

Spring Farm Parkway Stage 2

Community Consultation Report

June 2024

transport.nsw.gov.au



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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1. Executive Summary

The NSW Government has committed \$15 million in funding to progress the planning for Spring Farm Parkway Stage 2 (SFP2). The NSW Government's investment will provide better connectivity for residents in the Greater Macarthur Growth area through the next phase of development for Spring Farm Parkway.

Transport for NSW has developed a proposed design for Spring Farm Parkway Stage 2 (SFP2) consisting of a new 3km, four-lane divided road from the western end of Spring Farm Parkway Stage 1 (SFP1) to Liz Kernohan Drive. This is the second stage of an essential link between the Camden Bypass, the M31 Hume Motorway and Menangle Road, Menangle Park.

This proposal would service existing and future residential land releases, including Spring Farm, Elderslie, Menangle Park and Mount Gilead. It would also provide an alternative east-west route to Narellan Road, with direct access to the Hume Motorway.

The proposed design for Spring Farm Parkway Stage 2 (SFP2) would include:

- a new four lane divided road
- two new bridges over existing rail lines (Main Southern Highlands Rail Line and Glenlee Coal Siding)
- two signalised intersections that provide access to Menangle Park land development and Glenlee Intermodal
- shared user paths for pedestrians and cyclists
- drainage infrastructure
- kerb and gutter along the entire route

A community update was published on 9 December 2021 to seek feedback on the proposed design. The community was invited to provide their feedback, with consultation closing on 20 February 2022. A live virtual information session was held on 10 February 2022 and provided the community with the opportunity to ask the project team questions and seek further information. The session was recorded and is available to view on the project website.

The consultation aimed to identify issues and concerns as well as seeking suggestions for the future upgrade. The feedback from the community and key stakeholders will help Transport identify options to reduce travel times, improve road safety and ensure the future design caters for the expected future population and economic growth.

Transport received 211 submissions in response to the display of the proposed design for Spring Farm Parkway Stage 2 (SFP2). Community feedback showed support for the proposed design, with a key emphasis being the need to prioritise its construction.

The most prominent themes arising from the public responses include:

- request for south facing on and off ramps at the proposed interchange of Spring Farm Parkway Stage 1 (SFP1) and the Hume Motorway will reduce traffic congestion and support the effectiveness of the upgrade.
- protecting threatened flora and fauna is important to our community.
- safer pedestrian, cycle paths and crossings are needed to deliver good active transport and connectivity.
- improvement of roads and overall performance of the wider traffic network is needed to cater for the growth of the Greater Macarthur area.

Many respondents raised concerns about issues outside the direct scope of the public consultation. The public response included:

