



Great Western Highway Upgrade - Medlow Bath

Review of Environmental Factors

Transport for NSW | July 2021

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Document controls

Approval and authorisation

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Signed:	
Dated:	

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Executive summary

The proposal

Transport for NSW (TfNSW) is proposing to upgrade a 1.2 kilometre section of the Great Western Highway at Medlow Bath, between Railway Parade and around 330 metres south of Bellevue Crescent (the proposal). The upgrade will provide a safer, more efficient link between Central West NSW and the Sydney Motorway network. Key features of the proposal include:

- upgrade of the existing highway to a four-lane divided carriageway allowing for two lanes of traffic in each direction, either side of a central median with planted trees
- upgrade of the Bellevue Crescent intersection with new turning lanes, U-turn bay and traffic signals
- a new right turn lane providing access to the Hydro Majestic Hotel
- improvements on Railway Parade to formalise parking provisions, U-turns and rail customer parking
- new indented bus bays on both sides of the highway close to Medlow Bath Station
- construction of a new pedestrian bridge, stairs and lifts to provide an accessible path of travel between the bus bays, the Medlow Bath Station platforms and Railway Parade
- new shared path for pedestrians and cyclists on the western side of the highway
- ancillary works such as the replacement of road surfaces, reconstruction works associated with local roads, driveways, footpaths, kerbs, gutters and retaining walls, drainage works and relocation of services.

Construction of the proposal is anticipated take around 20 months to complete, weather permitting.

The proposal is located about 90 kilometres west of the Sydney Central Business District in the Blue Mountains local government area (LGA). The Great Western Highway at Medlow Bath follows a narrow and difficult alignment constrained by the Blue Mountains National Park, steep topography, a railway line and existing villages for which the highway acts as the main street.

Need for the proposal

The Great Western Highway Upgrade will reduce congestion, deliver safer, more efficient and reliable journeys for those travelling in, around and through the Blue Mountains, and better connect communities in the Central West. Over the last decade, the NSW Government has progressively upgraded sections of the Great Western Highway to make it safer and more reliable for all road users. The Upgrade Program will complete and realise the potential of decades of work in upgrading the Great Western Highway across the Blue Mountains, completing the final 34 kilometre link in a modern dual carriageway roadway.

The upgrade of the Great Western Highway between Katoomba and Lithgow, including Medlow Bath, is supported by reference to several strategic planning and policy documents including *NSW Future Transport Strategy 2056* (TfNSW, 2018a) and the *NSW Freight and Ports Plan* (TfNSW, 2018b). The proposal is needed to provide a safer and more efficient link between Central West NSW and the Sydney Motorway network for freight, tourist and general traffic.

Average daily traffic volumes vary from around 20,000 vehicles per day near Katoomba to around 8,500 vehicles per day towards Forty Bends and are growing between 1-1.7 per cent per annum. There is a relatively high proportion of heavy vehicles along the corridor (between 12 and 24 per cent) with 18,500 tonnes of freight transported each day (10,300 towards Sydney and 8,500 towards the Central West). Upgrading the highway from two lanes to four lanes would provide travel time savings for all traffic users and would largely maintain those savings well into the future. Without an upgrade, travel times would worsen, while congestion would deteriorate to unacceptable levels.

The results of crash data analysis in Medlow Bath over a five-year period ending in 2019 revealed an existing safety concern at Bellevue Crescent with 44 per cent of total crashes occurring at this location. The pedestrian refuge island is also highly susceptible to near miss incidents involving pedestrians and highway traffic due to its geometry and placement. The proposal would address known safety concerns and provide ongoing safety benefits for local traffic and pedestrians.

Proposal objectives

The objectives of the proposal are to:

- reduce actual and perceived safety risks
- improve ability to drive regional economic development and freight productivity
- provide a dependable and adaptable transport network that enables continuity of transport and essential services
- improve transport network efficiency
- maintain and enhance local amenity and character, and protect environmental and cultural assets.

Options considered

Since the 1950s, corridor options have been considered through Medlow Bath and beyond. All corridor options at Medlow Bath have focused on using the existing corridor which was set aside for future widening. The bridge over the railway was completed in 2002, made allowances for a future four-lane highway alignment.

In 2013, planning and investigations for the duplication of the Great Western Highway for the entire corridor between Katoomba and Lithgow were undertaken to inform the Local Environmental Plan corridor reservation. All options reconfirmed the use of the existing corridor through Medlow Bath.

