

The Northern Road upgrade – Urban Design and Landscape Plan

Consultation report

Transport for NSW | March 2020



Executive summary

The proposal

The Australian and NSW governments gave planning approval to upgrade The Northern Road between Mersey Road and Glenmore Parkway in 2018. The upgrade of The Northern Road is part of the \$4.1 billion Western Sydney Infrastructure Plan to improve safety, increase road capacity and reduce travel times and congestion in the future.

The conditions of approval by the State Minister for Planning require:

E62	An Urban Design and Landscape Plan must be prepared based on the detailed design, and in accordance with the commitments made in the documents listed in Condition A1.
E63	The Urban Design and Landscape Plan must incorporate monitoring and maintenance procedures for the built elements, rehabilitated and replacement vegetation and landscaping (including visual screening and weed control) and performance indicators, responsibilities, timing and duration and contingencies where rehabilitation of vegetation and landscaping measures fail.
E64	The Urban Design and Landscape Plan must be finalised following consultation with the relevant Councils and the community. The Urban Design and Landscape Plan shall incorporate evidence of consultation on the proposed urban design and landscape measures and the monitoring and maintenance procedures.
E65	The Urban Design and Landscape Plan must be made publicly available and submitted to the Secretary for information prior to the commencement of works for which the Urban Design and Landscape Plan requires community consultation under the Plan, or within another timeframe agreed by the Secretary. Note: Works that are subject to community consultation include those design and landscaping details that are not required to meet the other requirements of this approval and/or specific technical criteria. For example, it does not include structures or landscaping works associated with riparian areas, fauna crossings and the like

The condition of approval by the Commonwealth Environment Minister requires:

6	In so far as it is relevant to DEOH or the DEOH Golf Club, the Urban Design and Landscape Plan described in Conditions E62 to E65 of the NSW Infrastructure Approval must not be finalised, nor implemented within the DEOH or DEOH Golf Club boundaries, until all measures positively or negatively impacting DEOH or the DEOH Golf Club are consented to by the Department of Defence.
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In August 2019, Transport for NSW (Transport) prepared an Urban Design and Landscape Plan (UDLP) to meet the requirements of the conditions and to facilitate discussion with stakeholders and members of the community.

The UDLP was published and displayed for comment on 20 August 2019, with meetings held with key stakeholders and residents during August and September 2019. Comments closed on 13 September 2019. An extension was granted to local councils to provide comment by 27 September 2019.

A number of changes are required to individual project landscape drawings in response to feedback received – especially from a key stakeholder Western Sydney International Airport.

Key changes include:

- Planting around the new airport to be sensitive to airport requirements i.e consideration for species which do not attract aviation species.
- Planting in the vicinity of pastoral land to be changed to meet owner requirements.

Consultation about the UDLP

Transport prepared the UDLP and consulted stakeholders and the local community. The UDLP has been available on the Transport website from Monday 19 August 2019.

Emails were sent to residents and businesses along The Northern Road upgrade area and advertisements were placed in Liverpool and Penrith newspapers in the week of 26 August 2019, inviting members of the community to comment on the UDLP by 13 September 2019. A reminder email was sent on 11/12 September 2019 reminding community members to provide comments.

Transport also held meetings with stakeholders, residents and businesses along the alignment in August and September 2019.

Summary of main issues

The consultation resulted in written feedback from five community members and six stakeholders. Feedback was also received from three directly impacted landowners. The feedback was a result of consultation which included six meetings, 960 emails and phone calls, advertisements in local papers and website updates.

The following issues were raised:

- Planting around the new airport to be sensitive to airport requirements i.e consideration for species which do not attract aviation species.
- Certain species of grass not suitable in areas where pastoral activities are being carried out.
- Clarification sought on maintenance responsibilities of Councils.
- Lighting and glare from the change in design at Adams Road and The Northern Road and the resulting change in height at Adams Road.
- Obstruction of views from Luddenham town centre to the Blue Mountains especially around the Church.
- Safety of property next to the road with no barriers proposed.
- Objection to the Adams Road intersection.
- Objection to the Outer Sydney Orbital.
- Comments on the plans referred to in the UDLP and requests for these to be updated.

