

Transport for NSW

Outer Sydney Orbital Stage 2 (OSO2) Corridor options between the Hume Motorway and Appin Road

Consultation Outcomes Report

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1 Executive Summary

Transport for NSW consulted the community and stakeholders about two Outer Sydney Orbital Stage 2 corridor options between the Hume Motorway and Appin Road. The consultation commenced on 16 November 2020 and concluded on the 29 January 2021.

289 unique submissions were received from stakeholders. Most raised multiple themes, which have been captured in the feedback summary section of this report and considered by the project team.

Generally, there was support for planning for future transport infrastructure, and recognition of the need for new road bypassing Appin township to help mitigate growing traffic congestion. However, respondents also highlighted concerns regarding impacts on existing homes, the environment, and the future community.

Of the submissions, a total of 126 submissions highlighted a preference for the exhibited 'Blue Option', and two submissions opposed it. A total of 70 submissions opposed the exhibited 'Yellow Option' but did not specify whether they prefer the Blue Option instead. These submissions highlighted potential impacts of the Yellow Option on existing housing and properties, Appin township, and the environment. A total of 7 submissions supported the Yellow Option, the majority of which were property owners impacted by the Blue Option. A total of 34 submissions were also received opposing both options, whilst 6 submissions supported both options. A total of 39 submissions raised a number of key themes but didn't identify a preferred option.

The key themes identified in the submissions were:

- Avoiding existing homes and Appin township
- Concerns about property values and ability to sell at market value
- Amenity issues, such as noise, air pollution, vibration, and impacts to landscapes
- Protecting the natural environment, especially koala habitat
- Implications for future urban development
- Upgrading Picton Road as an alternative
- Concerns about the type of road to be constructed in the corridor (i.e. a motorway)
- Alternative corridor options
- Concerns about heritage values not captured in the Options Report.

2 Strategic Overview

Western Sydney is one of the fastest growing areas in NSW. Transport for NSW is investigating how future transport infrastructure, like the Outer Sydney Orbital, can support growing communities and businesses by providing connections to the Western Sydney Airport and surrounding employment lands. Identifying corridors now will ensure that land is available to deliver transport infrastructure in the future, when it is needed.

2.1 About this document

This report provides an overview of the communications and engagement activities undertaken for two Outer Sydney Orbital Stage 2 corridor options between the Hume Motorway and Appin Road held between the 16 November 2020 and 29 January 2021.

This report highlights key themes raised during the public consultation period, and how the project team is addressing or incorporating feedback into the planning process.

This report can be read in conjunction with supporting technical information in the Final Options Report. This document is available at transport.nsw.gov.au/corridors.

2.2 Supporting the Greater Macarthur and Wilton Growth Areas

Approximately 39,000 new dwellings and 20,000 jobs are planned across Greater Macarthur 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 include 50,000m² of floor space that will be used for commercial and social infrastructure for the new community.

2.3 About the Outer Sydney Orbital corridor

The Outer Sydney Orbital corridor will provide for city shaping transport infrastructure that will connect the Greater Sydney region with the Illawarra-Shoalhaven and the Central Coast. Planning for the Outer Sydney Orbital corridor is being carried out in three stages:

Stage 1: Will provide for transport connections between Richmond Road at Marsden Park in the north and the Hume Motorway in the south – consultation on recommended corridor was undertaken in 2018. Further refinements are being considered before the corridor is confirmed.

Stage 2: Will provide for transport connections between the Hume Motorway and the Illawarra-Shoalhaven. The first step in this significant project is to identify a future transport link between the Hume Motorway and Appin Road across the Greater Macarthur Growth Area.

Stage 3: Will provide transport connections between Western Sydney and the Central Coast.¹

2.4 Planning for Stage 2 of the Outer Sydney Orbital corridor

Planning for the Outer Sydney Orbital Stage 2 corridor is being carried out in three sectors:

Sector 1: Between the Hume Motorway and the north-western boundary of WaterNSW's Metropolitan Special Area water catchment

Sector 2: The upgrade of Picton and Appin Roads through WaterNSW's Metropolitan Special Area water catchment

Sector 3: A potential new Illawarra Escarpment crossing.

¹ In 2018 the Government announced that it would relinquish the exhibited Outer Sydney Orbital Stage 1 corridor north of Richmond Road while continuing to work with stakeholders on options with a view to reducing impacts on homes.

2.5 Outer Sydney Orbital Stage 2 – Appin Road connection corridor options

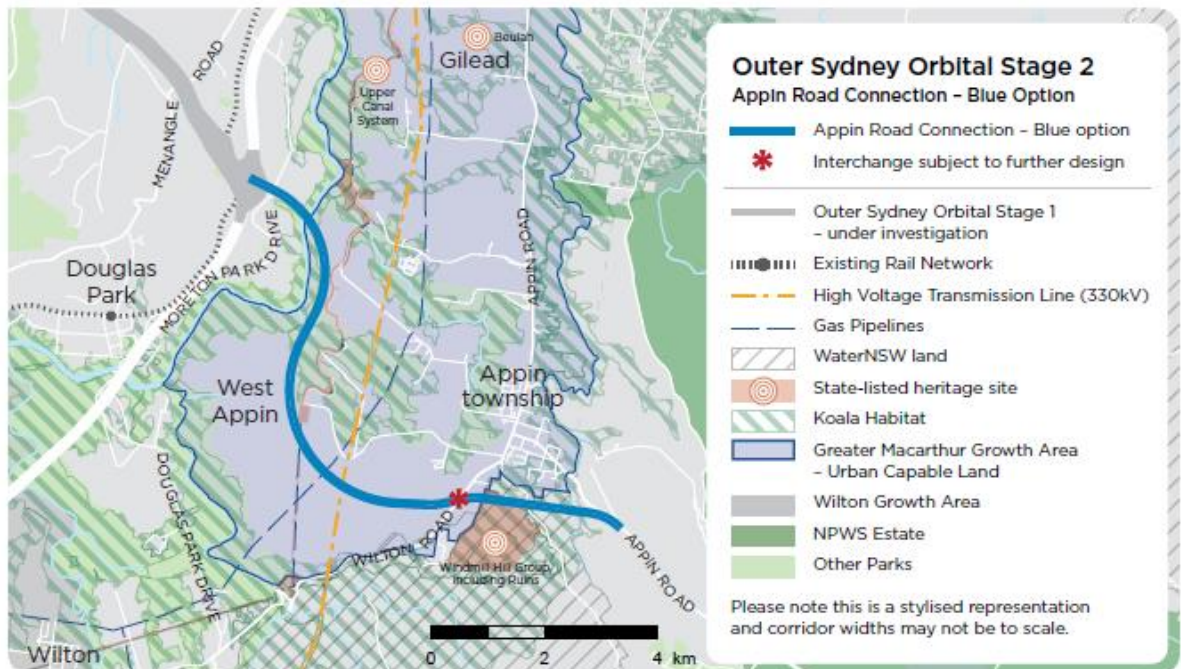
As part of its planning in Sector 1, Transport for NSW consulted with stakeholders, landowners and the wider community on two short listed corridor options between the Hume Motorway and Appin Road, south east of Appin township – the ‘Blue Option’ and the ‘Yellow Option’. Respondents were encouraged to participate in the consultation process by providing their knowledge of the area and feedback on the short listed options.

2.5.1 Blue Option

The Blue Option extends from the Outer Sydney Orbital Stage 1 corridor at the Hume Motorway, crossing the Nepean River. It then curves south following the bush line at West Appin, before passing south of Appin township and connecting with Appin Road.

