

Transport
for NSW

Link Road Corridor Study

Community Consultation Report

August 2022



transport.nsw.gov.au

Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

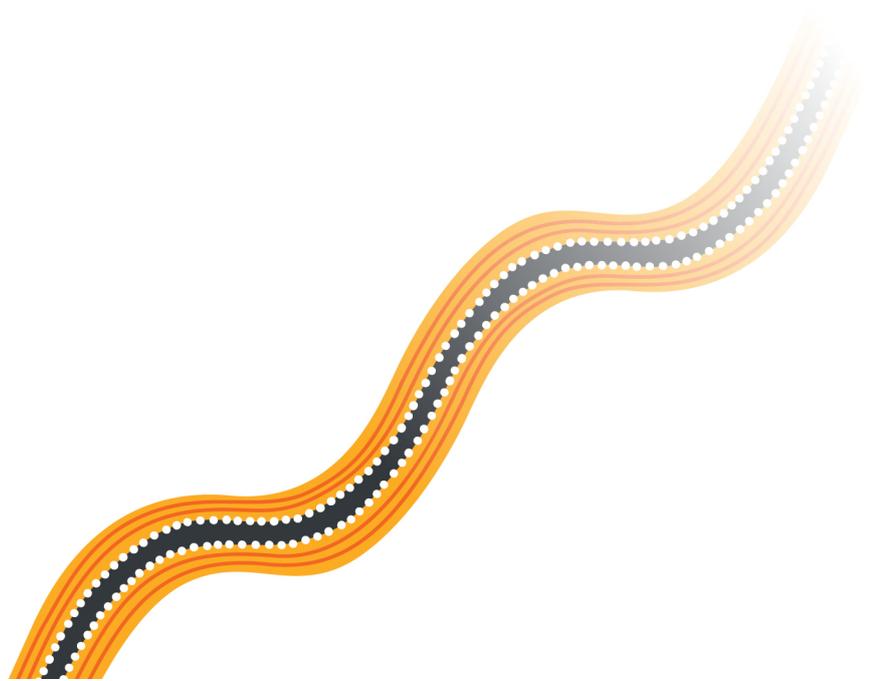


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1. Introduction

1.1 Background

The Greater Sydney Regional Plan: A Metropolis of Three Cities, published by the Greater Sydney Commission in March 2018, identified Greater Macarthur as an area of future urban development to cater for the growing population of Sydney. As part of this growth, a future east-west link within the investigation area was identified as a key development needed to support the housing development, and urban land releases at Menangle Park and Mount Gilead within the proposed Greater Macarthur Growth Area. The Link Road Corridor Study project was developed to meet this objective.

The Link Road would form one of three major east-west links between Appin Road and the M31 Hume Motorway, and would support the development of Menangle Park and Mount Gilead. Transport for NSW identified an investigation area extending about four kilometres south-east between Menangle Road and Appin Road suitable for the future Link Road connection. Four short-listed options for the Link Road have been identified through an options selection process described in the Options Report (2020). The investigation area and the four shortlisted options are shown in Figure 1.

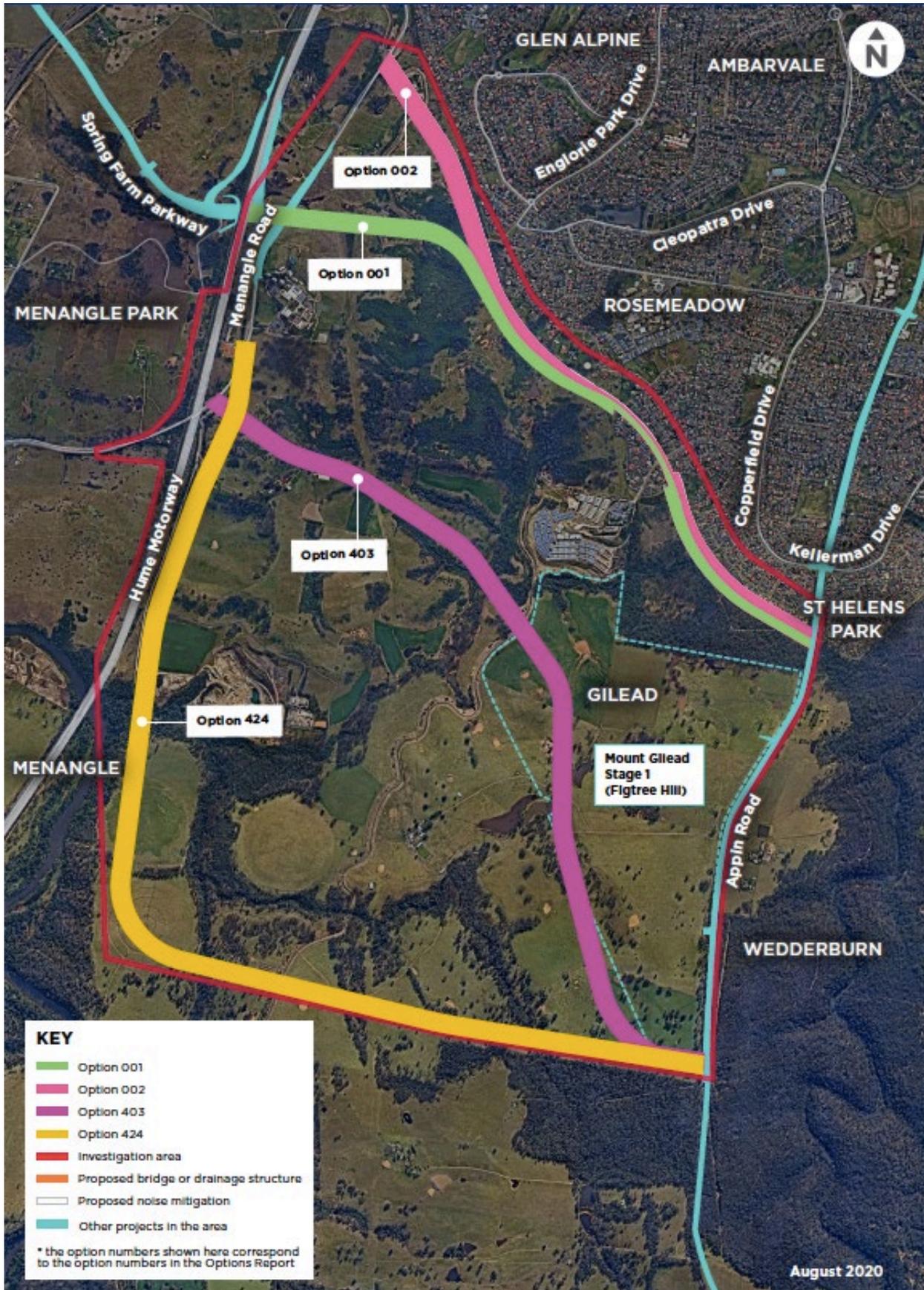


Figure 1: Route option investigation area and shortlisted options

1.2 Work completed to date

1. **Early planning** – 2018
2. **Investigate potential route options** – 2019
3. **Invite community and stakeholder comments on short listed route options with release of Options Report** – late 2020.

1.3 The proposal

The Link Road Corridor Study started in October 2018 to identify options for the proposed east-west link road (the Link Road).

The Link Road would provide a key connection between Appin Road, Gilead and Menangle Road, Menangle Park and support growth in the region.

The Link Road would also provide access to the future Spring Farm Parkway Stage 1 and the Hume Motorway. A future Stage 2 of the Spring Farm Parkway would complete the connection from Appin Road to the Camden Bypass. Transport for NSW developed an Options Report for the proposal and sought community feedback on four options short listed in late 2020. This report contains a summary of the feedback from community and stakeholders in response to the release of the Options Report.

1.4 Key features of four short-listed route options

The four short-listed options would include:

- A dual carriageway connection between Appin Road and Menangle Road
- Four lanes with a wide central median that would allow an additional travel lane in each direction, if required in the future
- 80 km/h speed limit
- Bridges or drainage structures to cross creeks and flood prone land
- Noise mitigation where the road is close to existing communities. The exact locations would be confirmed during further design phases.

1.5 Project objectives

- Provide an efficient east-west link across the Greater Macarthur Growth Area
- Cater for active and public transport
- Integrate with existing and future land uses
- Minimise environmental impact
- Ensure the safety for all users
- Maximise value for money.

1.6 Other Transport for NSW projects in the region

Outer Sydney Orbital Stage 2 (OSO2) - Transport for NSW is investigating a future corridor to connect Western Sydney and the Illawarra–Shoalhaven region to support growing communities and businesses. Investigations for the OSO2 are being undertaken in three sectors:

- Sector 1: between the Hume Motorway and Appin Road and between the Hume Motorway and Picton Road.
- Sector 2: upgrades of the existing Appin Road and Picton Road corridors through WaterNSW’s catchment (Metropolitan Special Area).
- Sector 3: Illawarra connections – a potential new escarpment crossing.

