

Cambridge Avenue Upgrade

Consultation Report

December 2022



Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines; trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

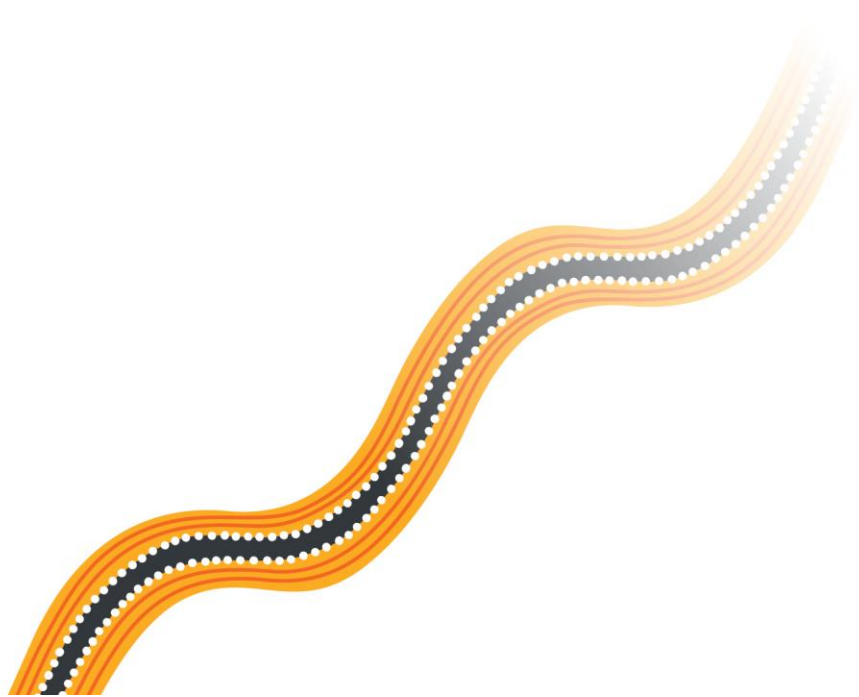


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Executive Summary

Introduction

It has never been more important to ensure New South Wales (NSW) stays connected. Planning for infrastructure is critical to ensuring the delivery of goods across communities in Sydney and NSW. Having a reliable freight network means everyday items, from groceries and household supplies to the essentials required to keep businesses running, can be delivered safely and on time. An efficient freight network will support residential and employment growth throughout the State.

The NSW Government is currently planning for the medium and long-term transport needs of south west Sydney by identifying and protecting corridors of land that can be used to deliver transport infrastructure when needed in the future. Corridor protection is becoming essential in the face of rapid urban development in designated growth areas and other planned precincts. Urban release areas such as Glenfield and Greater Macarthur, as well as Moorebank and other growth areas, will be home to new communities and employment areas, contributing to the transformation of south west Sydney.

Early planning and the process

Planning growth of Glenfield and Greater Macarthur is underpinned by the *Final Glenfield Place Strategy* (NSW Department of Planning & Environment (DPE) 2021), *Greater Macarthur 2040: an interim plan for the Greater Macarthur Growth Area* (DPE 2018), *Future Transport Strategy 2056* (Transport for NSW 2018), and *NSW Freight and Ports Plan 2018 – 2023* (Transport for NSW 2018). These strategies identify the importance of transport infrastructure to support growth and prosperity.

In 2016, Transport for NSW (Transport) developed the *Moorebank Intermodal Terminal Road Access (MITRA) Strategy* to address increasing traffic and freight movements in the Liverpool - Moorebank area over the subsequent 10-20 years. The strategy identified road infrastructure improvements to meet the forecast growth of the Liverpool central business district (CBD) and regional traffic, together with construction and operation of Moorebank Logistics Park, a facility which alone is expected to generate over 6,600 heavy vehicle trips and 10,000 light vehicle trips per day.

In alignment with these strategies and plans, early planning activities to identify and develop the recommended design have been ongoing for several years. The planning process has involved the following activities:

- Early technical investigations within the corridor – these investigations considered engineering requirements, environmental constraints, and future land uses.
- Preliminary environmental investigations and assessment – sets out the strategic justification for the project, including an assessment of the opportunities and constraints that have informed the recommended design.
- Comprehensive communication – this involved seeking feedback from key stakeholders, including other project teams within Transport, State agencies and regulatory authorities, and local and wider communities from 9 December 2020 to 15 February 2021. Feedback has been considered and will inform further development of the corridor.

Cambridge Avenue Upgrade

The NSW Government has started planning for an upgrade and extension of Cambridge Avenue, Glenfield. The upgrade would improve the capacity and journey time reliability for freight and general traffic travelling between Moorebank and M31 Hume Motorway via Moorebank Avenue, Cambridge Avenue and Campbelltown Road.

A reliable road network is needed to support future population and employment growth and access for High Productivity Vehicles (HPVs) and Higher Mass Limit (HML) vehicles servicing Moorebank Logistics Park and other similar land uses.

Transport developed the recommended design for the Cambridge Avenue Upgrade project in line with the MITRA Strategy (November 2016). The MITRA Strategy responds to forecast increased traffic demand resulting from major developments including:

- Hurlstone Agricultural High School land
- Moorebank Logistics Park
- overall population and employment growth, forecast in the south west.

Community and stakeholder participation

Transport undertook consultation and engagement on the recommended design from 9 December 2020 to 15 February 2021, inviting stakeholders and the community to review and comment on the proposal through a formal submission process.

Community and stakeholder information sessions were held to provide information and respond to any questions about the project. In addition, Transport contacted those property owners who would be directly impacted by the proposal should the recommended design proceed, to offer personal consultation and assistance.

Feedback has been received and is being considered by Transport as the design and further assessment of the proposal is progressed.

We consulted with the community and key stakeholders on the proposal to:

- Seek comment, ideas and suggestions for consideration when deciding on the final scope of work (preferred option) for formal environmental assessment under the *Environmental Planning and Assessment Act 1979*.
- Advise directly affected stakeholders of changes and/or proposals.
- Build a database of community members interested in the project to engage with during its development and delivery.
- Provide an opportunity for the community to learn more about the project, ask questions and provide submissions.

Feedback summary and consultation outcomes

Transport received 61 submissions during the consultation period. Several clear themes emerged from the feedback received during online sessions with stakeholders and in written submissions.

The five most common issues raised in submissions about the proposed Cambridge Avenue Upgrade were:

- 1 **Environment** –including concerns about the potential impacts on the community, wildlife (specifically the koala population) and native flora (impacts additional to those from the Moorebank Logistics Park development). Concerns were also raised about heavy vehicle noise and vibration, air pollution from vehicle emissions and the visual impact of transport infrastructure. Others credited the proposal for mitigating the impact of intermodal traffic on local streets and recognised the benefits of providing a route with flood immunity.
- 2 **Property** –concerns about the potential impact of acquisition and demolition of homes in Glenfield, including those to be demolished and those whose homes would remain becoming exposed to the future construction and operation of the road infrastructure, with requests for mitigation and compensation for owners who anticipate a reduction in value.
- 3 **Traffic** –many responses indicated that some of the important detail about the recommended design was not well communicated. Details around the proposed signalisation of the Canterbury Road intersection, future use and function of Glenfield Road, traffic on Anzac Road, and the overall objectives of the project in relation to managing traffic associated with Moorebank Logistics Park, Glenfield Place Strategy and Greater Macarthur were not understood by some respondents. Others raised questions about heavy vehicle curfews, traffic volumes and the use of a short section of Campbelltown Road instead of a direct connection to the Motorway and the potential for trucks to queue on the road awaiting access to Moorebank Logistics Park.
- 4 **Options** –the main areas of concern were in relation to the proposed motorway ramp connections and the provision for traffic turning movements, as well as the existing bridge over the railway at Glenfield. Alternatives to the recommended design were suggested, including the scope be considerably increased.
- 5 **Active Transport** –there was strong support for new and improved active transport links for cyclists and pedestrians to better connect Glenfield, Holsworthy, Moorebank, Liverpool, Casula, Edmondson Park and Crossroads. Some specifically advocated for facilities on both sides of Cambridge Avenue with bridged crossings of major roads and effective connections to Glenfield Station, the recent Glenfield release area and the proposed new Glenfield Place Strategy.

Next steps

Transport’s initial response to the issues raised is provided in this consultation report.

Transport continues to consider the concerns and suggestions raised by the community in submissions on the recommended design for the Cambridge Avenue Upgrade.

We are continuing to develop the project by preparing a concept design to identify the ‘preferred option’, and an environmental assessment of the preferred option, by preparing a Review of Environmental Factors (REF) under the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The preferred option and REF will be displayed for comment before a decision is made whether to approve the project in accordance with the EP&A Act and proceed to implementation.

1. Introduction

1.1 Background

Western Sydney is Australia's third largest economy, and the population is expected to grow from two million to three million people over the next 20 years. The NSW Government has recognised the need for several long-term major infrastructure corridors to support growth of future residential and employment lands.