The options analysis included consideration of function, constructability, environment, property, community and costs issues, and it was determined that a strategic design for the upgrade of the highway at Medlow Bath including intersection improvements and a new pedestrian bridge would be prepared as the preferred option. Since the strategic design was placed on public display in July 2020, further design refinements have been undertaken for the preferred option in response to feedback received, this included:

- traffic lights at Bellevue Crescent to make accessing the crescent safer and to slow and control traffic entering the 60 kilometre per hour zone in Medlow Bath
- a U-turn bay at Bellevue Crescent to help traffic change direction to access the service station and other properties on the eastern side of the highway
- Station Street would remain open to two-way traffic and the existing property access would remain
- retaining walls along Station Street have been removed by keeping levels close to the existing conditions
- better separation between the shared pathway and the highway with a one metre vegetated buffer in addition to the road shoulder
- improved landscaping using as many of the existing council-planted trees, along with new trees to improve the look and feel of Medlow Bath. Every tree removed including the failing radiata pines along the highway would be replaced as part of the upgrade program
- safer access for residents whose properties directly access the highway, with relocated driveways to be installed as part of the proposal.

As part of the Great Western Highway Upgrade Program, two options were considered for the upgrade of the Medlow Bath section of the highway (the proposal):

- a 'do nothing' option would retain the Great Western Highway with no change to the existing infrastructure. This option was not progressed as part of the options analysis as it would not achieve the objectives of the proposal.
- upgrade of the highway at Medlow Bath including intersection improvements and a new pedestrian bridge (the proposal).

Statutory and planning framework

The proposal is for a road and road infrastructure facilities and is to be carried out on behalf of TfNSW. Under the provisions of the *State Environmental Planning Policy (Infrastructure) 2007*, such works can be undertaken by a public authority without development consent and can be assessed and determined under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

TfNSW is the determining authority for the proposal. This review of environmental factors (REF) fulfils TfNSW's obligation under Section 5.5 of the EP&A Act including to examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity.

The proposal does not require development consent or approval under the *State Environmental Planning Policy (Coastal Management) 2018*, *State Environmental Planning Policy (State and Regional Development) 2011* or *State Environmental Planning Policy (State Significant Precincts) 2005*.

The proposal is not likely to significantly impact threatened species and ecological communities, within the meaning of the *Biodiversity Conservation Act 2016* (BC Act), therefore a Species Impact Statement or Biodiversity Development Assessment Report is not required.

The proposal is not likely to have a significant impact on an endangered ecological community, within the meaning of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Under the EPBC Act, a referral is required to the Australian Government for proposed actions that have the potential to significantly impact on matters of national environmental significance. However, a referral is not required for proposed road activities that may affect nationally listed threatened species, endangered ecological communities and migratory species. This is because requirements for considering impacts to these biodiversity matters are the subject of a strategic assessment approval granted to TfNSW, under the EPBC Act by the Australian Government in September 2015.

The following approvals, licenses and permits would be required before proposed work is undertaken:

- road occupancy licence under the *Roads Act 1993* for temporary road closures
- A Section 60 application under the *Heritage Act 1977* would be required for proposed works within the State Heritage Register (SHR) curtilage of Medlow Bath Railway Station
- An environment protection licence for scheduled development work and the carrying out of scheduled activities (as set out in Schedule 1 of the *Protection of the Environment and Operations Act 1997*).

Community and stakeholder consultation undertaken to date

TfNSW has consulted with the community and relevant agencies and stakeholders throughout the strategic and concept design development of the proposal.

Community consultation has focused on but not limited to the residents and business owners of Medlow Bath and relevant government agencies including Blue Mountains City Council, Sydney Trains, NSW TrainLink, WaterNSW, Sydney Water and utility providers.

Consultation with the Aboriginal community was undertaken following the TfNSW Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI). A PACHCI Stage 2 report and *Great Western Highway, Katoomba to Mount Victoria: Aboriginal Archaeological Survey Report* (PACHCI Stage 2)

(Artefact, 2015a) was prepared and details the results of the consultation. Further consultation was undertaken with the Registered Aboriginal Parties for the proposal and documented within the *Great Western Highway Duplication – Katoomba to Lithgow Archaeological Survey Report* (Jacobs, 2020).

More information on consultation undertaken as part of the wider Great Western Highway Upgrade program is available at nswroads.work/gwhd

Environmental impacts

A number of technical specialist assessments were undertaken to assess the potential impacts of the proposal and to identify measures to avoid, minimise and mitigate potential environmental impacts. An overview of the key environmental impacts of the concept design for the proposal is provided below.