Key features:

- Avoids Appin township
- Largely avoids native vegetation apart from minor impacts near the Nepean River and Elladale Creek
- Could serve as an opportunity to protect Elladale Creek koala habitat from human access
- Crosses the Upper Canal (State heritage) and Windmill Hill Group (State heritage)

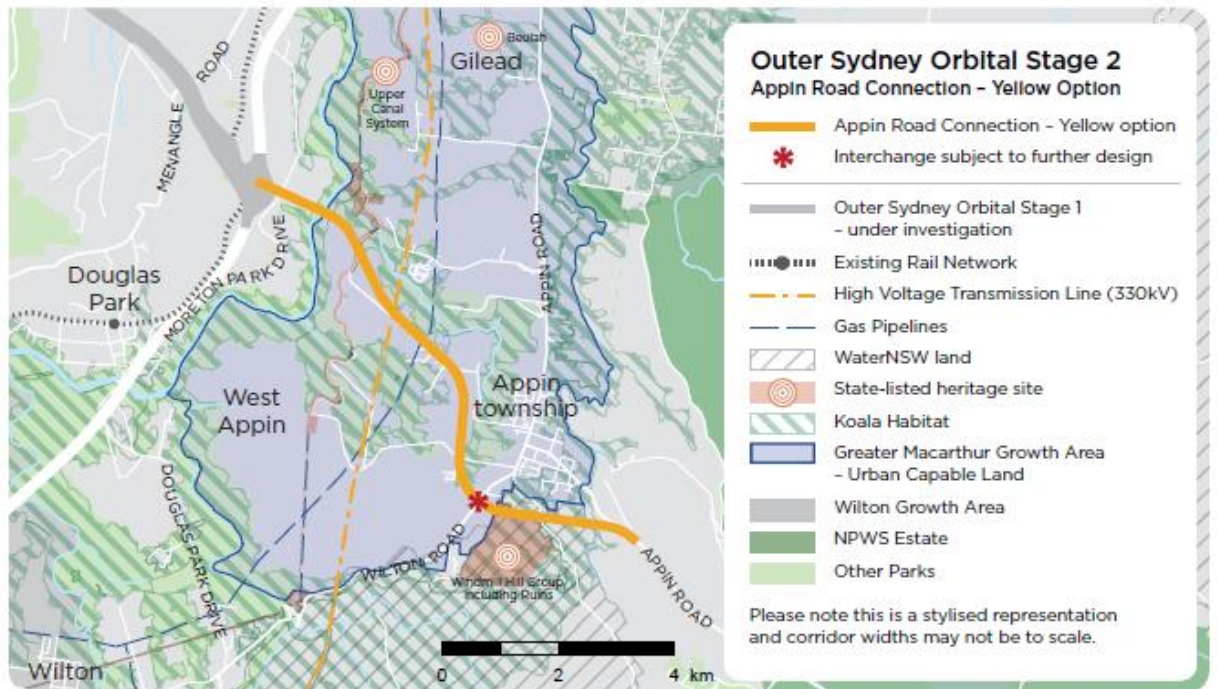


2.5.2 Yellow Option

The Yellow Option extends from the Outer Sydney Orbital Stage 1 corridor at the Hume Motorway, crosses the Nepean River, and then approximately follows Macquariedale Road. It passes south of Appin and connects to Appin Road, east of the township.

Key features:

- Avoids Appin township
- Reflects the exhibited indicative east-west link in Greater Macarthur 2040
- Largely avoids native vegetation apart from minor impacts near a future bridge crossing of the Nepean River
- Could serve as an opportunity to protect Ousedale Creek koala habitat from human access
- Crosses State Heritage including the Upper Canal and Windmill Hill Group near Wilton Road.



2.6 Benefits of the Outer Sydney Orbital Stage 2

Future Outer Sydney Orbital Stage 2 infrastructure will:

- Support urban development across the Wilton and Greater Macarthur Growth Areas and the Illawarra-Shoalhaven region
- Provide communities with transport connections between the Western Parkland City and the Illawarra-Shoalhaven over the longer term
- Provide access to the Western Sydney Airport and Aerotropolis and surrounding industrial lands
- Facilitate great places, and provide certainty for investment across the region
- Support different transport needs including public transport, walking and cycling options
- Enable freight to move efficiently and safely.

2.7 A Future Picton Road Connection

The Outer Sydney Orbital Stage 2 connection to Appin Road from the Hume Motorway is expected to be complemented in Sector 1 by a connection to Picton Road that is also under investigation. Picton Road provides the most direct connection between Port Kembla and Western Sydney and is expected to continue to be the main route for inter-regional heavy vehicle traffic.

Further investigations are also underway into the potential future upgrade of Picton Road between its interchanges with the Hume and Princes Motorways.

2.8 Need for Outer Sydney Orbital Stage 2

Without the Outer Sydney Orbital Stage 2, our customers will have lower quality journeys between Western Sydney and the Illawarra-Shoalhaven region. Congestion is already evident on sections of Appin Road, Picton Road, and Mount Ousley Road and the impact of this will worsen with a growing population. Increasing freight demand will also require improved access between Port Kembla and other key freight destinations.

2.9 About the corridor identification process

Corridor identification is a process to investigate lands that can be used to deliver transport infrastructure in the future when it is needed. These lands will enable transport connections are available between residential communities, employment and business hubs, and support inter-regional connections.

Identifying transport links early will enable good transport connections to integrate better with land that will be used for new housing and where industries will generate more jobs.

The benefits of identifying transport corridors for new transport infrastructure now include:

- Provides landowners and the community with certainty of where future infrastructure will be located
- Prevents urban development from encroaching on the protected corridor and minimises disruption to future communities
- Enables overall cost-efficient delivery of future infrastructure projects
- Minimises the environmental, economic and community impacts at the time the infrastructure projects are delivered.

2.10 Identifying corridors

Transport corridors are identified following investigations of issues including:

- Existing and future land uses and landscapes
- Biodiversity and conservation
- Aboriginal and non-Aboriginal heritage
- Existing bodies of water including floodplains
- Potential noise and vibration
- Transport planning needs, and
- Socio-economic impacts of transport routes.

These investigations provide an understanding of the area along with the constraints that help define possible locations for corridor options.

Engagement with stakeholders, landowners and community is a key role in the corridor identification processes. Feedback is used to help refine the location of a suitable corridor for future use.

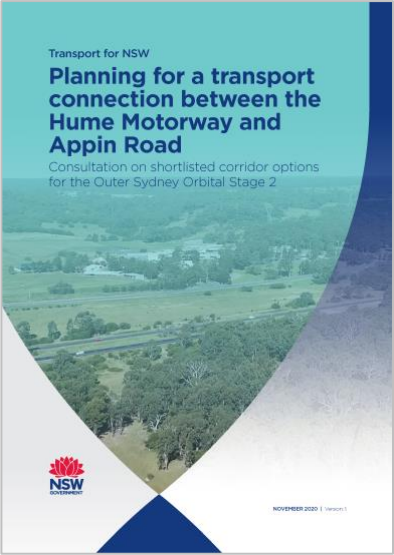

3 Communication and Engagement Activities

The communications and engagement objectives for the options exhibition between November 2020 and January 2021 included:

- Increase stakeholder understanding of the Outer Sydney Orbital Stage 2 corridor investigation
- Engage with land owners within the identified shortlisted corridor options and capture further feedback to help identify a recommended corridor option for future use
- Inform stakeholders and communities about the process for corridor identification and protection
- Provide clear information about what we are seeking feedback on, when and why
- Encourage participation from stakeholders, landowners and communities
- Capture feedback to help improve and refine the corridor options
- Ensure community and stakeholder feedback is continuously fed into communication and engagement program
- Produce an Outcomes Report collating all comments and feedback received during the consultation process.

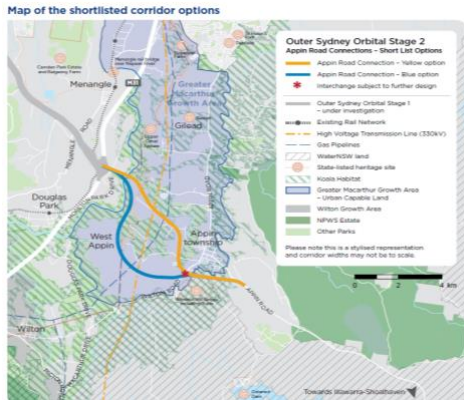
3.1 Communication materials

The project team developed a suite of communication materials to support the consultation process. A brochure, Frequently Asked Questions (FAQ) document, and stakeholder letters were distributed (via registered post) to landowners within and adjacent to the corridor options. Engagement documents were also available on the project webpage for download. These included:

Communication materials	Distributed / hosted
 <p>OSO2 brochure</p>	<ul style="list-style-type: none"> • Landowners within the corridor options • Adjacent landowners • Available on the project webpage
 <p>FAQ</p>	<ul style="list-style-type: none"> • Landowners within the corridor options • Adjacent landowners • Available on the project webpage