Western Sydney International Airport provided comment and input into the planting requirements for the areas surrounding the airport and this feedback has been incorporated into design drawings.

The main issues raised in feedback to the UDLP are summarised under the following headings:

- Adams Road intersection
- Flora and Fauna species
- Biodiversity offsets
- Protection of infrastructure assets
- Heritage
- Visual amenity
- Noise and vibration
- Road safety
- Traffic and congestion
- Maintenance responsibilities

- Security
- Development and Planning
- Matters outside the project scope

Changes to the UDLP

Following the display (Community consultation) of the proposal, three changes were made – species being planted in proximity to the Western Sydney International Airport have been changed, grasses used in close proximity to pastoral land have been revised and one Figure (Figure 17) has been replaced as it was not factually correct.

Next Steps

The UDLP will be submitted to the Department of Planning, Industry and Environment as required by the Conditions of Approval.

The landscape drawings will be revised as required and issued to the contractors doing the landscaping.

Contents

The Northern Road upgrade – Urban Design and Landscape Plan.....	1
Executive summary	3
Contents	6
1. Consultation activities	7
1.3 Purpose of the report	8
2 Response to issues.....	9
2.1 Overview of issues raised	9
3 Responses to issues raised	10
4 Next Steps	16
Appendix A.....	17
Appendix B.....	18
Appendix C.....	19

1. Consultation activities

Transport prepared a preliminary Urban Design and Landscape Plan for The Northern Road upgrade between Mersey Road and Glenmore Parkway, as a part of the Environmental Impact Statement which was exhibited in late 2017.

This plan was further developed following the finalisation of the design for the upgrade and the document published for comment.

Consultation about the UDLP was conducted between Monday 19 August 2019 and Friday 13 September 2019.

During this time, Transport invited the public to provide feedback on the proposal. The UDLP was publicly displayed on the Transport website. The display of the UDLP was advertised in the local newspapers. Transport also held meetings with stakeholders and residents to obtain feedback.

In addition to the public display, there were meetings held during the consultation period to give the community a chance to obtain further information and provide their feedback. (refer to Table 1.1).

Community members and stakeholders were asked to provide feedback via email, mail and phone directly to the project team. The community could contact Transport and provide comments by:

Email thenorthernroad@rms.nsw.gov.au

Phone 1800 703 457

Mail The Northern Road upgrade
 PO Box 973
 Parramatta CBD NSW 2124

Table 1.1: Consultation activities during the feedback period

Tool / Activity	Reach	Details
Meetings with directly impacted property owners	3	Meetings were held with three large directly impacted property owners in the immediate vicinity of the upgrade during the consultation period <ul style="list-style-type: none"> • Leppington Pastoral Company (LPC) • Naro Pty Ltd • CCL Developments
Meetings with stakeholders	4	Meetings were held with <ul style="list-style-type: none"> • Liverpool City Council (LCC) • Western Sydney International Airport (WSACo) • Penrith City Council (PCC) • Defence Establishment Orchard Hills (DEOH)
Newspaper advertisement	As per circulation numbers	Newspaper advertisements appeared in the Liverpool Champion, Liverpool Leader, Penrith Press and Penrith Weekender in the week commencing 27 August 2019 to raise awareness of the consultation.
Email notifications	1200	Transport emailed 600 stakeholders (community members and groups) and other government stakeholders on 20 August 2019 to announce the public consultation was open.

Tool / Activity	Reach	Details
		A reminder email advising of the closing of comments was sent on 12 September 2019
Webpage		The project webpage was updated on Monday 20 August 2019 with project information including the UDLP and appendices and information on how to submit feedback.

1.3 Purpose of the report

This consultation report has been prepared to capture the consultation undertaken about the Urban Design and Landscape Plan and to respond to the issues raised.