The OSO2 study area is south of the Link Road Corridor investigation area. Consultation with the community and other stakeholders on two OSO2 corridor options between the Hume Motorway and Appin Road was undertaken between 16 November 2020 and 29 January 2021. Transport for NSW considered all submissions from stakeholders and community and has confirmed the exhibited ‘Blue’ corridor as the preferred option.

Spring Farm Parkway – a new east-west arterial road, providing an alternative route to Narellan Road, that will support urban growth and provide access to surrounding future residential and industrial developments. The project is made up of:

- **Stage 1 at Menangle Park** – a new one kilometre road to provide a key connection from Menangle Road to future land releases and the Hume Motorway.
- **Stage 2 from Menangle Park to Camden Bypass** – a new three-kilometre connection to complete the east-west connection from Appin Road to Camden Bypass.

Appin Road upgrade between Rosemeadow and Mount Gilead – a four-kilometre upgrade of the existing Appin Road to unlock new housing at Mount Gilead and improve safety and access for local residents and through traffic.

Appin Road safety improvements between Mount Gilead and Appin – a number of targeted safety improvements to Appin Road to improve safety and create better journeys for residents, road users and freight operators.

Transport for NSW will coordinate engagement opportunities on projects planned across Western Sydney.

2. Consultation approach

2.1 Consultation values

Transport for NSW's values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

- **Customer focus** - We place the customer at the centre of everything we do.
- **Collaboration** - We value each other and create better outcomes by working together.
- **Solutions** - We deliver sustainable and innovative solutions to NSW's transport needs.
- **Integrity** - We take responsibility and communicate openly.
- **Safety** - We prioritise safety for our people and our customers.

2.2 Consultation objectives

Transport for NSW consulted with the community between 16 November and 11 December 2020 to:

- Seek comments, feedback, ideas, and suggestions to consider when selecting the preferred corridor route option
- Consider community and stakeholder views
- Outline amendments made to the proposal, where feasible and reasonable, as the project progresses
- Build relationships and a database of interested and concerned community members with whom we can continue to engage during the proposal's development.

2.3 How consultation took place

Stakeholders and community members were invited to provide feedback, leave comments and make submissions through a range of communication channels at the information session or on the project's online portal, via mail, email or by calling the project team.

Consultation during COVID-19

Transport for NSW undertook consultation during the COVID-19 outbreak which continued across 2020. Transport for NSW undertook the following steps to ensure the health and safety of the project team and the community during the consultation program:

- Minimise face-to-face meetings including door knocking activities, including provision of 1.5m physical separation between all persons (e.g. meeting attendees). Closure of local and regional indoor venues (where community meetings could be held) following NSW Government restrictions.

- Use of additional online tools for consultation including interactive mapping portal and a live information session held on Microsoft Teams which was publicly available via link on Facebook 'NSW Roads', the community update newsletter and the project website.

Publicly available contact details for the project:

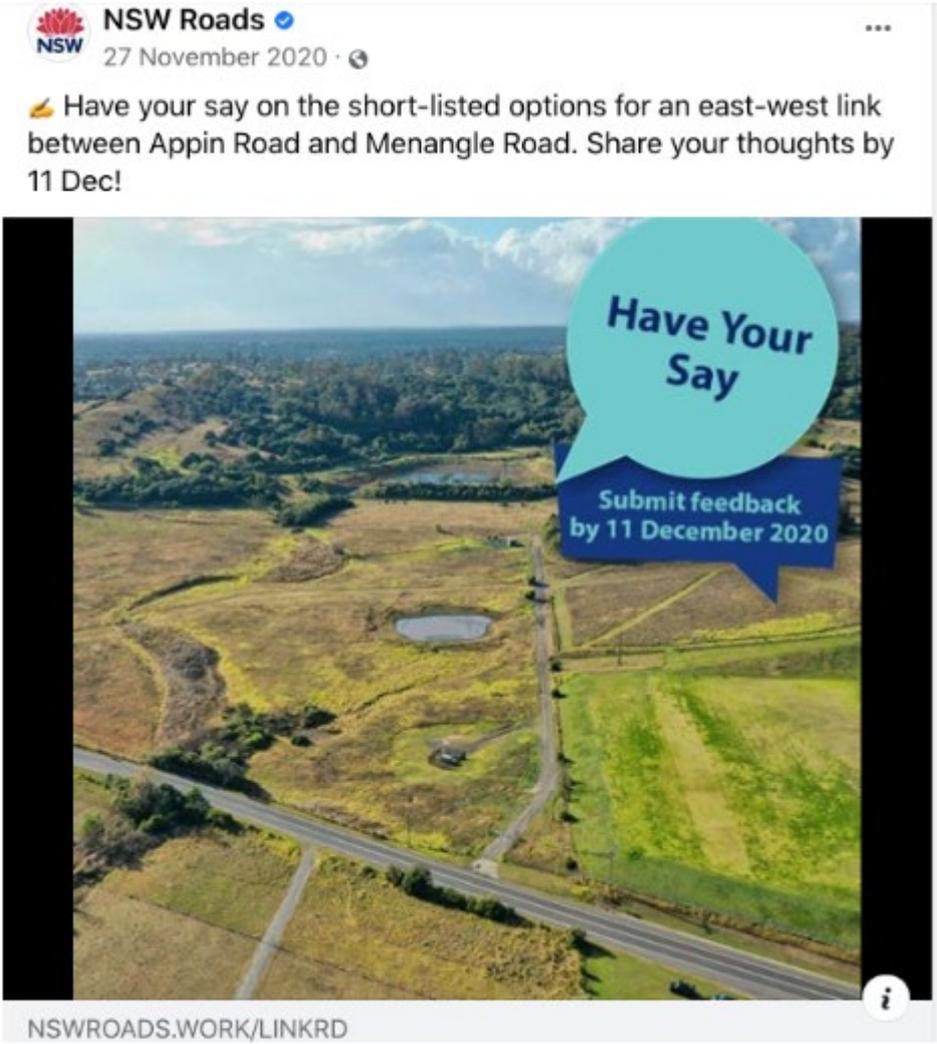
- Email: linkroadcorridorstudy@rms.nsw.gov.au
- Phone: 1800 519 505
- Mail: Link Road Corridor Study, Transport for NSW, PO Box 973 Parramatta CBD NSW 2124
- Web: provide feedback via the project website web form available at the Link Road Corridor Study project website or [interactive portal](#).

The consultation tools used include:

- Community update newsletter
- Letters to the residents (along the existing road reservation corridor)
- Media release
- Frequently Asked Questions (FAQs)
- Newspaper advertisements
- Email to subscribers and stakeholders
- Website including interactive mapping portal
- Online community information session
- Social media.

Table 1: Detailed consultation tools and activities

Tool/activity	Details including reach
Local media newspaper advertisements	<p>Newspaper advertisements placed included:</p> <ul style="list-style-type: none"> • 20 November 2020 issue within The District Reporter • 25 November 2020 issue within Wollondilly Advertiser • 25 November 2020 issue within Campbelltown Macarthur Advertiser and Camden-Narellan Advertiser <p>Example:</p> <div data-bbox="523 633 1428 1904" style="border: 1px solid black; padding: 10px;">  <p>Have your say An east-west link between Appin Road and Menangle Road</p> <hr/> <p>Transport for NSW is inviting the community to have their say on four possible route options for the proposed east-west link road between Appin Road at Gilead and Menangle Road at Menangle Park.</p> <p>The Link Road Corridor Study is part of the Australian and NSW governments' plan to support future growth in the Greater Macarthur Growth Area.</p> <p>Transport for NSW consulted key stakeholders, including the Department of Planning, Industry and Environment and Campbelltown City Council, to reach a short list of four options.</p> <p>The four options are on display and we invite your feedback until 11 December 2020. Visit rms.nsw.gov.au/linkroadcorridorstudy to review the Options Report and provide feedback.</p> <hr/> <p>Transport for NSW is also hosting an online community information session on Wednesday 25 November from 4pm to 4.45pm to provide the community with an opportunity to ask questions and find out more information about this project. To join visit, nswroads.work/lrcsinfosession</p> </div>
Media Release	Refer to Appendix A for a copy issued on 16 November 2020.
Facebook sponsored post, event post	Detail on the project were provided on Facebook via a sponsored post and event post. 181 people clicked that they were interested in attending the information session. The post was shared 17 times.