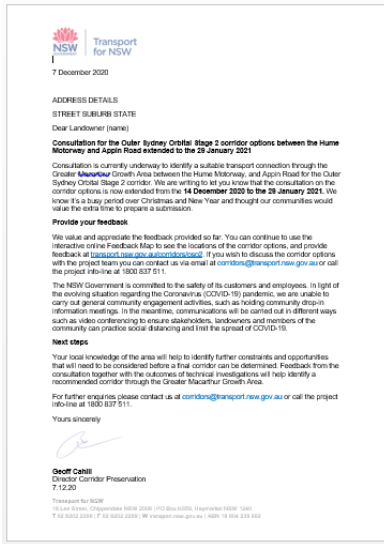
Communication materials

Distributed / hosted



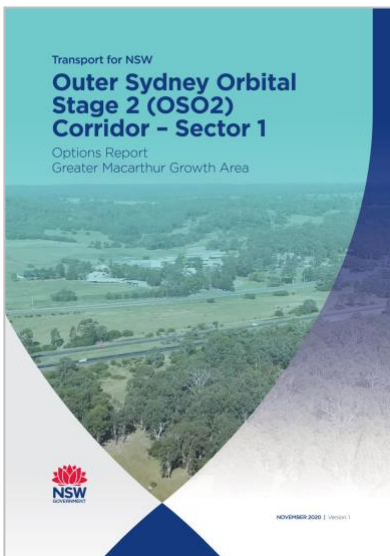
OSO2 map

- Landowners within the corridor options
- Adjacent landowners
- Available on the project webpage



Landowner and adjacent landowner letters

- Landowners within the corridor options
- Adjacent landowners
- Available on the project webpage








Options Report

- The report was available for download on the project webpage

3.2 Communication channels

Several communication channels were used to enable community enquiries and capture feedback.

Communication channel	
	Corridor webpage: transport.nsw.gov.au/corridors/oso2 Hosted project information and interactive online map.
	Interactive online map: Online map presented known constraints information captured throughout the technical investigations and enabled with opportunity to provide feedback on a specific geographic location.
	Email: corridors@transport.nsw.gov.au Receipt of submissions and general enquiries.
	1800 Community Line: Community information line available for members of the community to engage with the project team.
	Post: PO Box K659, Haymarket, NSW 1240: Enable broader community to send submissions in hardcopy.

3.3 Social media

A sponsored social media campaign was established to raise awareness and to encourage the broader community to participate in the consultation program. The social media campaign was posted via the Transport for NSW departmental Facebook account (facebook.com/TransportForNSW) to geo-targeted users across the Greater Macarthur Growth Area. The sponsored advertisement appeared throughout the lifecycle of the consultation process, directing customers to Transport for NSW project webpage for more information. An overview of the social media campaign is provided below:

Targeted suburbs: Appin, Douglas Park, Menangle, Wilton, Gilead, Menangle Park, Campbelltown.

Duration: 14 December to 29 January

Reach: 24,939 community members

Engagements: 6123 link clicks, 162 comments, 88 shares, 134 reactions (likes, angry, loves, sad, laugh, wow, care)

Themes: Comments were 51% neutral (e.g. tagging friends, feedback), 44.5% negative (e.g. complaints that the project will ruin the area, concerned about the traffic and for the koala habitat, worried a toll will be instated) and 4.5% positive (e.g. impressed with the project).



Social media artwork for the OSO2 campaign

Results: This campaign had a great reach and engagement rate – this, along with the key theme (tagging friends) and number of shares, indicates that the content was of interest to the targeted audience, and that the awareness objective was reached.

3.4 Press advertising

Press advertisements appeared in the Wollondilly Advertiser, which is now a digital local newspaper. The objective of the advertisement was to raise awareness for the project and to encourage community participation in the consultation process. Due to the Christmas Holiday period the December 2020 issue was fully booked - there was only advertising space for January 2021. This gap was balanced by the social media campaign which geo-targeted communities across the Greater Macarthur Growth Area between 14 December 2020 and 29 January 2020.

Newspaper	Press run
Wollondilly Advertiser	13 January 2021 20 January 2021 29 January 2021

Press advertisement for the OSO2 campaign

Consultation
on future road corridor between the Hume Motorway and Appin Road

Planning is underway to identify a future transport connection across the Greater Macarthur Growth Area. Transport for NSW is inviting feedback on the corridor options between the Hume Motorway and Appin Road, east of Appin Township. This section of the corridor is part of the Outer Sydney Orbital stage 2 through the Greater Macarthur Growth Area. The future transport link will connect communities to new housing developments and job opportunities across the Western Parkland City including Western Sydney Airport and the Aerotropolis.

When complete, the Outer Sydney Orbital will connect the Central Coast and Illawarra via the Western Parkland City.

Community consultation on the Outer Sydney Orbital stage 2 closes **29 January 2021**. Feedback from the community together with the technical investigations will help to identify a suitable corridor for future transport use.

More information about the corridor options and to provide feedback head to www.transport.nsw.gov.au/corridors/oso2

NSW GOVERNMENT

Outer Sydney Orbital Stage 2
Appin Road Corridor Options - Short List Options

- Appin Road Corridor Option - Yellow option
- Appin Road Corridor Option - Blue option
- Alternative alignments subject to further design
- Outer Sydney Orbital Stage 1 under investigation
- Existing Rail Network
- High Voltage Transmission Line (EHV230)
- Gas Pipelines
- Metropolitan Road
- State School Heritage sites
- Woolah Habitat
- Greater Macarthur Growth Area
- Western Growth Area
- NSW's Urban
- Other Urban

Please note that this is a digital representation and corridor widths may not be to scale.

3.5 Engagement activities

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 were unable to carry out usual community engagement activities such as door knocking properties, meeting in person or holding face-to-face community information sessions about the Outer Sydney Orbital Stage 2 corridor options. The project team undertook the following engagement activities consistent with social distancing to limit the spread of COVID-19:

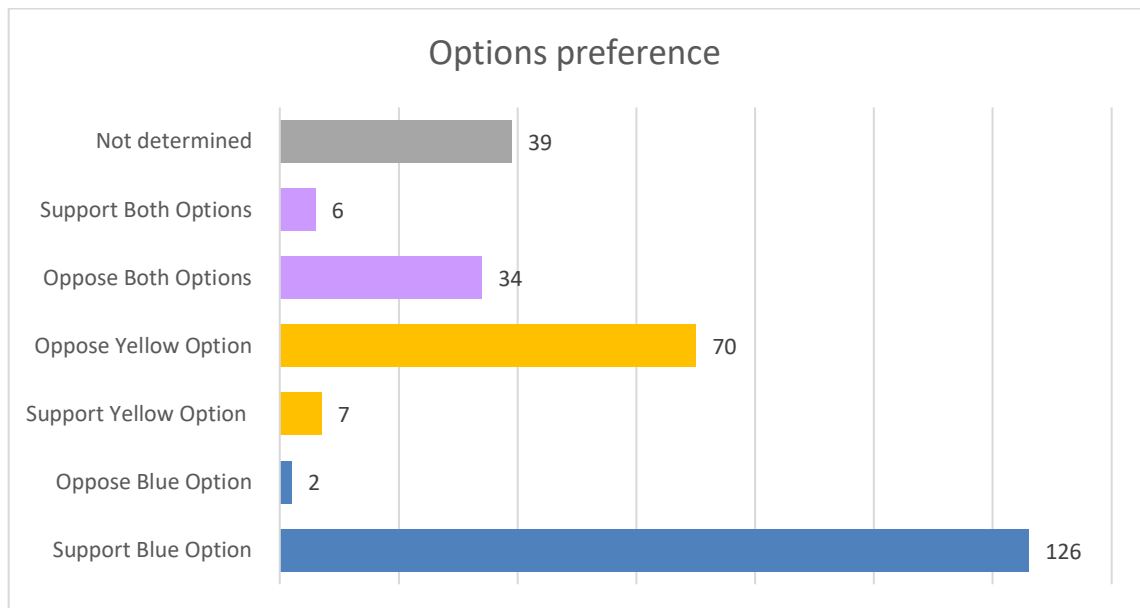
Engagement activities	Stakeholder group
Key stakeholder briefings – video conferencing	Heritage Council Tharawal Local Aboriginal Land Council Water NSW
Council briefings – video conferencing	Campbelltown City Council Wollondilly Shire Council
Distributed landowner packs which includes letter, brochure and Frequently Ask Question (FAQ) documents	A landowner pack was distributed to landowners within and around the corridor options via registered mail
Landowner briefings – video conferencing and face to face meetings.	1:1 landowner discussions about the corridor options and consultation process.
Landowner enquiries – 1800	1:1 general landowner discussions about the consultation process.

4 Feedback Received

We received a total of 289 number of submissions from stakeholders including residents, community groups, businesses, and landowners. Respondents who participated in the consultation process often raised multiple themes in their submissions. The main themes recorded are discussed below.