2 Response to issues

Transport received 11 comments on the proposal. Ten comments were received by the due date of 13 September 2019. One comment was received after the closing date, however all comments have been considered.

2.1 Overview of issues raised

The display of the design and the supporting consultation generated 11 comments, of which:

- One comment was from Penrith City Council
- One comment was from WaterNSW
- One comment was from a business, WSACo
- One comment was from a local landowner who are directly impacted by the design
- Six comments were from the general community
- One comment was from a community organisation – Mulgoa Valley Landcare

No major objections were received.

Each comment was examined individually to understand the issues being raised. The issues raised in each comment have been extracted and collated, and corresponding responses have been provided. Where similar issues have been raised in different comments, only one response has been provided. The issues raised and responses form the basis of this Chapter.

Table 2.1: Summary of the main issues by respondent group

Respondent group	Main comments or issues
Community	<ul style="list-style-type: none">• Landowners in the area had no major issues• Some residents were still not supportive of the change in design at Adams Road which has been approved• One resident raised issues about screening and safety
Owners of significant landholdings	<ul style="list-style-type: none">• One owner asked for a change in the variety of grass bordering his property as he had pastoral land• One owner asked for change in tree species for maintenance
Councils	<ul style="list-style-type: none">• Councils had a few comments primarily related to:<ul style="list-style-type: none">• Maintenance• Lighting• Type of grasses <p>One Council was concerned about lack of tree planting, especially in the median</p>

3 Responses to issues raised

3.1 Responses to issues

Issue	Response
Adams Road intersection	
<p>The traffic lights will create a larger bottle neck at the back of the freight entrance to the airport and increase travel times getting past Luddenham</p> <p>Furthermore, this will create an increase in noise and pollution from trucks stopping for lights and accelerating off again.</p>	<p>As a part of the consultation about the change in design for Adams Road, Transport received and responded to the concerns on these issues. Travel time, noise and pollution will be addressed and measures are in place to mitigate these impacts. The signalised intersection with Adams Road was approved by the Department of Planning and Environment in June 2019 based on feedback received from stakeholders and mitigation measures proposed by Transport.</p>
<p>Concern about impact the traffic lights will have on the local community of Adams Road, please consider what can be done to reduce the impacts of noise, light and visual pollution. Also please ensure that the raising of Adams Road by 9 meters has an appropriate drainage plan so that localised flooding is not created during heavy rainfall events.</p>	<p>The design for the Adams Road intersection took into consideration issues such as noise, light and visual pollution. Measures such as noise treatments for properties, landscaping and screening of lights will be implemented. The hydrological impacts due to raising the height of the Adams Road were modelled and measures have been taken to ensure there is no adverse impact.</p>
Flora and Fauna and species	
<p>How many indigenous trees will be planted this is not covered in the Plan.</p>	<p>The project will be planting two native trees for every one tree removed. This is across the complete project area. Some areas will have more and some less because of restrictions such as underground utilities, proximity to airport and visibility.</p> <p>The numbers and sizes of all native plant species, including trees, are listed in the planting schedules of the landscaping design.</p>
<p>There should be provision for wildlife to cross The Northern Road from the large areas of woodland at the Defence Establishment Orchard Hills (DEOH) through a Kingshill Corridor and bio banking on state-owned "Fernhill" to the Blue Mountains.</p>	<p>Current security requirements for the DEOH (high security fencing) do not allow provision of wildlife crossings in this area.</p> <p>A fauna crossing to cater for species such as Eastern Grey Kangaroos has been provided to the south of Bradley Street. This crossing will provide a future connection from the Defence Establishment Orchard Hills land through the green corridor to Mulgoa Nature Reserve.</p>
<p>The Northern Road forms the eastern boundary of the scenic rural landscapes of the Mulgoa Valley. At conservation sites in the valley there are microbat communities. The Northern Road is not currently lit at night – we urge RMS to resist the urge to illuminate the new road particularly in the vicinity of the Mulgoa Valley.</p>	<p>It is proposed to provide street lighting at intersections and in some mid-blocks to meet safety requirements. Provision of street lighting in other areas will be minimised and be sensitive to the surroundings.</p>

