



# New Richmond Bridge and traffic improvements – Southee Road

## Frequently Asked Questions

December 2023



Transport for NSW acknowledges the Dharug and Darkinjung people as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

### General project information

#### **What are you doing to improve traffic in North Richmond?**

Additional lane capacity and active transport connections are proposed through North Richmond connecting to the new Richmond Bridge which is proposed to be built 30-70 metres downstream of the existing bridge. The new bridge and proposed route between Richmond and North Richmond would remain open in a 1 in 20 chance per year flood. These improvements would provide four lanes capacity between the traffic signals in North Richmond through to Richmond.

#### **What is happening with Inalls lane?**

Inalls Lane between Drift Road and Castlereagh Road would remain a single lane in each direction but widened to provide shoulders and provide right turn bays into Drift Road and Victoria Place. This widening would mostly be within the existing road reserve. However, some property acquisition would be required from the church on the corner of Castlereagh Road and Inalls Lane to accommodate the intersection upgrade.

West of Drift Road, the proposed bypass would separate to the south of Inalls Lane for about 500 metres and then turn north towards Kurrajong Road. Property acquisition would be required in this area. We have been engaging with potentially impacted property owners since 2021.

All property owners will continue to be supported by Transport Personal Relationship Managers for acquisition-related issues.

#### **How will Durham Bowes be affected?**

No part of the Durham Bowes property is required to build the proposal. A Noise and Vibration Assessment and Heritage Assessment is currently being prepared as part of the project's Review of Environmental Factors, to identify any potential impacts and mitigation if identified.

Further details will be available in the Review of Environmental Factors, which will be displayed for community feedback in 2024.

#### **What will happen to Southee Road intersections? Why was Valder Avenue selected for the intersection connection to the bypass and how will it operate?**

The Southee Road connection to Castlereagh and Londonderry Road would be closed. This would reduce traffic flow on Southee Road providing for local traffic only.

A connection from Southee Road to the proposed bypass would be provided at Valder Avenue to cater for bus routes in Hobartville.

Turning lanes would be provided from the proposed bypass to Valder Avenue and all turning movements would be catered for.

Further details will be available in the Traffic and Transport Assessment, which will be displayed for community feedback in 2024 as part of the project's Review of Environmental Factors.

### **As residents have businesses in Richmond, when will an economic impact statement be released similar to the North Richmond for this bypass?**

A Socio-economic Assessment will be completed as part of the project's Review of Environmental Factors. The REF will be displayed for community feedback in 2024.

### **What are the plans for the ponds near Castlereagh Road?**

Impacts to ponds within property leased by Western Sydney University are being discussed with the university and opportunities for replacement are being explored.

## **Noise and Vibration Assessment**

### **How does Transport assess noise and vibration impacts?**

Transport for NSW works to provide efficient road transport infrastructure while minimising noise from road traffic.

We have several guidelines which assist in modelling noise, setting criteria, assessing noise and designing mitigation.

The Road Noise Criteria guideline (Transport for NSW 2023) outlines the criteria for road projects which are assigned with reference to the NSW Road Noise Policy (EPA 2011). The noise criteria consider different land uses including residential, open space and places of worship.

Transport for NSW is committed to avoiding or minimising noise and vibration impacts from all construction projects under its control. The Construction Noise and Vibration Guideline (Transport for NSW 2023) provides the methodology by which noise and vibration from construction projects can be assessed and mitigation measures identified and applied.

Further details including the documents referenced can be found on the Transport for NSW website.

### **How does Transport treat noise impacts?**

Transport treats road noise impacts in accordance with its Road Noise Mitigation Guideline (Transport for NSW, 2023)

The principles are:

- Communities should receive reasonable and equitable outcomes
- Noise mitigation should be designed to reduce noise levels to the criteria at qualifying receivers
- Following corridor and road design residual exceedances of noise criteria may be addressed at qualifying receivers using in order of preference (RNP Section 3.4.1); quieter road surfaces, barriers and at-property treatments. Noise barrier evaluation processes must:
  - give preference to reducing outdoor noise levels and the number of at-property treatments
  - provide efficient barrier heights and extents without disregarding lengths of effective noise barrier in front of eligible groups of receivers
- Noise mitigation shall be evaluated and installed where feasible and reasonable.

### **Where are you proposing noise walls and noise mounds and why?**

A noise wall is proposed behind the Pecan trees south/east of Hill Avenue to limit impacts on experiments within land occupied by Western Sydney University.

From north/west of the Pecan trees, space is less restricted by experiments and a noise mound is proposed in this area extending north/west towards the intersection with Valder Avenue where a gap would be required and the noise mound would continue to about Hughes Avenue.

