

# 1 Introduction and background

## 1.1 The project

Transport for New South Wales (TfNSW; formerly Roads and Maritime Services) proposes to build the M12 Motorway between the M7 Motorway at Cecil Hills and The Northern Road at Luddenham (the project), over a distance of about 16 kilometres.

The project would provide the main access from the Western Sydney International Airport at Badgerys Creek to Sydney's motorway network and is expected to be opened to traffic before the opening of the Western Sydney International Airport. The timing of opening of the M12 Motorway is subject to planning approval and the completion of detailed design. However, the project is expected to open in 2025. **Figure 1-1** shows the project as described in the EIS in its regional context.

An environmental impact statement (EIS) was prepared to assess the potential impacts of the project and recommend management measures to appropriately address those impacts. The project, as described and assessed by the EIS, included the following key features:

- 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
- Motorway access via three interchanges/intersections:
  - A motorway-to-motorway interchange at the M7 Motorway and associated works (extending about four kilometres within the existing M7 Motorway corridor)
  - A grade-separated interchange referred to as the Western Sydney International Airport interchange, including a dual-carriageway four-lane airport access road (two lanes in each direction for about 1.5 kilometres) 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 the Western Sydney Parklands to maintain access to the existing water tower and mobile telephone / other service towers on the ridgeline in the vicinity of Cecil Hills, to the west of the M7 Motorway
- Bridge structures at interchanges and at Clifton Avenue, Elizabeth Drive, Luddenham Road and other local roads to maintain local access and connectivity
- Inclusion of active transport (pedestrian and cyclist) facilities through provision of pedestrian bridges and an off-road shared user path, including connections to existing and future shared user path networks
- Modifications to the local road network, as required, to facilitate connections across and around the M12 Motorway, including:
  - Realignment of Elizabeth Drive at the Western Sydney International Airport, with Elizabeth Drive bridging over the airport access road and the future passenger rail line to the airport
  - Realignment of Clifton Avenue over the M12 Motorway, with associated adjustments to nearby property access

- Relocation of the 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
- Adjustment, protection or relocation of existing utilities
- Ancillary facilities to support motorway operations, smart motorways operation in the future and the existing M7 Motorway operation, including gantries, electronic signage and ramp metering
- Other roadside furniture including safety barriers, signage and street lighting
- Adjustments of waterways, where required, including Kemps Creek, South Creek and Badgerys Creek
- Permanent water quality management measures including swales and basins
- Establishment and use of temporary ancillary facilities, temporary construction sedimentation basins, access tracks and haul roads during construction
- Permanent and temporary property adjustments and property access refinements as required.

Figure 1-2 provides an overview of the key features of the project as presented in the EIS. A detailed description of the project is provided in Chapter 5 of the EIS.

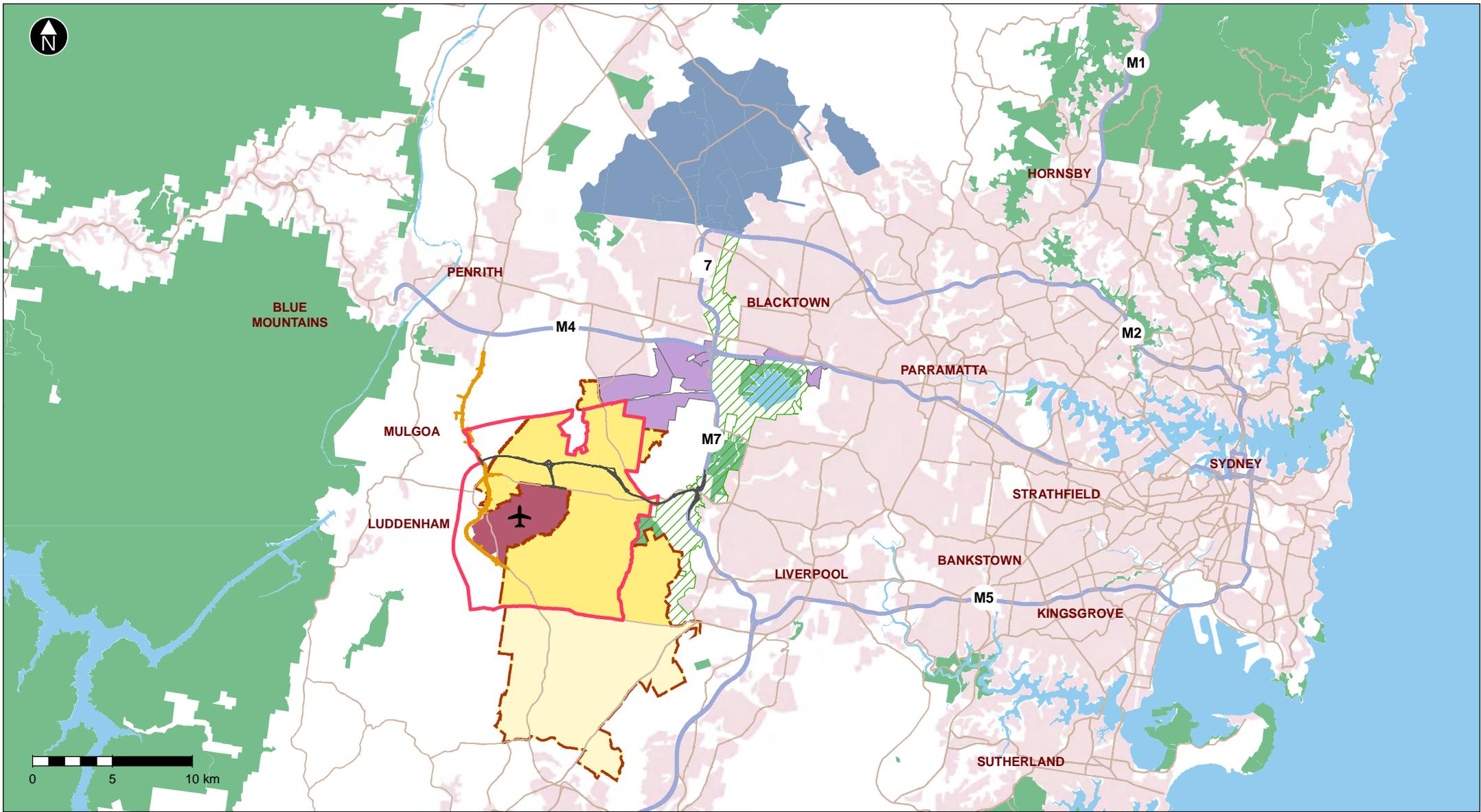
## 1.2 Environmental impact statement exhibition

The EIS was exhibited by the NSW Department of Planning, Industry and Environment (DPIE) for 34 days from 16 October 2019 to 18 November 2019 to give the community and stakeholders the opportunity to provide comment. The exhibition was advertised in the following publications:

- The Australian on 16 October 2019
- The Sydney Morning Herald on 16 October 2019
- The Daily Telegraph on 16 October 2019
- The Western Weekender Penrith on 18 October 2019
- Fairfield Advance on 16 October 2019
- Fairfield City Champion on 16 October 2019
- Liverpool Leader on 16 October 2019
- Penrith Press on 17 October 2019.