4.1 Counts of views on the short listed options

As outlined in the table below, the majority of submissions favoured the Blue Option. Conversely, a large number of submissions opposed the Yellow Option.



4.2 Frequency of key themes

The frequency of key themes raised in submissions is outlined in the below table.

Key themes	No of times themes raised
Environmental considerations	1002
Impacts on existing communities	636
Feedback on short list options	358
Feedback on future urban development	277
Consideration for property impacts	275
Amenity issues (e.g. noise, vibration, and pollution)	135
Transport considerations (e.g. upgrade of Picton Road)	105
Non-Indigenous heritage	28
Impacts to utilities	16
OSO Stage 1	8
Indigenous heritage	7

Please note: Respondents often highlighted multiple key themes in each submission.

4.3 Analysis of key themes

The key themes raised by the submissions are analysed in more detail in the tables below.

Please note that for clarity, conciseness, and to avoid identifying individuals, the key themes are not verbatim quotes. However, we have sought to retain the ‘voice’ of the original submissions. We also recognise that there are crossovers between some of the themes.

This analysis is being used by the project team, along with the outcomes of the technical investigations, to identify a recommended final corridor.

4.3.1 The Short Listed Options and Alternative Alignments

Key themes raised	TfNSW response
The Short Listed Options and Alternative Alignments – Modifications to the short listed options	
Feedback suggests moving the northern (eastbound) edge of the Yellow Option closer to the vegetation to create a secure boundary-fencing option for koalas	The Yellow Option has been refined to move it closer to native vegetation along Macquariedale Road to help protect koala habitat from human interference.
Feedback suggests avoiding Macquariedale Road	The Blue Option avoids Macquariedale Road entirely, while the Yellow Option was designed to ensure that existing properties would continue to have local access either via the existing road or a modified alignment.
Feedback suggests a single river crossing to reduce costs and impacts to the environment	Both options necessarily require new bridges to cross the Nepean River (near the Hume Motorway) and the Georges River (east of Appin township). The Blue Option’s additional bridges around Elladale Creek have been factored into its comparative assessment with the Yellow Option.

The Short Listed Options and Alternative Alignments

– Alternative alignments

<p>An alternative alignment was proposed in the Macquariedale Road area and passing through Appin township in the Colliery Road area</p>	<p>The project team considered this concept. It was assessed as impacting significantly more Koala habitat and other land with biodiversity value. It would also have greater amenity impact on Appin township and interface challenges with surface mine infrastructure. Accordingly, it was not seen as viable.</p>
<p>Some submissions proposed a variation on the Blue Option connecting across West Appin onto an interchange with the Hume Motorway where it is crossed by Douglas Park Drive</p>	<p>The project team considered this concept. However, it was determined it provided a less favourable connection between the Outer Sydney Orbital Stage 1 and Stage 2. It would also create additional social impacts in the Douglas Park Drive area. Accordingly, it was not seen as viable.</p>
<p>Some feedback suggested building the road in tunnel instead of on the surface</p>	<p>The Outer Sydney Orbital Stage 2 is envisaged as an arterial road that will connect with other major roads within the Greater Macarthur Growth Area. It is not feasible for intersections or interchanges with these roads to be in tunnel.</p> <p>Further, the cost of underground infrastructure can be ten times more expensive to build and has significantly higher whole-of-life maintenance costs, making constructing infrastructure far less viable. The purpose of early corridor protection is to allow for cost effective transport solutions to be adopted in the future and to allow land use planners to prepare for future transport needs, without waiting for congestion to reach a level where much more expensive solutions are required.</p>

4.3.2 The Exhibition Process

Key themes raised	TfNSW response
The Exhibition Process – Communications and conduct of engagement	
Concerns raised relating to requests for further group consultations	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) during the consultation period, we were unable to carry out usual community engagement activities such as door knocking properties or holding community information sessions about the Outer Sydney Orbital Stage 2 corridor options. Project information and engagements was carried out in different ways via social media, project webpage, telephone and video conferencing to ensure social distancing and limit the spread of COVID-19.
Concerns that the landowner letters arrived a week late following the announcement.	Australia Post advised that the Coronavirus pandemic (COVID-19) has had an impact on all deliveries across NSW.
Some concerns raised relating to consultation period length for impacted residents	The consultation period was extended to 11 weeks to give the community sufficient time to participate in the consultation process.
Respondents highlighted there was limited hard copy documents for the public	Landowners within and around the corridor options were provided with a landowner pack which included a letter, FAQ and brochure. Hardcopies were also available for distribution upon request via the advertised communication channels.
Respondents highlighted the over-reliance on online interactions	Due to the COVID-19 pandemic we have had to explore alternate channels of communications.

Key themes raised	TfNSW response
Some feedback highlighted limited information provided to property owners	<p>The communications materials available (e.g. FAQ, brochure, and Options Report) were believed to provide a good overview of the corridor investigation and associated issues for landholders.</p> <p>The project team remains available to answer any questions not covered by these documents on the free-call information line 1800 837 511 or via email: corridors@transport.nsw.gov.au</p>
Some feedback suggests for landowner letters be mailed prior to consultation announcement	Pre-announcing the corridor options to impacted property owners would not have been equitable and potentially led to the spread of misinformation.
Some concerns about the consultation period taking place over the holiday period	The consultation period was initially planned for between 16 November and 14 December 2020. As a result of community feedback it was extended to 29 January 2021 to provide additional time for stakeholders to review the materials and provide a response to the consultation.
Some feedback requests for more detailed maps	As the short listed options were high-level concepts, more detailed mapping was not deemed appropriate (i.e. it could be potentially misleading as the corridors are subject to further refinement).
Some respondents wanted to know what the grey line on the Outer Sydney Orbital Stage 2 map is	The grey line on the Outer Sydney Orbital Stage 2 online map is the 2018 exhibited alignment of the Outer Sydney Orbital Stage 1. Transport for NSW has been in contact with all property owners within that corridor alignment.
Some feedback suggests the information provided was too technical to understand	<p>The documents were produced to be accessible to a wide readership while addressing sometimes complex issues.</p> <p>The project team remains available to answer any questions on the free-call information line 1800 837 511 or via email: corridors@transport.nsw.gov.au</p>

Key themes raised	TfNSW response
The Exhibition Process – Options Report	
<p>Suggestions that the Options Report does not provide comprehensive consideration to all options</p>	<p>The Options Report was intended to provide a summary of the comparative performance of the options developed. Each option was discussed in terms of the constraints it engaged and main points of difference relative to other options.</p>
<p>Some submissions suggested initial assessment criteria is flawed</p>	<p>The assessment criteria were based on the project objectives determined by the project’s Advisory Group. They addressed a wide range of issues of public interest, including transport, land use, environmental, community, and engineering considerations.</p>
<p>Concerns about the assessment with the Blue Option and Yellow Option and both being assessed as ‘Good’ overall</p>	<p>Based on the assessment across the six criteria outlined the Options Report, both options were ultimately considered as performing comparably.</p> <p>The performance of both options will be reviewed in light of public submissions and further technical investigations.</p>
<p>Respondents highlighted the Blue Option is not in close proximity to established communities and should have a better score than the Yellow Option.</p>	<p>It is recognised that the Yellow Option impacts on a greater number of existing residents in comparison with the Blue Option.</p> <p>However, for the purpose of the initial Options Report these options were also being compared with other options and were seen as comparable relative to the (generally greater) impacts of the other options in terms of this issue.</p>
<p>Some feedback suggested the gradients are worse on the Yellow Option and would require considerable earthworks to address so that it is comparable to the Blue Option.</p>	<p>Both options face topographic challenges and will require earthworks. Engineers reviewed all of the options and assessed them as ultimately performing comparably from a technical perspective. Future design ahead of construction will refine grades further.</p>