	
<p>Email</p>	<p>Direct emails were sent from Transport for NSW to 378 stakeholders (community members and groups), local Members of Parliament (MPs), councils and other NSW Government stakeholders to raise awareness of the consultation and information session for the project. Other stakeholders emailed included:</p> <ul style="list-style-type: none"> • Emergency services • Schools and universities • Large businesses • Developers (major landowners) • Places of worship • Community groups in the local area. <p>Refer to Appendix A for a copy.</p>
<p>Community update newsletter</p>	<p>A community update newsletter was distributed via a letterbox drop to 4035 local properties in</p> <ul style="list-style-type: none"> • Campbelltown • Englorie Park • Ambarvale • Glen Alpine

	<ul style="list-style-type: none"> • Rosemeadow • Mount Gilead • Menangle Park • Menangle • Appin. <p>Refer to Appendix A for copy and a map of the distribution area.</p>
Frequently Asked Questions (FAQs)	<p>FAQs available on the project website. Refer to Appendix A for copy.</p>
Webpage	<p>Project webpage updated on 16 November 2020 with latest project information including media release, online portal, Options Report and community update newsletter. Refer to Appendix A for examples.</p>
Online information session	<p>The online community information session held on Wednesday 25 November 2020 from 4pm to 5pm- about 80 – 95 people joined at various times.</p>
Stakeholder briefings	<ul style="list-style-type: none"> • Campbelltown City Council • State government agencies including Heritage NSW, Department of Planning, Industry and Environment • Utility authorities including Jemena, Sydney Water, WaterNSW, AARnet, Australian Pipeline Authority, Endeavour Energy, Telstra, Optus, NBN Co and TransGrid.

3. Consultation summary

3.1 Overview

Transport for NSW received 172 submissions in total, with the breakdown of community and stakeholders shown below:

- 150 individuals (4 duplicates were received)
- 10 groups (community, bus operator and businesses)
- 2 local councils
- 7 state government bodies
- 1 Australian government body
- 2 international individuals.

Submissions were received across the following methods:

- 111 emails
- 60 via online portal
- 1 letter via Minister for Transport and Roads office
- 4 phone calls.

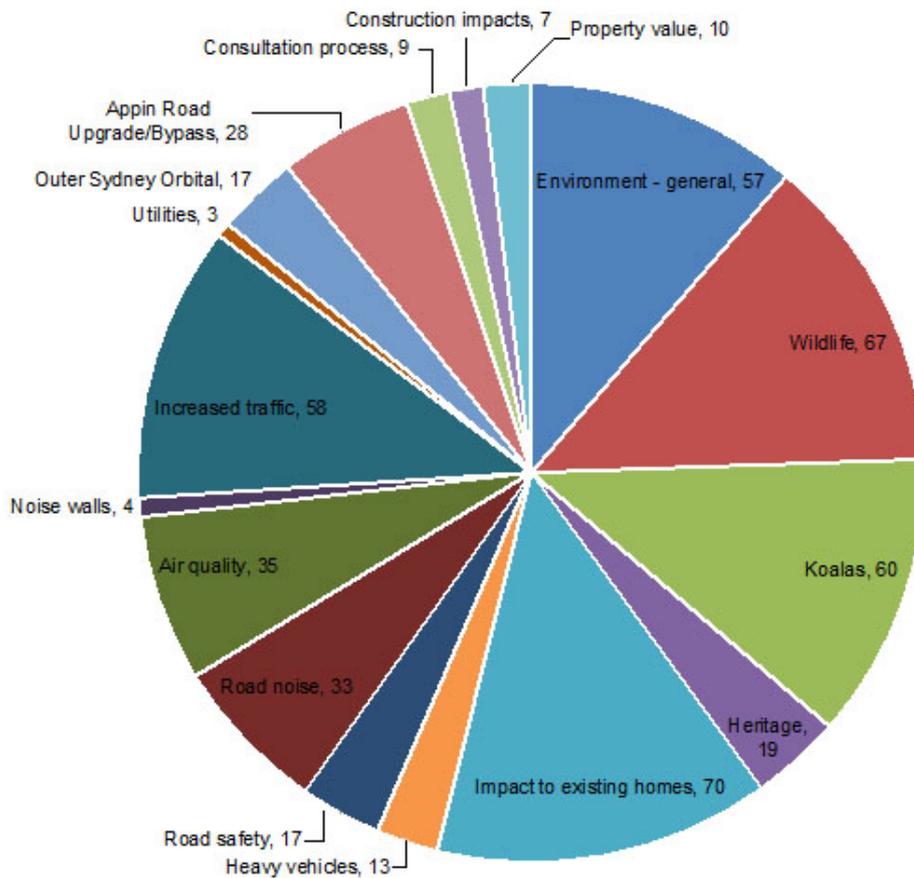


Figure 2: Number of times key issue categories were raised in submissions

The suggestions, issues and concerns raised in each submission have been summarised and responded to by Transport for NSW in Table 2.

Figure 2 above shows a summary of key issue categories raised by the community. Approximately 38 per cent of all community submissions raised issues related to the potential impact to the environment including koalas, wildlife, bushland, urban heat and biodiversity. Approximately 26 per cent of all community submissions raised issues related to the potential impact to existing homes including concern for property values, amenity and the increased residential development/traffic in the area. A strong theme captured in many submissions was the discussion that the Link Road should use the existing road reservation to reduce impact to the environment including koalas and wildlife, while other submissions discussed that the future Link Road should traverse the un-developed residential areas to the south of the study area to reduce impact to existing residential areas.

It should also be noted that a number of submissions discussed the Outer Sydney Orbital Stage 2 and Spring Farm Parkway Stage 1 proposals which are other road projects led by Transport for NSW. There were four duplicate submissions (from four separate parties) received.

Table 2: Summary of submissions and responses

Issue category	Sub-issue category	Number of submissions raised issue	Issue raised	Project response
Preferred route option	Project objectives	2	Concern the route options do not meet the project's objectives.	Transport for NSW, in consultation with key stakeholders, developed project objectives prior to short listing route options. Key performance indicators were developed under each objective and each route option was scored against each indicator. The route options selected as the short list options were those found through the scoring process to best meet the project objectives.
	Project need/justification	2	Commented the need for the Link Road is to suit property developers solely.	The Greater Macarthur region has been identified as an area of future urban development to cater for the growing population of Sydney. A future east-west link within the Link Road investigation area was identified as key transport connection needed to support housing development and urban land releases at Menangle Park and Mount Gilead within the Greater Macarthur Growth Area. Each route option was scored against project objectives and key performance indicators as part of the shortlisting process. Potential impacts of each route on existing and future residential areas were evaluated as part of the scoring.
	Preferred option expressed	76	Expressed a preference for a route option or number of route options.	Thank you for your feedback.
	No preferred option expressed	36	Provided submission without clear support for a preferred route option or number of route options. Raised issues about the Appin Bypass, Appin Road upgrade, concerns about impact to	Thank you for your feedback. Please see the response below in the table to other issues raised.

Issue category	Sub-issue category	Number of submissions raised issue	Issue raised	Project response
			koala habitat/Noorumba Reserve and access to Falstaff Reserve and Noorumba Reserve. These issues are documented below with a project response provided separately.	
	Opposed to all route options	50	Outlined opposition to all route options in submission (predominately due to potential impact to koalas and wildlife in the study area).	Thank you for your feedback. Transport acknowledges the positions outlined and recognises the need to minimise impacts in the planning phase. The corridor is part of the overall future plans for the area.
Property impacts	Access	4	Concern for access to local roads, changes to intersections or future intersections.	Transport for NSW will undertake a Traffic and Transport Impact Assessment as part of the environmental assessment phase for the project which will consider the impact of the project on property access, the existing road network and the broader surrounding transport environment. The project's concept design phase would identify any intersection treatments / upgrades required.
	Land / property values	7	Expressed concern for property values	At this stage Transport for NSW is only identifying and protecting a transport corridor for the Link Road. There is no intention or need to immediately acquire land or property for the selected corridor. Transport for NSW will contact individual property owners to discuss the specific potential impacts of the future road on each property during future stages of the project's development, when those impacts are identified. More information regarding the land valuation process can be found online at https://roads-waterways.transport.nsw.gov.au/about/what-we-do/land-acquisition.html

Issue category	Sub-issue category	Number of submissions raised issue	Issue raised	Project response
	Impact to existing communities	70	Concern regarding the potential impact to existing homes located along existing road reservation (Option 001 and Option 002)	<p>Each route option was scored against project objectives and key performance indicators as part of the shortlisting process. Potential impacts of each route on existing and future residential areas were evaluated as part of the scoring.</p> <p>At this stage Transport for NSW is only identifying and protecting a transport corridor for the Link Road. There is no intention or need to immediately acquire land or property for the selected corridor.</p>
	Impact to aged care facilities	4	Concern regarding potential impact to the current aged care facility and future site with the proposed road corridor close to property.	Each route option was scored against project objectives and key performance indicators as part of the shortlisting process. Potential impacts of each route on existing and future residential areas including the aged care facility were evaluated as part of the scoring. Any potential impacts to the centre will be assessed in detail during the environmental assessment phase of the project.
	Impact to Broughton Anglican College	3	Concern regarding potential impact to the school including use of school property for the road corridor, impact to traffic arrangements, parking, pedestrian safety and intersection/entry.	<p>Consultation was carried out with Broughton Anglican College during the short listing process.</p> <p>Each route option was scored against project objectives and key performance indicators as part of the shortlisting process. Potential impacts of each route on existing sensitive land uses including schools were evaluated as part of the scoring. Any potential impacts to the school will be assessed in detail during the environmental assessment phase of the project. Consultation with the school will continue as the project progresses.</p>
Environment.	Impact to koalas	60	Concern that the proposed road of up to four lanes will remove more koala	Transport for NSW takes environment protection seriously with an objective of the Link Road being to minimise

