

M12 MOTORWAY PLACE, DESIGN AND LANDSCAPE PLAN



ACKNOWLEDGMENT OF COUNTRY

The M12 Corridor is located within Darug Country, where for many generations before us, Aboriginal cultural practices were used by the Darug people to care for and manage these lands and its natural resources. In acknowledging the Darug, we pay our respects to their ancestors as well as the current descendants, their Country and their cultural values. Furthermore, this acknowledgement raises our awareness to the areas of significance to the local Aboriginal community and our interaction with those areas and people.



Emu chicks, Aboriginal Strategy Report (Artist Cohort, Balarinji 2021).

M12 Place, Design and Landscape Plan (PDLP) team and contributors:



M12 Place, Design and Landscape Plan
M12 Urban Design Framework (UDF)



M12 Package 1 - West



M12 Package 2 - Central



M12 Package 3 - East



M12 Aboriginal Heritage Interpretation Plan, together with Balarinji
and Aboriginal Artist Cohort



M12 Non-Aboriginal Heritage Interpretation Plan



M12 Seed collection and Propagation

Front cover image: Artist’s impression: Aerial view west over Kemps Creek and interpretation node (landscape shown at full maturity and is indicative only).

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GLOSSARY OF TERMS AND ABBREVIATIONS

Table 1. Glossary of terms and abbreviations

Term	Meaning
ACHAR	Aboriginal cultural heritage assessment report
AF	Ancillary facility
AFMP	Ancillary Facilities Management Plan
Airport access road	Part of the M12 Motorway connecting the Western Sydney International Airport interchange with the Western Sydney International Airport
AR	Amendment Report
BAR	Biodiversity Assessment Report
Batter	A receding slope of a wall, structure, or earthwork
BCA	Building Code of Australia
BR	Bridge
CALD	Culturally and linguistically diverse populations
CASA	Civil Aviation Safety Authority
CCRM	Contractor Community Relations Manager
CCS	Community communication strategy
CEMP	Construction Environmental Management Plan
CHL	Commonwealth Heritage List
CMP	Construction Management Plan to be prepared by the construction contractor
CMS	Complaints management system
Construction footprint	The construction footprint is the area required to build the project. This includes the area required for temporary work such as sedimentation basins, drainage lines, access roads, construction ancillary facilities.
CPTED	Crime Prevention Through Environmental Design
CSEA	Communication and Stakeholder Engagement Advisor
CSIRO	Commonwealth Scientific and Industrial Research Organisation
CSSI	Critical State Significant Infrastructure
Cumulative Effects	Cumulative effects occur between projects, where the combination of effects created by multiple projects maybe greater than the sum of the individual effects.
DPE	Department of Planning and Environment
EEC	Endangered ecological community
EIS	Environmental Impact Statement
Embankment	A receding slope of a wall, structure, or earthwork
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
EPBC Act	Environmental Protection and Biodiversity Conservation Act 1999
EPL	Environment Protection Licence
ER	Independent Environmental Representative nominated by TfNSW and approved by DPE
Landform	The shape and form of the land surface which is the result of the action and interaction of natural and/or human factors
Landscape Character	The combined quality of built, natural and cultural aspects which make up an area and provide its unique sense of place.
Landscape Character Zone	An area of landscape with similar properties or strongly defined spatial qualities, distinct from areas immediately adjacent
LCVIA	Landscape Character, Visual Impact Assessment and Urban Design Report

Term	Meaning
LCZs	Landscape Character Zones
LEP	Local Environmental Plan
LUIIP	Western Sydney Aerotropolis - Stage 1 Land Use and Infrastructure Implementation Plan
M7 Motorway	The M7 Motorway is a major connecting road on Sydney’s orbital motorway network. It runs for 40 kilometres and links the M5 Motorway with the M4 Motorway and the M2 Motorway
M12 Motorway	The proposed M12 Motorway which is the subject of this document (also known as ‘the Project’)
Magnitude	The measurement of the scale, form and character of a development proposal when compared to the existing condition. In the case of visual assessment this also relates to how far the proposal is from the viewer. Combined with sensitivity, magnitude provides a measurement of impact.
NASF	National Airports Safeguarding Advisory Group
NSW	New South Wales
NSW CoA	NSW Planning Minister’s Conditions of Approval
OEH	Office of Environment and Heritage
Operational footprint	Generally includes the M12 Motorway and additional areas required for operation and maintenance of the project
OSO	The Outer Sydney Orbital is a future transport corridor being investigated by the NSW Government which will provide for a connection between Box Hill in the north and the Hume Motorway near Menangle in the south. The OSO will provide for a major transport link (motorway and/or freight rail line) between Western Sydney’s growth areas, connecting with the planned Western Sydney International Airport and future employment lands
Principal, the	Transport for NSW
The Project	M12 Motorway
REMM	Revised Environmental Management Measures
RTA	Roads and Traffic Authority
SEARs	Secretary’s Environmental Assessment Requirements
Secretary	Secretary of the NSW Department of Planning & Environment (or nominee, whether nominated before or after the date on which the Infrastructure Approval was granted)
Sensitivity	The sensitivity of a landscape character zone or view and its capacity to absorb change of the nature of the proposal. In the case of visual impact this also relates to the type of viewer and number of viewers. Combined with magnitude, sensitivity provides a measurement of impact.
Sensitive receivers/affected receivers	Community in close proximity to the construction and/or operation of the CSSI
SSI	State significant infrastructure
Study area	The term study area is used throughout this document to describe the locations investigated as part of the EIS. The study area varies based on the specific areas of interest targeted for each environmental issue (e.g. ecology, heritage, noise, visual amenity etc).
SWGC	South West Growth Centre

