

# FAQs

## Outer Sydney Orbital Stage 2 Corridor



# Consultation on shortlisted corridor options between the Hume Motorway and Appin Road

## What are we consulting on?

Planning is now underway to identify a suitable transport corridor that will support rapid growth across the Greater Macarthur Growth Area. This will ensure that land is available to deliver the essential infrastructure needed in the future.

Two shortlisted corridor road options have been identified between the Hume Motorway and Appin Road. Planning for this connection is part of the Outer Sydney Stage 2 corridor investigation.

The shortlisted corridor options have been identified following technical investigations for a long list of corridor options. Stakeholders, landowners and communities can provide feedback on the locations of the corridor options.

## What is the Outer Sydney Orbital corridor?

Transport for NSW is investigating a corridor for a future transport link to connect the Western Parkland City with the Central Coast and the Illawarra-Shoalhaven. This vital transport corridor will provide essential transport connections to support growing communities, businesses and industries. Planning for the Outer Sydney Orbital is being carried out in three stages:

- **Stage 1:** between Richmond Road at Marsden Park and the Hume Motorway
- **Stage 2:** between the Hume Motorway and the Illawarra-Shoalhaven
- **Stage 3:** between Richmond Road at Marsden Park and the Central Coast.

In 2018, a recommended corridor for stage 1 of the Outer Sydney Orbital was identified between the Hume Motorway and Richmond Road. Following the consultation process, further refinements are being considered before the corridor is finalised. Landowners and the broader community will be notified on the

corridor investigation process for the Outer Sydney Orbital Stage 1 when the corridor or parts of the corridor are confirmed.

## Why are you planning for Stage 2 of the Outer Sydney Orbital corridor?

The Stage 2 Outer Sydney Orbital corridor will enable additional high quality road infrastructure between the Western Parkland City and the Illawarra-Shoalhaven region to better connect communities with jobs, services and amenities, and to help businesses move freight more efficiently.

The first step in this significant project is to identify a transport corridor across the Greater Macarthur Growth Area between the Hume Motorway and Appin Road east of Appin township. Further planning will be undertaken to connect Greater Macarthur to Wollongong and beyond, including a potential additional connection from the Hume Motorway to Picton Road.

## How were the options identified?

Technical investigations have been undertaken to help identify potential corridor options. These options are assessed against a wide range of key considerations that affect the best place to locate future transport infrastructure, including:

- Existing communities
- Planned future land uses
- Land with biodiversity value
- Threatened fauna, including koalas
- Heritage sites
- Major water courses and flooding
- Geotechnical and mining features
- Major utilities (e.g. bulk water, gas, and electrical infrastructure)

# FAQs

## Outer Sydney Orbital Stage 2 Corridor



These key considerations have been analysed by subject matter experts (e.g. ecologists analysed biodiversity and threatened fauna issues, while heritage experts considered the values associated with heritage sites).

The options development and assessment process then identified options that avoid the most sensitive constraints as much as possible. Mitigations were also identified to potentially reduce future impacts where the constraint could not be avoided.

### When will the Outer Sydney Orbital Stage 1 corridor be finalised?

Planning for the Outer Sydney Orbital Stage 1 corridor is being coordinated with the planning for the Western Sydney Aerotropolis Plan. The Plan sets the vision for the region and provides a roadmap for the rezoning of individual precincts. This process will ensure the Outer Sydney Orbital's future transport links will provide transport connections to growing communities, businesses and future industries across the Western Parkland City including the South West and North West priority growth areas and Western Sydney Airport.

We are refining the 2018 exhibited Outer Sydney Orbital Stage 1 corridor. Although some refinements have already been made, such as relocating the interchange with the Hume Highway further north to use existing Government owned land, further refinements are being considered before the corridor is confirmed and rezoned. Stakeholders and communities will be provided with updates of the corridor investigation process once more information becomes available.

Information about the Outer Sydney Orbital Stage 1 corridor is available at [transport.nsw.gov.au/corridors/oso](https://transport.nsw.gov.au/corridors/oso)

### Does the Outer Sydney Orbital Stage 1 corridor need to be confirmed before Stage 2?

Enhanced connections between Western Sydney and the Illawarra-Shoalhaven region will be needed even if Outer Sydney Orbital Stage 1 is not constructed.