Issue	Response
<p>RMS needs to be conserving trees and secure additional conservation lands that will ensure trees are retained in our landscape that can grow to maturity and reproduce the hollows that have been lost as opposed to installing hundreds of nest boxes.</p>	<p>Transport generally tries to protect as much vegetation as possible during the development phase of the project – this is done by measures such as changing design and altering the route. Where it is unavoidable, Transport will plant two native trees for every one tree removed.</p> <p>In consultation with NSW Office of Environment and Heritage and the Federal Department of Environment and Energy, Transport has submitted the Biodiversity Offset Strategy and is continuing to work hard to secure all the biodiversity offset credits required for the project.</p>
<p>A request for a list of all of the faunal protection mechanisms that will be implemented in this section of roadway.</p>	<p>Transport endeavours to protect fauna in the area of the project as far as possible. Ecological studies were undertaken during the planning phase to inform the EIS and based on the current conditions a fauna crossing to cater for species such as Eastern Grey Kangaroos has been provided to the south of Bradley Street. This crossing will provide a future connection from the Defence Establishment Orchard Hills land through the green corridor to Mulgoa Nature Reserve. Current security requirements for the DEOH (high security fencing) does not allow provision of wildlife crossings in this area.</p> <p>These results were also reviewed by Biodiversity Officers from NSW Office of Environment and Heritage.</p>
<p>That a suitability qualified person such as aviation ecologist to review the proposed landscaping design and planting schedule to assess the suitability of the proposed design and the plant species proposed to be used which should address the issues of:</p> <ul style="list-style-type: none"> - Height of trees when mature - Minimise any future risk of wildlife/bird strike arising from inappropriate plant choice. 	<p>Transport has engaged WSACo's recommended aviation ecologist to help assess the proposed vegetation plans in the vicinity of the airport.</p> <p>Transport will continue to consult with WSACo on this issue.</p>
<p>Is there an option of swapping carpet grass and couch for kikuyu?</p>	<p>Transport has recognised the specific needs of pastoral planting and will be replacing the proposed seed mix with a more compatible mix in consultation with property owners.</p>
<p>There appear to be no trees being planted along The Northern Road between Littlefields and Gates Roads where there were previous large Eucalyptus trees as windbreaks, this was also the case for the Gates Link Road. There are many trees and shrubs with shallow root systems on the market that do not pose any threat to any drainage or piping that may be close by.</p>	<p>Transport is committed to replacing trees wherever trees have been removed as far as practical. Trees will be planted where there is no impact to critical underground utilities.</p>
<p>Consideration should be given to an 'entry planting' into Luddenham village/ council boundaries.</p>	<p>Feature planting has been included in the proposed landscaping design</p>
<p>Biodiversity offsets</p>	