### **Is there potential for the noise wall or noise mound to be extended at different locations?**

A noise mound or noise wall could be provided in general anywhere north west of the Pecan trees. Behind the pecan trees there is not sufficient space for a noise mound without substantially increasing impacts to Western Sydney University experiments. Only a noise wall could be provided in this location.

### **How high will the noise mound or wall be?**

The height shown in the images (in this document) is 3.5 metres. The red line (in images 2 and 4) indicates a height of 4.5 metres. These are indicative only and not based on detailed noise modelling.

The height of the noise mound or wall will be confirmed following completion of the Noise and Vibration Assessment and in consultation with the community.



Image 1: Existing view from Southee Road south of Hill Avenue



Image 2: Artist impression of proposed noise wall at 3.5 metre height. The red line indicates a height of 4.5 metres



Image 3: Existing view from Southee Road north of Hill Avenue



Image 4: Artist impression of proposed noise mound at 3.5 metres height. The red line indicates a height of 4.5 metres

### **Are noise walls/mounds/windows being installed before or after construction of the road begins?**

Where possible Transport will aim to deliver noise treatments early in the construction program to reduce the impacts of construction noise. This may not always be possible and will depend on the construction contractors' program.

### **How far are you predicting noise will travel from the new road?**

This will be assessed as part of the Noise and Vibration Assessment which considers a study area of up to 600 metres from the proposed road. Perceptible changes in noise levels are typically much less than 600 metres.

### **What noise treatments are proposed for Inalls Lane?**

Noise treatments for Inalls Lane will be determined as part of the Noise and Vibration assessment. At property treatments are more likely to be provided on Inalls Lane in accordance with the Road Noise Mitigation Guideline (Transport for NSW, 2023) as noise walls/mounds would be less effective due to the presence of multiple driveways on both sides of the road.

### **Were noise readings taken at the top level of double story houses?**

Noise loggers were placed at the facades at the ground level of buildings. The noise model considers the height of habitable rooms in dwellings.

### **What speed is the noise modelling based on?**

Bells line of Road and Kurrajong Road will be modelled at 60km/hour. The bypass route will be modelled at 80km/hour.

### **If windows are to be kept closed would air-conditioners be subsidised?**

At property treatment options are described in Section 6.3 of the Road Noise Mitigation Guideline (Transport for NSW 2023). In certain circumstances air conditioning that includes fresh air intake may also be considered particularly where adverse climate conditions prevail.

### **Bypass Design**

#### **Will the new road level be above current land contours?**

Across the Richmond lowlands, the proposed road level will be above the 1 in 20 chance per year flood level which will require the road to be

elevated on a combination of embankments and bridges.

Along Inalls Lane east of Drift Road and parallel to Southee Road, the proposed road will largely be at similar levels to existing ground levels with minor cut and fill required.

### **How far from Southee Road will the new road be placed?**

The current concept design shows the proposed bypass is about 35-40 metres from property boundaries on Southee Road. This may be subject to change as the design develops and would be confirmed when the concept design is displayed in 2024 for community feedback.

### **Will cars be able to turn right in and out of their driveways on Inalls Lane?**

This will be confirmed when the concept design is displayed in 2024. Some access restrictions may be required close to the intersection with Castlereagh Road.

### **What grade would the proposed bypass be rising up from the lowlands to the built up area of Inalls Lane?**

The grade would be around three to four percent.

### **Why can't the road be 100 metres inside the University land, instead of being directly in front of the houses?**

Western Sydney university is undertaking a number of long term experiments in a range of locations on the land opposite Southee Road. The proposed road has been positioned to minimise impacts to experiments while providing space to retain mature vegetation where possible on the southern side of Southee Road and provide noise treatments.

## **Landscape Character & Visual Impact assessment**

### **Will the big trees north west of Valder Avenue need to be removed?**

We will aim to retain mature vegetation within the Southee Road road reserve where possible. Some vegetation removal may be required and additional planting will be proposed.

Further details will be provided in the Landscape Character and Visual Impact Assessment as part of the Review of Environmental Factors, which will be displayed for community feedback in 2024.

### **Will the wall block all views to the mountains?**

An assessment of views will be completed as part of the Landscape Character and Visual Impact assessment.

### **Next steps and when will construction start?**

We are preparing the concept design and environmental assessment for Stage 2 which will be displayed for feedback in 2024. Subject to funding and environmental approvals detailed design and construction is expected to take place from 2025 to 2028.

### **How will the community provide feedback?**

We will consider all comments at any stage of the project and will continue to keep the community updated as the project progresses.

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