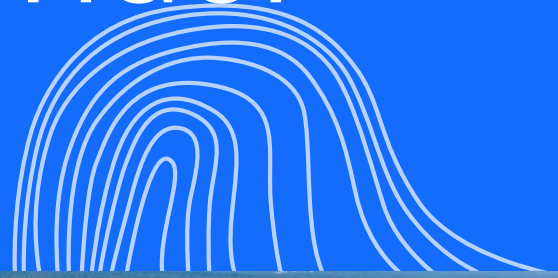


Link Road Corridor Study

Frequently Asked Questions August 2022

nswroads.work/LinkRoadA2M



What is the project timeframe?

The preferred route option has been announced, and Transport will now seek to preserve the preferred corridor option. The corridor will be included in the updated structure plan in the final Greater Macarthur 2040 Plan, which is anticipated to be released later in 2022. Transport will work with the Department of Planning and Environment to investigate options to implement the Link Road corridor through planning instruments such as: the Campbelltown Local Environmental Plan 2015, Growth Centres State Environmental Planning Policy (SEPP) or Corridor Protection SEPP.

In the future, and subject to project funding, road design and environmental assessments will be undertaken.

When will the Link Road be open to traffic?

The timeframe for the construction of this project is not determined yet. This will be dependent on further funding.

What is the estimated cost of the project?

The estimated cost of the project will be determined as part of the concept phase.

How is the project funded?

The Australian Government funded the Link Road Corridor Study, as part of the Appin Road Safety Improvements project.

Why is the project needed?

The Greater Sydney Regional Plan: A Metropolis of Three Cities, published by the Greater Sydney Commission in March 2018, identified the 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 need 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.

What are the impacts to the environment and how will these be mitigated?

A Preliminary Environmental Investigation was completed in 2019 as part of initial investigations for this project. This investigation has informed the selection of the preferred option, through consideration of the proposal's impact to the environment, including threatened flora and fauna and Aboriginal and non-Aboriginal heritage areas.

In the future, and subject to project funding, further environmental assessments will be undertaken.

What about concerns for wildlife, and in particular, koala habitat?

Transport for NSW takes environment protection seriously with an objective of the Link Road being to avoid and minimise 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 Noorumba Reserve as a koala habitat corridor and expects that Noorumba Reserve will continue to provide connectivity for koalas once the Link Road is built. Transport is also working with Lendlease to improve connectivity for koalas across Appin Road in the vicinity of Noorumba Reserve as part of the development of the Figtree Hill Estate.

As a part of the environmental assessment in the concept 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 and Environment (DPE) to look at options to minimise harm to native fauna and improve koala connectivity in this area including sections of Appin Road.

Is a fauna/koala crossing being considered for the project?

Not as part of this project. Transport for NSW is considering koala connectivity options for Appin Road in consultation with Lendlease and as part of the development of the Figtree Hill Estate and, in relation to areas further south on Appin Road, in consultation with DPE as part of the implementation of the Cumberland Plan Conservation Plan.

What route does the preferred option take?

The corridor connects to Appin Road about 350 metres south of Copperfield Drive.

Heading in a north-western direction, it follows the existing road reserve alignment for about one kilometre, bordering the northern side of Noorumba Reserve and southern extent of the suburb of Rosemeadow.

Crossing Glendower Street between Soliano Street and Sebastian Avenue, it generally follows the existing road reserve for a further kilometre. Deviating from the existing road reserve it traverses largely undeveloped land owned by DPE. This land includes the State Heritage listed Sugarloaf Farm site. It crosses the WaterNSW canal and decommissioned sediment basin before connecting to the future Spring Farm Parkway interchange at Menangle Road.

How big will the corridor be?

The preferred route option is 3.8 kilometres long and would be between 40 and 120 metres wide.

Why doesn't the preferred option 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. The preferred option may impact some areas to avoid even greater impacts elsewhere.

My property sits within the preferred corridor. Does that mean it will be acquired?

At this stage Transport has identified, and will now seek to protect, the preferred 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.

Can I still sell my property privately?

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

How was the preferred corridor option developed?

Transport consulted with the broader community and other key stakeholders including the Department of Planning 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.

Based on the results of the multi-criteria analysis and following community consultation, the preferred option was selected.

How did you consult with the community?

When consulting the community on the corridor options for the project we used the following tools to communicate:

- 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.

How will Transport mitigate the noise and dust generated by the corridor, from the construction and operation of the road?

Subject to funding, this will be investigated during a later phase of the project when noise and air quality investigations will be undertaken to determine the likely impacts to residences and the assessment of mitigation measures if required.

Do you have plans to upgrade Menangle Road to Campbelltown?

Menangle Road is being considered by Transport for a future upgrade to improve traffic flow, separate to the scope of this project.

How can I learn more about the project?

The Preferred Options Report and the Community Consultation Report are available online at nswroads.work/LinkRoadA2M