Issue	Response
<p>The 'offsets' for clearing Critically Endangered Ecological Communities hasn't been transparent. Has RMS found the required wetlands offsets for the dams that were drained on the eastern side of the Northern Rd near Bradley Street on the DEOH? Appendix C - Vegetation Management Plan gives no details.</p>	<p>Transport is continuing to work towards securing all biodiversity offset credits and other requirements in compliance with the Project's Conditions of Approval. In consultation with NSW Office of Environment and Heritage and the Federal Department of Environment and Energy, a Biodiversity Offset Strategy has been submitted.</p>
<p>Fernhill in Mulgoa has been identified as an offset for the upgrade works. Strangely, Fernhill is also an offset for very other major infrastructure project in Western Sydney as well. The credit requirements have been clearly 'discounted' if every major project is being offset at Fernhill. The offsetting process for this project lacks transparency. We also seek clarification from RMS where are the offsets for wetlands that have been removed as part of this upgrade.</p>	<p>In consultation with NSW Office of Environment and Heritage and the Federal Department of Environment and Energy, Transport has submitted the Biodiversity Offset Strategy. Transport will secure all biodiversity offset credits and other requirements in compliance with the Project's Conditions of Approval.</p>
<p>Protection of infrastructure assets</p>	
<p>The establishment of open space within the Pipelines corridor would be very difficult to achieve. WaterNSW therefore requests that the Urban design strategy dot point in Table 4 on page 57 of the Plan is removed in order to avoid setting up unrealistic expectations by the community that such a facility will be developed.</p>	<p>The UDLP is a general plan for the full 16 km alignment. Requirements for individual sites such as the WaterNSW site are being considered on a site by site basis. It is not intended to impinge on any security requirements of any facility and the detailed design has been amended to reflect this.</p>
<p>WaterNSW requires security fencing on the boundary of the pipeline corridor with maintenance of secure access for them and their contractors. Landscaping of the section of The Northern Road that crosses the corridor must not inhibit WaterNSW's ability to safely enter and exit the corridor, nor screen the corridor to the extent that passive surveillance from The Northern Road is compromised.</p>	<p>The detailed design has been amended to reflect this.</p> <p>Access and security fencing will be constructed in accordance with the agreed property adjustment with WaterNSW.</p>
<p>Heritage - Indigenous and European</p>	
<p>Figure 17 does not show aboriginal sites on the DEOH site. Why?</p>	<p>This has been incorrectly placed and has been replaced.</p>
<p>Visual Amenity</p>	
<p>The Northern Road upgrade circles Luddenham virtually on three sides and the vistas we currently enjoy from the Blue Mountains to as far as Homebush will be replaced by the road and intersection. The degradation of the untouched vista to the Blue Mountains from the Anglican Church has caused great distress and we urge you to deal with this area sympathetically to minimize the assault of this road on Luddenham.</p>	<p>A visual impact assessment has been done during the EIS and was included in the original Urban Design Working Paper. The Anglican Church is not located in the visual catchment of the project. The detailed design reflects the view corridors identified during the preparation of the concept design. This view is not expected to be affected by the project.</p>
<p>We note that lighting and signage will be minimised to reduce visual clutter and intrusion into airspace and the rural landscape. Hopefully for the rural areas that will mean that lights only occur at intersections.</p>	<p>Street lighting will be provided only at intersections and in some mid blocks along the upgraded The Northern Road. The street lighting will be provided in accordance with AS 1158.1.1-2005, Lighting for Roads and</p>