Future Transport 2056 (Transport for NSW 2018a) and *State Infrastructure Strategy 2018-2038* (Infrastructure NSW 2018) outline a whole of government approach of aligning policy and investment decisions to support the anticipated growth and need for infrastructure across the three cities.

Transport developed a road infrastructure program for the Liverpool-Moorebank sub-region within a framework of a long-term road network strategy. This infrastructure strategy was developed to address increasing levels of freight and general traffic anticipated to result from Moorebank Logistics Park freight hub, the forecast growth of Liverpool Town Centre and regional traffic growth.

The *MITRA Strategy* focused on a program of freight-oriented enabling roadwork improvements in the general vicinity of the intermodal terminal. The Moorebank Intermodal Terminal, rebranded as Moorebank Logistics Park and now under construction and in partial operation, is strategically located in south west Sydney near key National Land Transport Network elements in the M5, M7, and M31 motorways, and the Southern Sydney Freight Line which directly services Moorebank Logistics Park via a purpose-built spur line.

The *MITRA Strategy* identified recommendations to improve access and efficiency for freight passing through Moorebank Logistics Park and cater for population and employment growth in south west Sydney, including Liverpool Town Centre and surrounds, and the *Glenfield Place Strategy* announced in December 2020 with rezoning completed in July 2021.

Moorebank Logistics Park is forecast to generate over 6600 heavy vehicle trips and 10,000 light vehicle trips per day. The road network surrounding Moorebank Logistics Park needs to be improved if it is to efficiently distribute truck traffic to the Sydney motorway network.

The *Glenfield Place Strategy* includes the retention of Hurlstone Agricultural High School as a selective school, improved transport and education facilities, approximately 7000 new homes, 2900 jobs, heritage protection and expanded public space.

The Cambridge Avenue Upgrade project is one of the road infrastructure improvements identified in the *MITRA Strategy* to improve movement efficiency, as well as provide reliable access to Glenfield, secondary access to Moorebank Logistics Park and to the surrounding State Road Network.

These infrastructure improvements would also enhance the capacity and efficiency of the Liverpool subregion's arterial road network including major intersections and connecting roads, particularly those surrounding Liverpool CBD.

1.2 Purpose of this report

The purpose of this consultation report is to:

- Outline the range of consultation and engagement activities undertaken on the Cambridge Avenue Upgrade project from 9 December 2020 to 15 February 2021.
- Present an overview of issues raised by stakeholders and the community in 61 submissions received during this Cambridge Avenue Upgrade project consultation period.
- Respond to issues raised.

This report should be read in conjunction with supporting project information available at nswroads.work/cambridgeave.

1.3 The project and future infrastructure overview

The Cambridge Avenue Upgrade project would connect Moorebank Avenue with the Hume Motorway (M31) directly via Cambridge Avenue, removing the need for through traffic to use Glenfield Road.

The proposal is situated in Campbelltown City Council LGA, Liverpool City Council LGA and on Commonwealth of Australia land (Department of Defence). Predominantly located in Moorebank and Glenfield, the proposal also passes through parts of Holsworthy, Bardia, Edmondson Park and Casula.

It is planned as a movement corridor with high volumes of both light and heavy vehicle traffic forecast following development of the South West Growth Centre, Western Sydney Airport at Badgerys Creek, Western Sydney Employment Area, Moorebank Logistics Park, Glenfield Precinct, the Georges River Precinct in East Liverpool and miscellaneous sites in Liverpool CBD.

The recommended design for the project includes approximately 5.2 kilometres of new dual carriageway. The main features of the project are:

- Two lanes each way, separated by a median, between Moorebank Logistics Park and Canterbury Road, replacing the exiting single lane road, predominantly on a new alignment, and retaining access to all existing land uses.
- Extension of Cambridge Avenue from Canterbury Road, across the rail corridor at Glenfield, to Campbelltown Road as a median separated, dual-carriageway with provision for up to six lanes providing access to the redeveloped Hurlstone Agricultural High School land and Glenfield Road.
- Additional motorway standard ramp connections linking Campbelltown Road and M31 Hume Motorway to enable motorists travelling:
 - north on M31 Hume Motorway to exit to Campbelltown Road
 - south on M7 Motorway to exit to Campbelltown Road
 - in either direction on Campbelltown Road to join M31 and travel north.
- An upgrade of Campbelltown Road between Ingleburn Gardens Drive and Parkers Farm Place.
- Duplicate and in some places, replacement, bridges at:

- Moorebank Avenue over East Hills Rail Line
- Georges River
- Cambridge Avenue (currently Glenfield Road) over the rail crossing at Glenfield
- Campbelltown Road over M31 Hume Motorway.
- New traffic signal-controlled intersections at the following intersections:
 - Cambridge Avenue / Glenfield Waste Services property
 - Cambridge Avenue / Canterbury Road / Railway Parade
 - Cambridge Avenue (extension) / Glenfield Road
 - Cambridge Avenue (extension) / new access road for Glenfield Precinct/Hurlstone Agricultural High School
 - Campbelltown Road / M31 Motorway ramps.

1.4 Benefits

The Cambridge Avenue Upgrade would provide the following benefits. The project objectives are closely aligned to the objectives of the MITRA Strategy:

- Improved safety for all road users.
- Improved capacity and journey time reliability for freight and general traffic travelling between Moorebank and M31 Hume Motorway and public transport accessing Glenfield Station
- Reliable access supporting the Glenfield Place Strategy.
- Access for HPV and HML) vehicles servicing Moorebank Logistics Park, and other relevant adjacent land uses.
- Strengthened integration with land use supporting the economic growth of Glenfield and Greater Macarthur.
- Safe, user friendly, active transport infrastructure with connections to public transport facilities.

2. Consultation and engagement process

Consultation and engagement on the Cambridge Avenue Upgrade project has been important to the planning process. Community and stakeholder feedback will help shape the preferred option and inform the REF, and Transport's decision making.

2.1 Consultation and engagement overview

On 9 December 2020, Transport invited members of the community and road users to have their say on the recommended design for the Cambridge Avenue Upgrade. Consultation on the recommended design continued through until 15 February 2021. Several activities were carried out during this period to give community members and stakeholders an opportunity to learn more about the project, ask questions and provide submissions.

In response to the evolving Covid-19 restrictions and to maximise the safety of our community and staff, Transport replaced face-to-face community information sessions with two online community information sessions, with over 100 people participating.

2.2 Consultation and engagement period

Residents, business owners, road users, and key stakeholder groups such as community groups, councils and representative bodies were asked to provide feedback and make formal submissions until 9 February 2021.

However, in recognition of the high level of interest shown during the consultation period, the submissions period was extended until the 61st submission was received on 11 March 2021.

2.3 Key consultation and engagement activities

During the consultation period, Transport undertook the following consultation and engagement activities:

- Advertised in local newspapers.
- Posted messages on social media including the Transport Facebook page.
- Distributed a Cambridge Avenue Upgrade Community Update to Members of Parliament and local councils, government agencies, stakeholders, business owners and residents in the local area.
- Attended key stakeholder and landowner meetings.
- Hosted virtual engagement sessions.

Examples of the consultation materials used for the Cambridge Avenue Upgrade project are provided at **Appendix A**.

2.3.1 Advertisements

On 9 December 2020, a media release was issued encouraging members of the community and road users to have their say on a recommended design to upgrade Cambridge Avenue.

Advertisements were placed in the following local newspapers to inform the community about the consultation for Cambridge Avenue Upgrade recommended design inviting the community to attend online information sessions:

- Liverpool City Champion
- Camden Narellan Advertiser
- Campbelltown Macarthur Advertiser

2.3.2 Social media

A Facebook campaign with a link to the project webpage ran between 16 December 2020 and 15 February 2021. The campaign reached 128,568 people and resulted in 2777 link clicks.

2.3.3 Community update

On 12 and 13 December 2020, over 8000 community updates were letterbox dropped to Glenfield, Ingleburn, Liverpool, Casula, Edmondson Park and Bardia. Community updates were also distributed to each of the following Ministers of Parliament and local councils:

- Mr Anoulack Chanthivong, member for Macquarie Fields
- Melanie Gibbons, Member for Holsworthy
- Liverpool City Council
- Campbelltown City Council

The community update was also published on the project website at nswroads.work/cambridgeave.

2.3.4 Stakeholder email

At the commencement of the consultation period, a direct email was sent to a stakeholder email list of approximately 200 from Transport's email address to advise them about the consultation and to direct them to Transport's website for more details. Community members can request to be added to the list by contacting cambridgeavenue@transport.nsw.gov.au.

2.3.5 Virtual engagement sessions

In response to the COVID-19 pandemic and social distancing requirements, face-to-face engagement with the community and stakeholders, such as drop-in information sessions and public forums, were not able to be held.

In order to comply with Public Health Orders and ensure the safety of its customers and employees, Transport adapted community engagement in line with the health advice regarding COVID-19 to focus on digital engagement tools such as virtual engagement sessions, online meetings, Transport's website nswroads.work/cambridgeave and Transport's social media platforms.

About 100 community members joined the two community information sessions held on 16 December 2020 and 9 February 2021 via Facebook.