Issue category	Sub-issue category	Number of submissions raised issue	Issue raised	Project response
			habitat bushland and Cumberland Plain Woodland. Some submissions raised the ideas for additional measures to protect koalas including crossings/underpasses or other.	environmental impact. Each route option was scored against project objectives and key performance indicators as part of the shortlisting process. Potential impacts of each route on native vegetation, fauna habitat and fauna connectivity were evaluated as part of the scoring. Transport for NSW understands the importance of managing the project's impact on the environment, and the need to protect koalas and other wildlife. Any potential impacts to wildlife will be assessed in detail during the environmental assessment phase of the project.
	Impact to wildlife	67	Concern for the potential to impact on existing wildlife in the area (other than koalas specifically).	
	Impact to bushland	57	Concern regarding impact to existing bushland including the biobanking sites in the area.	During the project development and environmental assessment phase potential impacts to biodiversity will be assessed in more detail and appropriate mitigation measures will be identified to minimise them. Transport for NSW is continuing to work with the Department of Planning, Industry and Environment to look at options to reduce roadkill and improve koala connectivity in this area including sections of Appin Road. Access to Noorumba Reserve for local residents will be considered during further design development.
	Impact to Noorumba Reserve	16	Concern regarding the impact to Noorumba Reserve, how to access the Reserve (pedestrian access across Link Road) and the follow-on effects of any potential impact to wildlife (including koalas) and biodiversity.	
	Heritage (Aboriginal and Non-Aboriginal)	19	Concerns and suggestions regarding the potential impacts to heritage including those on the State Heritage Register (Mount Gilead, Beulah, the Upper Water Canal, and Hume Wood) Concerns regarding Aboriginal cultural heritage potential impacts as well. Suggestions for a detailed historical archaeological assessment and	

Issue category	Sub-issue category	Number of submissions raised issue	Issue raised	Project response
			Aboriginal cultural heritage assessments to inform options.	<p>and Aboriginal heritage were evaluated as part of the scoring.</p> <p>During the project development and environmental assessment phase potential impacts to heritage will be assessed in detail and appropriate mitigation measures will be identified to minimise them. Consultation with Heritage NSW will continue as the project progresses.</p> <p>A detailed historical archaeological assessment will be appropriate to inform later stages of design development. There was adequate information on the significance and extent of non-Aboriginal heritage items to appropriately inform the options evaluation.</p> <p>The predictive mapping approach taken in identifying Aboriginal heritage constraints is considered appropriate for an options selection process, given the large extent of the investigation area. Additional Aboriginal cultural investigations will be undertaken to inform later stages of design development.</p>
	Air quality	23	Air quality - increased and unacceptably small particulate levels would be dangerous for human health and for wildlife.	Transport for NSW will undertake an Air Quality Assessment as part of the environmental assessment phase which will consider the impact of the project on air quality and the surrounding environment of the preferred route option.
	Water quality	2	Water quality - potential for contamination by chemical or human waste in the heritage-listed Upper Water Canal if a road is built over it.	Transport for NSW will undertake a Water Quality Assessment as part of the environmental assessment phase which will consider the impact of the project on the water quality and the broader surrounding environment of the preferred route option, as well as any specific risks to the

Issue category	Sub-issue category	Number of submissions raised issue	Issue raised	Project response
				Upper Water Canal.
	Climate change	5	Urban heat island effect - the cooling effects of farm and bushland will be lost by replacing trees and grass with roads and development, in a region which already often experiences excessive heat	As part of the development of the project, an urban design and landscape plan will be prepared, which will address issues associated with loss and replacement of vegetation.
Traffic management	Intersections and added congestion - roundabouts or additional traffic lights	14	Suggestions regarding current or future intersections including changes to roundabouts/traffic signals in response to current or future congestion	Transport for NSW will undertake a Traffic and Transport Impact Assessment as part of the environmental assessment phase which will consider the impact of the project on the existing road network and the broader transport environment. The project's concept design phase will identify any intersection treatments / upgrades required.
	Additional truck movements	13	Concerns regarding heavy vehicles using a future road in a predominately residential area including additional noise.	Transport for NSW will undertake a Noise Assessment as part of the environmental assessment phase which will consider the impact of the project on the broader surrounding environment of the preferred route option.
	Additional traffic studies	3	Suggestion that additional traffic studies are undertaken before a preferred route option is selected.	The Department of Planning, Industry and Environment and Transport for NSW are currently undertaking a review of the strategic transport infrastructure study for the Greater Macarthur Growth Area. This work is overarching the Link Road Corridor Study project scope and will inform the coordination of other proposed transport infrastructure with the Link Road. Transport for NSW will undertake a Traffic and Transport

Issue category	Sub-issue category	Number of submissions raised issue	Issue raised	Project response
				Impact Assessment as part of the environmental assessment phase which will consider the impact of the project on the existing road network and the broader surrounding environment of the preferred route option.
Public transport	Bus routes	2	Suggestion for future bus routes including school routes for when future residential development occurs.	Transport for NSW will review public transport connections including local and school bus routes in the future development stages of the project in conjunction with the Greater Macarthur Plan which outlines the vision for public transport in the region across the coming decades.
Cycling	Connections and infrastructure	2	Suggestion for cycling infrastructure including on-road separated bicycle lanes be included in the future road design.	The Link Road would provide an off-road shared path for pedestrians and cyclists. The upgrade would also include shoulder provisions which can be used by on-road cyclists. Transport for NSW will review opportunities to provide or connect to cycling Infrastructure in the future development stages of the project.
Speed	Increase from 80km/h	1	Concern that a speed of 80km/h is too slow for the Link Road.	Transport for NSW has assessed the expected design and operational speed of the future link after considering its expected function and adjacent land use. The expected future speed limit is considered appropriate.
Noise	Road noise	33	Concerns regarding increased noise for existing residents, aged care, school students, heritage properties, impact to wildlife with additional road noise.	Transport for NSW will assess the impact of construction and road noise, including a noise and vibration study, as part of the environmental assessment phase for the project. The study will consider properties next to and surrounding the proposed road. It will identify properties that would require specific noise mitigation measures. For more information about noise mitigation measures see the Transport for NSW 'How is Noise Addressed?'
			Noise - the dampening effect of vegetation on noise and vibration will be reduced by the removal of vegetation	

Issue category	Sub-issue category	Number of submissions raised issue	Issue raised	Project response
			for the purpose of road building.	information brochure: http://www.rms.nsw.gov.au/documents/projects/factsheet - noise.pdf
Amenity	Visual impact	14	Concerns regarding the visual impact of a road through the neighbourhood including potential that views of the bushland setting is lost for existing homes and rural zoned properties. Suggestion that murals are painted along a future road to improve amenity for residents.	A landscape character and visual impact assessment will be carried out as part of the environmental assessment phase for the project. Visual amenity, landscape and urban design will be considered as part of the concept design of the project. The design will seek to mitigate impacts to biodiversity, including bushland areas and visual impacts.
Utilities	Water	2	Impact to water assets including heritage listed Upper Canal and Water Tower.	Transport for NSW will continue to work closely with utility service providers including water/wastewater authorities during the concept road design, environmental assessment and subsequent phases of the project.
	Power	2	Impact to TransGrid assets to be considered.	Transport for NSW will continue to work closely with utility service providers including electricity providers during the concept design, environmental assessment and subsequent phases of the project.
	Gas	8	Impact to Jemena gas assets to be considered.	Transport for NSW will continue to work closely with utility service providers including gas providers during the concept road design, environmental assessment and subsequent phases of the project.
Consultation process	Program and timeframes	9	Concern that the consultation program including community newsletter, online meeting, questions answered during the online meeting, timeframes for	Transport for NSW is continuing consultation as the project progresses. The environmental assessment, once prepared, will be publicly exhibited for community and stakeholder feedback. The project team are also contactable during