The EIS was exhibited at the following locations:

- TfNSW office – 20-44 Ennis Road, Milsons Point
- DPIE – 320 Pitt Street, Sydney
- Nature Conservation Council – 14/338 Pitt Street, Sydney
- Western Sydney International Airport Experience Centre – Eaton Road, Luddenham
- Fairfield City Council – 86 Avoca Road, Wakeley
- Liverpool City Council – 33 Moore Street, Liverpool
- Penrith City Council – Civic Centre, 601 High Street, Penrith
- Camden Council – 70 Central Avenue, Oran Park
- St Clair Library – Shop 12, St Clair Shopping Centre, Bennett Road and Endeavour Avenue
- Wetherill Park Library – 561-583 Polding Street, Wetherill Park
- Carnes Hill Library – 600 Kurrajong Road, Carnes Hill.



- The project
- Motorways
- Existing main roads
- The Northern Road upgrade (currently under construction)

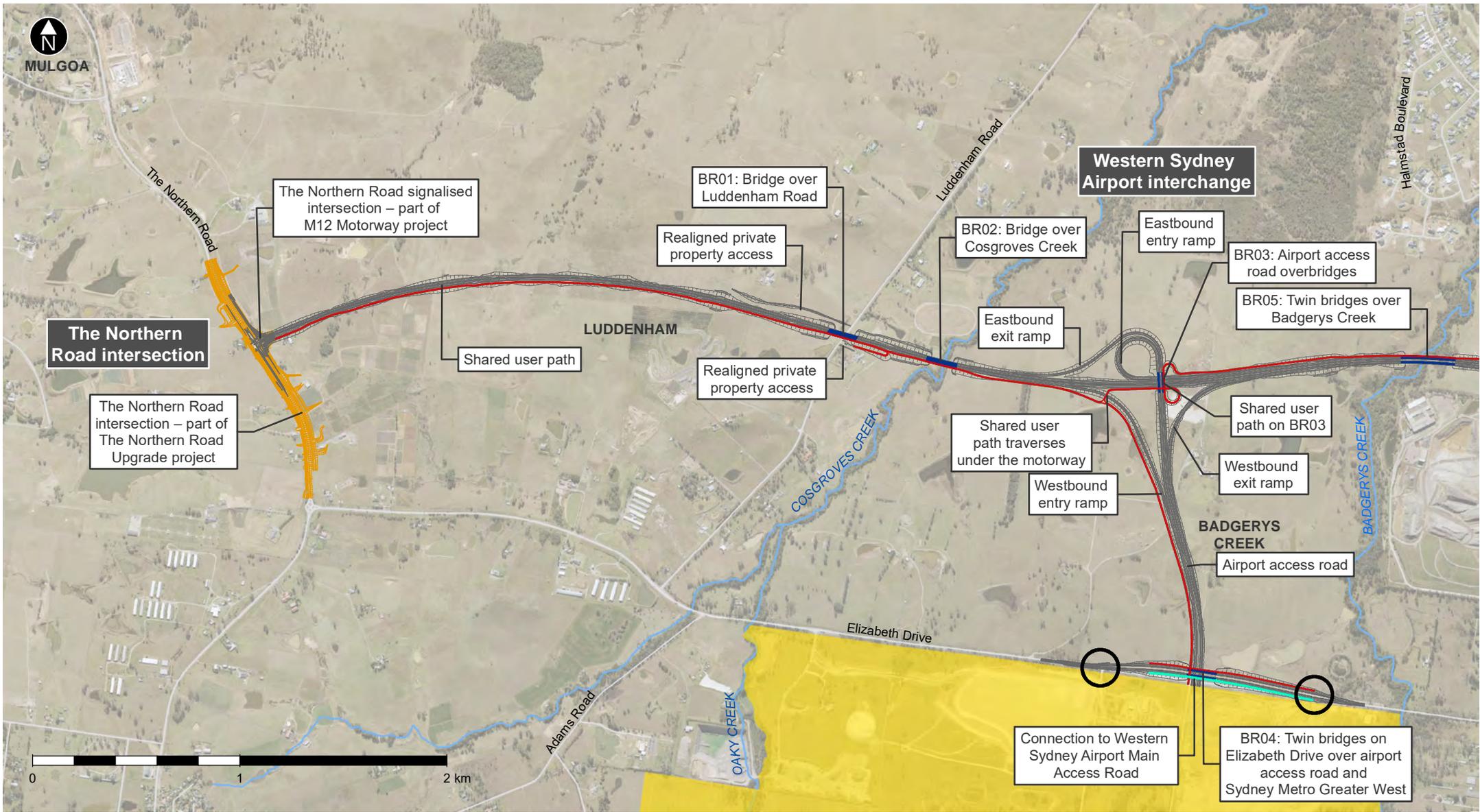
- Western Sydney Parklands
- NPWS estate / reserve
- Urban areas
- Main waterbodies

- Growth areas**
- Western Sydney Priority Growth Area
  - South West Priority Growth Area
  - South West Growth Area
  - Western Sydney Airport

- Western Sydney Aerotropolis
- Western Sydney Employment Area
- North West Growth Area



**Figure 1-1** Project regional context as presented in the EIS



- The project
- Part of The Northern Road upgrade project
- Shared user path
- Future shared user path (by others)

- Motorway
- Existing roads
- ~ Waterways
- Bridges

- Western Sydney Airport  
Note. The roads within this zone are being removed as part of airport construction.
- Potential future intersections (by others)  
Note: Locations to be confirmed

