



Appin Road Upgrade between Rosemeadow and Mt Gilead

Frequently asked questions (FAQs)

Roads and Maritime Services | November 2018

About the project

What would be upgraded as part of the project?

About four kilometres of Appin Road, between Fitzgibbon Lane, Rosemeadow and Mt Gilead would be duplicated. Three existing intersections at Copperfield Drive and Kellerman Drive, Fitzgibbon Lane and Kellerman Drive, and the intersection with St Johns Road would also be improved. Two new intersections would be constructed to provide access to the Mt Gilead development.

What are the benefits?

This proposal would:

- Improve travel time reliability and efficiency for road users with Appin Road widening from two to four lanes
- Create new connections to the Mt Gilead land release area to support future community needs
- Reduce congestion and increase safety with improvements to the intersections at Copperfield Drive / Kellerman Drive, Fitzgibbon Lane / Kellerman Drive, and Appin Road / St Johns Road
- Increase road capacity to cater for current and future traffic volumes.

How would the project be funded?

The upgrade would be funded by the NSW Government Housing Acceleration Fund and Lendlease to unlock new housing at Mt Gilead and improve safety and access for local residents and through traffic.

When would construction start?

Subject to approvals, construction would begin in 2018. Lendlease would carry out construction on behalf of the NSW Government.

What is the Appin Road safety improvement project?

In addition to the Appin Road Upgrade between Rosemeadow and Mt Gilead, Roads and Maritime plan to improve safety and increase road capacity on Appin Road with safety improvements between Mt Gilead and Brian Road, Appin.

The Australian Government is funding this \$50 million package to improve safety on Appin Road and support affordable housing in the Greater Macarthur Growth Area.

Early safety work to install audio tactile line-marking treatments or 'rumble strips' on sections of Appin Road; remove tree stumps to improve roadside clear zones; and install additional signage and guideposts was completed in August 2018.

The next stage of work would include a number of targeted safety improvements to about five kilometres of Appin Road between Mt Gilead and Brian Road to improve safety for residents, motorists and freight operators, as well as create further traffic efficiencies.

This safety improvement package would also include a corridor study for a link road between Appin Road and Menangle Road. The Link Road Corridor Study would identify a route for a proposed link road. The link road would provide a key connection between Appin Road, Gilead and Menangle Road, Menangle Park and support future housing growth as part of the NSW Government's Greater Macarthur Growth Area.

The preferred route for the link road is proposed to be identified by mid 2019. Once a preferred route is identified, Roads and Maritime would consult with the community and provide an opportunity for feedback.

What else is happening in the area?

The NSW Government proposes to build Stage 1 of Spring Farm Parkway, a key east-west link to support the Greater Macarthur Growth Area.

Stage 1 of Spring Farm Parkway would provide a new four lane divided road extending almost one kilometre, with an interchange connecting new land releases with the Hume Motorway and Menangle Road.

Ultimately an extension of the Parkway would provide an essential connection between Campbelltown Bypass and the Hume Motorway. Additionally, the Link Road Corridor Study would identify a recommended connection between Menangle Road and Appin Road.

Together these projects would provide an east-west link that would service existing and future residential land releases and support the Greater Macarthur Growth Area.

Environment

What is the environmental assessment being done for the project?

The Review of Environmental Factors (REF) is a planning and assessment tool that clearly and accurately sets out the proposal, the potential impacts of the proposal and the proposed protective measures.

Accompanied by a concept or strategic design, the REF is made available for community members and other stakeholders to review and submit their comments and questions. Each submission received through the REF process would be considered and would assist the planning and delivery of the project.

Lendlease has worked with Roads and Maritime to prepare a concept design and REF for the Appin Road upgrade. The REF assesses the potential environmental impact of the project and outlines measures to reduce impacts on biodiversity, heritage, noise, property and construction.

What kinds of issues are identified in the Review of Environmental Factors (REF)?

Potential environmental and construction impacts are identified, along with concerns you may have about the project's design, which may have an impact on the community. These include:

- noise and vibration
- location of construction works
- traffic congestion and traffic flow assessments
- changes to traffic flow during construction
- effects of parking on business
- access to properties and businesses
- effect on flora and fauna
- utility relocation
- heavy vehicle routes
- heritage
- change in flood impacts.

How does the environmental planning approval process work?

The Review of Environmental Factors (REF) is a self-determined assessment by Roads and Maritime under Part 5 of the EP&A Act. The REF must be completed then assessed and determined before construction can commence. Community feedback is considered as part of the approval process.

What is the impact to native flora and fauna?