Biodiversity

The concept design for the proposal has utilised, where possible, disturbed areas in preference to native vegetation but would result in the clearing of about 0.36 hectares of vegetation. This includes 0.34 hectares of vegetation identified as plant community type (PCT 1248) Sydney Peppermint – Silvertop Ash which was observed to be of moderate and poor condition. No Threatened Ecological Communities would be directly impacted by the proposal.

The loss of vegetation would have a minor impact on the habitat of highly mobile threatened fauna species in the local area including foraging habitat for species capable of utilizing roadside margins such as the Gang Gang Cockatoo, Little Lorikeet, Scarlet Robin and Varied Sittella.

An assessment of significance was prepared in accordance with the BC Act and EPBC Act for identified impacts on potentially affected threatened species and ecological communities. The assessment concluded that the proposal is not likely to have a significant impact to threatened biodiversity.

As there will be residual impacts to biodiversity, mitigation measures guided by the *Biodiversity Guidelines: Protecting and managing biodiversity of RTA projects* (Roads and Traffic Authority, 2011a) would be implemented during construction and operation to further reduce the potential ecological impacts of the proposal. No biodiversity offsets are required for the proposal.

Hydrology and flooding

Construction activities would involve earthworks and other ground disturbing activities that would increase the risk of sedimentation either through vehicle movements, or wind/water runoff. Such earthworks may also increase the risk of blockages to waterways and drainage lines resulting in localised flooding or scour impacts. These impacts are expected to be minor and would be managed through the implementation of standard sedimentation and drainage measures.

The proposal includes changes in the road geometry and widening which would create an increase in the paved area. This can change existing flood behaviour and alter the flood risk to receivers during operation. Based on hydrological modelling, upstream impacts are generally considered minor given there would be limited vertical changes, and the flows could largely be accommodated by the existing and upgraded drainage structures to be provided. Downstream flooding impacts would be managed through the installation of new detention basins and drainage upgrades.

Scour potential would be increased with higher velocities and larger flow rates than experienced under existing conditions. Appropriate scour protection to ensure suitable velocity and peak flow protection would be undertaken during detailed design.

Surface and groundwater

In addition to sedimentation and scour impacts which can contribute to poor water quality there is also a risk of releasing potentially harmful chemicals and other substances in the environment due to spills both during construction and operation. Groundwater impacts during construction and operation include risks to

groundwater quality as a result of spills or poor management of groundwater encountered during earthworks.

While the proposal would increase the pavement area and introduce new drainage discharge structures which can contribute to water quality risks, a number of mitigation measures have been included as part of the concept design including level spreaders to limit scour potential at discharge locations and detention basins with integrated bioretention to provide stormwater filtration and treatment before releasing flows to the environment.

The Neutral or Beneficial Effect (NorBE) assessment carried out for the proposal (which is a requirement as the proposal is located within the Sydney Drinking Water Catchment) found that assuming the mitigation recommendations are adopted, the proposal would achieve a beneficial outcome with regard to surface water quality. Impacts to groundwater were considered to be negligible.

Soils and contamination

Ground disturbing activities such as vegetation clearance, earthworks, stockpiling etc increase erosion potential which can lead to sedimentation from increased soil exposure, and which in turn can affect local surface water quality. There is potential for recently disturbed soils to be susceptible to erosion, which could occur during initial periods of landscaping and re-establishment of vegetation. This may occur in areas where soft landscaping is proposed for the proposal, including open space areas at Medlow Bath Station, adjacent to disturbed areas, along embankments and in the reinstatement of temporary ancillary facilities prior to vegetation establishing. In terms of soil stability, retaining walls are proposed along the highway alignment to provide support and ensure long term erosion or collapse risks are eliminated.

Preliminary investigations of the proposal area identified potential sources of contamination which included a petrol station, unknown fill material, utility conduits presumed to contain asbestos and stockpiled materials. During construction there is a risk of disturbance to soil layers that potentially contain these contaminants. During operation, the likely sources of contamination would be from exhaust particles and discharges from vehicle engines, litter and other waste, materials from vehicle incidents and wear from vehicle parts such as tyres. This would be managed through the installation of dedicated diversion equipment for the storage of spills to avoid direct discharge to receiving watercourses.