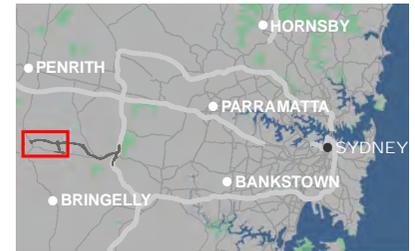
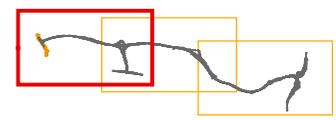
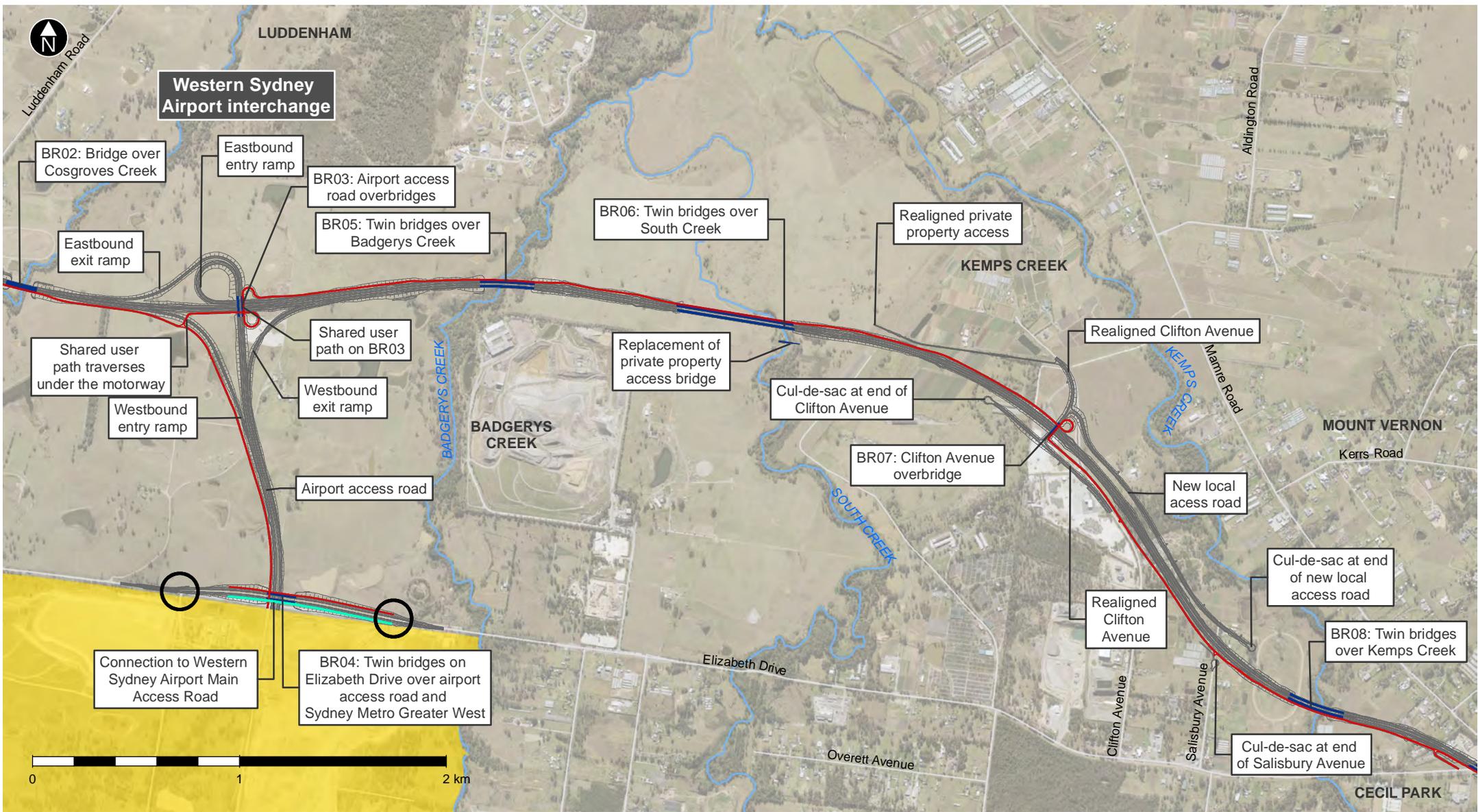


Figure 1-2 Project overview as presented in the EIS



- The project
- Part of The Northern Road upgrade project
- Shared user path
- Future shared user path (by others)
- Motorway
- Existing roads
- ~ Waterways
- Bridges
- Western Sydney  
Note. The roads within this zone are being removed as part of airport construction.
- Potential future intersections (by others)  
Note: Locations to be confirmed

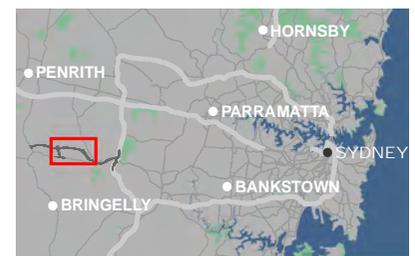
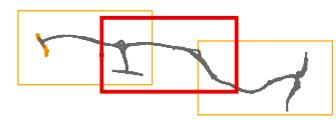
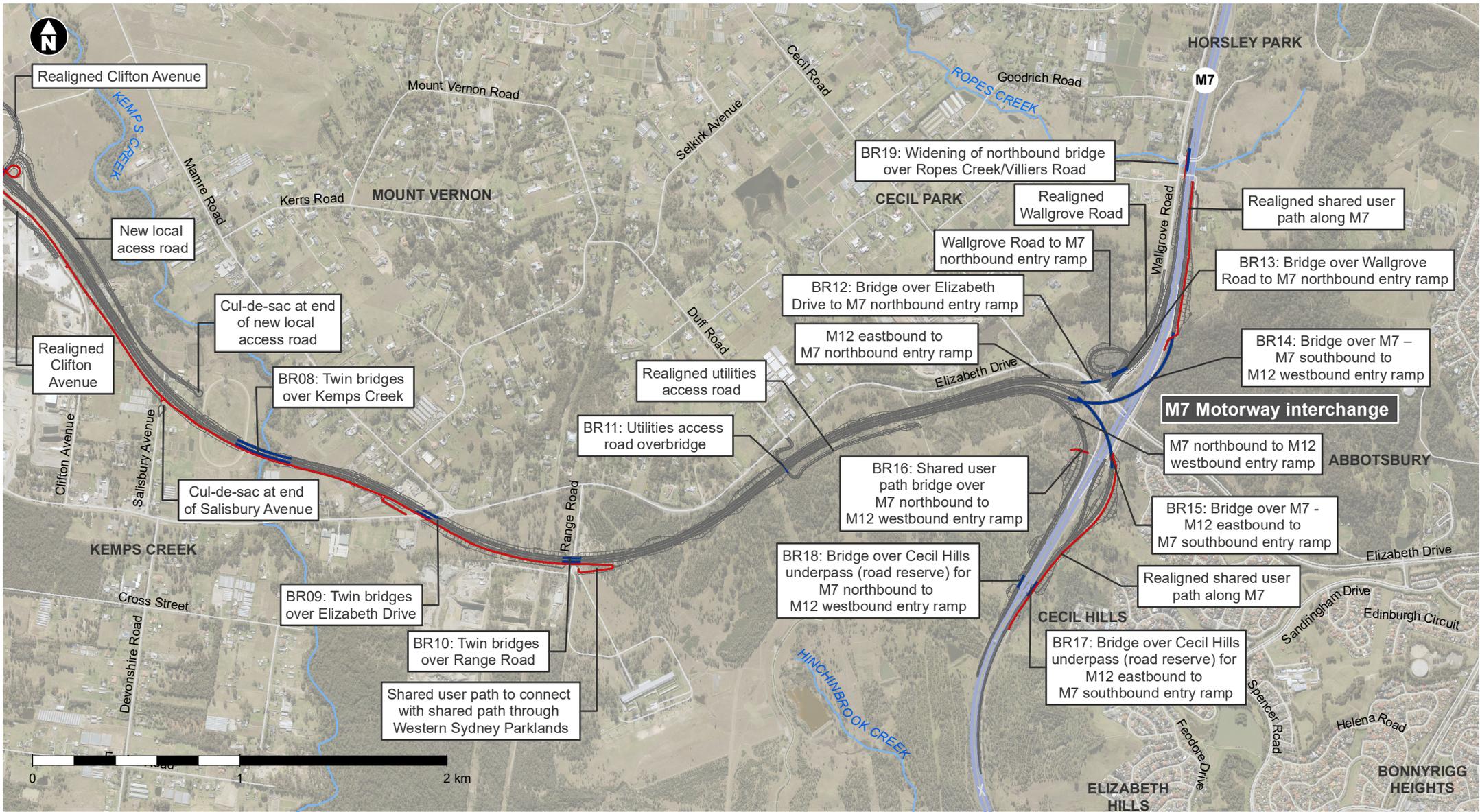


