



New Richmond Bridge and traffic improvements – The Driftway (Stage 1)

Review of Environmental Factors – Frequently Asked Questions

Project details

Why do we need to upgrade The Driftway?

Future population and traffic growth in the Richmond and North Richmond area is expected to result in increased congestion and travel times on the local road network. This would also increase the risk of road accidents. To improve safety and efficiency, Transport for NSW developed a range of options for traffic improvements, including a new bridge over the Hawkesbury River between Richmond and North Richmond.

In early 2020, following community and stakeholder feedback, four options were shortlisted for further assessment. Each of the shortlisted options had a common element to provide upgrades to The Driftway between Londonderry and Blacktown Roads. While we recently consulted on the preferred option and are still considering feedback from that consultation, Transport is progressing with the upgrades to The Driftway as Stage 1 of the New Richmond Bridge and traffic improvements project.

Improvements to The Driftway as Stage 1 would deliver early safety benefits to the community. From August 2015 to June 2020, 29 crashes occurred on The Driftway between Londonderry Road and Blacktown Road, mainly at its intersection with these two roads. Upgrades to The Driftway between Londonderry and Blacktown Roads would also improve travel time reliability and flood resilience.

What are the key features of the proposed upgrade?

Key features of Stage 1 include:

- Changes to intersections with The Driftway including:
 - Upgrade of the intersection at Londonderry Road to a roundabout
 - Upgrade of the intersection with Luxford

Road and Reynolds Road including right turn bays

- Realignment of 230 metres of The Driftway to create a four-leg roundabout with Blacktown Road and Racecourse Road
- A new 24 metre long bridge over a tributary of Rickabys Creek
- A new 30 metre long retaining wall along the north western corner of Racecourse Rd and Blacktown Road
- Pavement improvements to 3.6 kilometres of The Driftway including widening both shoulders to 1.5 metres
- Modifications to driveways and property adjustment works
- Removal of the redundant section of The Driftway and its intersection with Blacktown Road. Reshaping of this area for flood storage capacity
- Drainage improvements along The Driftway
- Relocation and/or adjustments to public utilities and street lighting
- Ancillary work including safety barriers, signage, line marking and environmental protection work
- Landscaping and rehabilitation work
- Temporary ancillary construction facility and laydown areas

What would be the project benefits?

Improvements to The Driftway would:

- Reduce crashes at intersections
- Cater for future traffic growth
- Reduce delays in turning from The Driftway onto Londonderry Road and Blacktown Road

- Improve flood resilience by raising the new realigned section at the eastern end of The Driftway by over three metres

How would upgrades to The Driftway impact flooding?

Flood resilience would be improved by raising the new realigned section at the eastern end of The Driftway by over three metres.

Generally the project would result in a decrease in depth and duration of inundation during flood events for most properties, however an increase would be experienced at some properties located along the southern side of The Driftway. Floor level surveys would be required at these properties to inform detailed design and establish if any additional drainage improvements are required to avoid impacts to private properties.

What would drainage, pavement and driveway improvements involve?

To reduce ongoing maintenance issues on The Driftway, improvements to pavement and drainage would be undertaken. Pavement improvements would involve repairing the existing pavement and raising pavement levels on The Driftway by 210 millimetres. Drainage improvements would include larger culverts under The Driftway and new pipes across driveways to drain water and reduce ponding next to the road and property access points.

In order to accommodate the revised road levels, adjustments to property access points would be required. We will consult with property owners during detailed design regarding any changes to property access. Access to affected properties would be maintained during construction.

Environmental factors

What would be the construction work hours?

Our standard work hours would be between 7am and 6pm Monday to Friday and between 8am and 1pm on Saturdays.

At times, we may need to carry out some out of hours or night work. Transport will inform the community ahead of any out of hours or night work and the potential impacts of the work.

How long would construction take?

A construction start date would be determined during the next phase of design, however, we expect construction of the project to take about 18 months to complete.

What would be the expected construction impacts?

Our work may be noisy at times, and some vibration may also be experienced. Where possible, we would work to implement noise and vibration mitigation measures to minimise our impact.