Term	Meaning
TECs	Threatened ecological communities
TfNSW	Transport for NSW
TNR	The Northern Road
UDF	Overarching Urban Design Framework
UDLP	Urban Design and Landscape Plan (this document)
USP	Un-Solicited Proposal
Visual amenity	The overall pleasantness of the views people enjoy of their surroundings, which provides attractive,visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area.
VEM	Visual Envelope Map
VMS	Variable message sign
Western Sydney Aerotropolis	As defined in the Western Sydney Aerotropolis Stage 1 Plan, the Aerotropolis surrounds the Western Sydney International Airport site at Badgerys Creek and will comprise industrial, commercial and residential development.
WSAGA	Western Sydney International Airport Growth Area is defined in the Western Sydney Infrastructure Plan, and will include industrial, commercial and residential development surrounding the Western Sydney International Airport site in Badgerys Creek.
WSIA	The future Western Sydney International Airport at Badgerys Creek
WSIP	The Western Sydney Infrastructure Plan involves major road and transport upgrades based on the development of the Western Sydney International Airport. This program includes upgrades of The Northern Road, the M12 Motorway, Bringelly Road, Werrington Arterial Road and a package for local roads upgrades.
WSP	Western Sydney Parklands
Wylde Mountain Bike Trail	The Wylde Mountain Bike Trail is a publicly accessible mountain bike riding trail located in the Western Sydney Parklands which caters for intermediate, competent and advanced standard mountain bike riders

The M12 Corridor is located within Darug Country, where for many generations before us, Aboriginal cultural practices were used by the Darug people to care for and manage these lands and its natural resources. In acknowledging the Darug, we pay our respects to their ancestors as well as the current descendants, their Country and their cultural values. Furthermore, this acknowledgement raises our awareness to the areas of significance to the local Aboriginal community and our interaction with those areas and people.

View west from Western Sydney Parklands 'Beauty spot'



Where infrastructure was once deemed a separator of places and spaces, the M12 Motorway project has the opportunity to be a connector of cultures, people, places and future parkland spaces.

Existing site image of South Creek from University of Sydney farms.

EXECUTIVE SUMMARY

The people of the Western Parkland City wish to live close to work and places of leisure and entertainment, to move conveniently across the city and beyond, and comfortably navigate multiple modes of transport and enjoy beautiful spaces which are grounded in the essence of each place. They wish to live in connected communities which foster interaction, which retain a vibrancy, and which celebrate a unique western Sydney landscape.

The M12 Motorway will form a connection to existing and future landscapes within Western Sydney. The motorway corridor will enhance and retain landscapes, join ecological corridors, and provide new pathways for nearby communities.

The project will not only change the way people travel to and from the new Western Sydney International Airport and across the Aerotropolis precinct but also create expansive public open space opportunities and establish links for future development and suburbs.

The project must be a memorable and responsive motorway, but also needs to be resilient, sustainable and innovative in the face of a changing future land use with the future Western Sydney International Airport, Aerotropolis and surrounding development as the area transforms into the Western Parkland City.

Growth throughout Western Sydney around the new Western Sydney International Airport and Aerotropolis means change to the landscape — a landscape and Country of substantial significance to the local Darug people. This Connection to Country is now rightfully being recognised more and more by non-indigenous Australians, and this Connection to Country has opportunity to be further recognised through the M12 Motorway.

