The Australia & New Zealand Infrastructure Pipeline (ANZIP) provides a forward view of public infrastructure activity across Australia and New Zealand, providing certainty of the forward work programme to investors, constructors, governments and other agencies. ANZIP informs industry of where and what infrastructure opportunities are available, and when they come to market by tracking greenfield and brownfield transactions from when they are proposed, until they reach contractual and financial close.

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STATUS DEFINITIONS

Prospective pipeline
Greenfield (construction) or brownfield (government asset divestment) projects needed or likely to occur within the next five years, but is not formally proposed by a state, territory or major local government.

Credibly Proposed
The project or divestment is supported by a state, territory or major local government, is subject to studies or other processes (such as pre-feasibility or scoping studies or business case development), and is likely to proceed to formal announcement.

Announced
The project has a firm commitment and timeline from a state, territory or major local government, but has not yet entered the market.

Under procurement
The project or transaction is under procurement (such as a call for Expressions of Interest, requests for tender, or another offer to the market).

Preferred bidder announced
A preferred bidder has been selected and is in exclusive negotiations.

Recently closed
Projects that have progressed to contractual close remain on ANZIP for 12 months.

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The Western Sydney Infrastructure Plan (WISP) is a 10 year programme of works delivering new and upgraded roads in Western Sydney. The circa $3.6 billion Plan includes:

- upgrading The Northern Road in stages to a minimum of four lanes between Narellan and Jamison Road, South Penrith, including a grade separated interchange (underpass) at Bringelly Road. Construction on the first section of The Northern Road started in 2016;
- building a new M12 Motorway with up to six lanes. This will provide direct access to the planned Western Sydney Airport site between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham;
- upgrading Bringelly Road to a minimum of four lanes between The Northern Road and Camden Valley Way, Leppington. Construction started in January 2015;
- building the Werrington Arterial Road by upgrading Kent Road and Gipps Street to four lanes between the Great Western Highway and at the M4 Motorway. Construction finished May 2017;
- upgrading the intersection of Ross Street and the Great Western Highway, Glenbrook; and
- a $200 million package for local roads upgrades (Commonwealth funded).

The project is jointly funded by the Commonwealth and New South Wales governments in an 80:20 split.

The plan aims to improve and better integrate regional transport links, as well as accommodate increased traffic flow associated with the planned Western Sydney Airport at Badgerys Creek.

A number of upgrades are currently under construction, while others (including the M12 motorway) are at the planning stage.

Infrastructure Australia lists the broader package of works as a Priority Initiative on its Infrastructure Priority List, but lists the Northern Road Upgrade component of the project as a Priority Project.

**Last reviewed:** 01/05/2020

**RELATED RESOURCES**

- Project website: Australian Government DDIR
- Project website: NSW Government RMS
- Project Fact Sheet
- Western Sydney Airport on ANZIP
- Infrastructure Australia Plan
- NSW Future Transport Strategy 2056
- IA Infrastructure Priority List
The Western Sydney Infrastructure Plan is a 10 year program of works delivering new and upgraded roads in Western Sydney.

As part of this program the M12 Motorway will provide direct access to the planned Western Sydney Airport at Badgerys Creek and will connect to Sydney’s motorway network.

The project includes construction of:

- a 16 kilometre four-lane motorway between the M7 at Cecil Hills and The Northern Road at Luddenham
- an interchange with the existing M7 Motorway
- an interchange at Western Sydney Airport
- new bridges across Ropes Creek, Kemps Creek, South Creek, Badgerys Creek, Cosgrove Creek and several roads including Clifton Avenue, Elizabeth Drive, Range Road, Luddenham Road, and Wallgrove Road, and
- other works including access roads, control centre facilities, and pedestrian and cycling links.

A 300 metre wide corridor has been identified for the M12, however the final motorway width is expected to be around 100-150 metres with provision for widening the motorway to six-lanes.

Construction of the M12 will be split into three packages:

- Package 1: Western section - procurement commencing Q3 FY2020-21, construction due to commence Q2 FY2021-22
- Package 2: Central section - procurement commencing Q1 FY2021-22, construction due to commence Q4 FY2021-22, and
- Package 3: Eastern section - procurement commencing Q2 FY2020-21, construction due to commence Q4 FY2021-22

The NSW Government has indicated that each package will be between $150-$500 million. The contracts for the Western and Central sections will be Construct Only, while the Eastern section will be a Design & Construct contract. Further information about the packages is yet to be released.

Major construction is expected to start in 2022 and be completed prior to the opening of Western Sydney Airport in 2025.