2.3.6 Communication channels

Community and stakeholders were encouraged to have their say on the corridor through multiple feedback channels. These channels are described below.

2.3.6.1 Contacting the project team

A community information line and email address were established for consultation and will continue to be maintained by Transport as the project progresses. Transport's contact details were included on all written communications and made available to the community.

During the consultation and engagement period, Transport received enquiries and submissions via the following:

- Email – cambridgeavenue@transport.nsw.gov.au:
- Phone calls – Community information line 1800 370 601 (during business hours)
- Mail – Cambridge Avenue Upgrade, Transport for NSW, PO Box 973, Parramatta NSW 2124: letters (these were considered a postal submission).

2.3.6.2 Transport website

Information contained on the Transport website at nswroads.work/cambridgeave included:

- Project background
- Benefits of the upgrade
- *MITRA Strategy*
- Information about how to provide feedback

3. Consultation summary

3.1 Overview

During the consultation period, we received 61 submissions across all communication channels.

The most common themes raised in the community submissions were:

- environment
- property acquisition
- traffic operations
- option evaluation
- active transport.

3.2 Review of submissions

We reviewed and considered all submissions received during the consultation period which have been, and will continue to be, used to make decisions regarding the project.

Reviewing community and road users' feedback is an integral step in informing the design and REF of the project. The feedback captured has provided better understanding of the issues in the area. We will continue to work with Liverpool and Campbelltown councils and local stakeholders while progressing the project. The community will continue to be updated as the project progresses.

3.3 Decision and next steps

We appreciate the time community members have taken to consider the proposal and we thank the individuals and groups for providing submissions to help us develop the project. We recognise the importance of progressing the project to help facilitate improved movement and a safe, and efficient environment for all road users.

Transport has commenced preparation of a concept design and environmental assessment as part of the next stage of planning the project. This involves investigating ways to avoid, minimise and mitigate the construction and operational impacts of the upgrade. The environmental impact assessment will be exhibited, and the community and road users will be invited to comment on Transport's preferred option at that time.

Subject to the outcomes of the current concept and assessment phase, a final business case would be prepared for the preferred option, as modified following the environmental impact assessment exhibition, and as part of the NSW Government's framework for making and prioritising infrastructure investment decisions.

Please visit the project website at nswroads.work/cambridgeave for up-to-date project information.

4. Submissions and responses

During the consultation period, Transport received 61 submissions across all communication channels, including from individuals who made multiple submissions and whose submissions may have covered multiple issues.

Community submissions were broadly categorised as either active transport, budget and funding, consultation, environment, design and options, property, safety, traffic, social, general comments, other or out of scope/not related to the Cambridge Avenue Upgrade project.

The most common themes raised in community submissions, noting many submissions covered a range of issues, were:

- environment
- traffic operations
- property acquisition and property value
- option evaluation
- active transport.

This section summarises and responds to concerns and questions based on the broad categories of issues raised by the community on the recommended design for the Cambridge Avenue Upgrade.

4.1 Environment

4.1.1 Community/stakeholder response summary

Concerns and comments were received on a broad range of potential impacts that the project could have on the environment and communities. This feedback is summarised below:

- The project will have a negative impact on flora, fauna and green space resulting from the clearing of bushland and parkland to make way for the road and bridges. Several submissions expressed particular concern for koala populations and threatened plant species, including the presumed extinct *hibbertia fumana*, noting that such impacts would add to those expected from the Moorebank Logistics Park development.
- The upgrade will add to road traffic noise, particularly from the 6000 heavy vehicles and 10,000 light vehicle trips per day forecast from operation of Moorebank Logistics Park, impacting on residents and the redeveloped Hurlstone Agricultural High School.
- The project should provide noise barriers to mitigate potential noise impacts on both existing and proposed new residential dwellings. Others enquired as to how much noise levels would increase and what provision would be made to reduce exposure to road traffic noise.
- Questions were asked about what analysis has been done on the potential impact of vibration on existing buildings and what impact the works will have on Georges River (siltation).
- The positive effects the project would have on local traffic networks impacted by the Moorebank Logistics Park development were noted, as well as resolving the issue of

Georges River frequently flooding, impacting access between Moorebank and Glenfield via Cambridge Avenue.

- More information was requested regarding the potential environmental impacts of the proposal in general.
- One respondent asked whether the road would be visible from their property while others objected to the incursion of the road on their current vistas and requested the inclusion of trees and fences.

4.1.2 Transport response

Transport is committed to delivering infrastructure which contributes to economic prosperity and social inclusion in an environmentally responsible and sustainable manner, consistent with the *Future Transport Strategy 2056*.

The recommended design was developed with consideration for many factors. We have been studying the corridor since 2016, seeking to identify the optimum solution to meet multiple objectives and balance the potential impacts. This work includes identifying and mapping hard constraints, such as existing road and rail corridors, high voltage electricity transmission lines, and Georges River, and carrying out a range of surveys and studies including ground survey, geotechnical investigations and preliminary environmental investigations.

The next steps involve Transport using the information collated to date and community feedback to prepare an informed concept design or '*preferred option*'. This will include an urban design strategy for the corridor that will set out aspirations for landscaping, noise barriers and various other impact mitigation measures.

An environmental assessment of the preferred option will be prepared in accordance with the *Environmental Planning & Assessment Act 1979*. Once completed, the environmental assessment will be publicly displayed and the community will once again be invited to comment on the preferred option. The environmental assessment will document in detail all studies and assessments including, but not limited to, air quality, biodiversity, heritage, traffic, noise and vibration, socioeconomics, waste management and water. It will outline the many options Transport has considered, potential impacts of the proposal and measures to avoid, minimise and mitigate those potential impacts.

When it comes to road traffic noise, we will continue to collaborate with NSW Government agencies and regulators in relation to noise policy and strategy. The NSW Road Noise Policy is available from the Environmental Protection Authority website (<https://www.epa.nsw.gov.au/>). It is highly recommended that residents concerned about road traffic noise take some time to review this information.

Many factors contribute to noise levels at a house or school, including the distance from the noise source, traffic volume, relative level difference and landform. As the design progresses, Transport will prepare a noise model to predict noise levels at all sensitive receivers. This will influence the design, where possible, and form part of the environmental assessment. Transport's obligations to offer to treat noise impacted properties will be identified in the REF. Reasonable and feasible options for treating potential noise impacts would be identified during the detail design phase of the project and will be developed with input from the potentially affected community.

Transport strives to protect and enhance biodiversity, with the goal of achieving no net loss of biodiversity as a consequence of its infrastructure development activities. To date, we have undertaken a preliminary environmental investigation which includes searching databases relevant to the area, a targeted flora and fauna survey in 2019, and will complete a detailed Biodiversity

Assessment Report (BDAR) as part of the environmental assessment which will outline our strategy for protecting and enhancing biodiversity impacted by the proposal.

We have environmental specialists who work closely with the project team to assist and guide them to ensure projects meet the regulatory requirements.

4.2 Property

4.2.1 Community/stakeholder response summary

There were concerns that the recommended design would impact residential properties in Glenfield and questions on how close the new infrastructure would be to homes and the concern relating to the acquisition of properties.

Suggestions for alternatives to the proposal's alignment were provided to avoid the need to acquire properties in Glenfield. There was also concern about the impact construction would have on properties.

Transport response

Transport understands the concerns the community has relating to the impact that this project will have on some properties in Glenfield. It is our preference to minimise the need to acquire private property and we are presently refining the design to confirm the requirements.

The process for property acquisition by government is designed to be fair, easy to understand and transparent. We encourage concerned residents and business owners to visit the website <https://www.nsw.gov.au/housing-and-construction/property-acquisition> to get a full understanding of the process and their rights. Property required for the project will be purchased, preferably with the owner's agreement, at market rates with various reasonable costs covered by the NSW Government, including legal fees, independent valuation fees, relocation costs, stamp duty and bank fees.

A Personal Manager Acquisitions has spoken directly with those property owners who are acutely impacted and will continue to work closely with and support those residents as the project progresses.

Transport thanks the community for offering alternative suggestions to the proposal's alignment. We have identified and evaluated the benefits and impacts of a comprehensive range of options and they are summarised in the *Cambridge Avenue Upgrade Option Evaluation Report* which can be viewed at nswroads.work/cambridgeave. This report also outlines how the recommended design was identified as a minimum, resulting in the new infrastructure.

Unfortunately, the existing bridge over the railway cannot be reconfigured to carry the number of lanes required to meet the project objectives or to provide sufficient capacity for the forecasted traffic volume.

We have devoted considerable time and resources to investigate bridge options on the southern side of the existing bridge, as well as tunnels and underpasses beneath the rail corridor, and found them not to be feasible.

The presence of high voltage electricity transmission lines and retention of the community's local connectivity needs greatly limits the options available. We concluded the transmission lines are an immovable constraint and the existing bridge must remain open for traffic during construction. This greatly restricts what seems to be a wide corridor and means the only feasible option to bridge the rail corridor is to the north of the existing bridge.

