



Questions & Answers

New Richmond Bridge Stage 2

December 2024



Australian Government



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

What is happening now?

Transport for NSW is seeking feedback on the Review of Environmental Factors (REF) for Stage 2 of the New Richmond Bridge project.

The Australian & NSW governments have committed \$500 million to deliver the project. The project is split into two stages:

- Stage 1 – The Driftway from Blacktown Road to Londonderry Road
- Stage 2 – New Richmond Bridge and Richmond bypass

Construction on Stage 1 will begin in mid 2025.

Stage 2 of the project includes:

- a new bridge over the Hawkesbury River
- a new bypass of Richmond town centre to the south
- intersection improvements
- road widening and improvements through North Richmond
- pedestrian and bicycle user connections.

The REF is on public display for feedback until 21 February 2025.

What are the benefits of the project?

The key benefits of this project are to:

- reduce congestion and improve travel times
- improve flood resilience
- improve road safety and connectivity between Bells Line of Road and the arterial road network.

What is the project's preferred option and how was it decided?

In late 2019 we asked for community feedback on four new project options, as well as the option from the 2013 Richmond Bridge and approaches congestion study. All options included a new bridge to provide capacity for future traffic growth.

Consultation with the community and stakeholders in 2019 identified a preference for bypasses of both Richmond and North Richmond town centres. The North Richmond Northern Bypass option ('Green Option') was identified as the preferred option. The Green Option had 1 in 5 chance per year flood resilience and would bypass both town centres, achieve travel time savings and minimise environmental and property impacts.

During further consultation between June and September 2021 the majority of submissions received did not support the Green option. The community's major concerns related to amenity and property impacts, flood resilience, economic impacts to businesses, and traffic. TfNSW worked on further options to address these concerns and create a revised preferred option.

The Hybrid Option with 1 in 20 chance per year flood resilience was recommended as the preferred option as it:

- delivers similar traffic benefits to other options
- delivers 1 in 20 chance per year flood resilience
- reduces property impacts including acquisition, noise and visual

- supports businesses in North Richmond town centre by maintaining passing trade and

What is the total budget for the project?

The Australian and NSW Governments have committed \$500 million to deliver the New Richmond Bridge project.

The NSW Government has also committed \$15 million for flood resilience improvements on Londonderry Road which will be delivered as part of Stage 1.

Are there any funding limitations with delivering the project?

Through our design process we have identified further funding is needed to deliver the whole project stages, 1 & 2 due to high inflation experienced in the construction industry over recent years.

Transport has a delivery strategy to deliver the key project features and benefits within the currently available funding. The remaining upgrades would be delivered when further funding is available.

How will Transport deliver the project?

The project delivery is planned to be split into the following stages:

Stage 1

Includes safety upgrades on The Driftway. We will upgrade The Driftway intersections at Blacktown Road and Londonderry Road to roundabouts to improve safety for all road users.

Status: Funding is committed for delivery. Construction will start mid-2025 and upgrade open to traffic in 2026.

Stage 2A

Includes:

- Building a new four lane bridge over the Hawkesbury River
- Converting the existing bridge to pedestrian and cyclist use only as part of an active transport route between Richmond and North Richmond.
- Widening Bells Line of Road to four lanes between Grose Vale Road and Old Kurrajong Road
- Building a new bypass between the Kurrajong Road / Old Kurrajong Road intersection and the Castlereagh

Road / Inalls Lane / Southee Road intersection

Status: Funding is committed for detailed design and delivery (subject to environmental approval). Construction will start in 2026 and be open to traffic in 2029.

Stage 2B

Completing the remainder of upgrades, including:

- Intersection upgrade at Grose Vale Road and widening on Bells Line of Road
- Continuing the bypass between Castlereagh Road and Londonderry Road including noise treatments and landscaping along Southee Road
- New traffic light intersection at Londonderry Road
- Shoulder widening along The Driftway.

The proposed staging has been developed to deliver the best value for money within the available funding.

Stage 1 will deliver early safety and flood resilience benefits to the community. Stage 2A has been prioritised to improve traffic flow and flood resilience between Richmond and North Richmond, connecting to the previous upgrades delivered in North Richmond in 2019.

Transport is working to identify further funding sources to allow us to deliver Stage 2B as soon as possible.

Will the new bridge improve flood resilience?

We recognise that the Hawkesbury Nepean Valley has a high risk of flooding with a history of flood events, which can result in road closures and disruption for local residents.

The existing Richmond Bridge is built at about the 1 in 2 chance per year probability flood event level and is closed in relatively minor flood events.

The new bridge would be built about 10 metres higher than the existing bridge, reducing the risk of the bridge being overtopped. This would mean reduced closure times during flood events.

With the new bridge, the entire route between Richmond and North Richmond would achieve a minimum 1 in 20 chance per year flood resilience

and would have remained open to traffic in all flood events that have occurred since 2020.

