

F6 Extension

Stage 1 - Selection of preferred project

Project background

The F6 Extension Stage 1 has been identified in the October 2017 draft Future Transport Strategy 2056, as a committed transport initiative for New South Wales for the next 10 years, subject to a final business case.

Both the 2012 NSW Long Term Transport Master Plan and the 2014 State Infrastructure Strategy Update recognise that the F6 Extension was required to meet the need for future motorway links to improve access through Sydney from the Illawarra.

Corridor options assessment

Roads and Maritime Services and Transport for NSW reviewed and assessed a range of options for the F6 Extension during the preliminary planning stages of the project.

This review included assessing the existing F6 reserved corridor, developing alternative alignment options, assessing motorway design options and outlining initial staging options.

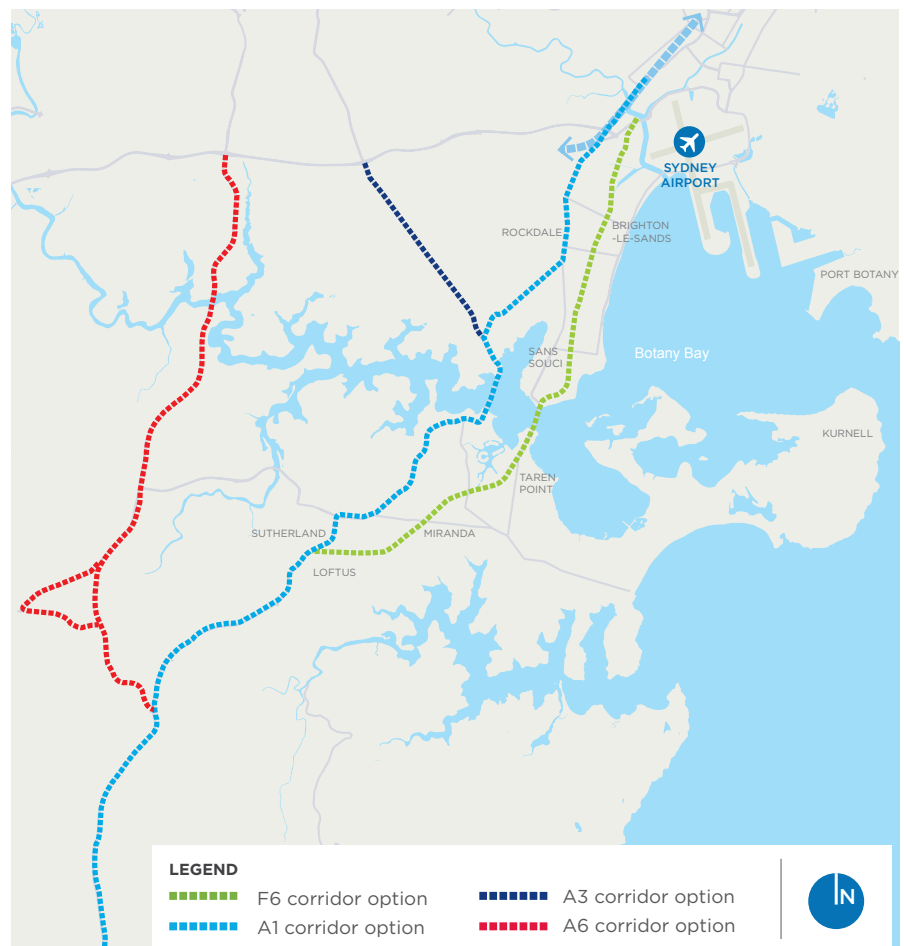
As part of this review, Roads and Maritime carried out preliminary

investigations that considered environmental, social and economic factors to help develop four corridor options:

- **The F6 corridor option** broadly aligned with land currently reserved for the F6 freeway
- **The A1 corridor option** broadly aligned with the Princes Highway
- **The A3 corridor option** broadly aligned with the Princes Highway and King Georges Road

- **The A6 corridor option** broadly aligned with Heathcote Road, New Illawarra Road, Alfords Point Road, Davies Road and Fairford Road.

Roads and Maritime used the information from the preliminary investigations to identify a preferred corridor option. The preferred option is broadly aligned with the existing F6 reserved corridor, connecting with the New M5 at Arncliffe.



F6 Staging Options

After a preferred corridor option was identified, Roads and Maritime carried out further investigations to help develop initial staging options for the F6 Extension.

As part of the staging options assessment, the project was divided into four sections:

- **Section A (Stage 1)** - New M5 in Arncliffe to President Avenue at Kogarah
- **Section B** - President Avenue at Kogarah to Taren Point
- **Section C** - Taren Point to the A1 Princes Highway in Loftus
- **Section D** - A1 Princes Highway in Loftus to M1 Princes Motorway in Waterfall.

A staging analysis was carried out to confirm the most appropriate area to start construction of the F6 Extension based on the defined geographic sections considering economic, transport and community impacts as well as costs and benefits.

This analysis identified that Section A - now called F6 Extension Stage 1, was the preferred stage to develop.

Sections B and C are currently being further investigated to help determine any possible corridor adjustments for the future motorway.

Section D will not be further investigated, as the demonstrated need is not as high as it is for the rest of the F6 Extension.

F6 Extension Stage 1 Design Options

Roads and Maritime considered several motorway design options for the F6 Extension Stage 1, to best meet the needs of the community while focusing on minimising impacts to the environment, property and on traffic performance.

Engineering, constructibility and cost were also considered as part of the design option development.

An important component of the F6 Extension is connectivity to the broader Sydney motorway network. During the planning process for the New M5, it was identified that a tunnel connection for the F6 Extension was preferred over a surface connection at the St Peters Interchange. This decision was on the basis that a tunnel would

better integrate with the planned motorway network, and would reduce the impacts on the local community and environment.

Geotechnical investigations were carried out within the existing F6 reserved corridor, to better understand the rock and soil conditions and where a tunnel could best be accommodated.

As a result of the investigations, Roads and Maritime Services made the decision to locate the majority of the tunnel to the west of the existing F6 reserved corridor, with a proposed southern connection on President Avenue, Kogarah.

A key consideration in the design was to minimise the impacts on land, property and the Rockdale wetlands and recreation corridor. With this in mind, the engineering design team has progressed with the development of the tunnel now identified as F6 Extension Stage 1.



You can have your say at any time

To find out more about the project, or to have your say:



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