4.3 Traffic

4.3.1 Community/stakeholder response summary

A wide range of views and opinions on traffic both positive and negative were received Responses to the proposed design for the Cambridge Avenue Upgrade included:

- Concerns that homes on both sides of Glenfield Road would need to be acquired and that heavy vehicle traffic from Moorebank Logistics Park would use Glenfield Road.
- Concerns that the upgrade does not support local residents, only the needs of Moorebank Logistic Park.
- Congestion on Glenfield Road during peak periods is related to single lane access to the railway station from the roundabout at Glenfield Road.
- The motorway ramps at Campbelltown Road should provide for right turn as well as left turn movements.
- The existing roundabout at Canterbury Road is unsafe and should be replaced with traffic signals.
- What will be the impact of the project on travel speeds and volumes on Anzac Road?
- Requests for confirmation of the traffic route options that the project would offer.
- Is the project justified from a cost/benefit perspective with traffic volumes from Moorebank Logistics Park in operation are small?
- Suggestions there should be restrictions on heavy vehicles implemented, including on Glenfield Road and operational curfews.
- Concerns that heavy vehicles will use the Cambridge Avenue extension between Glenfield Road and Campbelltown Road.
- Concerns about traffic volumes, quoting figures from the Moorebank Logistics Park development documents including 6600 heavy vehicles and 10,000 light vehicles per day.
- The link between Moorebank Logistics Park and M31 Hume Motorway includes a short section of Campbelltown Road, noting that to fully achieve the project benefits direct access must be provided to the motorway.
- Campbelltown Road intersection configuration would result in heavy vehicle drivers preferring to use Moorebank Avenue and M5 Motorway to access M7.
- Concerns that heavy vehicles will park along the route awaiting access to Moorebank Logistics Park.
- The proposed motorway ramps could result in unsafe traffic merges.
- Concerns that the Cambridge Avenue upgrade may encourage motorists to bypass the M5 Motorway.
- The Cambridge Avenue Upgrade would only mitigate congestion caused by the Moorebank Logistics Park, not improve congestion that is currently occurring.
- Concerns about traffic access to the proposed Glenfield Place development lands.

4.3.2 Transport response

Infrastructure Australia notes that the M5 corridor is highly economically significant, and the operation of Moorebank Logistics Park will moderate the growth in freight traffic on the M5 corridor. However, it is recognised that it will generate additional freight traffic in the vicinity of the intermodal terminal.

The Cambridge Avenue Upgrade is one of Infrastructure Australia's priority projects supporting the operation of Moorebank Logistics Park and the objectives include:

- Improving the capacity and journey time reliability for freight and general traffic travelling between Moorebank and M31 Hume Motorway via Moorebank Avenue, Cambridge Avenue, and Campbelltown Road.
- Supporting the Glenfield Place Strategy with reliable access via the Cambridge Avenue extension with connectivity to and from Campbelltown Road and the M31, M5 and M7 motorways.
- Providing full access for HPVs and HML vehicles servicing Moorebank Logistics Park and other relevant adjacent land uses.

The Cambridge Avenue Upgrade would provide a direct route for both heavy and light vehicles between Campbelltown Road and Moorebank Avenue. Transport notes residents' concerns for the future usage along Glenfield Road and while it seems unlikely that heavy vehicles passing through would continue to use Glenfield Road, we will continue to work with Campbelltown City Council on traffic management, including regulatory controls like load limits along Glenfield Road, should the need arise. We expect the Cambridge Avenue extension to relieve Glenfield Road of through traffic taking pressure off the local network.

Under the proposal, traffic signals would replace the roundabout at the intersection of Cambridge Avenue and Canterbury Road to improve safety and access. Traffic signals would also control a new intersection on Cambridge Avenue to provide safe and efficient local access to Glenfield Road with all existing travel route options retained.

We note that a large majority of the forecast traffic volumes of 6600 heavy vehicles and 10,000 light vehicles per day generated by operation of Moorebank Logistics Park is expected to access and egress the site via Moorebank Avenue to the north, given that this is the shortest most convenient route to the M5 Motorway. Cambridge Avenue is planned as a secondary access to the motorway and provides an option in the event of a traffic incident to the north.

We are also examining options for the proposed connections between M31 Motorway and Campbelltown Road to ensure safe connections to the motorway, eliminating merge risks for traffic joining the motorway, and providing more route/turning options for traffic leaving the motorway.

Transport is also reviewing and expanding traffic modelling used to inform the recommended design following confirmation of the Glenfield Place Strategy proposal. This will help us refine the design, feed into the environmental assessment and inform the economic appraisal, which are all essential tasks we undertake before seeking funding for implementation of the project.

4.4 Design and Options

4.4.1 Community/stakeholder response summary

The main issues raised on the Cambridge Avenue Upgrade relate to the impacts of the recommended design, some of which have been covered in sections 4.1, 4.2 and 4.3 above. However, more targeted comments and concerns include:

- Requests for more detail on how the options were evaluated.

- While the proposal is supported, it does not go far enough with suggestions that the upgrade should run through Holsworthy Military Base and connect to Heathcote Road.
- The project should include a large parking station at the new Georges River Station.
- Some expressed a preference for options 7 or 8 from Transport's Cambridge Avenue Upgrade Option Evaluation Report which is available at the project website at nswroads.work/cambridgeave.
- There were several submissions suggesting the bridge over railway at Glenfield should be on the southern side, some included sketches of how they thought it may work, including relocating or burying the high voltage electricity transmission lines.
- Concerns about the width and stability of the existing bridge over the railway at Glenfield.
- Various issues including configuration, speed limits, merging provisions, and service roads related to the Campbelltown Road / M31 Motorway ramp connections.
- Revisit the option of a tunnel from either side of Georges River to M31 and M7.

4.4.2 Transport response

The recommended design was developed with consideration of many factors. Transport has been studying the corridor since 2016 seeking to identify the optimal solution for multiple objectives. This work includes identifying and mapping hard constraints, such as existing road and rail corridors, high voltage electricity transmission lines and Georges River and then carrying out a range of surveys and studies including ground survey, geotechnical investigations and preliminary environmental investigations.

The process to select the recommended design is described in Section 5 of the *Cambridge Avenue Upgrade Option Evaluation Report* which can be viewed at the project webpage at nswroads.work/cambridgeave. The recommended design includes a new carriageway through the southern portion of Hurlstone Agricultural High School farmland connecting to Campbelltown Road opposite Beech Road and a new bridge over the railway at Glenfield to replace the existing, undersize bridge. There is no proposal to widen Glenfield Road.

Transport found that the cost and impact of relocating the transmission towers and overhead lines to be significant. It would require new easements, property acquisition, shutdown of extensive parts of the power grid and infrastructure works. The process would take many years with rail track possessions generally preferred in summer while grid shut-downs are restricted to autumn and spring when demand is at its lowest.

TransGrid advised that it is not feasible to bury the transmission lines underground for multiple reasons, including critical technical issues, restrictions on future upgrades, requirements for extensive cable easements and difficulties in maintaining hybrid transmission line sections.

As a result, the only truly feasible options are those that include proposals co-existing with the overhead TransGrid assets predominantly in their existing location.

We closely investigated bridge options on the southern side of the existing bridge and found that it would require relocation of the high voltage electricity transmission lines. This would also require acquisition of residential property.

A range of options were also investigated for tunnels and underpasses beneath the rail corridor with neither found to be feasible. The ground conditions and the area being flood prone, means tunnelling would present unacceptable risks.

Additionally, it was found that local tunnel/underpass options would not ensure the avoidance of residential property acquisition, biodiversity impacts, impacts on TransGrid's assets and would result in impacts to local connectivity.

We note suggestions that a tunnel (Option 7) be provided between Moorebank Logistics Park and M31. This option was not considered on the basis that the objective of the Cambridge Avenue Upgrade (in line with the *Glenfield Place Strategy*) is to provide reliable access via the Cambridge Avenue extension, with connectivity to and from Campbelltown Road and the M31, M5 and M7 motorways, supporting the growth of Glenfield and providing safe, user-friendly active transport infrastructure that connects to public transport facilities. Furthermore, it is unlikely that traffic volumes to and from Moorebank Logistics Park would be regularly sufficient to justify such an investment, given that the primary access is via M5 to the north.

Similarly, extending the project to Heathcote Road or providing railway parking is beyond the scope of the project in the context of the project objectives.

We note that Option 8 would be on a similar alignment to the recommended design, but have greater impact on TransGrid assets and Hurlstone Agricultural High School without avoiding the need to acquire 13 residential properties in Glenfield.

Transport is examining options for the proposed connections between M31 Motorway and Campbelltown Road in greater detail to ensure safety and efficiency criteria are met to minimise congestion and risks for traffic entering or exiting the motorway, and providing more route/turning options for traffic leaving the motorway.

We previously investigated a direct connection via Beech Road, however found it to be unfeasible for various reasons including the location of high voltage electricity transmission lines and proximity to the Camden Valley Way exit ramps.

The next steps involve Transport using the information collated to date, including the community feedback to refine the recommended design and prepare an informed concept design.

An environmental impact assessment of the concept design will include the options Transport investigated and provide reasons for selecting a *preferred option*.