Issue category	Sub-issue category	Number of submissions raised issue	Issue raised	Project response
			response was inadequate.	business hours on the details below: Email: linkroadcorridorstudy@transport.nsw.gov.au Phone: 1800 519 505
	Information provided		Concern that the information provided for community members was lacking details including detailed designs of the future intersections/bridges and answers to questions.	Detailed design information about the layout of future intersections and bridges is unknown at this early stage of options development. Further consultation will be carried out with community and stakeholders as the project progresses.
Funding	Project funding	4	Suggestions that the Outer Sydney Orbital be fast-tracked and funding from Link Road Corridor Study be provided to Outer Sydney Orbital instead. Suggestions that funding be redistributed from Link Road Corridor Study or fast-tracked for Appin Road upgrades/bypass or additional ramps at the Hume Motorway connection.	At this stage there is no funding available for the further development of the Link Road.
Construction impacts	Noise, vibration, dust, construction truck movements	7	Concern for construction impacts including soil erosion, vibration and construction vehicle movements impact on local residents, the water tower and surrounding environment including wildlife and koalas.	Transport for NSW will assess construction impacts in detail as part of the environmental assessment phase for the project of the preferred route option.
Other projects	Outer Sydney Orbital Stage 2	17	Suggestions about the Outer Sydney Orbital 2 including detailed submissions about the potential future route, timing	Transport for NSW is planning for the long-term transport needs of Sydney by identifying and protecting corridors of land for future transport infrastructure including the Outer

Issue category	Sub-issue category	Number of submissions raised issue	Issue raised	Project response
			<p>and wider network connections.</p> <p>Suggestions to design and build Outer Sydney Orbital Stage 2 as a tunnel with air shafts to minimise impacts to the community and ensure that Link Road Corridor Study would not be required.</p>	<p>Sydney Orbital. Submissions regarding Outer Sydney Orbital Stage 2 were provided to the relevant project team for consideration. The Outer Sydney Orbital Stage 2 will serve different transport purposes than the Link Road (e.g. providing for inter-regional traffic between Western Sydney and the Illawarra-Shoalhaven region). Its investigation is seeking to avoid tunnelling due to the significantly greater cost of constructing major transport infrastructure underground.</p> <p>More information about the Outer Sydney Orbital is available at www.transport.nsw.gov.au/corridors.</p>
	Appin Road	28	<p>Suggestions that Appin Road be upgraded first before Link Road including addressing road safety concerns.</p>	<p>There is currently no funding for the construction of the Link Road Corridor. Please visit the Transport for NSW website regarding Appin Road improvements planned at https://roads-waterways.transport.nsw.gov.au/projects/appin-road-improvements/index.html</p>
	Appin Bypass		<p>Suggestions that a bypass of Appin be included</p>	<p>A bypass of Appin is outside the scope of the project. Please refer to the Greater Macarthur Plan 2040 for the strategic plan for the region.</p>

Issue category	Sub-issue category	Number of submissions raised issue	Issue raised	Project response
	Hume Motorway ramps	6	Suggestion for additional ramps to Hume Motorway (to complete the set of four ramps at the interchange.)	This project is not intended to have a direct connection to the Hume Motorway, Access to the Hume Motorway would be via the Spring Farm Parkway Interchange. Based on existing and forecasted traffic volumes the proposed Stage 1 of Spring Farm Parkway would not require south facing ramps.

4. Next steps

Transport for NSW has reviewed and considered all submissions received throughout the consultation process on the Link Road Corridor Study and short-listed options. Feedback together with the technical investigations and corridor selection through the multiple-criteria assessment has informed the location of the preferred corridor. Information about the investigation process, multiple criteria assessment and the corridor options is available in the Link Road Corridor Preferred Options Report. This document is available on the project webpage nswroads.work/LinkRoadA2M.

The issues highlighted by stakeholders and the community will be appropriately addressed and considered throughout the next project phase, where reasonable and feasible. We will also continue to work closely with stakeholders and the community as the project progresses.

Please visit the project website for up-to-date project information including subscribing for future project email updates.

5. More information

Transport for NSW - Link Road Corridor Study project team

Email: linkroadcorridorstudy@transport.nsw.gov.au

Phone: 1800 519 505.

Appendix A – Community Materials

Community update newsletter

6 pages



Looking east towards Rosemeadow and Gilead from the Link Road Corridor Study area

The Australian and NSW governments are planning for the future with the development of a corridor study for an east-west link between Appin Road and Menangle Road to support future growth in the Greater Macarthur Growth Area.

Background

The Link Road Corridor Study started in October 2018 to identify options for the proposed east-west link road (the Link Road). The Link Road would provide a key connection between Appin Road, Gilead and Menangle Road, Menangle Park and support growth in the region.

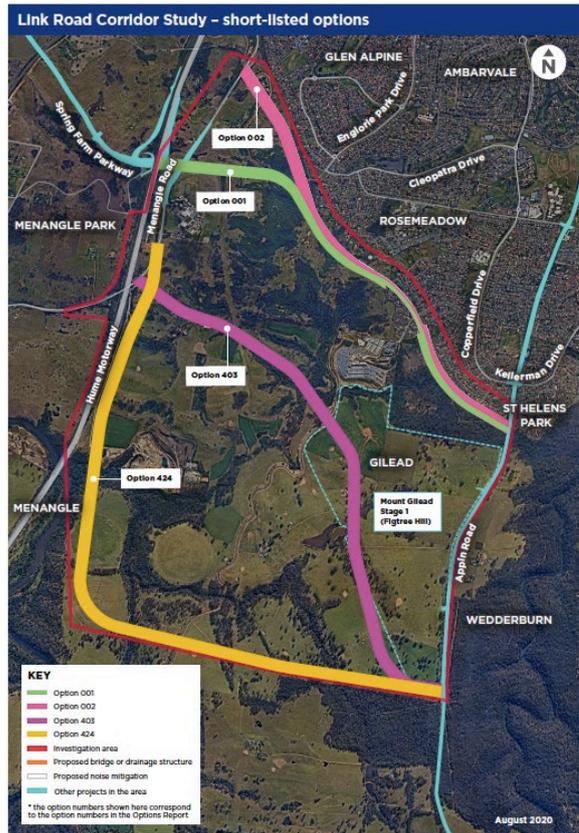
The Link Road would also provide access to the future Spring Farm Parkway Stage 1 and the Hume Motorway. A future Stage 2 of the Spring Farm Parkway would complete the connection from Appin Road to the Camden Bypass.

Transport for NSW has developed an options report for the proposal and is seeking community feedback on a short list of four options. The community consultation

period will be open until Friday 11 December and this update contains information on the proposal and how the community can get involved.

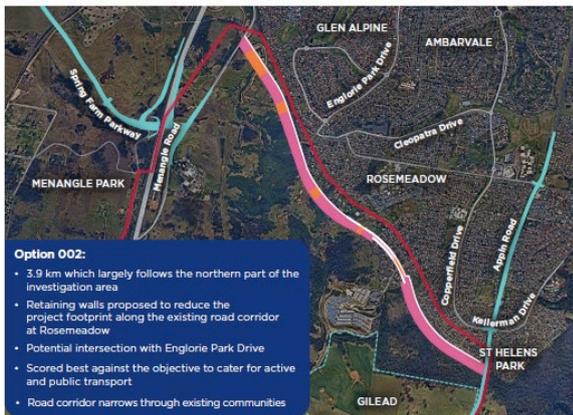
Project objectives

- Provide an efficient east-west link across the Greater Macarthur Growth Area
- Cater for active and public transport
- Integrate with existing and future land uses
- Minimise environmental impact
- Ensure the safety for all users
- Maximise value for money.





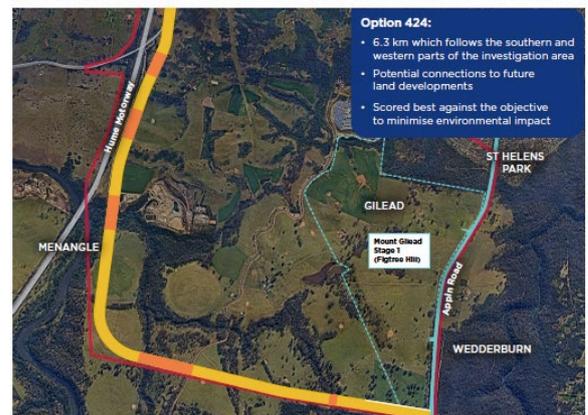
- Option 001:**
- 3.8 km which largely follows the northern part of the investigation area
 - Retaining walls proposed to reduce the project footprint along the existing road corridor at Rosemeadow
 - Potential intersection with Englorie Park Drive
 - Scored best against the objective to provide an efficient east-west link, to minimise impact on existing and future land uses and to maximise value for money
 - Road corridor narrows through existing communities



- Option 002:**
- 3.9 km which largely follows the northern part of the investigation area
 - Retaining walls proposed to reduce the project footprint along the existing road corridor at Rosemeadow
 - Potential intersection with Englorie Park Drive
 - Scored best against the objective to cater for active and public transport
 - Road corridor narrows through existing communities



- Option 403:**
- 4.8 km through the central part of the investigation area
 - Potential connection or potential location for connection to the future Mount Gilead development
 - Scored best against the objective to maximise value for money



- Option 424:**
- 6.3 km which follows the southern and western parts of the investigation area
 - Potential connections to future land developments
 - Scored best against the objective to minimise environmental impact

Identification of the short list options

Transport for NSW has consulted with key stakeholders including the Department of Planning, Industry and Environment and Campbelltown City Council to identify a long list of nine route options within the study area. Key constraints within the study area were also identified including:

- Aboriginal heritage
- Air quality
- Biodiversity (flora and fauna)
- Flooding
- Landscape character and visual amenity
- Land use
- Noise and vibration
- Non-Aboriginal heritage
- Utilities (gas, electricity, water supply, sewer, local quarry and gas plant)
- Water quality.