Issue	Response
	Public Places. Appropriate street lighting will be installed north of Bradley Street.
It is my understanding that this Plan was developed when a bridge was to be constructed over Adams Road. The Plan outlines details regarding that some 9 meters of fill will be used to raise the road up with on and off ramps. This will result in Luddenham being hemmed in on three sides by this road. There will be considerable noise, visual and light pollution as a result what amelioration is planned?	Transport recognises that any infrastructure development has some visual impacts on the neighbouring community. Visual impact from the modification to the design at Adams Road was assessed as a part of the modification to the design and was determined not to impact significantly. Appropriate landscaping will be provided to minimise impact due to earth fill.
Please be mindful of the rural style in the area and not to urbanise with hand railing made from Colourbond 'pool style' fencing – use rural fencing.	It is proposed to replace fencing with similar fencing – generally rural.
Noise and vibration	
It is my understanding that this plan and appendices were developed using the original plan for a bridge over Adams Rd. Given this has now changed to a raised carriageway (at the intersection of Adams Road and the re-aligned Northern Road) with signalised intersection with fill of up to 8 or 9 metres, we are concerned about the level of noise (and possibly glare) from the intersection and the lack of high batters on the village side of the road from chainage 5675 to around 6350 and 6660 onward to Elizabeth Drive.	The design for the Adams Road intersection took into consideration issues such as noise, light and visual pollution. Measures such as noise treatments for properties, landscaping and screening of lights will be implemented.
According to the drawings in the Plan, with the raised roadway our homes and the village itself will have a large amount of traffic noise and visible traffic along the road upgrade, unless there are cuts and batters in place from the intersection at Adams Road through to Elizabeth Drive.	The design for the Adams Road intersection took into consideration issues such as noise, light and visual pollution. Measures such as noise treatments for properties, landscaping and screening of lights will be implemented
Concern there will be an "acoustic bowl" effect similar to an amphitheatre that will create a large amount of direct traffic and noise from the 6 lanes of the newly realigned Northern Road.	Noise impact from The Northern Road upgrade and the design change at Adams Road has been assessed as a part of the EIS and modification for the project. Properties which are likely to have increased operational noise impact have been provided noise treatment.
What road treatments for noise abatement will be in place at the signalised intersection of Adams Rd and the new alignment of The Northern Road.	Noise impact from The Northern Road upgrade and the design change at Adams Road has been assessed as a part of the EIS and modification for the project. Properties which are likely to have increased operational noise impact have been provided noise treatment.
Road safety	
There appear to be no road barriers along the road from Gates Road where at present there are metal road barriers to stop vehicles driving off the road and into the paddocks below.	The speeds, design of the road and clearance from property have been done as per Transport design standards. The design has not identified the need for road barriers at Gates Road. A road safety audit will be conducted once the road is constructed.

Issue	Response
<p>There appears to be no road barrier along the Gates Link Road where there is a large water source that could be impacted by vehicles driving too close or having access to this area.</p>	<p>Based on current road design and the proposed posted speed limit there is no requirement to provide barriers along Gates Link Road. A road safety audit will be conducted once the road is constructed.</p>
<p>There appears to be no road barrier or sufficient contours to prevent vehicles accessing and parking in between properties fencing and the roads along The Northern Road, also will there be fencing and a gate installed as previously for Telstra pit access along The Northern Road at Gates Road?</p>	<p>There will be a shoulder on the road at this location. Based on current road design, additional fencing is not required at this location.</p>
<p>Traffic and congestion</p>	
<p>The new Adams Road design will effectively become a "rat run" on-ramp with people accessing the left turn off to the shops.</p> <p>Traffic calming measures are required along Adams Road to assist residents to safely enter and leave driveways, turn into and out of Jamison Street.</p>	<p>As a part of the upgrade, Transport has consulted with Liverpool City Council and recommended the feasibility of traffic calming measures when required.</p>
<p>Maintenance responsibilities</p>	
<p>Clarification sought about Council's responsibility for maintenance regarding:</p> <ul style="list-style-type: none"> - enhancements inside properties - drainage swale - areas where no vegetated swale area exists <p>Concerns raised about limited width of proposed strips of native grasses between the back of the vegetated swale drain and the carriageway side of the shared user pathway.</p> <p>Request that a number of project controls for regular consultation with council be included in the program for urban design landscaping for the upgrade.</p>	<p>Transport has existing protocols and policies for maintenance of State Roads. Ongoing maintenance will be in accordance with those protocols.</p> <p>With regard to the specific issues raised:</p> <ul style="list-style-type: none"> - Enhancement inside private property will be the responsibility of the property owner. - Drainage swale is part of the road reserve and will be maintained as a part of road maintenance - Maintenance outside the proposed swale drains will maintained by respective councils.
<p>Security</p>	
<p>That should be no trees that will allow people to jump the boundary security fence of the Defence establishment.</p>	<p>No mature trees will be planted near the Defence establishment security fence.</p>
<p>Development and planning</p>	
<p>To provide strategic planning context the Greater Sydney Region Plan and Western City District Plan should be considered.</p> <p>Recommendation that - The Northern Road upgrade between Mersey Road and Glenmore Parkway Urban Design and Landscape Plan considers the potential for urban development over the area known as Glenmore Park Stage 3.</p>	<p>Transport recognises that the patterns of development are changing and acknowledge the changes which have occurred since the UDLP was first developed. As a part of the UDLP consultation we have met with individual land developers along the upgrade to discuss the planting needs in the vicinity of their developments and have incorporated changes in the landscape designs.</p>
<p>There are a few factual errors in the document</p> <p>A Plan for Growing Sydney no longer exists with the new key strategic framework provided by the <i>Greater</i></p>	<p>Section 2.1 acknowledges that the contextual analysis as presented in the UDLP is from the time the information was prepared to inform the EIS in 2017. As part of its</p>