Figure 1-2 Project overview as presented in the EIS



- The project
- Part of The Northern Road upgrade project
- Shared user path
- Future shared user path (by others)
- Motorway
- Existing roads
- ~ Waterways
- Bridges

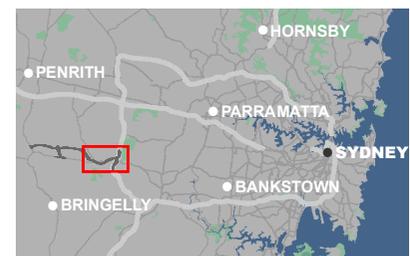
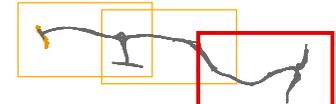


Figure 1-2 Project overview as presented in the EIS

Electronic copies were displayed on the DPIE's Major Projects Website (<https://www.planningportal.nsw.gov.au/major-projects>) and Service NSW Centres.

Affected property owners were contacted by TfNSW during the week the EIS was placed on exhibition, to inform them that exhibition of the EIS had commenced. Other consultation that was carried out is described in **Section 5**.

During the exhibition of the EIS, 50 submissions were received. These submissions are detailed in the M12 Motorway Submissions Report (available on the DPIE website here: <https://www.planningportal.nsw.gov.au/major-projects/project/10226>), which describes the issues raised during exhibition and provides responses to those issues.

## 1.3 Overview of proposed changes

TfNSW proposes to amend the project following further design development since the exhibition of the EIS. An amendment application was submitted to DPIE on 20 May 2020. In accordance with clause 192(2) of the EP&A Regulation, the Secretary of DPIE gave approval to amend the project on 28 May 2020.

The proposed changes include design changes and construction updates. These provide functional improvements to the design and improved integration with surrounding major transport infrastructure projects and potential future development. They also respond to issues raised in community and stakeholder submissions, and, in some instances, further reduce the potential impacts of the project as described in the EIS.

The proposed changes to the project as described in the EIS are outlined below:

- Amendments to the motorway-to-motorway interchange at the M7 Motorway, including:
  - Changes to Elizabeth Drive and Cecil Road intersections, proposed exit ramps, the Wallgrove Road connection to Elizabeth Drive and proposed shared user path realignments
  - The widening of Elizabeth Drive under the M7 Motorway and approaches
- An option to provide a new connection between the M12 Motorway and Elizabeth Drive near the M7 Motorway interchange
- Two new signalised intersections into the Western Sydney International Airport, with provisions for future connection to potential developments north of the Western Sydney International Airport; the delivery of these will be subject to funding from the WSA Co and adjoining developers
- Additional ancillary facilities to support the delivery of the project.

Refinements to the project as described in the EIS have also been made as part of the ongoing development of the project since the EIS was exhibited. Refinements are changes that are consistent with the parameters of the project description in the EIS. For completeness, however, these refinements have been factored into the amended construction and operational footprint and included in the impact assessment shown in this amendment report.

These refinements include:

- Lowering the height of the M12 Motorway in and around the Western Sydney International Airport interchange
- Reduction in the scope of work associated with the M12 Motorway and The Northern Road intersection
  - This intersection would still be constructed, but the main infrastructure work would be delivered as part of The Northern Road upgrade project

- Relocation of utilities
- Changes to property access and acquisition
- Changes to drainage
- Adjustments to construction access, hours, haulage, timing and material quantities.

The proposed amendments are summarised in **Chapter 2** and are described in detail in **Chapter 3** and **Chapter 4**.

The project with all proposed changes is referred to as the amended project.

## 1.4 Purpose of the document

In accordance with Clause 192 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation), an amendment report has been prepared for the project.

As outlined in Chapter 5 of the EIS, the project description and assessment is based on a concept design and is subject to ongoing refinement. The purpose of this amendment report is to outline the proposed changes to the project since the exhibition of the EIS and the associated environmental assessment. **Chapter 2** describes the key features of the amended project and **Chapter 3** provides a detailed description of the proposed design changes made since the exhibition of the EIS. The required updates to the construction of the project are discussed in **Chapter 4**.

Information regarding further community and stakeholder engagement carried out since the EIS is provided in **Chapter 5**.

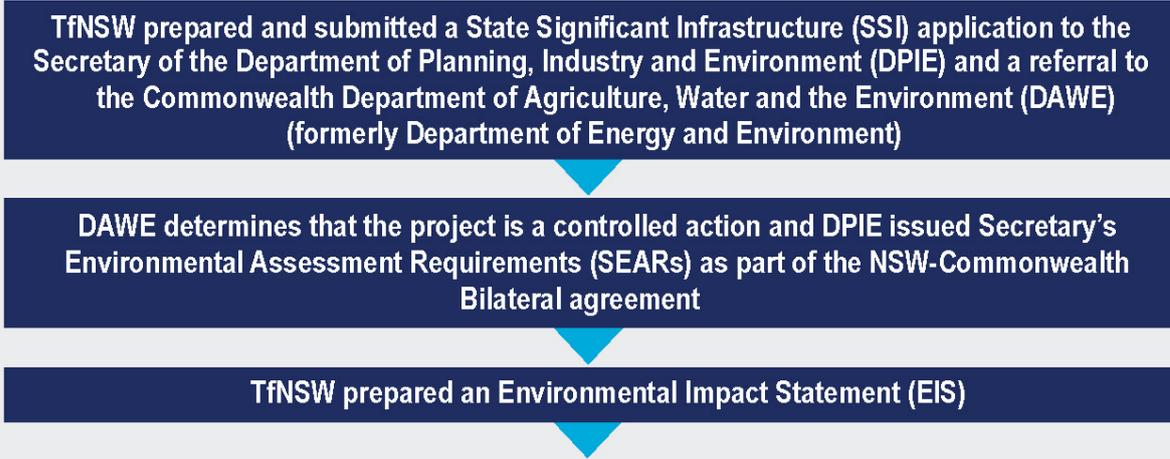
**Chapter 6** describes the assessment of potential impacts associated with the proposed changes to the project as described in the EIS. Where required, additional or revised environmental management measures have been identified to address potential impacts associated with the proposed changes and these are outlined in **Chapter 7**.