Traffic and transport

During construction, traffic and transport impacts and risks include:

- potential increases in vehicle movements and changes to traffic flows which may lead to short traffic delays, for example:
 - a temporary road closure of one hour would be required to allow for the operation of a crane to lift in and install the new pedestrian bridge
 - other temporary partial road or lane closures would be required at times to allow for road works (such as new pavement, kerb and gutter works) however it is proposed that alternating one-way traffic flow would be able to be maintained
- changes for pedestrians and cyclists accessing the station and surrounding footpath/road network which could mean detours and longer walking/cycling distances
- delays to buses on the Great Western Highway and temporary reduction in accessibility to bus stops as some bus stops would need to be relocated particularly where work activities being undertaken within the highway corridor.

The number of truck movements to the work sites during construction is unknown at this stage, however based on similar projects is likely to be less than 200 per day. Trucks movements would be distributed throughout the day equating to less than 30 movements per hour based on an eight-hour workday. This additional traffic is unlikely to have a significant impact on the road network. Similarly, there is expected to be an increase in light vehicle movements but the traffic assessment concluded that there is sufficient capacity to accommodate the additional traffic.

There are a number of properties with direct access to the road network within the proposal area. Access to affected properties would be maintained throughout. Temporary property access would be provided where required.

Overall, the proposal would improve the existing performance of the highway including accommodating future increases to traffic volumes in 2036. Alterations to the existing alignment, particularly the signalised control system and U-turn bay at Bellevue Crescent and the addition of right turn bays eastbound into key amenities would improve the safety of vehicles and the community.

Other positive impacts of the proposal include:

- improved traffic flows which would benefit local and regional traffic. In particular, the upgraded highway would be able to support longer, heavier vehicles that are able to transport more freight per vehicle
- improved safety for vehicles with upgraded intersections at Bellevue Crescent and the Hydro Majestic Hotel with new turning lanes, U-turn bay, signalisation, lane markings and signage
- minimising potential for pedestrian/vehicle conflicts through the installation of a new pedestrian bridge, stairs and lifts that would provide an accessible path of travel across the highway and to public transport facilities
- enhanced public transport facilities including new kiss and ride and indented bus bays which would provide a safe location for customers to transfer between modes
- a new shared path for pedestrians and cyclists which would also help to improve safety, as well as promote better health and encourage tourism by enhancing connections to existing trails
- additional commuter parking at Railway Parade, including accessible parking.

Noise and vibration

Background noise monitoring was undertaken in December 2020 and used to calculate Noise Management Levels for the construction phase of the proposal in accordance with the methodology in the *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009).

Noise modelling of the indicative construction activities and stages indicates there would be exceedances of the Noise Management Levels during construction works, due to the small offset distance between the proposal and sensitive receivers. During construction, a small number of receivers would be highly affected with noise levels potentially exceeding 75 dBA at some point during the works. The noisiest stage is predicted to be vegetation clearing due to the operation of equipment like chainsaws, but which would last only two weeks. Out of hours works, which may include evening or night-time works, would be required for certain activities such as pedestrian bridge works and road works and may also result in exceedances of Noise Management Levels.

With respect to additional traffic movements, the increase in noise from construction traffic is predicted to be less than 0.1 dB, and the additional movements would have a negligible impact on the local noise environment.

Minimum safe working distances have been included in the REF to minimise vibration impacts to human comfort and buildings (including heritage items).

Operational noise has been assessed in accordance with the *Road Noise Policy* (Department of Environment, Climate Change and Water, 2011) and the *Noise Criteria Guideline* (Roads and Maritime, 2015a). High existing noise levels were identified throughout the proposal area which would continue in the future, with or without proposal. A total of 13 receivers have been identified in the noise modelling as exceeding applicable design noise criteria and are eligible for consideration of additional noise mitigation, such as architectural treatment, which would be undertaken during detailed design.

Aboriginal cultural heritage

Construction would include excavation and other ground disturbing activities which can potentially impact Aboriginal archaeology, if present. There are no known Aboriginal sites identified within the proposal area. In addition, the proposal area has undergone extensive landscape modification and high level of disturbance from previous transport development which has been documented as part of previous Aboriginal heritage investigations (Jacobs, 2020). Therefore, there is a low likelihood that the proposal would impact any previously unidentified culturally sensitive items.

Non-Aboriginal heritage

There are a number of listed heritage items located within the proposal area, adjacent to or in the vicinity of the proposal, along with a number of potential heritage items that were identified during site inspections. Impacts to heritage items can be direct (eg physical impacts to heritage fabric such as their partial or complete removal) or indirect (such as affecting views or vistas of heritage value). There are also risks to subsurface archaeology where historical evidence of past land use may be adversely impacted by ground disturbing works.