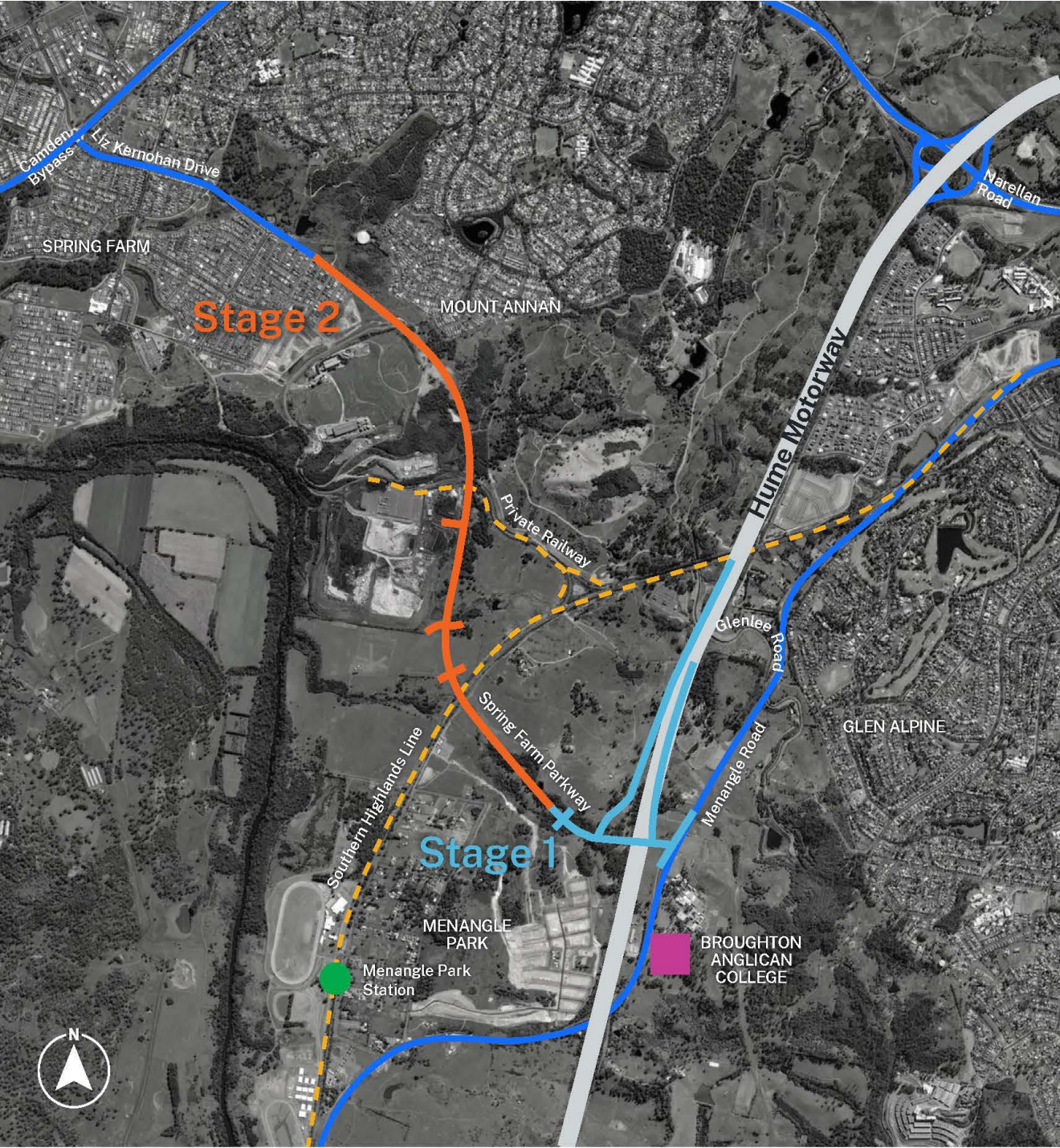
- upgrading Liz Kernohan Drive and associated links along the route
- upgrading Menangle Road to assist with traffic congestion and road safety
- future active transport options
- future widening of Camden Bypass bridge over the Nepean River
- reserving land where Stage 2 crosses the Main Southern Highlands Rail Line for future provision of a railway station and car park to service Spring Farm, Elderslie, Narellan and Camden
- link from Liz Kernohan Drive to the back of Mount Annan

The Spring Farm Parkway Stage 2 (SFP2) project team referred the above out of scope concerns to appropriate divisions within Transport, the Department of Planning, Housing and Infrastructure (DPHI) and both Campbelltown and Camden Councils.

Transport will take all community and stakeholder feedback into account as the design for Spring Farm Parkway Stage 2 (SFP2) is progressed. Feedback will result in additional investigations being commissioned and refinements to the design.

Following the NSW Government's commitment to fund the next planning stages for this important project, Transport will be progressing with a review of environmental factors, concept design and Final Business Case prepared.

Community feedback showed support for the proposed design, with a key emphasis being the need to prioritise its construction



Key

- | | | |
|--|--------------|----------------------------|
| Stage 1 Spring Farm Parkway – under construction | Key roads | Menangle Park Station |
| Stage 2 Spring Farm Parkway – preferred route | Railway line | Broughton Anglican College |
| Hume Motorway | | |

Figure 1: Stage 2 connecting Liz Kernohan Drive with Stage 1 and Menangle Road via the new interchange at the M31 Hume Motorway

2. Background

The Greater Sydney Regional Plan: A Metropolis of Three Cities, published by the Greater Sydney Commission in March 2018, identified Greater Macarthur as an area of future urban development to cater for the growing population of Sydney. There is currently limited road infrastructure within the Menangle Park Urban Release area to support planned housing development within the proposed Greater Macarthur Growth Area.