This amendment report will be placed on exhibition for 14 days to give the community and other stakeholders the opportunity to provide comment on the amended project, assessment undertaken, and any management measures proposed to minimise impacts from the amended project. The approval process under Part 5, Division 5.2 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) is illustrated in **Figure 1-3**.

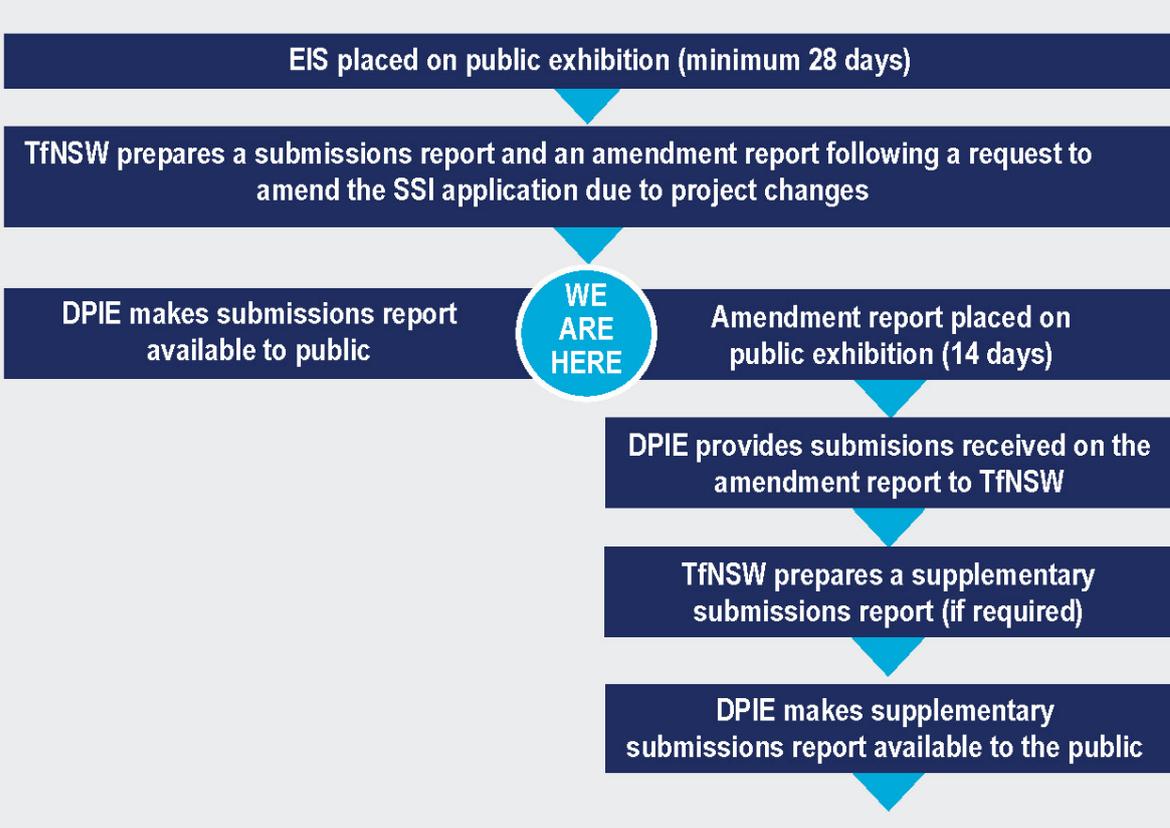
DPIE will place this amendment report on public exhibition for a minimum of 14 days in accordance with the EP&A Regulation. During this period, it will be available for inspection at the DPIE website <https://www.planningportal.nsw.gov.au/major-projects/project/10226>, and via the TfNSW project website <http://rms.nsw.gov.au/m12>.

To provide feedback on the amended project, a person may make submissions to the Secretary of the DPIE during the exhibition period. All submissions received will be placed on the DPIE website. To make a submission, use the online form. This is available at [www.planningportal.nsw.gov.au/major-projects/projects/on-exhibition](http://www.planningportal.nsw.gov.au/major-projects/projects/on-exhibition).

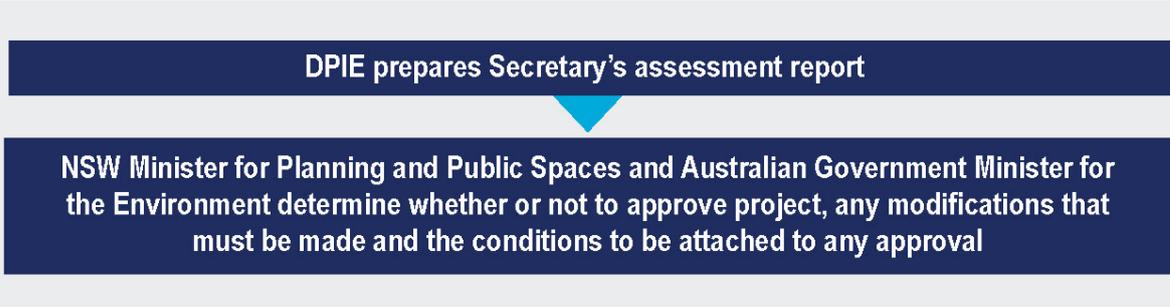
**PREPARATION AND ASSESSMENT**



**EXHIBITION, CONSULTATION AND AMENDMENT TO PROJECT**



**APPROVAL**



**Figure 1-3** Approvals process under Part 5, Division 5.2 of the EP&A Act and amendment report process

## 2 Amended project

### 2.1 Overview

The amended project would continue to provide the main access from the Western Sydney International Airport at Badgerys Creek to Sydney's motorway network and be located between The Northern Road in the west and the M7 Motorway in the east. The amended project includes an option for a direct connection between the M12 Motorway and Elizabeth Drive at the eastern extent of the project. Therefore, two options are being proposed for the amended project at the interchange with the M7 Motorway.