4.5 Active transport

4.5.1 Community/stakeholder response summary

Responses from residents in Glenfield welcomed the inclusion of facilities for cyclists and pedestrians, acknowledging Glenfield will be transformed by the DPE's Glenfield Place Strategy and highlighting the importance of creating walkable, pedestrian-friendly places.

Suggestions for improving the existing provisions for active transport were made as follows: Connections for the various housing estates in Crossroads Logistics Park, Edmondson Park, Glenfield, Holsworthy, Liverpool, Moorebank and Casula.

- Road Crossings, including bridges, suitable for people with disabilities.
- Retention of access to Georges River for residents and visitors for recreational activities, including a small picnic area to improve the amenity.
- Connectivity to the M7 shared path.
- Keeping separation between the road carriageway and active transport paths, including providing barriers between the road and paths.
- A pedestrian/cycle ramp on the northern side of Glenfield Road to provide safe and direct access to Throsby Park Casula and Leacock Trail.
- Provide shared user paths on both sides of the Cambridge Avenue extension.
- Cycling and walking routes should be safe, have good lighting and be well planned to provide easy access to and from Glenfield Station, bus services in Glenfield Road, across Georges River, Glenfield rail corridor, Campbelltown Road and the M31 Hume Motorway. It

was noted existing routes have minimal vegetation management and are narrow pathways or unpaved.

- Safe and direct access between public transport, public land uses and existing and new residential release areas.

4.5.2 Transport response

Transport encourages active transport as a viable transport choice and is committed to enhancing and expanding networks, removing barriers and promoting opportunities to walk or cycle, ensuring that it becomes an integral part of the NSW transport system. Our goal is to deliver safe, attractive, reliable and effective solutions that offer health, social, environmental and sustainability benefits to our communities.

The project objectives for the Cambridge Avenue Upgrade include providing safe, user-friendly active transport infrastructure that connects to public transport facilities.

The suggestions and requests received in feedback from the community are being considered and used to prepare the concept design including the inclusion of an active transport plan which will be included in the environmental assessment.

Transport will continue to work with the community, councils and stakeholders to connect and improve networks and facilities for active transport in the project area.

4.6 Social

4.6.1 Community/stakeholder response summary

Some residents believe the Cambridge Avenue extension would isolate existing neighbourhoods in Glenfield (such as Vista Estate) from the new Glenfield Place subdivision on Hurlstone Agricultural High School land and are concerned that this may cause a class division with some parts of Glenfield being neglected while others prosper. There was also concern that part of Glenfield would be further surrounded by major roads.

4.6.2 Transport response

Transport notes that all access to Vista Estate is currently from Glenfield Road and, with or without the Cambridge Avenue Upgrade, and access to Vista Estate would remain from Glenfield Road.

The property south of the residential land off Glenfield Road is Hurlstone Agricultural High School, owned by the Department of Education and as such there is no public access through it.

As part of the redevelopment of Hurlstone Agricultural High School, the Cambridge Avenue extension would run through the southern portion of the farmland with the northern part retained.

Vehicular access between the housing developments off Glenfield Road and Glenfield Place would remain via Glenfield Road beside the railway line. That existing route would benefit from the removal of high through traffic volumes that would instead use Cambridge Avenue. The access would also be expanded with the additional connection via Campbelltown Road, Cambridge Avenue extension and the new access road to the redeveloped land. Similarly, pedestrian and cyclist access would be created to the east and the west of the remaining school land.

This means extending Cambridge Avenue would improve access between Vista Estate and the new Glenfield Precinct and Hurlstone Agricultural High School.

Transport is investigating options to improve walking and cycling access from the area to the rest of Glenfield. We have commenced preparation of a concept design and environmental impact assessment as part of the next stage of planning the project.

We will continue to work with the community, councils and other stakeholders to connect and improve networks and facilities for active transport in the project area.

4.7 Consultation

4.7.1 Community/stakeholder response summary

Some dissatisfaction was expressed with the community consultation and feedback process and timing, including not enough time for the community to review the proposal prior to the first online information session and timing for initiating the consultation was too close to the Christmas shutdown.

4.7.2 Transport response

Transport thanks the community for its feedback on the consultation process. Under normal circumstances, community information sessions are held face to face. However, due to Covid-19 restrictions, virtual meetings were undertaken in the interest of the health and safety of all involved. We appreciate the challenges that can be experienced when holding large interactive forums.

Noting this and the timing of the consultation, we extended the formal consultation period until 9 February 2021 and extended the submissions period with the 61st submission received on 11 March 2021.

The concept design and the environmental assessment, a comprehensive assessment of the potential environmental impacts including those raised in this report, will be displayed for community feedback. It is hoped that there will be no repeat of circumstances that prevented us from holding face-to-face sessions with you at that time and many of the concerns raised will be alleviated.

However, we welcome the community's feedback and encourage anyone with concerns to contact the project team.

4.8 Budget and Funding

4.8.1 Community/stakeholder response summary

There were some concerns raised about the expected project cost, funding source and value for money. Specific viewpoints include:

- The project is not required and is therefore not the best use of taxpayers' money.
- Funds should be directed towards higher priority road and bridge improvements and upgrades.
- Question asking who will fund the project stating it is the Moorebank Logistics Park developer's obligation.
- Question seeking to know the total estimated cost and when funds would be allocated in the NSW State Budget.

4.8.2 Transport response

Transport is committed to delivering transport which contributes to economic prosperity and social inclusion in an environmentally responsible and sustainable manner, consistent with the *Future Transport Strategy 2056*.

The Cambridge Avenue Upgrade is one of Infrastructure Australia's priority projects supporting the operation of Moorebank Logistics Park. This is described in further detail in Section 4.3.2.

The Moorebank Logistics Park developer's obligations are limited to work on Moorebank Avenue, a considerable monetary contribution towards the development of the Cambridge Avenue Upgrade and other works.

The project would also support the Glenfield Place Strategy, providing access by linking Campbelltown Road and Glenfield Road via the extension of Cambridge Avenue. This link could be delivered as an initial stage (standalone) project consisting of either two or four lanes with provision for six lanes.

The project is currently in the concept design and environmental assessment phase. If approved under the EP&A Act, Transport will prepare a detailed estimate of cost and a business case in line with NSW Treasury guidelines before making a submission for funding. If approved, it is anticipated that the project would receive a mixture of State and Federal funding.

An alternative source of funding for the provision of access as part of the Glenfield Place Strategy, for example, developer funding, is also possible.

4.9 Miscellaneous

4.9.1 Community/stakeholder response summary

Transport received several other responses to the Cambridge Avenue Upgrade community consultation which were more general in nature and subject, including:

- Several responding to the Glenfield Place Strategy, suggesting the investment in improvements to the farm hub and boarding facilities are things that should be done without selling off the farmland, and objection to rezoning to "high density residential" east of the railway station.
- Is rail access still part of the design? The consultation material does not show clear access for rail to Moorebank Logistics Park.
- Concerns that potential or perceived project impacts have been traded away in favour of toll road income.
- Strong objection to the development of Moorebank Logistics Park.
- On one hand the Council is creating hundreds of homes in Glenfield and on the other hand Transport wants to make dual carriageway right across these properties.
- Detailed advice from public utility asset owners and service providers.
- There is a rail link to the Southern Line and another that could be finished to the East Hills Line which should be used more in the future.

4.9.2 Transport response

Glenfield was rezoned on 16 July 2021. DPE outlines the proposal on its website at <https://www.planning.nsw.gov.au/glenfield> which includes links to information on the rezoning package, the Department of Education's plans for Hurlstone Agricultural High School and an opportunity to register to receive updates as the planning progresses.

The objectives of the Cambridge Avenue Upgrade include supporting economic growth in the Glenfield area and the provision of access by road. We are working closely with the Department of Education, DPE, and others in planning the Cambridge Avenue Upgrade project. However, planning matters related to the Glenfield Place Strategy fall under the auspices of DPE and correspondence related to the Glenfield Place Strategy should be directed to DPE.

Some submissions were not related to the Cambridge Avenue Upgrade project but instead the various other proposals and projects in Moorebank and Glenfield. The Cambridge Avenue Upgrade is a road infrastructure proposal and is part of the *MITRA Strategy*. There is no intention to, or provision made for, tolling along the route. It should be noted that the parallel section of the M5 motorway to the north is also not tolled.

The developer of the Moorebank Logistics Park has constructed a rail spur from the Southern Sydney Freight Line to the Intermodal Terminal Precinct East. Transport has no plans for expanding its rail network as part of the Cambridge Avenue Upgrade project.

The Federal and NSW governments committed to deliver an intermodal freight terminal at Moorebank in recognition of the need to move freight by rail from Port Botany to supply goods to the residents of Sydney. Transport was tasked with the preparation of the *MITRA Strategy* which was prepared in 2016. The Cambridge Avenue Upgrade is one of Infrastructure Australia's priority projects, identified in the *MITRA Strategy* supporting the operation of Moorebank Logistics Park. Refer to Section 4.3.2 for further details.