Issue	Response
<p><i>Sydney Region Plan - Metropolis of Three Cities and Western City District Plan</i> both produced by the Greater Sydney Commission.</p> <p>The discussion in Section 2.3.1 suggests that most of the corridor runs through Metropolitan Rural Area. This is clearly incorrect as the land is not MRA, it's within a nominated Growth Area and Council Accelerated Housing Strategy.</p> <p>Both the Planning Proposal submitted to Council and indeed Council itself has recently completed detailed landscape and scenic studies which includes the Planning Proposal land and contains specific recommendations to address the visual interface with The Northern Road as well as retention of existing view corridors across the land.</p>	<p>methodology Transport will assess whether the objectives and principles are still appropriate despite any changes which have occurred in the interim which is provided at section 3.1.3</p>
<p>Matters out of the project scope</p>	
<p>We object to a proposed orbital corridor in that very scenic area.</p>	<p>The Outer Sydney Orbital is not a part of The Northern Road upgrade</p>

4 Next Steps

Transport will provide the updated Urban Design and Landscape Plan for The Northern Road upgrade between Mersey Road and Glenmore Parkway to the Department of Planning, Industry and Environment as required by the Conditions of Approval.

Transport will progress with the implementation and construction of The Northern Road upgrade with this UDLP.

Appendix A

Public display notices – Advertisement



Roads and Maritime Services

Project update - The Northern Road upgrade between Mersey Road, Bringelly and Glenmore Parkway, Glenmore Park

The Northern Road upgrade between Mersey Road and Glenmore Parkway is funded by the Australian and NSW governments. This 16 kilometre upgrade will improve road capacity, assist with access to and the building of Western Sydney Airport, and improve access to the planned M12 Motorway, the South West Growth Area and the Western Sydney Airport Growth Area.

Construction of The Northern Road upgrade

This upgrade is being constructed in three stages, with work started on all three stages. The first stage of construction (between Mersey Road and Eaton Road) is due to finish in 2020, with the full upgrade to be completed in 2022, weather permitting.

What's happened so far?

Since the start of construction in late 2018, we have:

- done major earthwork in the section between Mersey Road and Eaton Road
- set up two site compounds for workers - at Eaton Road and near Littlefields Road
- built two new temporary roundabouts on The Northern Road to provide safer access to construction sites
- made significant progress to upgrade Sydney Water pipelines in preparation of road widening
- completed fencing at a number of properties
- prepared for and relocated utilities.

What's coming up?

In the coming months our teams will:

- continue to work on the section between Mersey and Eaton Road, with traffic being moved to a newly constructed section of road
- do major work on the section between Littlefields Road and Glenmore Parkway
- start work on the section between Littlefields Road and Eaton Road - including realignment of Elizabeth Drive.

The Urban Design and Landscape Plan for the upgrade is now available for comment on our website www.rms.nsw.gov.au/thenorthernroad. We encourage you to have a look at how the road will look when finished and provide us any feedback you may have.

RI 7 SR0.374

Enquiries and complaints

You can contact the project team if you have any questions or complaints as per the details below:

Call: 1800 703 457 **Email:** thenorthernroad@rms.nsw.gov.au **Web:** www.rms.nsw.gov.au/thenorthernroad

Appendix B

Email

Community invited to comment on The Northern Road upgrade – Urban Design and Landscape Plan.