The two options for the amended project would be consistent from The Northern Road in the west until Duff Road in the east. At the motorway-to-motorway interchange with the M7 Motorway, the project is proposed to be either:

- Option 1 – Without Elizabeth Drive connection
  - Interchange provides entry and exit ramps between the M12 Motorway and the M7 Motorway; in addition, it would maintain the existing connection of the M7 Motorway to Elizabeth Drive with new entry and exit ramps
- Option 2 – With Elizabeth Drive connection
  - Interchange as per option 1 and also provides entry and exit ramps between the M12 Motorway and Elizabeth Drive, Cecil Road and Wallgrove Road.

This section of the amended project is shown in **Figure 2-1**, with the Elizabeth Drive connection associated with option 2 shown in a different colour and detailed in inset A.

The decision on which option would be built is dependent on funding being available to include the Elizabeth Drive connection. This would be defined during the detailed design phase of the project and prior to award of the construction contract. The key features of each option are described in the following sections.

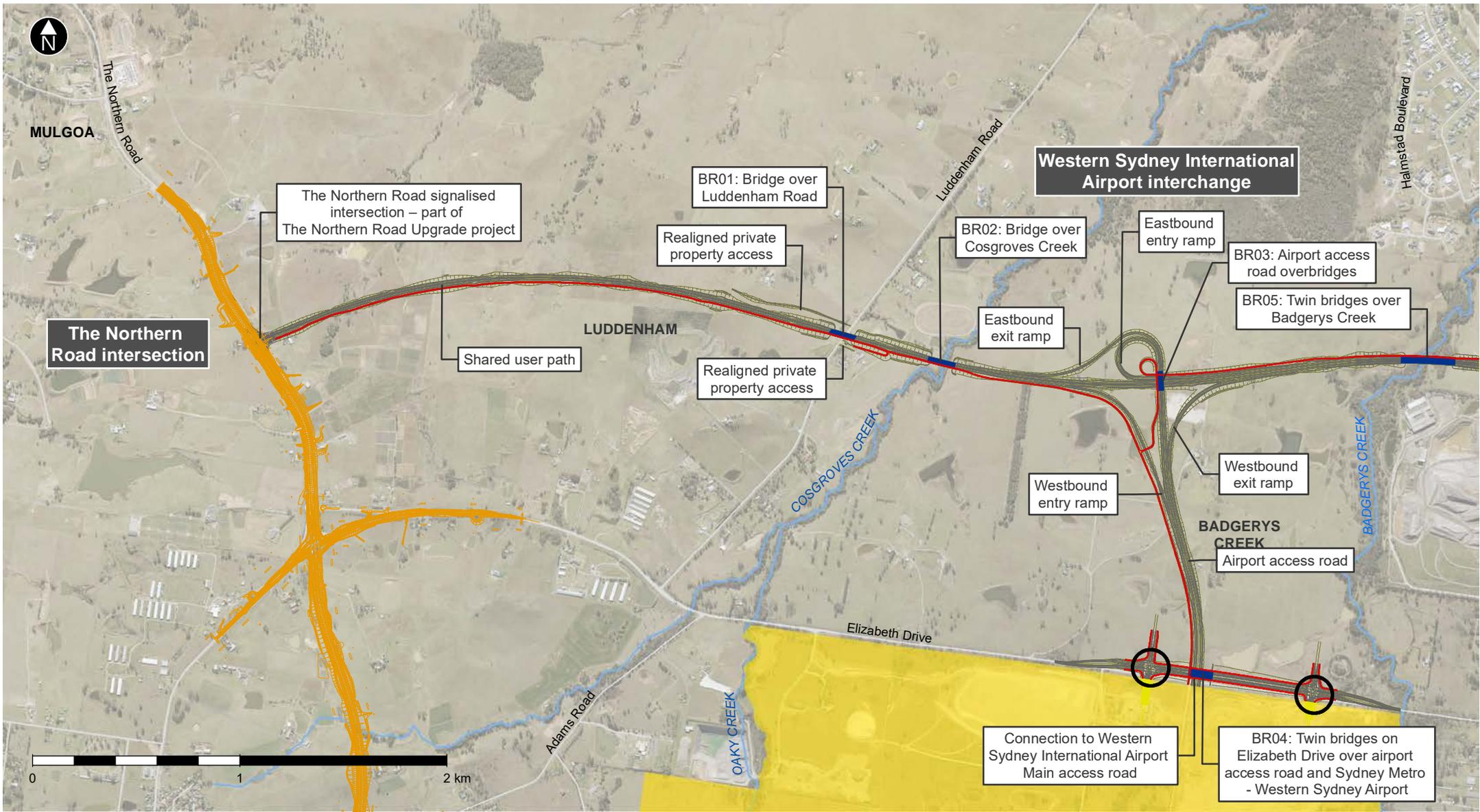
### 2.2 Key features of the amended project

The key features of the amended project are listed below. Where the description of the proposed amended project key features differs from the description listed in the EIS, those changes are shown in **bold** text:

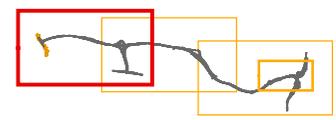
- A new dual-carriageway motorway between the M7 Motorway and The Northern Road with two lanes in each direction with a central median allowing future expansion to six lanes
- Motorway access via three interchanges/intersections:
  - A motorway-to-motorway interchange at the M7 Motorway and associated works (extending about four kilometres within the existing M7 Motorway corridor) **with the following options:**
    - **Option 1 – without connection between the M12 Motorway and Elizabeth Drive**
    - **Option 2 – with connection between the M12 Motorway and Elizabeth Drive**

- A grade-separated interchange referred to as the Western Sydney International Airport interchange, including a dual-carriageway four-lane airport access road (two lanes in each direction for about 1.5 kilometres) 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 the Western Sydney Parklands to maintain access to utilities, including the existing water tower and mobile telephone/other service towers on the ridgeline in the vicinity of Cecil Hills, to the west of the M7 Motorway
- Bridge structures at interchanges and at Clifton Avenue, Elizabeth Drive, Luddenham Road and other local roads to maintain local access and connectivity
- Inclusion of active transport (pedestrian and cyclist) facilities through provision of pedestrian bridges and an off-road shared user path, including connections to existing and future shared user path networks
- Modifications to the local road network, as required, to facilitate connections across and around the M12 Motorway including:
  - Realignment of Elizabeth Drive at the Western Sydney International Airport, with Elizabeth Drive overpassing the airport access road and rail infrastructure
  - **Two new signalised intersections from Elizabeth Drive into the Western Sydney International Airport, with provisions for future connection to potential developments to the north**
  - **Widening of Elizabeth Drive under the M7 Motorway and approaches**
  - Realignment of 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 to connect to Cecil Road, including a connection between Elizabeth Drive and Wallgrove Road via Cecil Road with a signalised intersection with Elizabeth Drive**
- Adjustment, protection or relocation of existing utilities
- Ancillary facilities to support motorway operations, smart motorways operation in the future and the existing M7 Motorway operation, including gantries, electronic signage and ramp metering
- Other roadside furniture including safety barriers, signage and street lighting
- Adjustments of waterways, where required, including Kemps Creek, South Creek and Badgerys Creek
- Permanent water quality management measures including swales and basins
- Establishment and use of temporary ancillary facilities, temporary construction sedimentation basins, access tracks and haul roads during construction
- Permanent and temporary property adjustments and property access refinements as required.