The approach to this Place, Design and Landscape Plan (referred to commonly as the PDLP) is to solidify the urban design concept for the project that is based on the vision of ‘Connection to Country’, which will create a distinctly unique and memorable piece of infrastructure that establishes a new gateway to Western Sydney.

TfNSW has prepared this PDLP to help capture an integrated engineering and urban design outcome for the M12 Motorway project that is exciting, innovative and represents international best practice.



Aerial view looking west from Mount Vernon over the study area. Image Source: TfNSW



Aerial view east over South Creek

A VISION FOR THE M12 - CONNECTION TO COUNTRY

The project is a rare opportunity to provide a well vegetated motorway that is integrated to both the natural landscape systems and the inherent cultural and historical values of Country. It would celebrate the unique sense of place and the journey from the mountains to the city through a considered alignment, views, art and interpretation.

The design aspirations are based on delivering high quality integrated design outcomes that display relevance, fit, durability and delight.

The notion of ‘Connection to Country’ represents the singular vision for the project which seeks to create a distinctly unique and memorable piece of infrastructure that establishes the gateway to western Sydney. This newly reinforced respect for Country has seen Transport for NSW propose a new approach to urban design on the M12 Motorway project, an approach that respects cultural heritage values.

The vision sets a new benchmark for road-related infrastructure in New South Wales, one which is grounded in a ‘Connection to Country’ from the earliest design thinking which would manifest collective aspirations of quality of life, accessibility, convenience and safety.

It is a vision that brings landscape to the fore, as a means of creating a connected and sustainable framework for this project and the future development of the parkland city.

Both Aboriginal and Non-Aboriginal heritage is woven into the corridor, engaging local communities to ensure that the past and stories buried within the surrounding landscape have an enduring legacy. The project will provide an authentic vehicle for the art outcomes and local cultural stories to be told, and for sites of significance to be respected.

It recognises that the project is only the latest change to a landscape which has been influenced by human settlement for tens of thousands of years. It aims to apply the best of the knowledge gained over our history.

‘Connection to Country’ prioritises the restoration of the Cumberland Plain woodlands for the length of the project footprint, maintaining access to the four main creeks and preserving these areas for future contiguous public open space corridors.

The design team has aimed to draw on the project vision of a Connection to Country as a methodology for an integrated landscape solution which reflects the complex layers of the regional landscape.

Emu footprints - Waterhole (Artist Cohort, Balarinji, 2021), existing creeklines and natural patterns from local flora across the project

OVERVIEW

The M12 Motorway will run between the M7 Motorway at Cecil Hills and The Northern Road at Luddenham for a distance of about 16 kilometres and will be opened to traffic prior to the opening of the Western Sydney International Airport. The project will commence about 30 kilometres west of the Sydney central business district, at its connection with the M7 Motorway. The project traverses the boundaries between the local government areas of Fairfield, Liverpool and Penrith. The suburbs of Cecil Park and Cecil Hills are found to the east of the M12 Motorway, with Luddenham to the west.

The project is required to support the opening of the Western Sydney International Airport by connecting Sydney’s motorway network to the airport. The project will also serve and facilitate the growth and development of which is expected to undergo significant development and land use change over the coming decades. The motorway will provide increased road capacity and reduce congestion and travel times in the future and will also improve the movement of freight in and through western Sydney.

The key sections of the PDLP, outline of key outcomes, design themes and where more information can be found are outlined following and further detail provided in the following pages.



1-2: INTRODUCTION, ANALYSIS, AND OBJECTIVES

FEATURES

- ◇ A new dual-carriageway motorway between the M7 Motorway, Elizabeth Drive and The Northern Road
- ◇ Motorway access via interchanges/intersections at the M7 Motorway, Western Sydney International Airport, and The Northern Road
- ◇ Bridge structures across a number of creeks, interchanges and roads
- ◇ Shared path (pedestrian and cyclist) facilities along the alignment
- ◇ Modifications to the local road network
- ◇ Integrated art embedded across infrastructure elements
- ◇ Standalone cultural art pieces.

M12 Shared path

The M12 shared path is a major feature of the project and will provide a shared path (pedestrian and cyclist) link along the corridor, including connections to existing and future shared user path networks.

Landscape works

The landscape design has a focus on reconnecting fragmented ecological communities and being resilient in a changing landscape. In addition, TfNSW have managed the Aboriginal cultural interpretation process to create a unique and distinct identity that includes reflecting local Aboriginal seasons through a 'Western Sydney Aboriginal seasons' planting scheme.

WHERE CAN I FIND OUT MORE?