4.3.3 Environmental Issues

Key themes raised	TfNSW response
Environmental Issues – Air quality, noise and vibration	
<p>Feedback from the community expressed concern about how close the Yellow Option is to Appin township and exposure to air pollution, emissions, noise and vibration</p>	<p>TfNSW has commissioned further specialist analysis which found that Appin township is unlikely to experience significant noise impacts if transport infrastructure was constructed in the Yellow Option corridor. Almost all of the township is 600m beyond the corridor's centreline (i.e. this is the distance typically used for road noise impact assessments). This buffer will also minimise any vibration or emission impacts.</p> <p>Irrespective of which option is selected there is a statutory process to assess impacts before construction is approved, including further investigations and consultation undertaken as part of an Environment Impact Statement under the Environmental Planning and Assessment Act 1979. This will include consideration of any mitigations such as, for example, noise mounds or walls together with the changing landscape of the area which will see many new structures between the future road and the existing Appin township.</p>
<p>Feedback suggested the Blue Option as the preferred corridor as it is away from established communities and will have less environmental impacts including air pollution, emissions, noise and vibration</p>	<p>The Blue Option is further away from the Appin township compared with the Yellow Option. Both options avoid direct impacts on the township.</p>
<p>Feedback suggests that the Blue Option is more suitable for heavy traffic due to easier grades which will generate less air pollution, emissions, noise and vibration</p>	<p>Both options have been designed to have similar grades and future design ahead of construction will refine grades further.</p>

Environmental Issues – Environmental Zoning	
Some feedback highlighted landowner concerns that their land is proposed to be rezoned to E2 in association with the Cumberland Plain Conservation Plan.	Feedback about E2 rezoning from landowners will be shared with Department of Planning, Industry and Environment for consideration.
Environmental Issues – Visual Impacts	
Feedback request that visual amenity across Appin is maintained	The landscape around Appin is expected to undergo significant changes over coming decades in association with the urbanisation of the Greater Macarthur Growth Area. Within this context the detailed design of future infrastructure will consider opportunities to manage visual impacts, including any important vistas.
Feedback suggests the Yellow Option would impact on highpoints and impact district views, whereas the Blue Option allows the land with the highest visual features to be available for residential uses	Noted. The current and future visual impact of the options was considered during their comparative assessment.
Environmental Issues – Water courses and river crossings	
Feedback highlighted the importance of Ousedale Creek as a water catchment area which flows into the Nepean River. There are concerns that run off and pollution from the future road connection would compromise water supply particularly for the water canal that connects to Prospect Reservoir. Feedback highlights the Blue Option as the preferred choice as it crosses the canal where it is underground, whereas the Yellow Option crosses the water canal above ground.	Future detailed design of infrastructure will ensure that water quality is managed in accordance with WaterNSW requirements. This will include appropriate treatments for run-off water and interface with the Upper Canal.

<p>Feedback suggests planning for the future Outer Sydney Orbital road should be kept at distance from water catchment areas to avoid water contamination.</p>	<p>Future detailed design of infrastructure will ensure that water quality is managed in accordance with WaterNSW requirements. This will include appropriate treatments for run-off water.</p> <p>The proposed alignment through WaterNSW land to the south of Appin township is considered the best approach to avoid social impacts and other existing infrastructure including the colliery. Water quality issues will be further addressed at the detailed design stage.</p>
<p>Environmental Issues – Flora and fauna including koala habitat</p>	
<p>Feedback received suggested that the Yellow Option will diminish the bushland buffer zone between the corridor and Appin township.</p>	<p>The Yellow Option has been designed to minimise impacts on native vegetation as far as possible, including the bush to the west of Appin. The only native vegetation impacted in this area is a small patch around Northamptondale Road which is necessary to avoid Appin Power Station.</p>
<p>Feedback supports the Blue Option as it will have less environmental impacts.</p>	<p>Further design development and assessment of the two options suggests that overall they have comparable environmental impacts.</p>
<p>Some feedback suggests the Yellow Option impacts threatened ecological communities and requests for consideration of the high biodiversity values in the area</p>	<p>Both options have been designed to ensure sensitive lands, including koala habitat, are avoided as much as possible, although both have small impacts that will be addressed in accordance with State and Commonwealth environmental regulation.</p>
<p>Feedback suggested that the Blue Option goes through land that does not contain environmentally sensitive areas, whereas the Yellow Option will destroy bushland</p>	<p>Both options have been designed to ensure sensitive lands are avoided as much as possible, although both have small impacts that will be addressed in accordance with State and Commonwealth environmental regulation.</p>

<p>Concerns the road corridor will enable housing development across sensitive environmental areas and dense bushland</p>	<p>Planning for the Outer Sydney Orbital Stage 2 and the wider Greater Macarthur Growth Area has sought to avoid and minimise impacts on environmentally sensitive land, including land identified for protection through the Cumberland Plain Conservation Plan.</p>
<p>Request for effective planning of koala movement corridors and that ecological connectivity be preserved. Some concerns raised about the lack of measures identified to enable koala movement like underpasses or other measures such as exclusion fencing.</p>	<p>The design of the options has sought to avoid koala corridors as far as possible. While the Blue Option crosses Elladale Creek it will be elevated and opportunities for safe crossings would be possible. Other protective measures, such as fencing, could be developed during detailed design ahead of construction. Similarly, future detailed design of the crossing of habitat on approach to Appin Road will also ensure that impacts are minimised and fauna crossings are provided.</p>
<p>Feedback suggests mapping of sensitive ecological communities in the area is likely to be incomplete – and movement of an expanding koala population is not fully understood</p>	<p>The project team has worked closely with the Department of Planning, Industry and Environment ecological specialists to obtain the best possible understanding of environmental sensitivities. The future design of infrastructure will also take into consideration any subsequent environmental analysis available at that time.</p>
<p>Concerns that roads along with climate change and drought will lead to more bush fires in the area</p>	<p>The project is being coordinated with the Department of Planning, Industry and Environment’s bushfire management planning for the wider Greater Macarthur Growth Area.</p>
<p>Concerns that offsetting should be like for like and within the Appin area.</p>	<p>The management of residual impacts will be addressed in coordination with the State and the Commonwealth environmental regulators and meet their requirements for ecological comparability.</p>

Request for Environment Impact Assessment to be undertaken for the corridor options	The corridor investigation process has included the assessment of environmental impacts as outlined in more detail in the Options Report. A full environmental impact assessment (or similar process) will likely occur as part of the planning approval process ahead of constructing future infrastructure.
Concerns over cumulative clearing and loss of bushland and habitat across NSW over time. These losses are responsible for ongoing degradation of our urban and suburban environments.	The cumulative impact of urban development across Western Sydney is primarily being managed through the Government's Cumberland Plain Conservation Plan. This document holistically sets out an approach for avoiding impacts and pursuing conservation opportunities to achieve the best possible biodiversity outcomes. The design of the Outer Sydney Orbital Stage 2 has been informed by the continuing development of this plan.

4.3.4 Non-Indigenous Heritage

Key themes raised	TfNSW response
Non-Indigenous Heritage – Culture and heritage	
Some feedback suggests there is a lack of research undertaken during the Outer Sydney Orbital Stage 2 planning process with impacts to heritage items.	The project has analysed Commonwealth, State and local heritage databases. Original research into specific items is not considered appropriate for this initial corridor identification process. Further heritage assessments will be undertaken in the future before the construction of infrastructure.
Some submissions stated the Options Report missed heritage listed buildings including: <ol style="list-style-type: none"> 1. Lessens Green Property 2. North Farm (i.e. part of Windmill Hill Group) 3. Gordon Lewis Oval 	The project team has considered the items raised by submissions. It is noted that Lessens Green and Gordon Lewis Oval are not currently listed on local, State, or Commonwealth registers. However, their social importance has been considered as part of the corridor planning process. The values associated with the Windmill Hill Group have been assessed based on extensive existing documentation, with the options avoiding farm buildings.

Key themes raised	TfNSW response
Non-Indigenous Heritage – Artefacts	
Request for an archaeological assessment of Windmill Hill Group and other heritage listed sites in Appin	An archaeological assessment of the Windmill Hill Group will be commissioned in association with the corridor finalisation process.
Some feedback suggested a need for excavation works along sites known to contain artefacts and suggests that the project team refer to the Heritage Council's guidance for managing archaeological relics in NSW	Original research into specific items is not considered appropriate for initial corridor planning. Further heritage assessments will be undertaken in the future before the construction of infrastructure including, if appropriate, archaeological excavations in accordance with Heritage Council guidance.