The project team also developed criteria to measure each option for traffic efficiency, active and public transport, land use, environmental impact, value for money and safety.

Consultation with key stakeholders continued and each of the nine options were assessed in detail using the identified constraints and criteria. The nine options were short-listed to four options and key stakeholders identified their recommended option. The community and other stakeholders are now invited to provide feedback. Feedback from this consultation period will be used in the decision to select a preferred route.

Further information on the assessment process can be found in the Link Road Corridor Study Options Report, now available for community feedback.

Features of the proposed Link Road

- The four short-listed options would include:
- A dual carriageway connection between Appin Road and Menangle Road
 - Four lanes with a wide central median that would allow an additional travel lane in each direction, if required in the future
 - 80 km/h speed limit



TYPICAL CROSS SECTION

- Bridges or drainage structures to cross creeks and flood prone land
- Noise mitigation where the road is close to existing communities. The exact locations would be confirmed during further design.

What happens next

At the end of the consultation period we will summarise comments or questions received and publish our responses in a Community Consultation Report. The report will be available on the project website. If you submit feedback you will receive notification of the report's availability.

We will use the feedback received to help select a preferred option for the Link Road. We will continue to keep community members and other stakeholders informed as the project progresses.

Have your say

The Link Road Corridor Study and the short-listed options are on display until Friday 11 December. We invite you to provide feedback on the short list options during this consultation phase.



Please send your comments and questions in writing by post, email, or online. Check out our online Interactive portal to find out more about the Link Road Corridor Study and submit any questions or comments you have.

The Options Report is available online at: www.rms.nsw.gov.au/linkroadcorridorstudy

The Options Report is available to view at the:

- Campbelltown Civic Centre, 91 Queen Street, Campbelltown, Monday to Friday 8:30am to 4:30pm
- H J Daley Library, 1 Hurley Street, Campbelltown NSW, Monday and Wednesday 9:30am to 7:00pm, Tuesday, Thursday and Friday 9:30am to 5:00pm, Saturday 9:00am to 4:00pm

Other projects in the area

- **Outer Sydney Orbital Stage 2 (OSO2)** between Hume Motorway north of Douglas Park and Appin Road, south of Appin township – to identify a transport corridor for the Greater Macarthur Growth Area. The OSO2 is currently on exhibition until Monday 14 December 2020. Please visit transport.nsw.gov.au/corridors to find out more and have your say on the proposed options.
- **Spring Farm Parkway** – a new east-west arterial road. In addition to Marulan Road, that will support urban growth and provide access to surrounding future residential and industrial developments. The project is made up of:
 - **Stage 1 at Menangle Park** – a new one kilometre road to provide a key connection from Menangle Road to future land releases and the Hume Motorway.
 - **Stage 2 from Menangle Park to Camden Bypass** – a new three kilometre connection to complete the east-west connection from Appin Road to Camden Bypass.
- **Appin Road upgrade between Rosemeadow and Mount Gilead** – a four kilometre upgrade of the existing Appin Road to unlock new housing at Mount Gilead and improve safety and access for local residents and through traffic.
- **Appin Road safety improvements between Mount Gilead and Appin** – a number of targeted safety improvements to Appin Road to improve safety and create better journeys for residents, road users and freight operators.

Online Information Session

To ensure the health and safety of the community and our staff we will replace face to face community information sessions with an online information session using Microsoft Teams. The online community information session is an opportunity to ask the project team questions and seek further information. A formal presentation will not be given so please feel free to join the session any time on **Wednesday 25 November from 4-4.45pm** using the following link: [nswroads/work/ircsinfosession](https://teams.microsoft.com/join/nswroads/work/ircsinfosession)

The session will be recorded and available online to view anytime. If you are not able to join the live session or would like to submit your questions in advance, please email the team at linkroadcorridorstudy@rms.nsw.gov.au or call us on 1800 519 505.

We welcome all your feedback by Friday 11 December.



November 2020
20.321

Privacy Transport for NSW (‘TfNSW’) is subject to the Privacy and Personal Information Protection Act 1998 (‘PPII Act’) which requires that we comply with the Information Privacy Principles set out in the PPII Act. All information in correspondence is collected for the sole purpose of assisting in the delivery of this project. 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 the information is not to be published. Otherwise TfNSW will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by TfNSW at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

Project development process



* Subject to project funding

Contact us

If you have any questions please contact:

linkroadcorridorstudy@rms.nsw.gov.au

1800 519 505

Link Road Corridor Study
Transport for NSW
PO Box 973 Parramatta CBD NSW 2124

131 450 Translating and Interpreting Service on 131 450 and ask them to call the project team on 1800 519 505. The interpreter will then assist you with translation.

Frequently Asked Questions (FAQs)

3 pages



Link Road Corridor Study

Frequently asked questions (FAQs)

Transport for NSW | November 2020

Corridor process - general

What is the process to identify a corridor?

The identification of a short list of corridor options follows engineering, environmental and land use investigations and detailed consultation with local government, business and other key stakeholders.

The project team has used this input to develop corridor options that avoid or reduce the impact on residential housing, schools and environmentally sensitive areas as much as possible. Following community consultation TfNSW will use the feedback received to help select a preferred option for the corridor.

What community consultation has been carried out so far?

Meetings with key stakeholders including the Council, representative bodies and businesses in the region have been held regularly throughout the corridor shortlisting process.

We have also hosted two community information sessions in November and December 2018.

The short list of options will go on display for community comment in November 2020. This will provide an opportunity for the community to review the options and provide feedback.

When will the Link Road be built?

Prior to the construction of the Link Road, the development will have to obtain the appropriate planning approval. This approval will be in the form of a development consent from the Department of Planning, Industry and Environment or Transport for NSW (TfNSW).

There is no specific timeframe for how long the planning approval process can take and because of this there is no confirmed construction date for the Link Road. As the project advances a timeline for construction will be confirmed, subject to funding.

My property is in one of the corridors, if it is selected as the preferred option does that mean it will be acquired?

At this stage, TfNSW is only seeking feedback on options in order to identify a corridor of land for the Link Road. There is no intention or need to immediately acquire land or property for the selected corridor.

People who own land in an identified corridor can continue to live in or use their property until it is needed.

Acquisition normally occurs closer to when the infrastructure is to be built, and this could be years in the future. Whenever we reach the point these roads are needed, there will be further extensive community consultation as part of a detailed design and planning approval process.

Can I still sell my property privately?

You can choose to sell your property privately even if it is within the road corridor. If the property is affected and required for a road project, TfNSW will eventually acquire it.

How big will the corridor be?

The short-listed options range in length from around four kilometres long to around six kilometres long, and are between 40 and 120 metres wide.

Why don't the short-listed options avoid residential areas completely?

It is not possible to identify a road corridor free of impacts. Incorporating community feedback and designing a road that minimises impacts is about balance. Impacts have been avoided and minimised wherever possible. In some cases, the short-listed options may impact some areas to avoid even greater impacts elsewhere.

We now want to hear community feedback on the short-listed options so we can more clearly understand any impacts and help us identify a preferred option.



Project detail - Link road

What's the next step for the Link Road corridor project?

We now invite the community to review the options report and short-listed options and give us their feedback. This local knowledge will help us understand the benefits and impacts of each option in more detail. This feedback will then be incorporated into the identification of a preferred option.

Once the preferred option is selected funding will need to be made available to progress with the project. When funding is available the project will then be the subject of an *Environmental Assessment under Environmental Planning and Assessment Act 1979* to obtain project approval for construction of the project. As part of this process, further environmental and technical investigations will be carried out to inform the design.

Throughout this process and through the concept design, detailed design and construction phases, TfNSW will continue to consult with government agencies, key stakeholders and the community. Timing for the completion of this project will be confirmed at a later stage of the project and is subject to funding.

How were the corridor options developed?

Transport for NSW (TfNSW) consulted with key stakeholders including the Department of Planning, Industry and Environment, and Campbelltown City Council to identify a long list of nine route options for the project.

Criteria were developed to measure traffic efficiency; active and public transport; land use; environmental impact; value for money and safety for each option.

Consultation with key stakeholders continued with a detailed assessment of each option to select a short list of four options.

When did the corridor study commence?

The Link Road Corridor Study commenced in October 2018 to identify options for the proposed east-west link road (the Link Road).

What is the purpose of the Link Road?

The Link Road would provide a key connection between Appin Road, Gilead and Menangle Road, Menangle Park and support future growth in the region.

How does the corridor connect through the Macarthur region?