In July 2017, an Arcadis and Jacobs Joint Venture were appointed lead concept designer for the M12, which involves providing the concept designs, and undertaking the Environmental Impact Assessments (EIA).

The preliminary road design was released in February 2018 for public comment. It sees the M12 start at a new motorway interchange with the M7 just south of Elizabeth Drive, along with grade separated interchanges at Western Sydney Airport and The Northern Road.
Detailed investigations were conducted over 2018. On 9 September 2019, the NSW Government declared the project as critical state significant infrastructure. The project’s Environmental Impact Statement was on public exhibition from 16 October to 18 November 2019. In May 2020, Transport for NSW opened tenders for the development of a Construction Environmental Management Plan and further environmental assessment services.

$21 million was allocated towards planning the M12 in the 2017-18 NSW Budget.

The Federal Government is providing $1.4 billion to the project, having allocated a further $405 million in the 2019-20 Budget between FY2019-20 and FY2025-26, following an initial $997 million. The NSW Government is providing the remainder. The project’s cost has been revised up from $1.25 billion to $1.75 billion following design work and community consultation.


In September 2018, the NSW Government announced that the M12 Motorway will be toll free.

In July 2020, the Federal Government announced that Federal planning approvals for the M12 will be fast-tracked under a bilateral model between the Federal and State Governments, with the aim of reducing the approval times by up to 50 percent from an average of 3.5 years to 21 months.

In August 2020, Infrastructure Australia listed the M12 Motorway as a High Priority Project on its Infrastructure Priority List. The project was previously considered a Priority Initiative.

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**THE NORTHERN ROAD UPGRADE – MERSEY ROAD TO GLENMORE PARKWAY**

<table>
<thead>
<tr>
<th>PROJECT PIPELINE</th>
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<tbody>
<tr>
<td>Prospect pipeline</td>
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<td>Recently closed</td>
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**STATUS:** Recently closed

**SECTOR:** Road

**JURISDICTION:** NSW, Commonwealth

**PROCUREMENT APPROACH:** Unknown

**TYPE:** Greenfield

The Western Sydney Infrastructure Plan is a 10 year programme of works delivering new and upgraded roads in Western Sydney.

As part of this programme the $1.6 billion Northern Road Upgrade involves the upgrade of approximately 35 kilometres of road between The Old Northern Road, Narellan and Jamison Road, South Penrith from a generally two to four lane undivided road to a six to eight lane divided road. The upgraded road will provide one of the main arterial transport corridors for the South West Priority Land Release Area and the Western Sydney Priority Growth Area. The Upgrade is being undertaken in sections.

The Mersey Road to Glenmore Parkway packages of works will divert 16 kilometres of The Northern Road around the Western Sydney Airport site and the Luddenham town centre. The Road will also be widened from two lanes to a six lane divided road, with accommodation for widening to eight lanes when required.

The package of works involves three sections:

- Mersey Road and Eaton Road;
- Eaton Road to Littlefields Road; and
- Littlefields Road to Glenmore Parkway.
The Eaton Road to Littlefields Road section will provide a future connection to the proposed M12 Motorway.

The Environmental Impact Statement (EIS) for the package of works was on display for public comment from 21 June to 2 August 2017.

The Northern Road Upgrade is being jointly funded by the Federal and NSW governments with $1.23 billion and $351 million respectively.

The NSW Department of Planning and Environment and the Federal Environment Minister approved the EIS for the packages in June and May 2018 respectively.

In July 2018, a joint venture between Ertech Pty Limited and Georgiou Group Pty Ltd was awarded the circa $136 million contract for the construction between Mersey Road at Bringelly and Eaton Road at Luddenham. The construction of the project is expected to start in October 2018 and be completed in early 2021.

In October 2018, CPB Contractors, part of CIMIC Group, were awarded the Littlefields Road to Glenmore Parkway contract for approximately $170 million. Also in October, a request for tenders (RFT) was issued for the final section, from Eaton Road to Littlefields Road. The RFT closed on 19 November 2018.

In April 2019, CPB Contractors were also awarded the $119 million contract for Eaton Road to Littlefields Road. CPB Contractors will upgrade 3.6 kilometres of existing two-lane road into a four-lane divided road, upgrade 2.5 kilometre of local arterial roads and adjust public utilities.

The construction period will conclude in 2021.

Infrastructure Australia lists The Northern Road Upgrade as a Priority Project in its Infrastructure Priority List with a near-term delivery timescale (0-5 years).

Last reviewed: 05/04/2019