Before construction starts we would prepare and implement a Noise and Vibration Management Plan. The plan would identify noisy activities and their impacts, best work hours for noisy activities to reduce impact, an ongoing noise monitoring program, how to apply respite, and processes for notifying the local community about noisy activities.

To help mitigate operational noise impacts, at source noise treatments and at-property treatments have been recommended in the Review of Environmental Factors (REF) and would be reviewed as the design progresses. We will work with property owners to determine appropriate treatments.

What would be the traffic impacts during construction?

Construction would result in a temporary increase in traffic on The Driftway and the surrounding road network. Construction vehicle movements are expected to peak during material delivery and during the main earthwork and civil construction.

Temporary traffic restrictions such as lane closures and lower speed limits would need to be put in place for the safety of our workers. A Traffic Management Plan would be developed to minimise delays to road users.

Private property access would be maintained during construction unless otherwise agreed with the property owner.

Would there be any impacts to bus stops or services?

Bus stops on Londonderry Road would be relocated south due to the upgrade of the intersection. Bus routes along Londonderry Road (677) and Blacktown Road (675) may experience minor delays during construction.

How would we manage air quality and dust?

Some construction activities typically result in dust. Where possible, we would work to implement dust mitigation measures to minimise our impact. Some of these measures include covering materials, using designated routes,

driving at low speeds while on and around our sites, water carts, and visually monitoring our sites daily.

We would also implement our Air Quality Management Plan, which would detail further mitigation controls.

How would you manage the impact to environment, biodiversity and flora and fauna?

We understand the importance of managing the project's impact on the environment and take environmental conservation and protection seriously. The design has been refined to minimise our impact where possible, however, the project would impact up to 5.66 hectares of native vegetation.

We would prepare a Flora and Fauna Management Plan which would include measures to minimise the impacts of clearances and vegetation removal as well as procedures to manage unexpected finds. An offset strategy would be finalised when final impacts are known.

Would there be any impacts to heritage?

As part of the REF, we have assessed the project's impact on Aboriginal cultural heritage and Non-Aboriginal heritage.

The construction and operation of the project are unlikely to impact on Aboriginal and Non-Aboriginal heritage items. Should any items be uncovered during the work, Transport's *Unexpected Heritage Items (2015)* plan would be followed.

What landscaping would be done?

A landscaping strategy has been developed as part of the REF which includes replanting native vegetation to integrate the road into its surrounding environment.

More information such as plant species will be available in the Urban Design and Landscaping Plan, which would be developed as part of the detailed design phase.

REF Public Display

What is the latest on The Driftway upgrade?

A Review of Environmental Factors (REF) has been developed for upgrades to The Driftway as Stage 1 of the New Richmond Bridge and traffic improvements project. These documents are now on public display and Transport is seeking feedback from the community, which will help inform the project's design.

The REF documents are available in PDF format at nswroads.work/richmond-bridge.

What is being assessed as part of the REF for Stage 1 The Driftway?

The REF has assessed the potential impacts for the project, relating to:

- Traffic and transport
- Noise and vibration
- Heritage
- Landscape character and visual impacts
- Biodiversity
- Water quality and soil
- Socio-economic, property and land use
- Air quality
- Hydrology and flooding.

How do I make a REF submission?

We want to hear your feedback on our plans for the upgrades to The Driftway (Stage 1) between the Londonderry Road and Blacktown Road. You can make a submission until **midnight Friday 10 December**.

You can provide your comments by:

Email: richmondbridge@transport.nsw.gov.au

Phone: 1800 370 778

Post: PO Box 973 Parramatta NSW 2124

What happens next?

The public display for the REF is between Monday 15 November and Friday 10 December 2021.

At the end of the REF public display period, a submissions report will be published on the website which summarises comments or questions received for the project and our responses.

If you make a submission, you will receive an email or letter advising of where your submission has been addressed in the report and any changes to the proposal as a result of feedback.

We will continue to keep community members and other stakeholders informed of our progress throughout the remainder of the project.

Following determination of the REF, we will complete the detailed design and commence construction.