- ◇ EIS urban design objectives - Section 4.2
- ◇ Standards and guidelines - Section 2.6
- ◇ Minister’s Conditions of Approval - Table 2
- ◇ Objectives of the PDLP - Section 2.1



3: CONCEPT DESIGN

The overarching site wide strategy looks to embed the project principles of creating a design that is 'of place', that considers the change in land use from what is predominantly a rural and semi-rural landscape towards a 24-hour Aerotropolis, that promotes an active community and enhanced user experience, integrates art and culture, protects and re-establish natural systems, and creates a project identity.

KEY OUTCOMES

- ◇ Designing with the existing topography, creating a series of experiences
- ◇ Creating a shared path corridor to provide a pedestrian and cyclist link along the corridor through provision of pedestrian bridges and an off-road shared user path, including connections to existing and future shared user path networks
- ◇ Create an overarching project identity through consistent finishes, materiality and landscape works.

DESIGN THEMES

- ◇ Realising the project vision of ‘Connection to Country’ through creating a unique and distinct identity interpreting the rich sense of place and a project identity
- ◇ Enhancing the shared path user experience through the integration of art, cultural interpretation, heritage, wayfinding and signage
- ◇ Enhancing and strengthening EEC's, major parklands, agricultural land and creeks that intersect with the project.

WHERE CAN I FIND OUT MORE?

- ◇ Master plan - Section 4.5
- ◇ Shared path corridor - Section 4.6
- ◇ Aboriginal cultural interpretation - Section 4.7
- ◇ Non-Aboriginal heritage interpretation - Section 4.8



4: LANDSCAPE DESIGN

The landscape design will make a major contribution to open space and planting in the Western Parkland City, reinforcing the existing landscape character derived of species from the endemic endangered ecological communities that the alignment travels through.

KEY OUTCOMES

- ◇ Ecologically sound
- ◇ Integration with local setting
- ◇ Add character and value
- ◇ Plant for a changing climate.

DESIGN THEMES

- ◇ Reflect existing landscape character
- ◇ Respond to future landscape vision
- ◇ Provide a Connection to Country
- ◇ Reconnect fragmented EEC's
- ◇ Maintain view corridors.

WHERE CAN I FIND OUT MORE?

- ◇ Wildlife strike mitigation - Section 5.3
- ◇ Planting palette - Section 5.4
- ◇ Western Sydney Seasonal Planting - Section 5.5
- ◇ Seed collection - Section 5.7
- ◇ Maintenance - Section 5.11



5: BRIDGES AND WALLS

Bridges and wall structures are a prominent visual element and marker for road users, pedestrians and cyclists as they move along the corridor.

KEY OUTCOMES

- ◇ High standard of bridge architecture
- ◇ Bridges should be visually unobtrusive
- ◇ Bridges must have clean lines
- ◇ Maximise usability, permeability and visual transparency
- ◇ Robust and durable elements that are easily maintainable
- ◇ Bridge designs “float” above the landscape rather than being grounded on a large vertical abutment.

DESIGN THEMES

- ◇ Bridge elements to be elevated through feature lighting, interpretation and integrated art.

WHERE CAN I FIND OUT MORE?

- ◇ Bridge locations - Section 6.1
- ◇ Shared path connections - Section 6.6
- ◇ Retaining walls - Section 6.8



APPENDICES

Further detailed information about the project can be found in the following appendices:

- ◇ Appendix A: Landscape Plans - West
- ◇ Appendix B: Landscape Plans - Central
- ◇ Appendix C: Landscape Plans - East
- ◇ Appendix D: M12 Heritage Interpretation Plan
- ◇ Appendix E: M12 Aboriginal Heritage Interpretation Plan
- ◇ Appendix F: Tree Survey
- ◇ Appendix G: Advice and Recommendations.



FEEDBACK ON THE PDLP

The Place, Design and Landscape Plan has been prepared for the purposes of presentation and public display. The Plan will be exhibited for consultation with relevant councils, state government bodies and the local community, including affected landowners and businesses.

HOW IS FEEDBACK PROVIDED?

Feedback is welcomed and reviewed as part of the design process. Feedback received will be provided to TfNSW to consider. A revised document with feedback incorporated will then be forwarded to the Department of Planning and Environment as part of the Plan's approval process.

Areas where you will have an opportunity to provide feedback include:

- ◇ Landscape design
- ◇ Species selection
- ◇ Public elements on shared path
- ◇ Materials and finishes
- ◇ Lighting and wayfinding.

WHERE CAN I FIND OUT MORE?

All information on the PDLP can be found at the following website: <https://nswroads.work/m12pdlp>

More broadly information on the M12 Project can be found : <https://nswroads.work/m12>