We recognise the importance of progressing Spring Farm Parkway Stage 2 (SFP2) to improve movement in the Greater Macarthur Growth Area and provide a safe and efficient environment for all road users.

Spring Farm Parkway will unlock land for development in south-west Sydney as well as reduce traffic congestion on Narellan Road by providing an alternative east-west link to the M31 Hume Motorway.

2.1 Work completed to date

1. **Early Planning** – 2019
2. **Investigate potential route options** – 2021
3. **Invite community and stakeholder comments on proposed strategic design** – 2022
4. **Release of Community Consultation Report** – 2024



Spring Farm Parkway Stage 2 will meet the needs of a growing population

3. Project overview

Transport for NSW is developing a proposed design for Spring Farm Parkway Stage 2 (SFP2) consisting of a new 3km, four-lane divided road from the western end of Spring Farm Parkway Stage 1 (SFP1) to Liz Kernohan Drive. This is the second stage of an essential link between Camden Bypass, M31 Hume Motorway and Menangle Road, Menangle Park.

Spring Farm Parkway Stage 1 (SFP1) construction had commenced in July 2022 and work is expected to be completed by late 2024. Stage 1 will provide a new four lane divided road extending about 1km from Menangle Road, west over the Hume Motorway to Menangle Park Urban Release area.

Stage 2 together with Stage 1 would ultimately provide a vital east-west connection to support the Greater Macarthur's growing population and existing and future residential and industrial developments.

3.1 Project objectives

The project aims to:

- provide an essential link to the Greater Macarthur Growth area
- cater for active and future public transport
- service existing and future residential land releases
- connect future communities to the state road network
- minimise environmental impacts
- ensure the safety of all road users

3.2 Key features of proposed design

The proposed design for Spring Farm Stage 2 (SFP2) would include:

- new four lane divided road
- two new bridges over existing rail lines (Main Southern Highlands Rail Line and Glenlee Coal Siding)
- two signalised intersections that provide access to Menangle Park land development and Glenlee Intermodal
- shared user paths for pedestrians and cyclists
- drainage infrastructure
- kerb and gutter along the entire route

4. Consultation approach

The aim of consultation was to seek feedback on the proposed design from the community. The feedback has helped the project team understand what is important to road users, stakeholders and the community.

4.1 Consultation objectives

The communication and engagement objectives for the public display of the proposed Stage 2 design between December 2021 and February 2022 included:

- increasing stakeholder understanding of the overarching plan for the Greater Macarthur Growth Area and Spring Farm Parkway
- engaging with stakeholders in proximity of the proposed Stage 2 link and capture further feedback, ideas and suggestions to help identify any issues
- outlining amendments made to the proposal, where feasible and reasonable, as the project progresses
- building relationships and a database of interested and concerned community members with whom we can continue to engage during the proposal's development.

4.2 How we consulted

Stakeholders and community members were invited to provide feedback, comments and submissions through a range of communication channels at the information session or on the project's online portal, via mail, email or by contacting the project team.

Communication channels


Publicly available contact details for the project:

