



Frequently Asked Questions

Appin Road Upgrade

January 2024



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

About Appin Road

Appin Road is a busy state road which caters to thousands of vehicles each day including many trucks carrying freight between Wollongong and Sydney's south-western suburbs.

What are the key features and benefits of the project?

- Widening part of the road from two to four lanes to cater to the expected traffic increase
- Installing safety barriers to improve safety
- Construction of two new intersections to access the new Figtree Hill development
- Special koala exclusion fencing along the road corridor to stop koalas from crossing the road and to minimise vehicle strikes
- A 3m wide x 2.4m high and a 2.4m wide x 1.5m high box culvert underpasses at two locations to provide connectivity for the local koala population and other fauna along with koala refuge and escape poles
- A rope crossing to provide connectivity and movement to arboreal fauna such as possums and gliders

How is this project funded?

The project is funded and delivered by Lendlease as part of a Voluntary Planning Agreement (VPA).

What is a Voluntary Planning Agreement (VPA)?

A VPA is a contribution by the developer to help cover the cost of delivering infrastructure needed to support a development, such as the Figtree Hill development Lendlease is building in Mount Gilead.

Why create an underpasses and not overpasses?

Underpasses have been proven to be safe and effective for koalas and other fauna in many locations across NSW. See [TfNSW koala connectivity data](#)

An overpass would require the removal of 9% of Noorumba Reserve koala habitat to facilitate construction at this location. For this reason, in addition to major constructability challenges which includes the closure of Appin Road for a significant number of days, overpasses have been ruled out. The detour route if Appin Road is closed would be in excess of 50 minutes, pose safety risks on road users and would not cater to larger trucks due to the detour road size.

Why this size of box culverts?

The shape and size of the underpass is subject to multiple considerations. The main design consideration is to cater to the type of fauna that is at risk of habitat fragmentation. Koalas have been recorded using a variety of underpass shapes and sizes including sizes as small as a 1-metre round pipe. We have selected sizes that are fit for purpose and suitable in the proposed locations. They consider koala movements and



use as well as other critical elements such as the amount of vegetation removal required for construction, environmental impact of construction, current utility infrastructure, and traffic impacts during construction.

How were the koala underpass locations selected?

The planned underpasses along Appin Road between Rosemeadow and Appin are located along three corridors. A koala corridor is a path of movement that connects koala habitats.

Prior to the Addendum REF display, an independent expert panel, chaired by the Deputy NSW Chief Scientist & Engineer, was established to assess the protection measures for koalas and provide advice on elements such as the preservation of corridors. The panel advised that Corridor A (connecting Noorumba Reserve to Glen Lorne), Corridor B (connecting Beulah Biobank to Browns Bush Reserve) and Corridor E (Connecting Ousedale Creek to North Appin) are the most significant and preferred corridors to connect. The underpasses which are proposed as part of the project are intended to secure connectivity along Corridors A and B.

A separate underpass is being progressed along Corridor E as part of a separate Transport for NSW project (Brian Road Intersection Upgrade).

Are the koala protection measures in line with the NSW Chief Scientist and Engineer's advice?

Yes, our approach to the environmental assessment and approval of the works considers the Chief Scientist's reports delivered in 2020 and 2021 and the recommendations regarding koala protection.

How does fencing work?

Koala fencing will reduce koala and other fauna road strikes as it will prevent wildlife from entering the road corridor.

The fencing strategy will include installation of koala grids at applicable non-controlled access points to Appin Road such as at driveways. The fencing will be tied in at these grids.

Escape poles will also be installed near fence ends with the aim of providing an escape route for koalas on the wrong side of the exclusion fencing.

Regular monitoring of fence condition will occur through construction and operation.

Will the koala fencing connect across the other projects south of Appin Road Upgrade?

Yes, we plan to co-ordinate fencing between the other projects to minimise koala strikes along Appin Road from Rosemeadow to Appin. This mitigation strategy considers that project timelines may differ and therefore, additional temporary measures, such as extending the fencing well into clear land plus additional escape poles and driver awareness signs (if required), will be delivered to protect koalas.

What is going to be done with the trees that will be removed?

Tree removal will be required to facilitate the construction of the underpasses, create a clear zone along the fence line to discourage koalas from climbing them and facilitate the road upgrades. Lendlease will reuse cut trees and mulch within the conservation areas. They will also be working with government agencies and conservation groups who are interested in parts of the trees such as branches, trunks and leaves for their respective conservation and wildlife activities.

Lendlease is also undertaking consultations with elders from the local Aboriginal community about making cut trees available to the local community.

How have you consulted the community?

We have undergone two rounds of consultation. The first on the Review of Environmental Factors (REF) in 2018 and the second on an Addendum REF late 2022.

Are there any options for active transport?

Currently, there is no pedestrian footpath or shoulder on Appin Road. The speed of traffic along Appin Road and the rural nature of the area results in minimal pedestrian and cycle activity.

The Appin Road Upgrade project provides a 2.5-metre shoulder on the western side of the northbound carriageway to cater for current cycling needs. This corridor has been identified as part of the [strategic cycleway corridors in the Western Parkland City](#) with future upgrades for a shared bike and pedestrian path to be investigated.

What is being done to the roadside memorials along Appin Road?

Roadside memorials have been erected along this section of road by families and friends who have lost loved ones. We have contacted the families about the removal of the roadside memorials and are working with them on a new memorial funded and delivered by Lendlease to remember loved ones who have died along this section of road.

What is happening with the Appin Road Safety Improvements project?

The Appin Road Safety Improvements is a project south of the Appin Road Upgrade project. We are currently preparing an addendum to the approved Review of Environmental Factors (REF). We will notify the community when the Addendum REF is published and on display for the public to provide feedback on.

What is happening with the Brian Road Intersection Upgrade project?

The Review of Environmental Factors (REF) for Brian Road Intersection Upgrade was put on public display early 2023. The project team is currently reviewing and assessing the feedback received.

How can I contact the project team?

For enquiries relating to construction, noise, air quality, dust, traffic impacts and any other construction-related matters such as delivery timelines, please email

figtreehill.development@lendlease.com.

For other questions relating to Appin Road projects, contact Transport's project teams on projects@transport.nsw.gov.au or 1800 684 490.