4.3.5 Indigenous Heritage

Key themes raised	TfNSW response
Indigenous Heritage – Culture and heritage	
Feedback highlights the need to gain approval from the Local Aboriginal Land Council	<p>Transport for NSW has consulted with the Local Aboriginal Land Council on the corridor options. Both options avoid sites listed in the NSW Aboriginal Heritage Information Management System. The options development process has also considered Aboriginal place values previously documented by wider Greater Macarthur Growth Area analysis.</p> <p>Further engagement with the Local Aboriginal Land Council will continue to ensure sacred and significant sites are avoided.</p> <p>Further assessment will be undertaken in the future before the construction of infrastructure.</p>
Some feedback suggests that the study area has not been extensively surveyed. There are concerns that a substantial amount of cultural and archaeological material has been found at sites that have already been surveyed.	
Suggestions for an Aboriginal cultural heritage assessment should be prepared along with extensive consultation with the Aboriginal community to inform corridor options	
Some feedback highlights the regions significant Aboriginal heritage sites. Suggests landscapes be conserved.	
Feedback suggests Indigenous sacred places have not been mentioned in the Options Report	

4.3.6 Property Impacts

Key themes raised	TfNSW response
Property Impact – Property/Land values	
<p>Some feedback highlighted concern about decreased property values, inability to sell land both in and adjacent to the corridor (with particular reference to Macquariedale Road and lower Brookes Point Road).</p>	<p>Transport for NSW acknowledges property owner concerns following the announcement of the Outer Sydney Orbital Stage 2 options.</p> <p>As part of the consultation process Transport for NSW contacted all property owners directly within or adjacent to the shortlisted corridor options. Transport for NSW will continue to keep in touch with property owners as the development of a final corridor alignment continues.</p> <p>Property owners can continue to contact the project team on the free-call information line 1800 837 511 or via email corridors@transport.nsw.gov.au</p>
<p>Some feedback highlighted lack of certainty when the OSO Stage 2 corridor will be finalised, rezoned or when infrastructure will be built. This has placed property owners in a state of limbo, rendered properties worthless and unsellable, with no capacity for property owners to seek compensation from the Government.</p>	<p>Transport for NSW acknowledges property owner concerns following the announcement of the Outer Sydney Orbital Stage 2 options.</p> <p>Transport for NSW has contacted property owners within and around the corridor options.</p> <p>Landowners can continue to contact the project team on the free-call information line at 1800 837 511 or via email corridors@transport.nsw.gov.au to discuss individual circumstances.</p> <p>Once the corridor is finalised there will be no need to immediately acquire land or property. However, should it be formally protected through rezoning, there will be an opportunity for property owners to consider owner-initiated early acquisition under the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> before the land is needed by the Government.</p> <p>Acquisition normally occurs closer to when the transport infrastructure is to be built, and this could be years or decades in the future.</p> <p>Transport for NSW will continue to support the Department of Planning, Industry and Environment with the finalisation of Greater Macarthur 2040 that will provide further clarity regarding the ongoing development of the Greater Macarthur Growth Area.</p>

Key themes raised	TfNSW response
<p>Some feedback suggest that properties acquired by the Government will not be maintained, which will adversely affect the market value of surrounding properties and the whole community for decades to come.</p>	<p>Transport for NSW performs essential maintenance on all its property assets.</p>
<p>Feedback expressed concerns around how landholders will be able to use their property.</p>	<p>Planning of the Outer Sydney Orbital Stage 2 corridor will not affect existing land uses or activities. Landowners can contact the project team on the free-call information line at 1800 837 511 or via email corridors@transport.nsw.gov.au to discuss individual circumstances.</p>
<p>Property Impact – Direct Property Impacts</p>	
<p>Some respondents wanted to understand how minimising property impacts for the Yellow Option was considered. Feedback highlights the Yellow Option impacts more properties and Appin township.</p>	<p>It is typically very difficult for any corridor identification process to avoid private property impacts altogether and Transport for NSW acknowledges that the Yellow Option impacts more residential properties than the Blue Option. In this case, it was often sought to locate the corridor on the back of blocks away from dwellings to reduce severance and other impacts.</p>
<p>Some feedback raised concerns on how a transport corridor is being considered through established communities, properties, destroying family homes and people’s livelihoods instead of going through cleared land.</p>	<p>It is typically very difficult for any corridor identification process to avoid property impacts altogether. The corridor design process sought to avoid existing dwellings as far as possible. The corridor planning process also needs to consider the future development of land and how transport networks can best accommodate this growth, whilst recognising important places, communities and the environment.</p>
<p>Some feedback suggests tenants along the Yellow Option are also impacted, and who have not been advised or consulted with by Transport for NSW. Suggestion for all impacted property owners and tenants to be provided with complete printed documentation.</p>	<p>An information pack was provided to landowners within and around the corridor options. Other means were used to communicate with the wider community including advertisement in the local paper, and social media posts which were geo-targeted and directed people to further information. Impacted persons can continue to contact the project team on the free-call information line at 1800 837 511 or via email corridors@transport.nsw.gov.au</p>

Key themes raised	TfNSW response
<p>Some feedback raised concern around partial impacts and what it means for landowners. These concerns include:</p> <ul style="list-style-type: none"> • severance issues • the corridor going through the middle of a property 	<p>Transport for NSW acknowledges property owners' concerns regarding property impacts including where only part of a block may be affected.</p> <p>Landowners can contact the project team on the free-call information line at 1800 837 511 or via email corridors@transport.nsw.gov.au to discuss individual circumstances.</p>
<p>Respondents highlighted that whilst koala impacts are important this should not be at the cost of people losing homes.</p>	<p>Transport for NSW notes that there is strong community interest in the protection of the state's koala population. The Government has previously committed to ensuring that the development of the Greater Macarthur Growth Area is as sensitive to the habitat and connectivity needs of koalas as possible.</p>
<p>Respondents highlighted the uncertainty of not knowing when the corridor will be finalised has impacted property owners planning decisions. Property owners do not want to invest their time and money into developing their properties if the government will come in and acquire at some time in the future.</p>	<p>Transport for NSW acknowledges that corridor consultation inherently creates uncertainty and it intends to complete the process as quickly as possible in association with wider Greater Macarthur Growth Area planning. Landowners can contact the project team on the free-call information line at 1800 837 511 or via email corridors@transport.nsw.gov.au to discuss individual circumstances.</p>
<p>Feedback suggests that property owners impacted by the final corridor will be forced to relocate far away from their family and friends to purchase a like-for-like property and lifestyle.</p>	<p>There will be no need for the NSW Government to immediately acquire land or property. This normally occurs closer to when the transport infrastructure is to be built, which could be years or decades in the future.</p> <p>Property owners can continue to use and live on the property as they currently do.</p> <p>Landowners can contact the project team on the free-call information line at 1800 837 511 or via email corridors@transport.nsw.gov.au to discuss individual circumstances.</p>
<p>Property Impact – Adjacent Property Impacts</p>	
<p>Some concerns were raised about adjacent properties to the future road and particularly the maintenance of property access and sterilisation of land.</p>	<p>The detailed design of infrastructure ahead of construction will ensure that adjacent properties will continue to have access to local roads.</p>

Property Impact – Use of Alternative Land	
<p>Respondents highlighted that Government owned land should be used, and developers land acquired rather than impacting established residents and community lands.</p>	<p>Both options use Government land where possible and logical to do so. TfNSW examined a long list of corridor options and exhibited the most viable options for community input. Both options impact different land owners to varying degrees and these impacts have been minimised wherever possible. Other environmental, topographic and land use constraints have also informed the design and location of corridor options.</p>
Property Impact – Compensation	
<p>Concern that the NSW Government will not compensate property owners fairly.</p>	<p>All NSW Government land acquisition are carried out in accordance with the <u>Land Acquisition (Just Terms Compensation) Act 1991</u>. The property valuation and acquisition process will be fair, consistent and transparent with the market value of the property or land assessed at the time of acquisition, and as if the land is not affected by the future transport corridor/project.</p> <p>During the acquisition process, the acquiring agency will instruct an independent valuer to inspect your property and determine its market value and other entitlements under Section 55 of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>.</p> <p>For more information on the property acquisition process and types of compensation please visit the NSW Government’s property acquisition website at <u>propertyacquisition.nsw.gov.au</u></p>

4.3.7 Impacts on Existing Communities

Key themes raised	TfNSW response
Impacts on Existing Communities – Stresses associated with the investigation	
<p>Some respondents highlighted concern for mental health and wellbeing of the community.</p>	<p>TfNSW recognises that the identification of corridor options, which impact properties and homes, can be distressing. All efforts have been made to minimise these impacts and provide opportunities for land owners to meet with the project team and receive both support and answers during this process.</p> <p>Affected persons can continue to contact the project team on the free-call information line at 1800 837 511 or via email corridors@transport.nsw.gov.au</p>
<p>Some suggestions that the corridors consultation is destroying the livelihood of the residents who have lived there for years.</p>	<p>TfNSW acknowledges that corridor identification can be distressing and has sought to minimise property impacts wherever feasible. It is also acknowledged that West Appin forms part of the Greater Macarthur Growth Area, which has been identified for urban development over the coming decades. As such, TfNSW is assisting the Department of Planning, Industry and Environment by identifying necessary transport corridors and networks to support this growth.</p> <p>By identifying corridors early in the planning process, people and businesses can invest with greater certainty and make decisions well in advance of future development. The preservation of a corridor will not in itself affect existing land uses.</p> <p>Landowners can contact the project team on the free-call information line at 1800 837 511 or via email corridors@transport.nsw.gov.au to discuss individual circumstances.</p>