An overview of the key features of the amended project is provided in **Figure 2-1**. Additional figures presented throughout Chapter 3 show the changes from the project as described in the EIS.



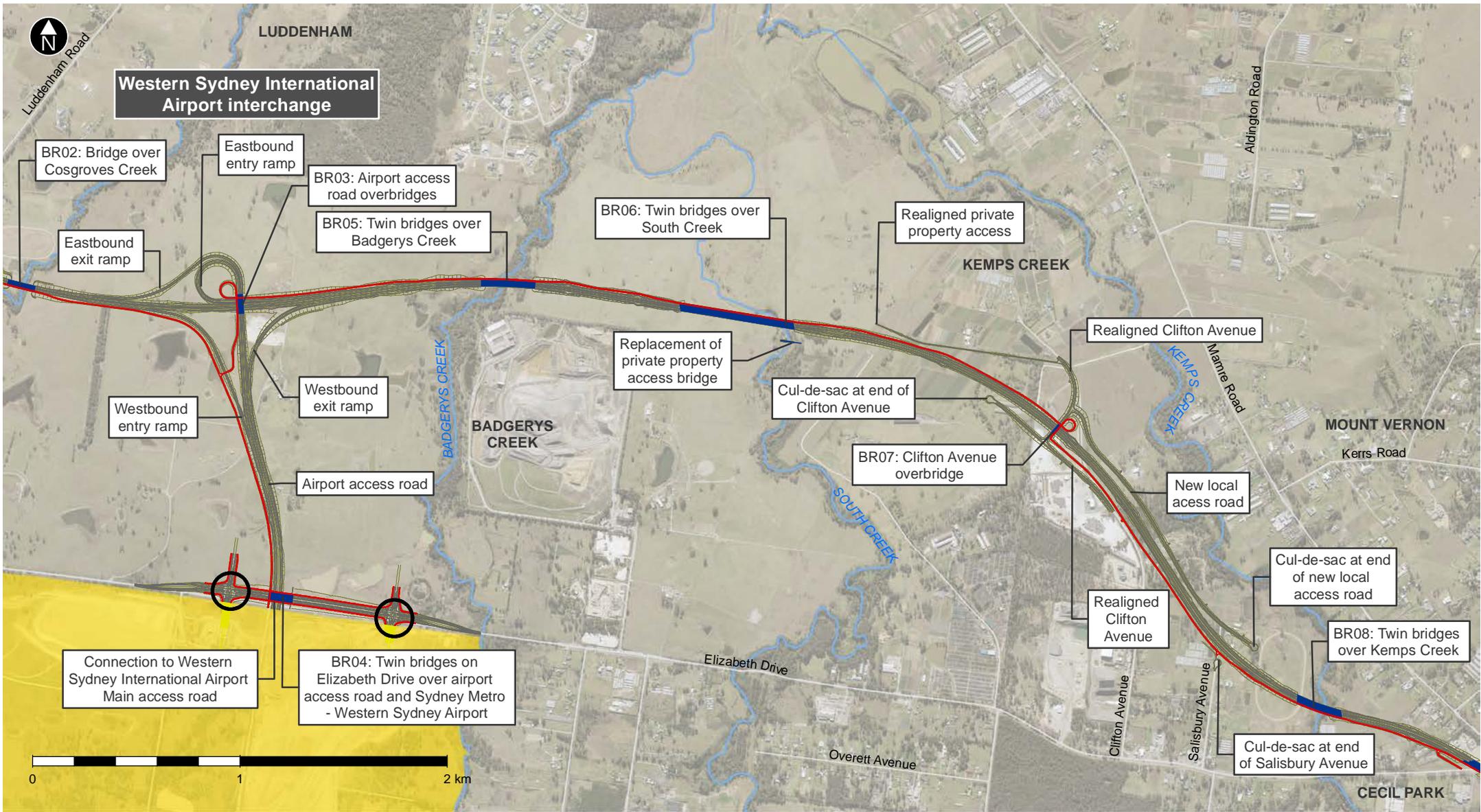
- The amended project
- Part of The Northern Road upgrade project
- Shared user path
- Bridges
- Existing roads
- Waterways
- Western Sydney International Airport
- Signalled intersections into the Western Sydney International Airport  
Note: Indicative, subject to detailed design



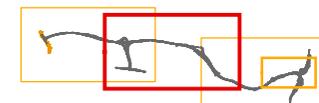
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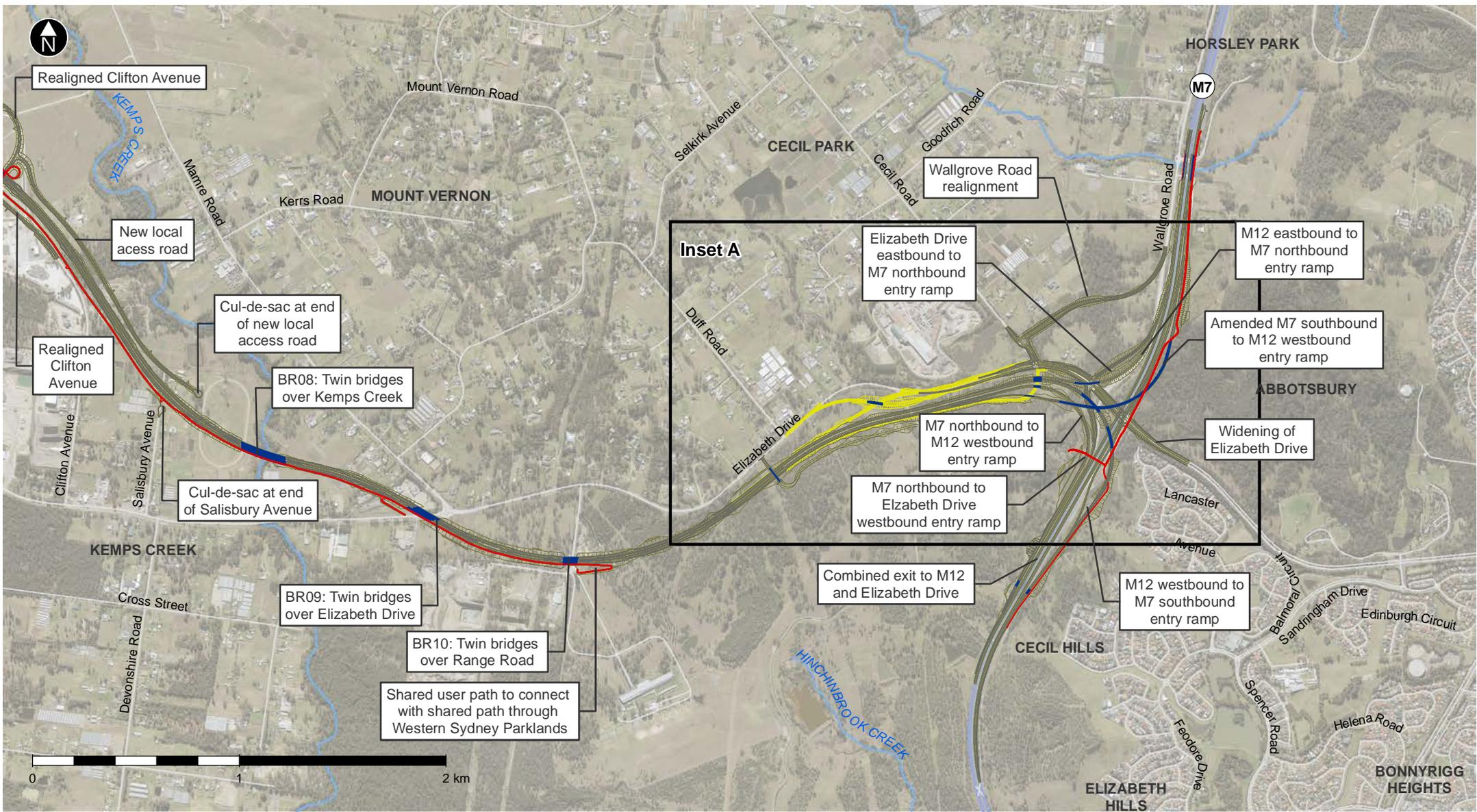
**Figure 2-1** Key features of the amended project



