to west.

- **Zone A** – between the M7 Motorway and Mamre Road
- **Zone B** – between Mamre Road and entry into the planned western Sydney airport
- **Zone C** – between the entry into the planned airport and The Northern Road
- **Zone D** – west of The Northern Road (common to all routes).

The M12 Motorway project team used a desktop route-identification process and software program, Quantm, to establish a long list of corridor route options. These options satisfied the project objectives and design principles, taking into account the engineering, environmental, socio-economic features of the study area, as well as the design parameters for the road. This process produced a long list of fifteen 300 metre wide corridor route options:

- **Zone A** – three options
- **Zone B** – five options
- **Zone C** – two options
- **Zone D** – one option.

The M12 Motorway long list of corridor route options

Legend

<table>
<thead>
<tr>
<th>Long list corridor options</th>
<th>Option A2</th>
<th>Option B4</th>
<th>M12 study area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option A0</td>
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<td></td>
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<tr>
<td>Option B0</td>
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<td>Option C0</td>
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<td></td>
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<tr>
<td>Option A1</td>
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</table>

Options development continued
Options development continued

Stage 3: Identify and assess shortlisted route options

In October 2015, the M12 Motorway project team, Australian and NSW government agencies, and local councils, evaluated the long list of corridor route options against a range of engineering, environmental and socio-economic criteria as per the table below:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Prompts/Measures</th>
</tr>
</thead>
</table>
| Project delivery          | • Timeliness to plan and deliver, design risks, project approvals, land acquisitions, risks or issues  
                            | • Potential for staging, constructability, lead time for relocations or specific items, construction risks  |
| Land-use                  | • Integrates with current and proposed land uses (doesn’t make land unviable)  
                            | • Provides for property access  
                            | • Consistency with Western Sydney Priority Growth Area  
                            | • Location of interchanges and their impact on future land use  |
| Community                 | • Number of houses and businesses, within 600 metres of the corridor  
                            | • Number of private properties directly impacted  
                            | • Number of existing businesses directly impacted  
                            | • Community severance  |
| Environment/Heritage      | • Number of Aboriginal and non-Aboriginal heritage sites impacted  
                            | • Total area of native vegetation impacted. In particular, areas of endangered and/or critically endangered ecological community impacted  
                            | • Drainage lines and creek lines  |
| Functionality             | • Grades, speeds, lengths, interchanges and connectivity to future road networks  
                            | • Enabling Elizabeth Drive to operate as an arterial road in the future  
                            | • Impact on the M7 Motorway and the rest of the network  
                            | • Options for active and public transport  
                            | • Relative airport connectivity for cars and freight on the road network |
The possible corridor route options were generally assessed based on a 300 metre wide corridor. A number of possible corridor route options were discarded at this stage as their impact on the community and properties was too great.

**Shortlisted options**

The following corridor route options were shortlisted resulting in two 300 metre wide corridors that formed eight shortlisted corridor route options for the M12 Motorway:
- Zone A – two options
- Zone B – two options
- Zone C – two options
- Zone D – one option.

Each of the eight corridor route options was represented by a different colour:

<table>
<thead>
<tr>
<th>Route option</th>
<th>Zone A</th>
<th>Zone B</th>
<th>Zone C</th>
<th>Zone D</th>
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</thead>
<tbody>
<tr>
<td>Aqua</td>
<td>A1</td>
<td>B2</td>
<td>C1</td>
<td>D1</td>
</tr>
<tr>
<td>Blue</td>
<td>A1</td>
<td>B2</td>
<td>C2</td>
<td>D1</td>
</tr>
<tr>
<td>Green</td>
<td>A1</td>
<td>B5</td>
<td>C1</td>
<td>D1</td>
</tr>
<tr>
<td>Orange</td>
<td>A1</td>
<td>B5</td>
<td>C2</td>
<td>D1</td>
</tr>
<tr>
<td>Pink</td>
<td>A3</td>
<td>B2</td>
<td>C1</td>
<td>D1</td>
</tr>
<tr>
<td>Purple</td>
<td>A3</td>
<td>B2</td>
<td>C2</td>
<td>D1</td>
</tr>
<tr>
<td>White</td>
<td>A3</td>
<td>B5</td>
<td>C1</td>
<td>D1</td>
</tr>
<tr>
<td>Yellow</td>
<td>A3</td>
<td>B5</td>
<td>C2</td>
<td>D1</td>
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The eight shortlisted corridor route options are described in detail on the following page.