A summary of the impacts to those items potentially directly impacted by the proposal is included in the table below. This includes works within the curtilage of the State heritage listed Medlow Bath Railway Station and a Section 60 application under the NSW *Heritage Act 1977* would be submitted seeking approval for the proposal from the Heritage Council of NSW.

Impacts to other listed or potential heritage items adjacent to or in the vicinity of the proposal have also been assessed and include generally minor to major visual impacts. The proposal area has been assessed to be of low archaeological potential. Potential impacts due to excavation is considered to be unlikely. However, the proposal may have a moderate to major adverse impact on the archaeological potential of the proposal area, if archaeological resources survive.

Item	Significance	Potential impact	Potential impact on significance by proposal
Medlow Bath Railway Station Group	State	While the proposal would not physically impact significant fabric, the partial removal of elements such as the garden beds and the alteration of its heritage setting would impact the overall significance of the station. The addition of a pedestrian bridge would add an additional built form to the station complex which would visually dominate the heritage item.	The proposal would have a minor adverse physical impact and a major adverse visual impact on this heritage item.
Avenue of Trees	Local	The proposal would impact and greatly reduce the heritage curtilage and likely impact critical root zones of trees, or require the removal of trees altogether. Installation of the pedestrian bridge would introduce a new built form to the views and vistas both to and from the heritage item.	The proposal would have a moderate to major adverse physical impact and a moderate to major visual impact on this heritage item.
Medlow Bath Hydro Majestic original walking track complex (only the parts within the grounds of the Hydro Majestic)	Local	No physical impact is proposed within the heritage curtilage of this item for the preferred design option. No walking tracks associated with this heritage item appear to be within the alternate design proposal area, therefore the alternate design proposal would have no physical impact on significant fabric of this heritage item.	The proposal 'preferred option' would have little to no physical impact and a moderate adverse visual impact on this heritage item. However, the proposed 'alternate design' for Bellevue Crescent would have an additional minor adverse impact on this heritage item through the

Item	Significance	Potential impact	Potential impact on significance by proposal
			reduction of its heritage curtilage
Hydro Majestic	Local	<p>No physical impact is proposed within the heritage curtilage, however vibration from construction may have a minor to moderate adverse impact to the significant fabric of the stone fence by causing destabilisation. Additionally, excavation works associated with the proposal may have a minor to moderate adverse impact on significant trees <i>radiata pinus</i> located within the Hydro Majestic's heritage curtilage through impact to critical root zones. Installation of the pedestrian bridge would introduce a new built form to the views and vistas both to and from the heritage item.</p> <p>The proposed alternate design for Bellevue Crescent would have an additional minor adverse impact on this heritage item through the reduction of its heritage curtilage and impact on potentially significant pine plantings and archaeological resources.</p>	The proposal may have a minor to moderate adverse physical impact and would have a moderate to major adverse visual impact on this heritage item.
Medlow Bath Bus Shelter (potential heritage item)	Local	While removal of the bus shelter is required for the proposal, this would be mitigated by relocating the bus shelter elsewhere within the township, enabling it to retain its mural and setting within Medlow Bath and the Blue Mountains LGA	The proposal would have a minor physical impact and a moderate adverse visual impact on this potential heritage item.
Advertising Sign (potential heritage item)	Local	The potential heritage item may require removal and subsequent demolition to accommodate the proposed turning bay into Bellevue Crescent.	The proposal may have a major adverse impact on this potential heritage item.

Landscape character and visual impact

The village of Medlow Bath is located between Blackheath to the north, and Katoomba to the south, and mostly consists of single story dwellings, guest-houses and retreats. The western edge of the Great Western Highway is physically and visually dominated by the locally heritage listed Hydro Majestic Hotel, which is positioned atop the Megalong Valley escarpment. The escarpment is locally protected due to its high scenic values. To the east of the Great Western Highway, vegetation creates a buffer between Medlow Bath residential tree-lined streets and the existing highway and rail corridor. Further east, low density housing backs onto the national park.

Visual impacts have been mitigated in the proposal by:

- locating new infrastructure as much as possible within or near to the existing road corridor
- refinement of the design to compliment the existing setting and make new elements less dominant whilst maintaining key views
- addition of vegetation to further establish the village character of Medlow Bath, assist in integrating the proposal within the landscape setting and minimise impacts on views.