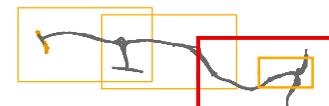
- The amended project
- Existing roads
- Western Sydney International Airport
- Shared user path
- ~ Waterways
- Signalised intersections into the Western Sydney International Airport
- Bridges
- Note: Indicative, subject to detailed design



**Figure 2-1** Key features of the amended project



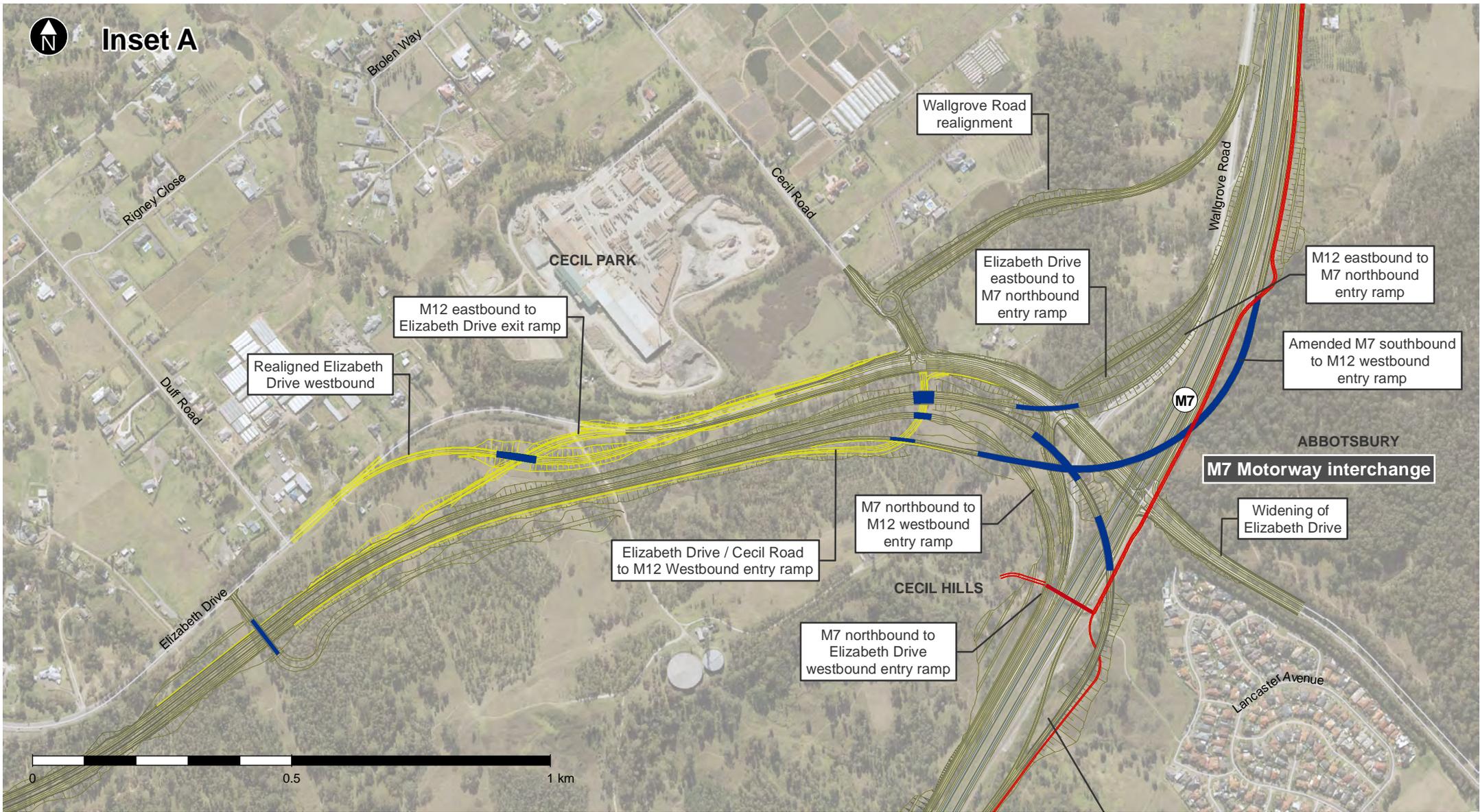
- The amended project
- The amended project (Elizabeth Drive connection)
- Shared user path
- Bridges
- Motorway
- Existing roads
- ~ Waterways



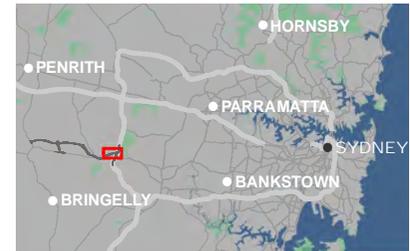
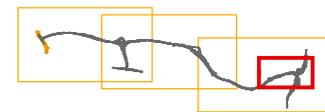
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**Figure 2-1** Key features of the amended project



- The amended project
- The amended project with Elizabeth Drive connection
- Shared user path
- Bridges
- Motorway
- Existing roads



**Figure 2-1** Key features of the amended project