Potential construction impacts

Should the project be approved the Minister’s Conditions of Approval will outline mitigation measures for the construction of the project, including the requirement for the contractor to prepare a Construction and Environment Management Plan (CEMP). This plan will describe reasonable and practical mitigation measures that will be put in place to minimise potential impacts form the project on the local community and environment during construction.

Project completion

The Bestic Street to Civic Avenue shared pathway will provide access to several existing and proposed routes including:
1. Bestic Street and cycleways north of Bestic Street, along Muddy Creek
2. West Botany Street, opposite Ador Avenue Reserve
3. Bruce Street, Francis Street, Bay Street and England Street, Brighton-Le-Sands
4. West Botany Street, next to Rockdale Bicentennial Park
5. Rockdale Bicentennial Park
6. Civic Avenue Kogarah and Scarborough Park North.

The F6 Extension Stage 1 will deliver the missing link from Sydney’s south to the wider Sydney motorway network, making journeys easier, faster and safer. It will remove more than 2,000 trucks a day from surface roads, and help return local streets to local communities.

The NSW Government is committed to supporting healthy communities through the delivery of shared cycle and pedestrian pathways (active transport) which is a key outcome for major infrastructure projects.

The shared cycle and pedestrian pathway for the F6 Extension Stage 1 will be developed from Bestic Street, Brighton-Le-Sands south to Civic Avenue, Kogarah through the reinstated Rockdale Bicentennial Park.

Visit our interactive web portal to find out more rms.nsw.gov.au/f6

Contact us:

rms.nsw.gov.au/F6
1800 789 297
F6Extension@rms.nsw.gov.au
Customer feedback

Roads and Maritime Services
Locked Bag 928, North Sydney NSW 2059

This document contains important information about transport projects in your area. If you need an interpreter, please call the Translating and Interpreting Service on 131 450 and ask them to call the Project Team on 1800 789 297. The interpreter will then help you with translation.

Privacy

Roads and Maritime Services (“RMS”) is subject to the Privacy and Personal Information Protection Act 1998 (“PPIP Act”) which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise RMS will only disclose your personal information without your consent, if authorised by the law. Your personal information will be held by RMS. You have the right to access and correct the information if you believe that it is incorrect.
Construction sites
There will be two temporary construction sites located in the recreation area between West Botany Street and Francis Avenue, near Muddy Creek.

The temporary sites will be used to support the construction of the shared cycle and pedestrian pathways between Bestic Street and Bruce Street.

Key construction activities
- Vegetation clearing and removal, stripping topsoil and preparing the land for the construction of the pathways
- Excavation of spoil and offsite removal
- Installation of utilities for lighting
- Concreting of the new pathways
- Installation of lighting, line marking and signage.

Table 1: Indicative construction timeline

<table>
<thead>
<tr>
<th>Construction activity</th>
<th>Year Quarter</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared cycle and pedestrian pathways</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site establishment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction of shared cycle and pedestrian pathways</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rehabilitation and landscaping</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 2: Indicative vehicle numbers

<table>
<thead>
<tr>
<th>Location</th>
<th>Daily vehicles (two-way)</th>
<th>AM peak hour</th>
<th>PM peak hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Heavy vehicles</td>
<td>Light vehicles</td>
<td>(7-8am)</td>
</tr>
<tr>
<td></td>
<td>Arrive</td>
<td>Depart</td>
<td>Arrive</td>
</tr>
<tr>
<td>Near Bruce Street</td>
<td>16 64</td>
<td>1 1</td>
<td>5 1</td>
</tr>
<tr>
<td>West Botany Street</td>
<td>26 88</td>
<td>1 1</td>
<td>7 1</td>
</tr>
</tbody>
</table>

Note: Vehicle numbers include the total movements to and from the site (i.e. two way) in the time period specified. Indicative construction vehicle numbers (daily and for the AM and PM peak hour) would vary based on the final construction methodology and program.