Views to Cumberland Plain Grassland (CONTEXT, 2015)
### Options development continued

#### Aqua option

<table>
<thead>
<tr>
<th>Aqua</th>
<th>A1</th>
<th>B2</th>
<th>C1</th>
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The aqua option is 15 kilometres in length and would connect to the M7 Motorway south of Elizabeth Drive. It would pass through some larger industrial sites before crossing South Creek and travelling to the south of the landfill site. It would also pass through other land uses including some recreational areas.

#### Blue option

<table>
<thead>
<tr>
<th>Blue</th>
<th>A1</th>
<th>B2</th>
<th>C2</th>
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The blue option is 15 kilometres in length and would connect to the M7 Motorway south of Elizabeth Drive. It would pass through some larger industrial sites before crossing South Creek and travelling to the south of the landfill site.

#### Green option

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<tr>
<th>Green</th>
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<th>B5</th>
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The green option is 16 kilometres in length and would connect to the M7 Motorway south of Elizabeth Drive. It would travel to the north of the landfill site and pass through some recreational areas.

#### Orange option

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<tr>
<th>Orange</th>
<th>A1</th>
<th>B5</th>
<th>C2</th>
<th>D1</th>
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The orange option is 16 kilometres in length and would connect to the M7 Motorway south of Elizabeth Drive. It would travel to the north of the landfill site.
**Pink option**

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<tr>
<th>Pink</th>
<th>A3</th>
<th>B2</th>
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<tr>
<td>The pink option is 16 kilometres in length and would connect to the M7 Motorway at the same location as the existing Elizabeth Drive. It would pass through some larger industrial sites before crossing South Creek and travelling to the south of the landfill site. It would also pass through other land uses, including some recreational areas.</td>
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**Purple option**

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<td>The purple option is 16 kilometres in length and would connect to the M7 Motorway at the same location as the existing Elizabeth Drive. It would pass through some larger industrial sites before crossing South Creek and travelling to the south of the landfill site.</td>
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**White option**

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<tr>
<th>White</th>
<th>A3</th>
<th>B5</th>
<th>C1</th>
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<tbody>
<tr>
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<tr>
<td>The white option is 17 kilometres in length and would connect to the M7 Motorway at the same location as the existing Elizabeth Drive. It would travel to the north of the landfill site before connecting to the airport site via an interchange. It would pass through some recreational areas.</td>
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**Yellow option**

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<th>B5</th>
<th>C2</th>
<th>D1</th>
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<tr>
<td>The yellow option is 16 kilometres in length and would connect to the M7 Motorway at the same location as the existing Elizabeth Drive. It would travel to the north of the landfill site before connecting to the airport site via an interchange.</td>
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Options development continued

M12 Motorway eight shortlisted corridor route options (February 2016)

This section of the M12 corridor is dependent on planning for the future road network in this area, including The Northern Road Upgrade Stage 4 and other transport projects.
Community feedback
In February and March 2016, Roads and Maritime displayed two 300 metre wide corridors that formed the eight shortlisted corridor route options for the M12 Motorway.

During the consultation period, four community information sessions were held and more than 120 submissions were received from residents, business owners, community groups, councils, government agencies and educational institutions. To assist the community, a community update was developed and delivered by letterbox drop to residents and businesses in the study area before the information sessions. A short animation showing the proposed M12 corridor routes was also developed and used at the sessions allowing people who attended to imagine what the finished motorway would look like in more detail.

The key issues identified through formal submissions received during the consultation period were:
• Property access
• Property value, acquisition and compensation
• Impact on the Sydney Society of Model Engineers
• Compensation for loss of business and/or business disturbance
• Impact on future land use/plans and access
• Noise and air quality
• Traffic impact and management
• Flora and fauna
• Impact on dams and other water sources.

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 maps shown at the time reflected a hatched area at the western end of both corridors. This was because further investigations were required on the connection to The Northern Road and other transport projects, and to reduce property impacts.


Did you know?
Between 1954 and 1963, the Fleurs radio telescope which was located in what is now M12 Motorway study corridor was the leading field station of the CSIRO’s Division of Radiophysics. It was home to three innovative cross-type radio telescopes – the Mills Cross, Shain Cross and the Chris Cross. The Chris Cross was the world’s first cross-grating interferometer and the first radio telescope to provide a two-dimensional daily map of the sun.
Stage 4: Identify the preferred corridor route

**Corridor route refinements**

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 (Zones C and D). As a result, refinements were made to the eight shortlisted corridor route options (see table to the right):

- Options C1 and C2 replaced C3 and C4
- Zone D was removed from the project as it was being assessed as part of broader transport options in that area.

The revised zone C options are:

- **C3** – This corridor option crosses Cosgroves and Oaky creeks, before crossing Luddenham Road just north of the intersection with Elizabeth Drive and south of Blackford Hill. This option ends at Elizabeth Drive via ramps, with Elizabeth Drive upgraded to a principal arterial road and connecting with The Northern Road.