Impacts on Existing Communities – Other impacts on Appin township (i.e. noting that issues such as, for example, noise impacts and property impacts are dealt with elsewhere in this report)

<p>Support for the final corridor to connect with Appin township to ensure local economic growth</p>	<p>The Outer Sydney Orbital Stage 2's connections with the local road network will be finalised through further land use and network planning. An interchange at Wilton Road south of the township was nominally identified during the options exhibition and this or other connections are likely to provide easy access to future infrastructure for Appin township residents and businesses.</p>
<p>Concerns the corridor will sever the Appin township and West Appin precincts.</p>	<p>The design and assessment of options has considered connectivity across future infrastructure, including between Appin township and West Appin. These cross-connections will be further developed in association with further land use and transport network planning for the area.</p>

Impacts on Existing Communities
– Trade-offs between existing community and future urban development

<p>Feedback suggests that future development is being treated as more important than current residents.</p>	<p>The options assessment process is considering potential impacts on existing communities and future urban development as both being important.</p> <p>The Options Report discusses in more detail how these issues were previously examined through a multi-criteria assessment process. Based on the project objectives, all options have been analysed across a wide range of issues of public interest.</p>
<p>Respondents highlighted that the Yellow Option impacts on established communities whereas the Blue Option on future communities. Some submissions preferred the Blue Option stating that residents of future communities can decide on whether they want to live near a road corridor.</p>	<p>It is acknowledged that the Yellow Option has greater impacts on existing residents in the growth area.</p> <p>Both options impact on future urban development areas identified in Greater Macarthur 2040. The early identification of the corridor will enable future development to be designed sensitively to minimise impacts.</p>

Impacts on Existing Communities – Impacts on businesses

Feedback suggests the Yellow Option is in close proximity to the power station

The Yellow Option has been designed to avoid the Appin Power Station and further discussions will be held the asset owner/operator ahead of the design of infrastructure for construction.

Concerns corridors will impact on existing mining operations in the area

Both options have been designed to avoid surface mining infrastructure. The Yellow Option does pass over land that may be subject to future mining below it. However, it is possible this (and any subsidence) may be completed before the construction of infrastructure. If this is not the case, there are ways in which this interface can be managed.

4.3.8

Future Urban Development

Key themes raised	TfNSW response
Future Urban Development – Greater Macarthur 2040	
Some respondents wanted to know why planning for West Appin is classified for 'urgent' consideration	The Government has committed to progress the Greater Macarthur Growth Area to support Greater Sydney's continuing growth. Early planning of major infrastructure such as the Outer Sydney Orbital Stage 2 will give flexibility around the release of precincts in accordance with further policy decisions and market trends.
Some respondents highlighted the Blue Option and Yellow Option are not consistent with the corridors identified in Greater Macarthur 2040.	The transport corridors shown in Greater Macarthur 2040 were indicative concepts only. The exhibited Yellow Option and Blue Option were created as a result of further, more detailed constraints and opportunity analysis.
Future Urban Development – Land and property development	
Concerns were expressed about the land take of the options and the corresponding reduction of land available for future urban development.	<p>All greenfield urban development requires adequate infrastructure to meet residents' and business' needs. In this case, the Outer Sydney Orbital Stage 2 also has an important inter-regional movement function.</p> <p>The footprint of the corridor is considered appropriate for the type of infrastructure envisaged (i.e. a major arterial road), while enabling best practice designing for safety and facilitating constructability.</p>
Assumptions made that the Yellow Option will be largely funded by developers and not Government. Suggestion for the corridor to be fast tracked to improve quality of life for residents.	The funding approach for the future Outer Sydney Orbital Stage 2 infrastructure is yet to be determined. The timing of construction will be contingent on several factors including demand for inter-regional travel, the pace of surrounding land development and available funding.
Preference for the Blue Option to proceed and ensure appropriate transport planning around developers' housing footprint.	The identification of a preferred option will enable more detailed transport network planning to occur around it, as well as complementary planning for land uses such as housing.

Key themes raised	TfNSW response
<p>Feedback suggests that there is no need for an OSO2 corridor to be gazetted in Appin as Wollondilly Strategic Planning Statement suggest planning for Appin will not occur until development for Wilton is underway. Some feedback also suggests gazetting a corridor will only benefit Walker Corporation through land uplift.</p>	<p>The timing of land release in the Greater Macarthur Growth Area will subject to many factors, including State Government policy and market demand, as well as local government planning. The early identification of a corridor is broadly supported across governments to ensure that future infrastructure can be constructed with less disruption and cost for future communities.</p> <p>It is expected that the economic benefits of the corridor will be widely shared across the community.</p>
<p>Feedback suggests the need to prioritise public transport planning and not new roads which will facilitate new housing development by Walker Corporation</p>	<p>Future Outer Sydney Orbital Stage 2 infrastructure will be able to support public transport services and further public transport planning is underway to meet the needs of the Greater Macarthur Growth Area.</p> <p>A key function of the Outer Sydney Orbital Stage 2 is to support inter-regional travel, including freight. Many of these trips cannot be easily accommodated by public transport given the nature of land use in Western Sydney and the Illawarra-Shoalhaven region.</p>
<p>Feedback acknowledges need for a new road but expresses disappointment about the proposed over-development of Appin and Wilton areas</p>	<p>The final extent and density of future urban development in the Greater Macarthur Growth Area will be determined by the Department of Planning, Industry and Environment and recognise environmental values and constraints as well as the need to release land to support the continuing growth of Greater Sydney.</p>
<p>Some feedback welcomed planning for a new road to support new housing, and also enable movement in and around Appin</p>	<p>Transport for NSW's analysis concurs that future Outer Sydney Orbital Stage 2 infrastructure will support the movement and place needs of future urban development and the existing Appin township.</p>

Key themes raised	TfNSW response
Some respondents suggest commercial interests in development knew the locations of the corridor options in advance	Transport for NSW did not release the corridor alignments to non-government stakeholders ahead of the public exhibition period.
Some suggested that the Blue Option would open up Walker Corporation development by providing easy access to the Hume Motorway	Both options were designed to support land development in accordance with planning for the Greater Macarthur Growth Area. Both options connect to the Hume Motorway on Government owned land in accordance with planning for the Outer Sydney Orbital Stage 1 corridor announced in June 2018.
Some feedback suggests that developers have land banked most of the Greater Macarthur Growth Area and stand to make huge profits. Some have suggested developers should be paying for the roads for their developments and not expect government/taxpayer funding.	Infrastructure for new land development in NSW is paid for in a variety of ways, including developer contributions. Further detail regarding developer contributions for the Greater Macarthur Growth Area are provided on the Department of Planning, Industry and Environment website.
Future Urban Development - Impacts on the amenity of future urban development	
Concerns were expressed about future major transport infrastructure severing future communities	The early identification of a corridor will enable future land use planning and development to proceed with certainty. Local connectivity for new development will be maintained through further more detailed infrastructure and land use planning.
Some feedback expressed concern about noise and other emission impacts on future communities from a future motorway.	<p>The Outer Sydney Orbital Stage 2 is envisaged to be a major arterial road within the Greater Macarthur Growth Area with a lower travel speed and impacts than a motorway.</p> <p>The early identification of a corridor will enable upfront mitigations of amenity impacts and allow structure planning to locate compatible land uses adjoining the corridor.</p>