Roads and Maritime has carried out extensive investigations for all threatened fauna and flora species and ecological communities considered likely to be affected by the proposal. It was concluded that the proposal is unlikely to have a significant impact on any threatened species, population or ecological community.

What native fauna species have been identified in the area?

Koalas, gliders and the Cumberland land snail have been identified within the study area.

How would impacts to flora and fauna be managed?

Roads and Maritime standard biodiversity mitigation measures would be implemented to avoid and minimise the main potential impact of the proposal. With these mitigation measures it is unlikely that residual impact of the proposal would result in significant impact to biodiversity within the locality.

A Biodiversity Offset Strategy, with particular focus on the impacts to Shale Sandstone Transition Forest and Cumberland Plain Woodland, would be developed during the detailed design phase of the proposal.

Other mitigation strategies include:

- Avoiding vegetation clearing and impact to fauna habitat along Appin Road, where possible
- Inspection by an ecologist before clearing vegetation and other habitat that needs to be removed as a result of the road widening
- Providing east west connectivity measures for arboreal mammals
- Barrier fencing to reduce fauna causality occurring through vehicle strikes along Appin Road.

How would koalas be protected on Appin Road?

South west Sydney is home to a significant population of koalas which is widely accepted to be recovering and expanding.

Many koala movement corridors are intersected by major roads, and vehicle strike on roads is considered one of the major factors leading to the decline of koala populations. The threat to koalas is increased due to more development and traffic.

On average about 12000 vehicles per day, or more than eight vehicles per minute use Appin Road between Rosemeadow and Appin. Three koalas were killed on Appin Road in 2016, six in 2017, and eight up until June 2018.

As part of the environmental assessment for both projects, additional measures to protect koalas and their habitat have been identified.

To discourage koalas from crossing Appin Road, the primary focus would be to implement a fencing strategy on both sides of the road in identified movement corridors. The fencing strategy would support the objectives of the NSW Koala Strategy 2018 and will be further developed as project planning progresses.

Other measures proposed include:

- Minimising vegetation clearing, particularly koala habitat along Appin Road
- Engaging an ecologist to inspect the work areas, including any vegetation to be removed, before and during construction
- Managing koalas located during the inspection under guidance of the Office of Environment and Heritage.

NSW Koala Strategy 2018

The NSW Government's Koala Strategy – the biggest commitment by any state government to secure koalas in the wild – will provide more natural habitat for koalas, tackle diseases, improve research and fix roadkill hotspots. The NSW Government will commit \$45 million for this strategy.

Visit the Office of Environment and Heritage to view the strategy at www.environment.nsw.gov.au/koalas

Would there be additional noise along Appin Road and how would you manage this?

Residents living near work sites would experience increased noise from construction at various times during the road upgrade. Some of the noise would occur at night. Increased noise could be caused by bulk earthworks but also other activities like setting up site compounds, the delivery of machinery and materials or the laying of utilities and drainage.

Increased and closer traffic along some parts of Appin Road would result in increased road traffic noise once the upgrade is operational. A range of noise and vibration safeguards and management measures would be implemented during the construction and operation of the proposal to manage these impacts.

Key measures include:

- A Noise and Vibration Management Plan would be prepared and implemented as part of the Construction Environment Management Plan. The plan would outline likely noise sources, mitigation measures, a monitoring program and a public notification and complaints handling process.
- Advanced notification to local residents and schools about any activity that may have an adverse noise or vibration impact.
- Operation of construction machinery and site compounds in a way that reduces noise as much as possible.

The REF provides a detailed noise assessment and description of management measures.

Property

Would there be any acquisition?

The road upgrade would require acquisition of a small amount of Crown and private land. Roads and Maritime has held discussions with the affected property owners and would continue to work closely with the community to minimise any impact.

The NSW Government has recently made some improvements to help make the process of land acquisition fairer, more transparent and customer friendly for property owners. More information is available at www.landacquisition.nsw.gov.au.

A Personal Manager Acquisitions would be assigned by Roads and Maritime to affected property owners to support and manage their individual circumstances relating to property acquisition throughout the entire acquisition process.

Have your say

How do I make a comment on the proposed project?

You can email, complete a feedback form, or visit the interactive portal on the project website to complete a feedback form online.

What happens next?

At the end of the REF display period, a submissions report which summarises comments or questions received for each project, and our responses, will be published on the Roads and Maritime website. If you make a submission, you will receive an email or letter advising of any changes to the proposal as a result of feedback. A community update will also be distributed to advise the availability of the submissions report.

We will keep community members and other stakeholders informed of progress throughout delivery of the project. You can access information on the individual projects through the Roads and Maritime website, community newsletters, the project phone number and email address.

Contact us

If you have any questions please contact:

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If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 411 588.