The Link Road would provide access to the future Spring Farm Parkway Stage 1 and the Hume Motorway. A future Stage 2 of the Spring Farm Parkway would complete the connection from Appin Road to the Camden Bypass.

What are the objectives of the Link Road corridor?

- Provide an efficient east-west link across the Greater Macarthur Growth Area
- Cater for active and public transport
- Integrate with existing and future land uses
- Minimise environmental impact
- Ensure the safety for all users
- Maximise value for money.

What are the features of the short-listed options?

The four options would include:

- A dual carriageway connection between Appin Road and Menangle Road
- Four lanes are proposed, with a wide central median that would allow an additional travel lane in each direction, if required
- 80 km/h speed limit
- Bridge or drainage structures are proposed to cross creeks and flood prone land
- Noise mitigation is proposed where the road is close to existing communities. The exact locations would be confirmed during further design.

How can I learn more about the project? How can I have my say?

The Options Report for the Link Road Corridor Study and four options are on display until Friday 11 December 2020. We invite you to provide feedback on the options during this consultation phase.

Please send your comments and questions through in writing by post, email, or online via the project interactive portal.

The Options Report is available online www.rms.nsw.gov.au/linkroadcorridorstudy or view a printed version at Campbelltown Civic Centre and H J Daley Library in Campbelltown during opening hours.



Online Information Session

To ensure the health and safety of the community and our staff we will replace face to face community information sessions with an online information session using Microsoft Teams. The online community information session is an opportunity to ask the project team questions and seek further information.

You are invited to join the live information session on Wednesday 25 November 2020 from 4-4.45pm at: www.nswroads.work/lrcsinfosession

The session will be recorded and available on the project website to view during the consultation phase. If you are not able to join the live session or would like to submit your questions in advance, please email the team at linkroadcorridorstudy@rms.nsw.gov.au or call us on 1800 519 505.

We welcome your feedback by Friday 11 December.

What happens next?

At the end of the display period we will summarise comments or questions received and publish our responses in a Community Consultation Report. The report will be available on the project website. If you submit feedback you will receive notification of the report's availability.

We will continue to keep community members and other stakeholders informed as the project progresses.

Contact us

How do I get in touch with the project team?

Email: linkroadcorridorstudy@rms.nsw.gov.au

Mail: Link Road Corridor Study

Roads and Maritime Services

PO Box 973 Parramatta CBD NSW 2124

Phone: 1800 519 505

Website:

www.rms.nsw.gov.au/linkroadcorridorstudy

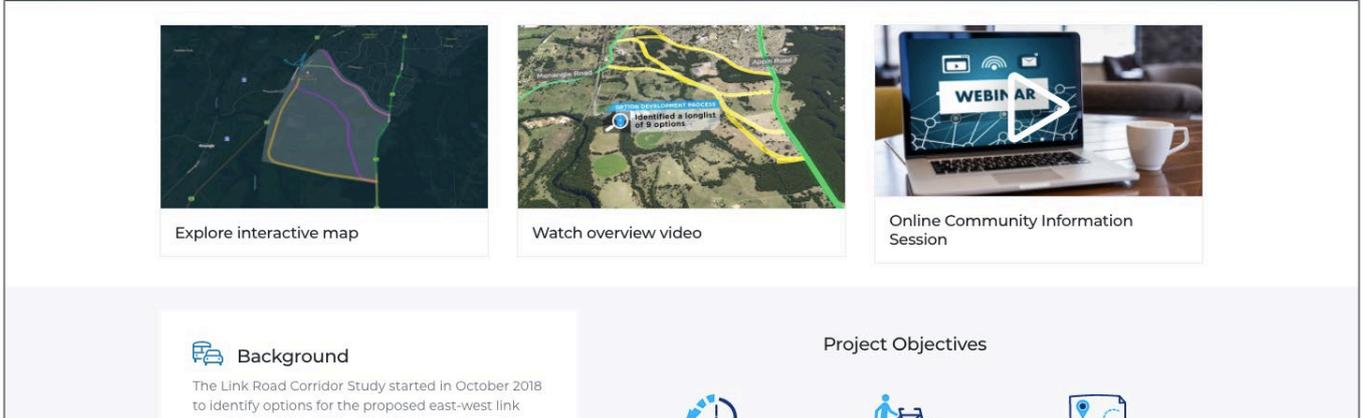
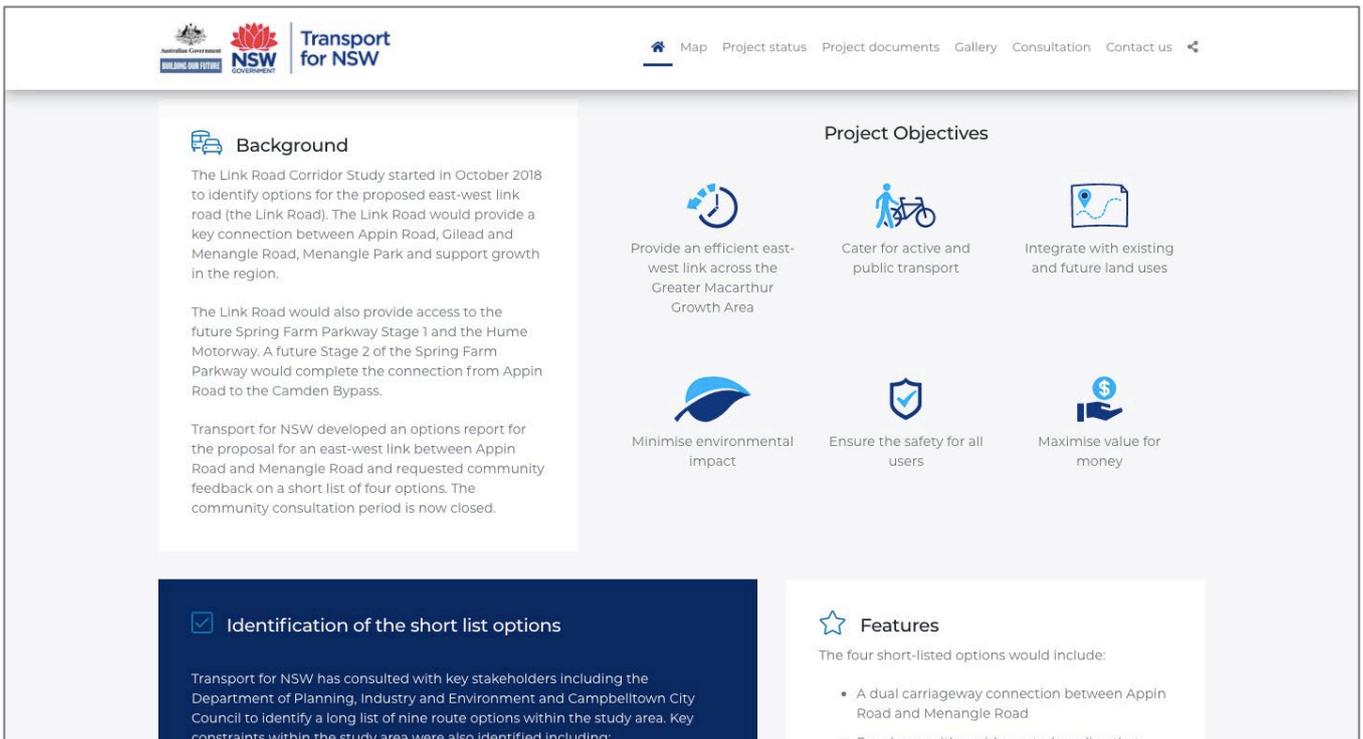
Project website

1 screenshot

The screenshot shows the Transport for NSW website. At the top, there are navigation links: Service NSW, Live Traffic, Transport Info, Transport for NSW, and Registries/Service Centres. Social media icons for Facebook, YouTube, and a printer icon are also present. The main header includes the NSW Government logo, the Transport for NSW logo, and the text 'Roads and Maritime'. A search bar is located to the right of the logo. Below the header is a dark blue navigation bar with links for Roads, Maritime, Business & Industry, Projects, Safety, About us, and Contact us. The main content area features a sidebar on the left with a list of project sections: Appin Road improvements, Link Road Corridor Study (highlighted), Rosemeadow to Mt Gilead, Mt Gilead to Appin, Project documents, and All projects. The main content area has a large heading 'Link Road Corridor Study' followed by a paragraph: 'The Australian and NSW governments are planning for the future with the development of a corridor strategy for an east-west link between Appin Road and Menangle Road to support future growth in the Greater Macarthur Growth Area.' Below this is a light blue box titled 'Interactive portal' with a play button icon and the text: 'Check out our interactive portal to find out more about the Link Road Corridor Study and submit any questions or comments you have.' Underneath is a section titled 'Project information' with a sub-section 'What is happening now?' and a blue arrow icon pointing up. The text below 'What is happening now?' reads: 'Transport for NSW developed an options report for the proposal for an east-west link between Appin Road'.