4.3.9 Transport considerations

Key themes raised	TfNSW response
Transport Considerations - Alternative projects	
<p>Some feedback suggested upgrading the existing Hume Motorway and Picton Road corridor</p>	<p>The Hume Motorway (M31) and Picton Road will continue to have important functions for inter-regional traffic and are expected to receive upgrades over the coming decades. The exhibited connection between the Hume and Appin Road will complement these other elements of the network.</p> <p>A business case for the upgrade of Picton Road is currently being prepared by another project team and is being coordinated with the Outer Sydney Orbital Stage 2 investigation.</p> <p>Appin Road will nonetheless carry more traffic over time due to the development of the Greater Macarthur Growth Area and strengthening economic connections between the Western Parkland City and the Illawarra-Shoalhaven region.</p>
<p>Some feedback supported an Appin Bypass.</p> <p>More specifically, a bypass was mooted branching off the east side of Appin Road before the current Wollondilly/Campbelltown local government boundary and connecting to Appin Road near the Kings Falls Bridge</p>	<p>It is anticipated that increased traffic demand could place pressure on Appin township but that the Outer Sydney Orbital Stage 2 will help to alleviate this in combination with other elements of the future Greater Macarthur Growth Area transport network.</p> <p>Land to the east of Appin township was determined to be too environmentally sensitive as koala habitat to be considered for use for the Outer Sydney Orbital Stage 2. This area has also been identified by the Government as part of a future koala-orientated National Park.</p>

Key themes raised	TfNSW response
Feedback suggests upgrading Appin Road for safety	It is expected that Appin Road to both the north and south-east of Appin township will be progressively upgraded as demand increases over the coming decades and that these upgrades will improve safety outcomes.
Feedback suggests improving the George River bridge crossing for koala safety	The upgrade of the Georges River bridge is being proposed as a Cumberland Plain Conservation Plan conservation measure.
Feedback suggests upgrading Appin Road (through Appin township) instead of constructing a new road	Upgrading Appin Road through the township is not considered a viable approach for carrying future inter-regional traffic as it would negatively impact on local amenity and continue to direct traffic through Campbelltown-Macarthur, despite much of this traffic having its destination elsewhere.
Transport Considerations – Broader network planning	
Suggestion that the corridor is needed to facilitate freight movements only	Transport for NSW's analysis has found that general traffic will be the major user of future infrastructure within the OSO 2 corridor, although it will also have an important freight role.
Some feedback suggests improving the Mt Ousley supporting road network	Transport for NSW is upgrading Mt Ousley Interchange and the Outer Sydney Orbital Stage 2 investigation will consider long term options for increasing capacity for travel across the Illawarra Escarpment in association with continuing planning of the Wollongong road network.
Some feedback suggests improving access to Campbelltown	The Outer Sydney Orbital Stage 2 is expected to improve access to Campbelltown for residents and businesses in the southern part of the Greater Macarthur Growth Area and the Illawarra-Shoalhaven region.

Key themes raised	TfNSW response
Some concerns that the beach bound traffic is not addressed in the proposal	It is expected that inter-regional recreational travellers will be significant users of the Outer Sydney Orbital Stage 2, particularly during holiday periods and weekends. The opportunity to access the Hume Motorway and Appin Road south of the existing township will direct tourist traffic away from Appin Road north of the township, which is of benefit for local communities and the travelling public.
Concerns about significant housing development around Campbelltown, Currans Hill, Narellan, Oran Park, along with eastern side of Appin Road, and Mt Gilead which is increasing pressure on local roads	Transport for NSW's analysis concurs that future Outer Sydney Orbital Stage 2 infrastructure will support the movement needs associated with future development across south-west Sydney.
Feedback suggests a crossing to the north-south corridor to provide a connected network	<p>Further planning is considering how the Outer Sydney Orbital Stage 2 will connect with other parts of the future transport network in the Greater Macarthur Growth Area.</p> <p>The north south connection identified in Greater Macarthur 2040 is intended to be a predominantly public transport corridor, which would have a different movement function to the Outer Sydney Orbital. However, interfaces between the two will be investigated.</p>
Support for corridor planning to provide connectivity between key economic centres across the state	Transport for NSW's analysis concurs that future Outer Sydney Orbital Stage 2 infrastructure will support the movement needs associated with the continuing economic growth of Western Sydney and the Illawarra-Shoalhaven region.

Transport Considerations – Tolling	
Some concerns that the new road will be tolled	The Outer Sydney Orbital Stage 2 investigation is only considering land requirements for future infrastructure and is not proposing a future business or funding model.
Transport Considerations – Sequence of planning and delivery of the infrastructure	
Feedback suggests it is premature to identify a corridor without first considering adjoining sections for the crossing of the Illawarra Escarpment.	<p>Transport for NSW’s analysis has considered an end-to-end strategy while pursuing corridor investigations in a staged manner.</p> <p>TfNSW is also presently finalising a business case for the upgrade of Picton Road. Future connections between Picton Road and West Appin are also being investigated to support future access to the Hume Motorway and providing an effective bypass of Wilton Junction in the longer term.</p> <p>The rapid planning and development of West Appin requires early identification and protection of a corridor to Appin Road, consistent with the vision identified in Greater Macarthur 2040.</p>
Suggestion for transport planning to occur prior to development and housing growth across all of Greater Macarthur.	Transport for NSW is working to further develop transport planning for the wider Greater Macarthur Growth Area in advance of large scale land release.
Some feedback suggests planning for OSO2 corridor be postponed. Focus should be on the growth of Wilton and Appin.	Planning for West Appin has been announced by Government and planning proposals will likely be submitted in the short term for urban development. On this basis, there is an urgent need to identify the OSO 2 corridor to support planning for the Greater Macarthur Growth Area.

Some feedback suggests the OSO2 should be built following improvements to Picton Road	The Outer Sydney Orbital Stage 2 investigation is only considering land requirements for future infrastructure. The timing of infrastructure construction for it and other links such as Picton Road will be considered as part of separate network planning processes.
Some feedback suggests the OSO2 should be built before any other road work	The Outer Sydney Orbital Stage 2 investigation is only considering land requirements for future infrastructure. The timing of infrastructure construction for it and other links will be considered as part of separate network planning processes.

4.3.10 OSO Stage 1

Key themes raised	TfNSW response
OSO Stage 1 – Timing to Stage 2 investigation relative to Stage 1	
It was questioned how OSO2 be investigated when OSO1 hasn't been confirmed	<p>TfNSW believes that upgraded connections between Western Sydney and the Illawarra-Shoalhaven region will be needed independently of the Outer Sydney Orbital Stage 1.</p> <p>A connection between the Hume Motorway and Appin Road has also 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.</p>
OSO Stage 1 – Suggestions for Stage 1	
OSO 1 appears in other government documents – why isn't it announced? Government has commenced acquiring properties in an unofficial capacity.	<p>Planning for the Outer Sydney Orbital Stage 1 corridor is continuing to be refined in coordination with planning for the Western Sydney Aerotropolis and other land use and infrastructure planning.</p> <p>Information about the Outer Sydney Orbital Stage 1 corridor is available at transport.nsw.gov.au/corridors/oso.</p>

4.3.11

Impacts to Utilities

Key themes raised	TfNSW response
Impacts to Utilities – Water infrastructure	
Request for truck and crane access to the Macarthur Water Filtration Plant needs be maintained as the site requires regular deliveries of goods and crane access to carry out maintenance works.	Future detailed design of infrastructure will ensure that site access to the Macarthur Water Filtration Plant is maintained.
Concerns that the Options Report lacks specific consideration regarding the surface water, overland flow paths or water quality, specifically in relation to the open waters of the Upper Canal and the Sydney Drinking Water Catchment, and how the road alignment will interfere with these systems.	The future design of infrastructure will consider water flow and quality management in detail. While these issues have been considered, this level of detail is not believed necessary for initial corridor identification.
Impacts to Utilities – Electrical infrastructure	
Concerns that the corridor would cross easements used for high voltage overhead power lines.	Transport for NSW will work closely with utility providers to ensure that access to, and maintenance of, transmission infrastructure is continues during the infrastructure delivery process.
Concerns that the corridor will interface with electricity infrastructure and become a potential safety risk, causing bush fires, restrict access, reduce light levels from streetlights or result in the interruption of supply.	The detailed design of future infrastructure will consider and appropriately manage interface issues with local electrical infrastructure.

5 Next steps

Feedback from the consultation will help to make further refinements and identify a recommended corridor for inclusion in the final version of the Department of Planning, Industry and Environment's Greater Macarthur 2040 plan. Affected landholders will be notified.

In the meantime, existing land uses can continue. There is no need for Transport for NSW to acquire land for the Outer Sydney Orbital Stage 2. This will only occur when the construction of transport infrastructure is approved and funding is allocated to progress early works which may be many years or decades away

The project team will also continue working with the Department of Planning, Industry and Environment to ensure sensitive koala habitat is avoided as much as possible during the corridor refinement process.