The combined Stages 4, 5 and 6 of The Northern Road upgrade forms a 16km section between Mersey Road, Bringelly and Glenmore Parkway, Glenmore Park.

The urban design and landscape plan (UDLP) for Stages 4, 6 and 5 of The Northern Road upgrade has been prepared to:

- Satisfy the relevant urban design and visual amenity Conditions of Approval for the project
- Summarise design information prepared by three separate detailed design teams to outline how the urban design objectives developed for project approval were integrated into the detailed design
- Facilitate stakeholder and community consultation

Roads and Maritime project objectives for the urban design are as follows:

- To develop and present an integrated engineering and urban design outcome that:
 - Fits sensitively into the built, natural and community environments through which they pass, is well designed and contributes to the character and functioning of the area.
 - Contributes to the accessibility and connectivity of people within regions and communities.
 - Contributes to the overall quality of the public domain for the community and all road users.
- To carry out a succinct landscape character and visual impact assessment, the results of which are iteratively fed into the concept development process.
- To develop concept urban design drawings for the project (including but not limited to input on the concept drawings for bridges, walls, other structures and landscaping).

Members of the community are invited to comment on the plan and have their say on what the upgraded The Northern Road will look like.

The plan is available on the Roads and Maritime Website www.rms.nsw.gov.au/thenorthernroad

Comments are invited till **Friday 13 September 2019**.

You can provide feedback by:

E: thenorthernroad@rms.nsw.gov.au

P: 1800 703 457

M:PO box 973 Parramatta NSW 2124

Appendix C

Website

Roads Maritime Business & Industry Projects Safety About us Contact us

- Town bypasses
- Key build program
- Sydney Inner
- Sydney North
- Sydney South
- Sydney West
 - Appin Road improvements
 - Archbold Road
 - Bells Line of Road corridor improvement program
 - Bennelong Bridge
 - Bringelly Road upgrade
 - Cabramatta Road Clearways
 - Cabramatta Road West proposed clearways
 - Cambridge Avenue Extension
 - Camden Bypass Narellan
 - Camden Valley Way, Narellan
 - Campbelltown Road upgrade
 - Church and Parkes Streets, Parramatta
 - Clearways on Woodville Road
 - Completed improvements at Bigge St & the Hume Hwy
 - Completed upgrade at Mamre Rd & Saddington St
 - Concord Road, Homebush Bay Drive & Centenary Drive
 - Cumberland Highway & Cabramatta Road, Cabramatta
 - Cumberland Highway & Merrylands Road, Greystanes
 - Cumberland Highway & The Horsley Drive, Smithfield
 - Cumberland Hwy, Constitution Hill to Liverpool

Home > Projects > Sydney West > The Northern Road upgrade > Mersey Road to Glenmore Parkway

The Northern Road upgrade, Mersey Road to Glenmore Parkway

The Australian and NSW governments are upgrading The Northern Road as part of the [Western Sydney Infrastructure Plan](#) a \$4.1 billion road investment program.



The Northern Road upgrade at the planned upgraded intersection at Bradley Street, Orchard Hills

On this page

- > Project background
- > Project inclusions
- > Project benefits
- > What happens next?

Updates and announcements

Progress on project

The [August 2019 community update \(PDF, 4.17Mb\)](#) for the project is now available.

Urban Design and Landscape Plan now available for comment

The Urban Design and Landscape Plan for the upgrade is now available for comment. We encourage you to have a look at how the road will look when finished and provide us any feedback you may have. View the plan [main report \(PDF, 17.3Mb\)](#).

Comments on this plan can be made by contacting the team by Friday 13 September 2019.

Video portal



Check out our new [video portal](#) to find out more about the road projects that are transforming western Sydney.

Mersey Road-Glenmore Parkway



View or download the [Mersey Road to Glenmore Parkway upgrade project map \(PDF, 392Kb\)](#).

Project contact



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ISBN: 978-1-922338-45-7