Transport will continue to consult with and collaborate with all public utility asset owners and service providers during design development to understand the impacts and constraints, as well as inform them during the process to assist with their respective infrastructure planning, upgrades and maintenance.

5. Conclusion

Community and stakeholder feedback on the recommended design for the Cambridge Avenue Upgrade proposal has been considered by Transport and responded to in this report.

Confirming the road alignment and associated infrastructure is a critical step in protecting the corridor for the future. Doing this now will allow the integration of compatible land uses surrounding the corridor to ensure a sustainable transformation.

The protection of the corridor will enable the continuation of existing land uses. Protection will provide a layer of oversight and assessment for development in and around the corridor so that development does not inhibit the delivery of the infrastructure when required in the future. The identification and protection of the corridor will also enable planning authorities to ensure that land use and transport planning processes around the transport corridor are integrated and coordinated.

Confirmation of the corridor and preferred option for the Cambridge Avenue Upgrade will provide certainty to the community on the future location of the infrastructure. There is no intention or need to immediately acquire land or property for the corridor. The acquisition of properties generally occurs following approval for the construction of the project and in this case, it could be some years in the future.

The Cambridge Avenue Upgrade forms part of the MITRA Strategy to address increasing traffic and freight movements in the Liverpool-Moorebank area over the subsequent 10-20 years.

The recommended design has been selected following a comprehensive process that has involved extensive consultation and investigation of multiple alignments and options. As a result of the comprehensive option evaluation process that has been undertaken, it is considered that potential environmental and social impacts arising from the corridor's protection or future freight rail infrastructure have been minimised.

The Cambridge Avenue Upgrade recommended design represents an integrated transport solution that balances infrastructure benefits and opportunities with land use and environmental impacts, meeting the stated objectives of Australian and NSW strategic policies.

The proposal to build and operate infrastructure in the corridor is subject to an environmental impact assessment in accordance with the provisions of the EP&A Act. Environmental impacts, including noise, vibration, air quality, biodiversity, heritage, traffic, transport and visual amenity are subject to technical assessment during the preparation of the environmental impact assessment in accordance with Part 5 of the EP&A Act. This work is being planned now and would be the subject of a future business case.

Transport is committed to keeping stakeholders and the community informed as the planning for the corridor and rail infrastructure progresses.

6. Appendices

Appendix A – Consultation material

Project web page transport.nsw.gov.au/projects

Cambridge Avenue, Glenfield upgrade

◀ All projects

Cambridge Avenue upgrade

The NSW Government has started early planning for a future upgrade and extension of Cambridge Avenue, Glenfield. This upgrade would improve access to the Moorebank Intermodal Terminal and address the long term population and employment growth in the Liverpool Moorebank sub region.

Latest news

FEB 2021 Have your say
Transport for NSW requested feedback on the recommended design for the Cambridge Avenue upgrade.
[More information](#) ▾

Project information

- Project background ▾
- Benefits of the upgrade ▾
- Moorebank Intermodal Terminal Road Access Strategy ▾
- Recommended design ▾
- Property Acquisition ▾
- What happens next? ▾

Project documents

Some documents on this page may not comply with accessibility requirements (WCAG). If you are having trouble accessing information in these documents, please contact us. ⓘ

- Project notifications [Show files](#) ▾
- Community updates [Show files](#) ▾
- Reports [Show files](#) ▾
- Media releases [Show files](#) ▾

Contact us

For more information about the project, please contact the project team.

Phone: 1800 370 601 (during business hours)
Email: cambridgeavenue@transport.nsw.gov.au
Mail: Cambridge Avenue upgrade, Transport for NSW, PO Box 973, Parramatta NSW 2124

Community Update – December 2020



Transport for NSW

Cambridge Avenue upgrade

Linking Moorebank Logistics Park and the Hume Motorway | December 2020

Have your say – recommended design



Cambridge Avenue looking west

The NSW Government has started early planning for an upgrade and extension of Cambridge Avenue, Glenfield to support future population and employment growth.

Background

Western Sydney is Australia's third largest economy and the population is expected to grow from two million to three million people over the next 20 years. The NSW Government is planning for this growth by developing transport corridors to serve future residential and employment lands.

Cambridge Avenue is an important future transport corridor providing access to Moorebank Logistics Park, the Western Sydney Employment Area, Badgerys Creek International Airport, and the South West Growth Centre.

Transport for NSW has developed a recommended option for the proposal and is seeking community feedback on this recommended option. The community consultation period will be open until **15 February 2021** and this update contains information on the proposal and how the community can get involved.

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Recommended design

Transport for NSW (TfNSW) has identified a design to link Moorebank Logistics Park and the Hume Motorway to improve access.

The recommended design would involve duplication and extension of Cambridge Avenue westward from Moorebank Avenue to Campbelltown Road including:

- Four lanes between Moorebank Logistics Park and Canterbury Road
- Extending of Cambridge Avenue as a dual-carriageway with provision for up to six-lanes between Glenfield Road and Campbelltown Road
- An improved M31 Hume Motorway and Campbelltown Road interchange access which would enable motorists travelling:
 - north on the Hume Motorway to exit to Campbelltown Road
 - on Campbelltown Road to join the M31 Hume Motorway to take either M5 eastbound or M7 northbound
 - south on the M7 Motorway to exit to Campbelltown Road.

- Campbelltown Road would also be upgraded between Ingleburn Gardens Drive and Parkers Farm Place.
- New bridge over the Main South and East Hills rail lines and the Southern Sydney Freight Line at Glenfield
- New bridge over Georges River with flood immunity for 1 in 100 year flood
- New bridge over the East Hills Rail Line at Moorebank
- New bridge over the Hume Motorway on Campbelltown Road.

 **Reduced congestion at intersections for locals and through traffic**

 **Catering for Sydney's growth in passengers and freight**



Cambridge Avenue and Canterbury Road intersection looking west

Overview map



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Benefits of the proposed upgrade

The recommended design would:

- Provide a reliable road network to support economic and residential growth in western Sydney
- Reduce congestion in the wider Sydney road network
- Provide efficient, reliable travel between the Moorebank Logistics Park and the state road network
- Support the M5 Motorway as the key gateway for south-west Sydney
- Improve flood resilience across the Georges River.



**Economic
benefits**



**Improving
traffic flow**

Selection of a recommended design

TfNSW consulted with key stakeholders including the Department of Planning, Industry and Environment, Moorebank Intermodal Company, QUBE, the Department of Education, the Department of Defence, and Liverpool and Campbelltown City councils to identify a recommended design. Key stakeholders attended a range of workshops and meetings to evaluate options and identify a recommended option.

Further information on the recommended design and how we developed and selected it can be found in the Options Report, which is now available for community feedback.

Moorebank Intermodal Terminal Road Access Strategy

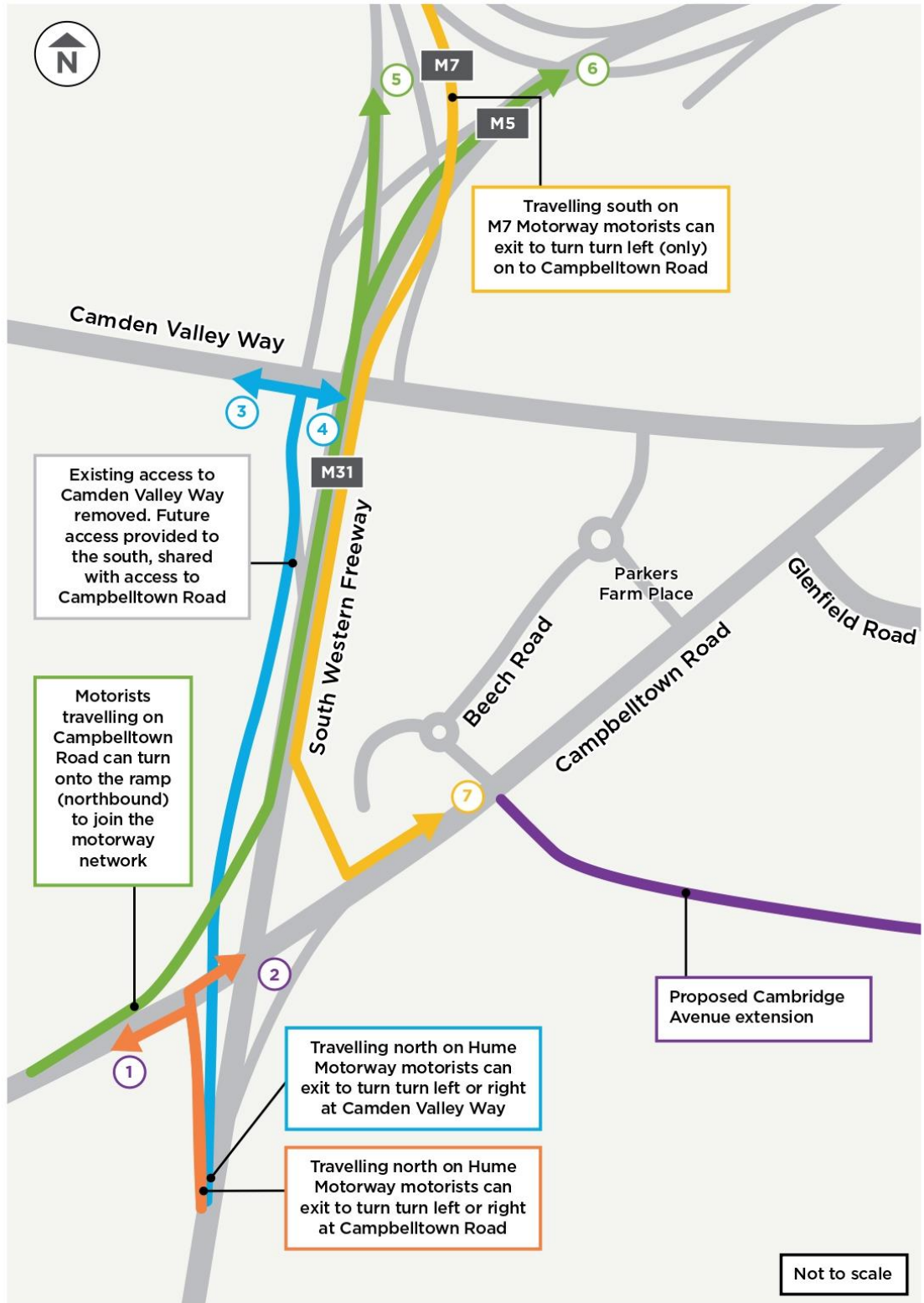
TfNSW has developed the Moorebank Intermodal Terminal Road Access (MITRA) Strategy to address increasing traffic and freight movements in the Liverpool-Moorebank area over the next 10-20 years. The strategy has identified road infrastructure improvements to meet the forecast growth of Liverpool CBD and regional traffic, together with construction of Moorebank Logistics Park. The facility will generate over 6,600 heavy vehicle trips and 10,000 light vehicle trips per day.