Online Portal – home page

3 screenshots

Background

The Link Road Corridor Study started in October 2018 to identify options for the proposed east-west link road (the Link Road). The Link Road would provide a key connection between Appin Road, Gilead and Menangle Road, Menangle Park and support growth in the region.

The Link Road would also provide access to the future Spring Farm Parkway Stage 1 and the Hume Motorway. A future Stage 2 of the Spring Farm Parkway would complete the connection from Appin Road to the Camden Bypass.

Transport for NSW developed an options report for the proposal for an east-west link between Appin Road and Menangle Road and requested community feedback on a short list of four options. The community consultation period is now closed.

Project Objectives

- Provide an efficient east-west link across the Greater Macarthur Growth Area
- Cater for active and public transport
- Integrate with existing and future land uses
- Minimise environmental impact
- Ensure the safety for all users
- Maximise value for money

Identification of the short list options

Transport for NSW has consulted with key stakeholders including the Department of Planning, Industry and Environment and Campbelltown City Council to identify a long list of nine route options within the study area. Key constraints within the study area were also identified including:

Features

The four short-listed options would include:

- A dual carriageway connection between Appin Road and Menangle Road
- Four lanes with a wide central median that

Department of Planning, Industry and Environment and Campbelltown City Council to identify a long list of nine route options within the study area. Key constraints within the study area were also identified including:

- Aboriginal heritage
- Air quality
- Biodiversity (flora and fauna)
- Flooding
- Landscape character and visual amenity
- Land use
- Noise and vibration
- Non-Aboriginal heritage
- Utilities (gas, electricity, water supply, sewer, local quarry and gas plant)
- Water quality.

The project team also developed criteria to measure each option for traffic efficiency, active and public transport, land use, environmental impact, value for money and safety.

Consultation with key stakeholders continued and each of the nine options were assessed in detail using the identified constraints and criteria. The nine options were short-listed to four options and key stakeholders identified their recommended option.

Further information on the assessment process can be found in the Link Road Corridor Study Options Report.

See the short-listed route options in the [interactive map](#) and the [overview video](#).

- A dual carriageway connection between Appin Road and Menangle Road
- Four lanes with a wide central median that would allow an additional travel lane in each direction, if required in the future
- 80 km/h speed limit
- Bridges or drainage structures to cross creeks and flood prone land
- Noise mitigation where the road is close to existing communities. The exact locations would be confirmed during further design.

Online Portal – interactive map

1 screenshot

Link Road Corridor Study - Route Options

Choose an option below to see the route options for the project within the study area.

Short list options

- Corridor Option - 001
- Corridor Option - 002
- Corridor Option - 403
- Corridor Option - 424

Long list options

The screenshot shows a map interface with a search bar, navigation controls, and a list of route options. The map displays several colored routes (green, purple, yellow) overlaid on a satellite view of the study area, including landmarks like Broughton Anglican College and Noorumba Reserve. A 1 km scale bar is visible in the bottom right corner.

Media release

Have your say on proposed road corridors to link the Greater Macarthur Area

16 November 2020

Two of south west Sydney's pivotal road connections are progressing with the community invited to have their say on route options for the Outer Sydney Orbital Stage 2, and the proposed link road between Appin Road at Gilead and Menangle Road at Menangle Park.

A Transport for NSW spokesperson said with more than 300,000 new residents expected to move into the South West Growth Centre in the next 30 years, we need to plan to connect these new communities and the Western Sydney Airport to Sydney's arterial roads.

"South west Sydney is one of NSW's fastest growing areas, so it is important we get on with the job of planning and delivering the road connections needed for the community," the spokesperson said.

"Following initial feedback from the community and stakeholders we have identified four possible routes for the link road between Appin Road and Menangle Road.

"All four options will help improve travel times for motorists, but we need the community's feedback to ensure we choose the best option for locals."

The spokesperson said Transport for NSW is planning other road projects to support future growth across the Greater Macarthur Area, including the Outer Sydney Orbital Stage 2 between the Hume Motorway at Douglas Park and Appin.

"We have identified two options for an east-west connection from the Hume Motorway and Appin Road. This future road will connect new housing with the Western Sydney Airport and future employment lands," the spokesperson said.

"In the longer term, the OSO2 will enable a further transport connection between Western Sydney and the Illawarra region.

"Stakeholders, landowners, and the community are encouraged to provide feedback on the two possible route options to help identify a preferred corridor for future transport use."

Community members are invited to have their say on both projects from Monday 16 November to Monday 14 December.

For further details on the corridors and to provide feedback, please visit:

[Link Road Corridor Study](#).

[Transport Corridors](#)

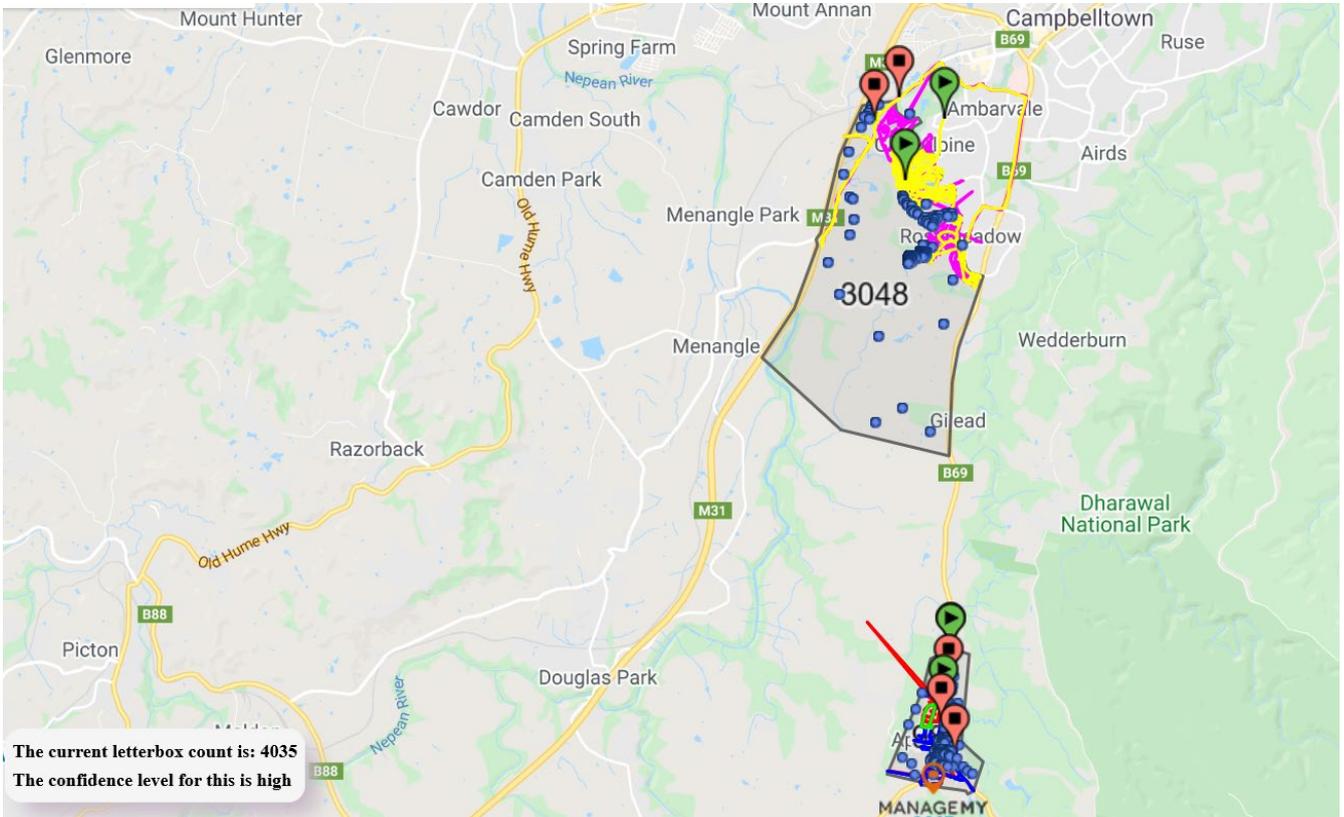
Other projects already underway in the Greater Macarthur Growth Area include:

Spring Farm Parkway - a new east-west arterial road, in addition to Narellan Road, that will support urban growth and provide access to surrounding future residential and industrial developments. The project has two stages; stage one at Menangle Park involves a new one kilometre road to provide a key connection from Menangle Road to future land releases and the Hume Motorway, and Stage two from Menangle Park to Camden Bypass involves a new three kilometre connection to complete the east-west connection from Appin Road to Camden Bypass.

Appin Road upgrade between Rosemeadow and Mount Gilead - a four kilometre upgrade of the existing Appin Road to unlock new housing at Mount Gilead and improve safety and access for local residents and through traffic.

Appin Road safety improvements between Mount Gilead and Appin - a number of targeted safety improvements to Appin Road to improve safety and create better journeys for residents, road users and freight operators.

Distribution map





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