A connection between the Hume Motorway and Appin Road has been identified as a very important part of the future Greater Macarthur Growth Area transport network for both inter-regional traffic passing through the area, and to help connect future residents and businesses.

### Why do we need to plan for transport corridors?

The Western Parkland City, which includes areas across Campbelltown-Macarthur, Wollondilly, Liverpool, Fairfield, Penrith and Hawkesbury, is experiencing significant growth. The population of the Western Parkland City is expected to grow from 740,000 in 2016 to 1.1 million by 2036 and will continue to grow to well over 1.5 million by 2056.

The Western Parkland City is also home to the Western Sydney Airport, the Aerotropolis, and the South West Growth Area earmarked for more housing development, and surrounding employment lands which will be home to many industries generating more jobs for the region.

The Greater Macarthur Growth Area is expected to provide approximately 39,000 new dwellings and 20,000 jobs south of Campbelltown, while the Wilton Growth Area is expected to accommodate around 15,000 new dwellings and 15,000 jobs, when fully developed. A new town centre is also planned for Wilton which will extend across 50,000m<sup>2</sup> of floor space.

We are investigating how transport corridors and future infrastructure can support these growing communities. A key early step is to undertake planning for corridor identification to ensure land is available to deliver transport links in the future. Most importantly, identifying transport links early will enable good transport connections to integrate with the land that will be used for new housing and where industries will generate more jobs.

### When will the final Outer Sydney Orbital Stage 2 corridor be confirmed?

There is still a lot of work to be done before a final corridor can be identified.

At this stage, we are consulting with stakeholders, landowners and communities on the shortlisted corridor options to help identify a suitable recommended corridor for future transport use.

Once a suitable recommended corridor is identified, landowners will be notified and there will be further consultation opportunities. Feedback from the consultation together with the technical investigations will help inform the final corridor location.

Future consultations on a recommended corridor will be coordinated with the finalisation of Greater Macarthur 2040.

# FAQs

## Outer Sydney Orbital Stage 2 Corridor



### Will the Outer Sydney Orbital Stage 2 include a freight rail line like the Stage 1 corridor?

The Maldon to Dombarton corridor has already been protected for inter-regional freight rail and is expected to be the alignment for a future freight line. When constructed, it would combine with the Outer Sydney Orbital Stage 1 and a short section of the Main South Line to connect the Western Parkland City and the Illawarra-Shoalhaven region.

The Outer Sydney Orbital Stage 2 will complement a future Maldon to Dombarton Rail Line by providing for road-based freight between Western Sydney Aerotropolis and Port Kembla.

### What other transport projects are planned across Western Sydney?

Transport for NSW is also planning other road projects, to support the future Transport network in the Greater Macarthur Growth Area, including:

- **Link Road Corridor Study** – funded by the NSW and Australian governments to identify options for an east-west link between Appin Road, Gilead and Menangle Road, Menangle Park. The Link Road will support future growth in the area and provide access to the Hume Motorway and future Spring Farm Parkway. Potential options for the proposed Link Road corridor are currently on public exhibition until 14 December 2020. Please visit [www.rms.nsw.gov.au/linkroadcorridorstudy](http://www.rms.nsw.gov.au/linkroadcorridorstudy) to find out more and have your say on the proposed options
- **Spring Farm Parkway** – a new east-west arterial road, in addition to Narellan Road, that will support urban growth and provide access to surrounding future residential and industrial developments. The project is made up of:
  - **Stage 1 at Menangle Park** – a new one kilometre road to provide a key connection from Menangle Road to future land releases and the Hume Motorway
  - **Stage 2 from Menangle Park to Camden Bypass** – a new three kilometre connection to complete the east-west connection from Appin Road to Camden Bypass.

- **Appin Road upgrade between Rosemeadow and Mount Gilead** – a four kilometre upgrade of the existing Appin Road to unlock new housing at Mount Gilead and improve safety and access for local residents and through traffic
- **Appin Road safety improvements between Mount Gilead and Appin** – a number of targeted safety improvements to Appin Road to improve safety and create better journeys for residents, road users and freight operators.