The proposal to upgrade Cambridge Avenue is one of the road infrastructure improvements identified in the MITRA strategy.

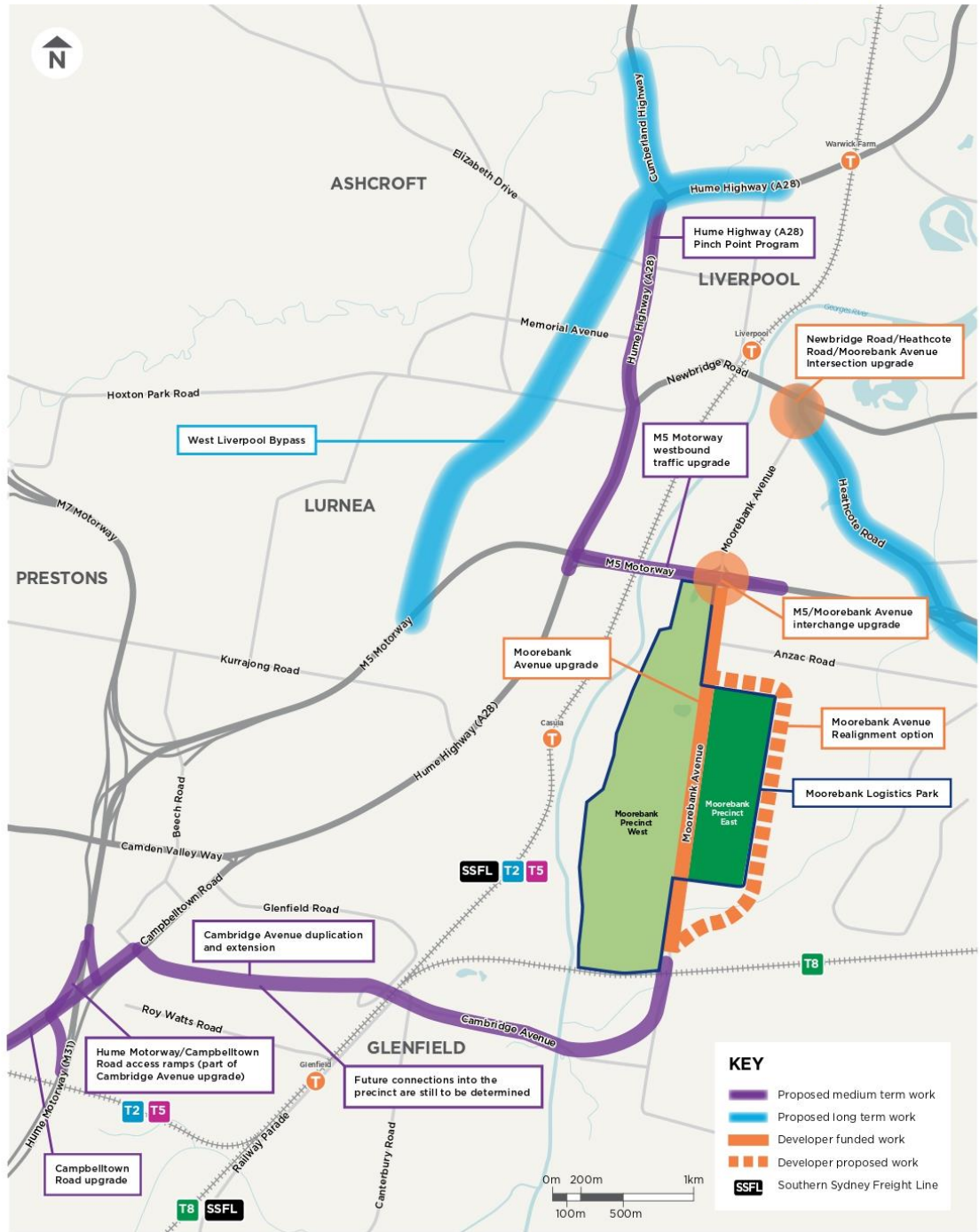


The Cambridge Avenue crossing over the Georges River is a low-level single lane bridge that is subject to regular flooding. The proposed upgrade would include a new bridge built to 1:100 year flood level resilience.

Upgraded connections with the M5 Motorway



Moorebank Intermodal Terminal Road Access (MITRA) Strategy map



 Better, safer and more
reliable trips
for people, business and freight



**Easing
congestion**

Property Acquisition

As the project progresses, there will be a need for Transport to acquire some properties. These may be full or partial property acquisitions.

A Transport Personal Manager Acquisitions will speak directly with any potentially affected property owners and continue to be in contact as the project progresses.

More information about the property acquisition process is available at www.propertyacquisition.nsw.gov.au

Have your say

Consultation is now open. We are inviting your feedback on the recommended design for the Cambridge Avenue upgrade.

We have assessed options and are displaying an options report available on our website. We ask you to become involved and review the options report.

In response to the evolving Coronavirus situation, Transport for NSW is following NSW Health advice and duplicating and extending the way it approaches community consultation for important transport infrastructure projects. It is important for the community to have their say on all transport infrastructure projects. This means consultation will be carried out in different ways to ensure the community can practise social distancing and limit the spread of Coronavirus.

Community information sessions

To ensure the health and safety of the community and our staff we will replace face to face community information sessions with an online information sessions on the NSW Roads Facebook page at facebook.com/NSWRoads on **Wednesday, 16 December 2020** and **Tuesday, 9 February 2021** from **4pm - 5pm**. During the session you can find out more about the recommended design from the project team and ask questions about the strategic design. If you are not able to join the live session or would like to submit your questions in advance, please email the team at cambridgeavenue@rms.nsw.gov.au or call us on **1800 370 601**.

What are the next steps?

Consultation closes on **15 February 2021**. All comments received during consultation for the recommended design will be considered in decision making and development of the final concept design. A report which summarises comments or questions received for the proposed upgrade, and our responses, will be published on the Transport website. If you submit feedback you will receive notification of the report's availability.

We will keep community members and stakeholders informed of the progress throughout delivery of the project.