How would the project improve traffic flow between Richmond and North Richmond?

The New Richmond Bridge would improve traffic flow between Richmond and North Richmond by doubling capacity over the Hawkesbury River, and using the recent upgrades to traffic lights at Grose Vale Road.

Having two lanes in each direction on Bells Line of Road east of Grose Vale Road will improve flow for traffic turning right from Grose Vale Road and for traffic continuing south-east on Bells Line of Road which currently needs to merge to a single lane on the existing bridge.

In addition, the proposed Grose River Bridge in combination with the New Richmond Bridge will reduce congestion in North Richmond. When open, the Grose River Bridge would reduce the amount of traffic coming through North Richmond.

The proposed bypass of Richmond town centre, when complete, will also reduce congestion and improve travel times in the town centre.

How will the preferred option impact the local environment?

Transport for NSW has prepared a Review of Environmental Factors of the detailed design that will include analysis of the project's potential environmental impacts and proposed mitigations.

Key areas studied in the REF include biodiversity, noise, Aboriginal heritage, Non-Aboriginal heritage, socio economic, air quality, flooding and traffic impacts.

What impact would the project have on Inalls Lane and Southee Road?

To avoid congestion on the eastern approach to Richmond Bridge, many vehicles utilise the local road network including Southee Road, Inalls Lane and Yarramundi Lane. The project would upgrade Inalls Lane and provide a new road parallel to Southee Road between Castlereagh Road and Londonderry Road to separate local and through traffic. This would improve road safety and reduce congestion on these roads.

What will happen at Southee Road in Stage 2A?

The work proposed along Southee Road is part of the final stage to be built, Stage 2B. As a result, in Stage 2A, we will make some minor changes to Southee Road to connect to the bypass at Castlereagh Road.

The proposed changes include a new roundabout at the Castlereagh Road and Inalls Lane intersection that would create a separate connection to Southee Road.

Road users will continue to be able to access Southee Road to and from Castlereagh Road. However, localised traffic management measures and signs will direct traffic using the new bypass along Castlereagh Road. Access at the southern end of Southee Road will remain unchanged as part of Stage 2A.

When further funding becomes available to deliver Stage 2B, we would build the proposed separated road parallel to Southee Road between Castlereagh Road and Londonderry Road. This would include:

- Closing the Southee Road connections from Castlereagh Road and Londonderry Road
- Creating a new local road connection from the new bypass to Southee Road opposite Valder Place
- Providing noise mitigation and landscaping to reduce the impact on properties.

Transport will continue to engage closely with property owners and residents on and around Southee Road about the staged approach to changes in this area and how we will manage them to help minimise any impact.

Where are you proposing noise walls and noise mounds along Southee Road and why?

In Stage 2B, 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 vegetated noise mound is proposed in this area towards the intersection with Valder Avenue where a gap would be required and the noise mound would continue to about Hughes Avenue.

Noise mounds or walls would be 3.5-4.5 metres high.

Will there be any changes at the Bells Line of Road / Kurrajong Road / Old Kurrajong Road intersection?

During construction, access from the northern section of Old Kurrajong Road to Kurrajong Road needs to be closed. This closure is proposed to be made permanent (except for emergencies) which would reduce the rat-running that occurs on Old Kurrajong Road.

The project proposes closing Old Kurrajong Road with a gate that can be opened by authorities prior to flood events or other emergency situations.

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 can I provide feedback on the Review of Environmental Factors?

Feedback can be submitted via:

- Emailing: richmondbridge@transport.nsw.gov.au
- Calling: 1800 370 778
- Writing to: New Richmond Bridge and traffic improvements project team
PO Box 973 Parramatta NSW 2124

We will hold an online community information session via MS Teams on:

- Wednesday 29 January 2025 (6pm-7pm).

Before the session, we will provide the link on our webpage nswroads.work/NewRichmondBridge to join the online session.

During this session you can find out more about the project concept design and REF and ask questions. We encourage you to submit your questions in advance by emailing or calling the team. This will enable us to respond to as many questions as we can in the time available.

You can also talk to the team at our face to face information sessions:

- Session 1: Saturday 1 February 2025
1pm-3pm
North Richmond Community Centre
33 William Street, North Richmond
- Session 2: Wednesday 5 February 2025
4pm-6pm
North Richmond Community Centre
33 William Street, North Richmond

What are the next steps?

The concept design and REF for Stages 2A and 2B is now on public display for feedback. The REF outlines the project features and assesses the potential environmental impacts expected when the upgrade is built and open.

The REF demonstrates how we plan to minimise and manage these impacts and feedback at this stage helps us further understand what is most important to our customers and the community.

At the end of the REF 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 any changes to the project as a result of feedback. We will continue to keep community members and other stakeholders informed of progress throughout the remainder of the project.

Where can we find more information?

More information is available on our webpage: nswroads.work/NewRichmondBridge