Artist impressions to show what the proposal may look like once complete were prepared for seven key viewpoints and were used to inform the visual impact assessment which considers the magnitude of a change, and the sensitivity of receiver location to then assign an overall impact level. From this assessment it was identified the proposal would result in the following overall visual impacts, mainly as a result of the introduction of a new pedestrian bridge:

- High visual impact at one viewpoint looking east toward the alternative Bellevue Crescent option.
- High-moderate visual impact three viewpoints
 - at northern corner of Bellevue Crescent and Great Western Highway looking north
 - at Station Street looking south
 - at Railway Parade looking south
- Moderate visual impact at two viewpoints
 - along the existing shared user path, adjacent to the Great Western Highway and Hydro Majestic Hotel, looking north
 - on Medlow Bath Station platform looking north towards the new pedestrian bridge
- Moderate-Low visual impact at one viewpoint:
 - Along the existing shared user path, adjacent to Blue Mountains Mazda, looking south.

Socio-economic

The proposal would result in temporary adverse traffic, noise, air quality and visual amenity impacts during construction which have been addressed in the relevant sections of the REF and can contribute to socio-economic impacts with respect to how the community can enjoy living and working in Medlow Bath.

It may be necessary for some properties to be to be partially or fully acquired by TfNSW to facilitate the proposal. The details for property acquisition would be determined during detailed design and any property acquisition would be undertaken in accordance with the provisions of the NSW *Property Acquisition (Just Terms Compensation) Act 1991*. Consultation would be conducted with property owners prior to the relocation of this infrastructure. TfNSW has commenced consultation with potentially affected property owners and would continue to engage with them through the detailed design phase about specific property impacts, including the acquisition process.

There are a number of positive benefits associated with the operation of the proposal which are outlined in the traffic and transport section above. Additional vegetation planting along the road and on the median, which would enhance the overall amenity of the area.

Justification and conclusion

The upgrade of the Great Western Highway between Katoomba and Lithgow, including Medlow Bath, is supported by reference to several strategic planning and policy documents including *NSW Future Transport Strategy 2056* (TfNSW, 2018a) and the *NSW Freight and Ports Plan* (TfNSW, 2018b). The proposal is needed to provide a safer and more efficient link between Central West NSW and the Sydney Motorway network for freight, tourist and general traffic.

Measures to avoid, minimise or offset potential environmental impacts have been considered during the options process and development of the concept design, and would continue through the detailed design phase. This executive summary has discussed the potential environment and community impacts likely to be expected throughout the construction and operational phases of the proposal.

On balance, the proposal would deliver long term benefits to the Medlow Bath community and wider region and it is considered that the potential environmental impacts would be appropriately managed through the implementation of the mitigation measures recommended in this REF.

Display of the review of environmental factors

This REF is on display for comment between 26 July 2021 and 25 August 2021. You can access the documents in the following ways:

Internet

The documents are available as pdf files on the TfNSW website at **nswroads.work/gwhdconsult**.

A virtual engagement room, virtual information and the opportunity to register for updates is available at the online portal **nswroads.work/gwhdconsult**.

Printed copies

Due to COVID-19 restrictions, hard copies will not be available.

You can view the Medlow Bath Upgrade REF and Concept Design at our virtual consultation room at **nswroads.work/gwhdconsult**.

Public display

The project team will be delivering the following information sessions (all online via Microsoft Teams live-stream):

- Wednesday 28 July 2021, 1:00pm – 2:30pm
- Saturday 31 July 2021, 12:30pm – 2:00pm
- Tuesday 3 August 2021, 6:30pm – 8:00pm
- Thursday 5 August 2021, 6:30pm – 8:00pm

Register for our live-stream at **nswroads.work/gwhdconsult**

Currently face-to-face sessions will not be held due to COVID-19 restrictions.

How can I make a submission?

We welcome all feedback on the Medlow Bath Upgrade REF and Concept Design.

To have your input formally considered, and receive a response in the consultation report:

- use our online submission form at **nswroads.work/gwhdconsult**,
- or mail a printed submission to Great Western Highway Upgrade Program, PO Box 2332, Orange NSW 2800

Submissions must be received by 25 August 2021. Submissions will be managed in accordance with the TfNSW Privacy Statement which can be found here <https://www.transport.nsw.gov.au/privacy-statement> or by contacting 1800 953 777 for a copy.

What happens next?

TfNSW will collate and consider the submissions received during public display of the REF.

After consideration, TfNSW will determine whether or not the proposal should proceed as proposed and will inform the community and stakeholders of this decision.

If the proposal is determined to proceed, TfNSW will continue to consult with the community and stakeholders prior to and during construction.