Transport for NSW will coordinate engagement opportunities on projects planned across Western Sydney.

### What about the koalas?

The investigation recognises the high value the community places on koalas. We have been working closely with koala ecologists within the NSW Government as well as with independent experts to identify and avoid sensitive koala habitats.

Both of the short listed options have been designed to minimise the impacts on koala habitat by using land previously cleared for agriculture and other rural activities. Other measures to protect wildlife, habitat and koalas such as fencing and underpasses will be considered during the future design of infrastructure within the proposed corridor.

### What about the threatened ecological communities?

As part of our ongoing investigations we have mapped threatened ecological communities including koala habitat. This has used a variety of sources, including Government databases. The shortlisted options have been designed to minimise the impacts of future transport infrastructure.

# FAQs

## Outer Sydney Orbital Stage 2 Corridor



### How is biodiversity being managed?

Transport for NSW has partnered with the Department of Planning, Industry and Environment to develop a conservation plan for Western Sydney – the Cumberland Plain Conservation Plan (CPCP). The plan will protect the region's threatened native plants and animals and identify opportunities for new conservation reserves such as national parks and Biodiversity Stewardship Agreements on private land.

The Outer Sydney Orbital stage 2 investigation has sought to avoid land known to be of interest to the CPCP, including proposed new koala national park east of Appin Road. The future design of transport infrastructure will also consider ways to reduce impacts on threatened flora and fauna, and offsets will be implemented as part of obtaining environmental approvals when infrastructure is constructed.

For more information on the conservation plan, visit [planning.nsw.gov.au/cpcp](http://planning.nsw.gov.au/cpcp)

### How is cultural heritage being managed?

The Outer Sydney Orbital stage 2 investigation has engaged a specialist heritage advisor to address State and local non-Aboriginal heritage sites. This includes addressing items listed in the Aboriginal Heritage Information Management System.

Local heritage items are avoided by short listed corridor options whilst potential impacts for the State Heritage listed Upper Canal can be mitigated. Similarly, potential impacts for the Windmill Hill Group can also be mitigated and the short listed corridors avoid impacts on existing structures. Transport for NSW will continue to work with WaterNSW, who own both of these items, and the Heritage Council to develop effective mitigation measures. Any crossing of the Upper Canal will be consistent with WaterNSW's guidelines for this object.

Further engagement with local Aboriginal stakeholders is required to fully understand the cultural impacts of the proposed short listed corridor options.

### How are we consulting with the community?

The NSW Government is committed to the safety of its customers and employees. In light of the evolving situation regarding the Coronavirus pandemic (COVID-19), we are unable to carry out usual community engagement activities such as door knock your property, meeting with you in person or holding community information sessions about the Outer Sydney Orbital Stage 2 consultation for the corridor options. In the meantime, communications will be carried out in different ways via social media, project webpage and telephone to ensure the stakeholders, landowners and community can practice social distancing and limit the spread of COVID-19.

### How will feedback be used?

Stakeholders, landowners and communities are encouraged to share their local knowledge of the area and provide feedback on the shortlisted corridor options.

The consultation process will help to identify further constraints and opportunities that will need to be considered before a final corridor is determined.

Feedback from the consultation together with the outcomes of the technical investigations will help inform the final corridor.

### How can I make a submission?

You can provide your feedback about the shortlisted corridor options by:

- Visit the website for more information [transport.nsw.gov.au/corridors/oso2](http://transport.nsw.gov.au/corridors/oso2)
- Use the interactive online map to see the locations of the corridor options and to provide your feedback [transport.nsw.gov.au/corridors/oso2](http://transport.nsw.gov.au/corridors/oso2)
- Email [corridors@transport.nsw.gov.au](mailto:corridors@transport.nsw.gov.au)
- Write  
**Corridor Investigation Office**  
**Transport for NSW**  
**PO BOX K659**  
**Haymarket NSW 1240**
- Call **1800 837 511**