- **C4** – This corridor option crosses Cosgroves Creek before crossing Luddenham Road about 1.2 kilometres north of the intersection with Elizabeth Drive and north of Blackford Hill.

A connection to future transport projects in the area was also possible with both of the revised Zone C options.

<table>
<thead>
<tr>
<th>Route option</th>
<th>Zone A</th>
<th>Zone B</th>
<th>Zone C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modified aqua</td>
<td>A1</td>
<td>B2</td>
<td>C3</td>
</tr>
<tr>
<td>Modified blue</td>
<td>A1</td>
<td>B2</td>
<td>C4</td>
</tr>
<tr>
<td>Modified green</td>
<td>A1</td>
<td>B5</td>
<td>C3</td>
</tr>
<tr>
<td>Modified orange</td>
<td>A1</td>
<td>B5</td>
<td>C4</td>
</tr>
<tr>
<td>Modified pink</td>
<td>A3</td>
<td>B2</td>
<td>C3</td>
</tr>
<tr>
<td>Modified purple</td>
<td>A3</td>
<td>B2</td>
<td>C4</td>
</tr>
<tr>
<td>Modified white</td>
<td>A3</td>
<td>B5</td>
<td>C3</td>
</tr>
<tr>
<td>Modified yellow</td>
<td>A3</td>
<td>B5</td>
<td>C4</td>
</tr>
</tbody>
</table>
Options development continued

M12 Motorway modified corridor route options

Legend
- M12 study area
- western Sydney airport at Badgerys Creek
- Notable features
- Nature Reserve
- Western Sydney Parklands
- Creek
- Aqua option
- Pink option
- Blue option
- Purple option
- Green option
- White option
- Orange option
- Yellow option
In April 2016, the M12 Motorway project team, Australian and NSW government agencies and local councils took part in two workshops to recommend a preferred corridor route for the M12 Motorway. To ensure consistency, the shortlisted corridor route options were assessed against the same criteria that was used to assess the original long list of possible corridor route options. The assessment criteria included project delivery, land use impact, community impact, environment and heritage impact, connectivity, and ease of use of the motorway (see table on page 14 for more information).

Based on this assessment and supported by field investigations, six of the eight shortlisted corridor route options were discarded, leaving the modified orange and yellow options. More investigations were required to determine the preferred route for the eastern section of the corridors between Mamre Road and M7 Motorway (Zone A).

Investigations, additional meetings and a second value management workshop were then held. As a result, changes were recommended to the southern corridor in Zone A. These changes were made to minimise impacts on connectivity within the Western Sydney Parklands, and to minimise impacts on the recreational facilities.

These corridors were then assessed against the same criteria used in the first value management workshop and as a result, the southern corridor (the modified option A1) was selected as the preferred option for this section (Zone A).

**The preferred corridor route**

Based on a detailed assessment of the corridor route options, feedback from the community and the outcomes from workshops and meetings with stakeholders, Roads and Maritime has selected the modified orange corridor route as the preferred corridor for the M12 Motorway.

**Modified orange option at the eastern section of the corridors between Mamre Road and the M7 Motorway**

In April 2016, the M12 Motorway project team, Australian and NSW government agencies and local councils took part in two workshops to recommend a preferred corridor route for the M12 Motorway.
**Roads and Maritime has selected the modified orange option as the preferred corridor for the M12 Motorway.**

The modified orange corridor route runs south of Elizabeth Drive between the M7 Motorway and Mamre Road (Zone A) and is as far north of Elizabeth Drive as possible within the study area between Mamre Road and The Northern Road (Zones B and C).

The modified orange corridor route is 16 kilometres in length, and connects to the M7 Motorway more than one kilometre south of the Elizabeth Drive interchange at a new interchange location. The corridor route passes through Western Sydney Parklands in a north-westerly direction before crossing Elizabeth Drive near the existing Mamre Road intersection.

This option then crosses Kemps Creek and travels in a north-westerly direction, parallel to Clifton Avenue, before heading west and passing through the former Fleurs Radio Telescope site and crossing South Creek. It passes to the north of the landfill site, crossing Badgerys Creek before connecting to the planned western Sydney airport site via an interchange and access road.

The modified orange option crosses Cosgrove Creek before crossing Luddenham Road just over one kilometre north of the intersection with Elizabeth Drive and north of Blackford Hill. The preferred corridor route connects with The Northern Road about 900 metres north of the existing Elizabeth Drive roundabout. Refer to the map on page 26 for details.

**The modified orange corridor route includes:**

- **Interchanges:**
  - M7 Motorway
  - Planned western Sydney airport at Badgerys Creek
  - The Northern Road
  - Provision for a grade separated interchange in the vicinity of Mamre Road / Devonshire Road.