** Subject to project approval and funding availability

Contact us

☎ 1800 370 601 during business hours

@ cambridgeavenue@rms.nsw.gov.au

✉ Cambridge Avenue upgrade
Transport for NSW
PO Box 973 Parramatta NSW 2124

🖱 For more information about the project, visit nswroads.work/cambridgeave



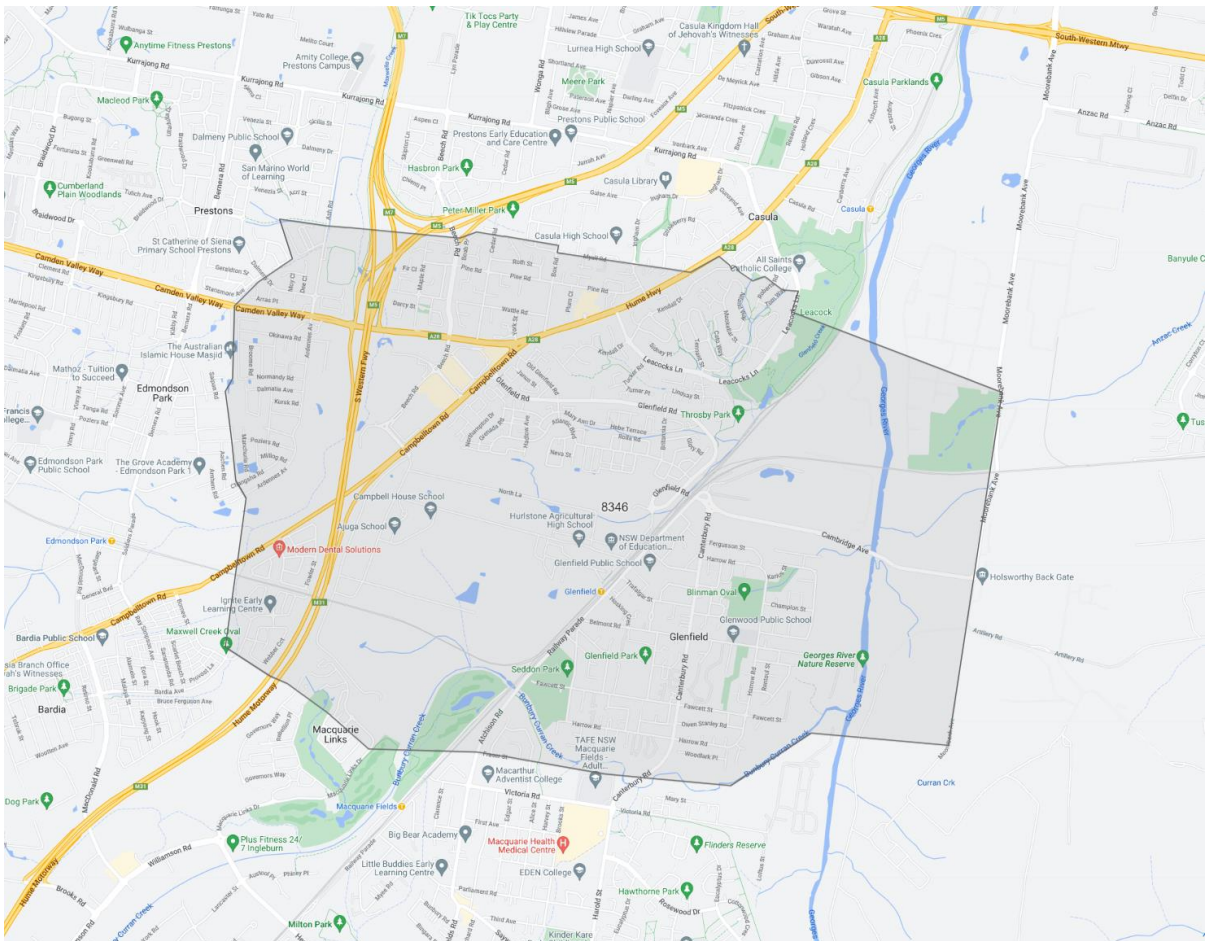
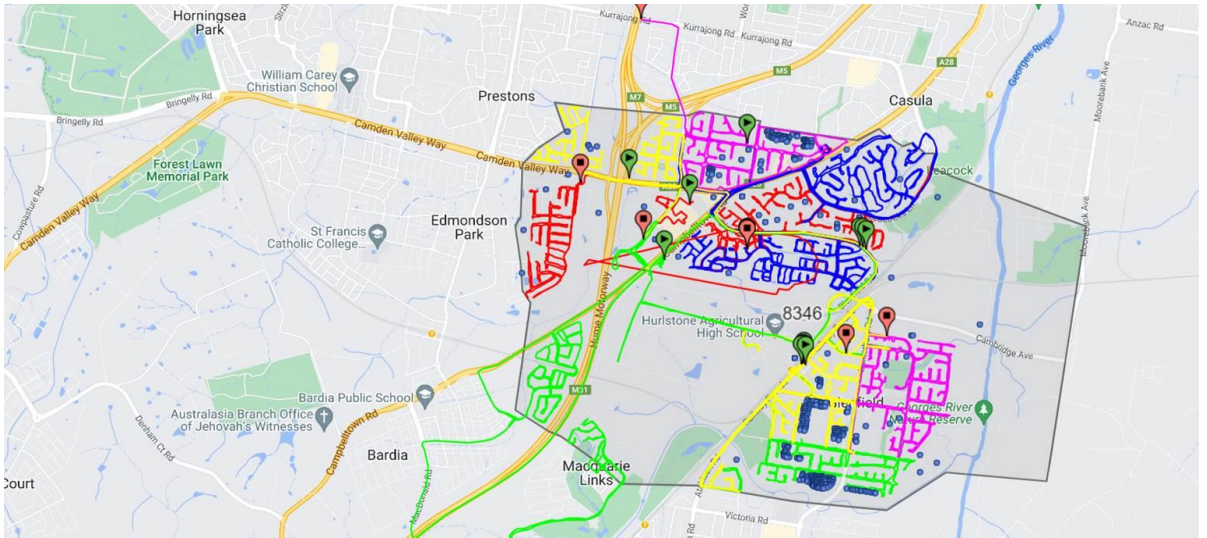
If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 370 601.



December 2020
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Community Update – Distribution map



Social media posts

Ad 1 – Start of consultation



NSW Roads

December 9, 2020 · 🌐

Find out all about the recommended design to upgrade and extend Cambridge Avenue at Glenfield. Take a look & have your say by 15 Feb!



Reduced delays and congestion

[Learn more](#)



A reliable and efficient network

[Learn more](#)



A freight and traffic corridor

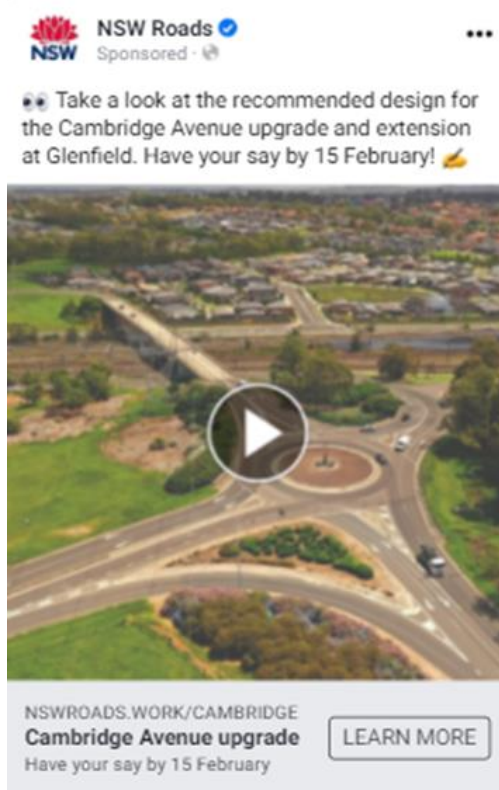
[Learn more](#)



Reach: 52,768


Link clicks: 177

Total engagements: 189

Ad 2 – Educational video



NSW Roads  

NSW Sponsored · 

👁️ Take a look at the recommended design for the Cambridge Avenue upgrade and extension at Glenfield. Have your say by 15 February! 🗣️

NSWROADS.WORK/CAMBRIDGE
Cambridge Avenue upgrade
Have your say by 15 February

[LEARN MORE](#)

Reach: 40,472

Link clicks: 1,667

Total engagements: 1,857

Ad 3 – End of consultation reminder

NSW Roads
December 14, 2020 · 🌐

🕒 Consultation closing! Have your say on the recommended design to upgrade and extend Cambridge Avenue at Glenfield, by 15 February.

Have Your Say
Submit feedback by 15 February

NSWROADS.WORK/CAMBRIDGE
Consultation closing 15 Feb
Cambridge Avenue upgrade

[Learn more](#)

Reach: 35,328

Link clicks: 933

Total engagements: 1,036

Media release December 2020

Have your say on proposed upgrades to Cambridge Avenue at Glenfield

9 December 2020

Transport for NSW is encouraging members of the community and road users to have their say on a proposed design to upgrade Cambridge Avenue at Glenfield.

A Transport for NSW spokesperson said “the proposed design has been developed to cater for the forecasted growth in the area and support the increasing use of the corridor.

“Western Sydney is Australia’s third largest economy and the population is expected to grow by a million people over the next couple of decades,” the spokesperson said.

“Cambridge Avenue is an important route that connects Moorebank, the Greater Macarthur, Liverpool and the South West Growth Centre.

“The proposed design to upgrade Cambridge Avenue improves access between Moorebank and the Hume Motorway by duplicating and extending the corridor westward from Moorebank Avenue to Campbelltown Road.”

It includes four lanes between Moorebank Avenue and Canterbury Road and extending Cambridge Avenue as a dual carriageway between Glenfield and Campbelltown roads.

The proposed design also involves improving access to the M31 Hume Motorway and Campbelltown Road interchange.

Transport for NSW invites the community to provide feedback on the proposed design by Monday 15 February.

To ensure the health and safety of the community, Transport for NSW will host two online information sessions via the NSW Roads Facebook page at facebook.com/NSWRoads on Wednesday 16 December and Tuesday 9 February.

For more information, visit nswroads.work/cambridgeave

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