

Campbelltown Road upgrade

1. Will RMS extend the submissions period beyond 31 May 2013?

- RMS has extended the end of the Review of Environmental Factors (REF) display period from 13 May until 31 May 2013, providing a total of seven weeks for submissions.
- RMS does not plan to extend the submissions period beyond this.
- A longer submissions process may impact the delivery of the first stage of the upgrade, which is needed to service the South West Rail Link Edmondson Park Railway Station.

2. The title of the review of environmental factors is: "Campbelltown Road Upgrade, Camden Valley Way - Brooks Road". Does this mean RMS plans to open direct access between Campbelltown Road and the Brooks Road ramps to the Hume Motorway?

- The project is named this because the road upgrade would join into the old road just to the north of the Brooks Road intersection. Brooks Road and its intersection with Campbelltown Road do not form part of the project scope.
- RMS is not planning to extend the scope of the Campbelltown Road upgrade.
- There are currently no plans to re-open access between Brooks Road west and the M31 Hume Motorway ramps.

3. Does RMS have plans to upgrade Denham Court Road?

- There are currently no plans for upgrading Denham Court Road apart from the section alongside the South West Growth Centre Leppington East Precinct, near Camden Valley Way.
- Denham Court Road is a regional road under the care and control of Liverpool City Council and Campbelltown City Council.

4. Does RMS have a bigger plan for the area that hasn't been disclosed?

- The bigger plans for the area are shown on the Department of Planning and Infrastructure website¹.
- The Campbelltown Road upgrade has been shown on plans since 2002. The upgrade is consistent with, and supports, NSW planning strategies, including NSW 2021², the State Infrastructure Strategy³ and the Long Term Transport Master Plan⁴.
- The upgrade corridor has also been confirmed through the Campbelltown Local Environment Plan 2002, the Edmondson Park precinct plans and by the 2011 Planning Assessment Commission.

5. Would the local zoning in Denham Court change as a result of the upgrade?

- Land Rezoning is a matter for Council and/or the relevant planning authority (such as the Department of Planning and Infrastructure) and is not related to the road upgrade process.
- At the recent public meeting of the Scenic Hills Association, the council representative confirmed that properties that are affected by partial acquisition will not be rezoned.

¹ <http://www.gcc.nsw.gov.au/edpark-48.html>; http://www.gcc.nsw.gov.au/media/Pdf/Miscellaneous%20Amendment/sw_strucplan_edn3.pdf

² http://www.2021.nsw.gov.au/sites/default/files/pdf/DPC13923-NSW-RAP-SWSyd1912_web.pdf

³ <http://www.nsw.gov.au/state-infrastructure-strategy>

⁴ <http://www.transport.nsw.gov.au/sites/default/files/b2b/publications/nsw-transport-masterplan-final.pdf>

6. Would RMS acquire land for the construction work?

- RMS would lease some land during construction, and would pay an agreed rent for the duration that it is required. The land would remain in the ownership of the owner during this period.
- RMS would also need to acquire some land for the upgrade.
- Any property acquisition would be undertaken following the Just Terms Compensation Act process and the RMS Land Acquisition Information Guide⁵.
- The land that may need to be acquired for the project is detailed in Section 3.6 and Appendix F of the REF.
- It is possible that RMS will be able to further reduce the amount of land required for the project during detailed design.

7. Would RMS remove mature trees in order to convert the two lane road into six lanes?

- Virtually all of the proposed road upgrade is within the identified road boundaries in the existing Campbelltown Local Environmental Plan, 2002.
- RMS would landscape the median and adjoining areas as part of the upgrade.

8. Would the upgrade impact Denham Court House and its heritage value?

- RMS would need to acquire part of this property for the proposed upgrade.
- The land that may need to be acquired for the project is detailed in Section 3.6 and Appendix F of the REF.
- RMS has already reduced the proposed acquisition footprint during the early stages of design, from 41 metres in width to about 27 metres. It is possible that RMS will be able to further reduce the amount of land required for the project during detailed design.
- The proposed new road boundary would be over 50m from Denham Court House.
- The Campbelltown City Council Local Environmental Plan (2002) and deposited plan (DP) for Denham Court House both show the proposed road widening.
- The proposed widening is within the boundaries shown on these plans.
- RMS has assessed the heritage impact of the project, and a copy of the Statement of Heritage Impact has been included in the REF.
- The independent heritage assessment identified the formal garden plantings as demonstrating historic value, and these gardens are not affected by the road widening.
- RMS has explored options to avoid impacting the boundary of Denham Court House. If RMS proceeded with these options, it would need to fully acquire the properties on the opposite side of Campbelltown Road, including the service station and the caravan park.

9. Would access to Denham Court and properties in the area be impacted?

- RMS would adjust and reinstate property accesses as part of the road upgrade if needed.
- Local access would be available through Edmondson Park precinct road network. See the master plan for more details⁶.
- The upgrade of Campbelltown Road is expected to occur in stages as the Edmondson Park precinct is developed.

10. Will the median strip of the divided road be concrete when the upgrade is finished?

- RMS would landscape the median. See the artists' impressions in Section 6.10 and Appendix C of the REF.

⁵ http://www.rta.nsw.gov.au/roadprojects/resources/documents/rms_land_acquisition_info_guide.pdf

⁶ <http://www.landcom.com.au/downloads/file/ProjectBrochures/EdmondsonParkMasterPlan.pdf>