- **Crossings (either over or under) of the following roads:**
  - Elizabeth Drive
  - Clifton Avenue
  - Luddenham Road
  - A number of local unpaved roads / property accesses.

**Crossing the following creeks:**

- Kemps Creek
- South Creek
- Badgerys Creek
- Cosgroves Creek.

**Key benefits of the modified orange option**

- Avoids a number of previously potentially impacted 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**

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

M12 Motorway preferred corridor route

At grade interchange at The Northern Road
Connection to western Sydney via a grade separated interchange around Mamre Road / Devonshire Road
Elizabeth Drive landfill facility
Planned western Sydney airport at Badgerys Creek
300 metre wide corridor which will be reduced to 100–150 metres during the design process
Provision for a future grade separated interchange around Mamre Road / Devonshire Road
Revised interchange location for the M12 and M7 Motorways

The Northern Road Upgrade
At grade interchange at The Northern Road

Planned western Sydney airport at Badgerys Creek

1:65,000
0 500 1000m
The wide corridor will be reduced to 100–150 metres during the design process.

Provision for a future grade separated interchange around Mamre Road / Devonshire Road.

Revised interchange location for the M12 and M7 Motorways.

Connection to the planned western Sydney airport via a grade separated interchange.

At grade interchange at The Northern Road.

300 metre wide corridor which will be reduced to 100–150 metres during the design process.

Sydney International Shooting Centre.

Western Sydney Parklands.

The Northern Road Upgrade.

Provision for a future grade separated interchange around Mamre Road / Devonshire Road.

Revised interchange location for the M12 and M7 Motorways.
What happens next?

Roads and Maritime will actively look at ways to further reduce the impact of the M12 Motorway on the community, property owners and the Western Sydney Parklands.

Much of this will happen as part of refining the final corridor route. The preferred corridor route is currently 300 metres wide, however the final width of the motorway is expected to be much less, around 100–150 metres wide.

Roads and Maritime will undertake further investigations to inform the design. This will include geotechnical investigations, noise studies and surveys. It will also include investigations into a future grade separated interchange in the vicinity of Mamre Road / Devonshire Road, as suggested by the community and stakeholders.

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.

Roads and Maritime will continue to look at how we can reduce the impact of the M12 Motorway.

Future opportunities for community feedback

Roads and Maritime understands the importance of involving the community and stakeholders throughout the development of the M12 Motorway. We will provide a number of opportunities for the community to provide input and feedback on the design of the M12 Motorway as it develops.

We welcome feedback from the community on the preferred corridor route option for the M12 Motorway.

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

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. The preliminary design and access strategy is expected to be displayed in mid-2017. It will be followed by the Environmental Impact Statement which is expected to be on display in 2018.

Did you know?

There are more than 70 local businesses in the M12 Motorway study area. Of these businesses, almost 40% are involved in agriculture.
The (detailed) M12 Motorway Preferred Corridor Route Report

Further information on how we assessed the 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 M12 Motorway Preferred Route Corridor Report which can be downloaded from [www.rms.nsw.gov.au/m12motorway](http://www.rms.nsw.gov.au/m12motorway). The report structure is as follows:

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Introduction</td>
<td>Identifies the project background and objectives.</td>
</tr>
<tr>
<td>2. Need and strategic justification</td>
<td>Describes the need of and justification for the project and considers strategic planning documents.</td>
</tr>
<tr>
<td>3. Options identification process</td>
<td>Describes the long list of route options considered for the project and the assessment to the shortlisted route options.</td>
</tr>
<tr>
<td>4. Shortlisted route options</td>
<td>Describes the shortlisted route options.</td>
</tr>
<tr>
<td>5. Community consultation</td>
<td>Identifies consultation with stakeholders and the community, and the feedback received.</td>
</tr>
<tr>
<td>6. Assessment of shortlisted route options</td>
<td>Assesses the shortlisted route options against a range of environmental aspects.</td>
</tr>
<tr>
<td>7. Selection of the preferred route</td>
<td>Identifies the process for analysing the shortlisted route options to determine the preferred route for the project.</td>
</tr>
<tr>
<td>8. Preferred route</td>
<td>Describes the preferred route for the project.</td>
</tr>
<tr>
<td>9. Future actions</td>
<td>Identifies the additional assessment and investigation that is required in future stages of the project, before the project can be built.</td>
</tr>
</tbody>
</table>
This document contains important information about road projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call the project team on 1800 703 457. The interpreter will then assist you with translation.

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Contact us

1800 703 457 (toll free)

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wsip@rms.nsw.gov.au