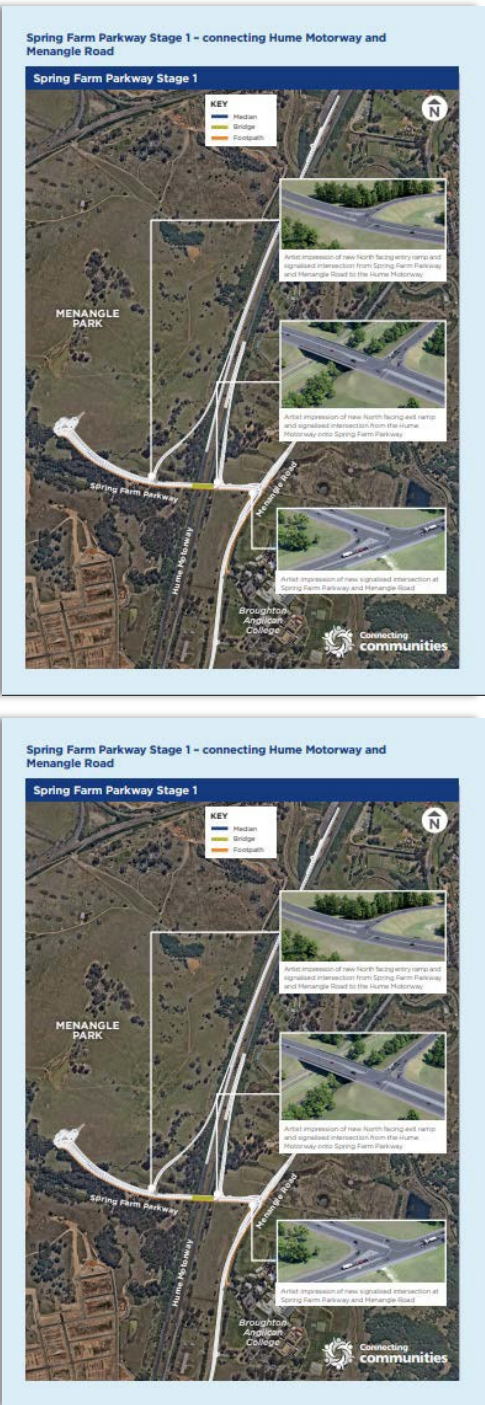
- **Email:** springfarmparkway2@transport.nsw.gov.au
- **Phone:** 1800 325 146
- **Postal:** Spring Farm Parkway 2, Transport for NSW, PO Box 973, Parramatta CBD NSW 2124
- **Website:** nswroads.work/sfp2

Communication materials

A notification was distributed to residents in suburbs surrounding and near to the proposed Stage 2 design. Engagement documents are also available on the project web page for download at nswroads.work/sfp2.


Table 1: Communication materials distributed/hosted during the consultation process

Communication materials	Distributed / hosted
<div><p>Spring Farm Parkway project update</p></div>	<ul style="list-style-type: none">Residents near the proposed road in suburbs including Campbelltown, Camden, Camden South, Camden Park, Spring Farm, Narellan, Mount Annan, Menangle Park, Menangle, Rosemeadow, Glen Alpine and BradburyAvailable on the project webpage



Map of Spring Farm Parkway Stage 1

- Residents near the proposed road in suburbs including Campbelltown, Camden, Camden South, Camden Park, Spring Farm, Narellan, Mount Annan, Menangle Park, Menangle, Rosemeadow, Glen Alpine and Bradbury
- Available on the project webpage

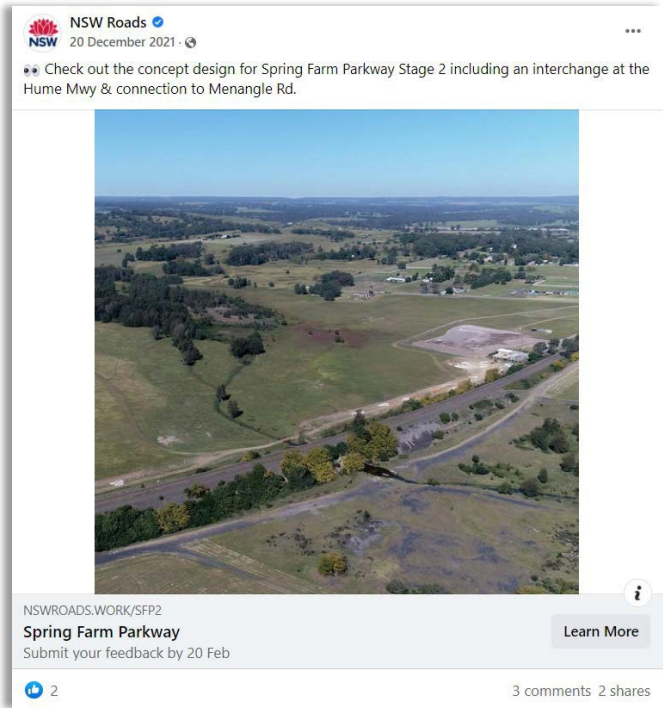
<div data-bbox="311 174 794 875"><p>Spring Farm Parkway Stage 2 – linking Liz Kernohan Drive with Spring Farm Parkway Stage 1 and Menangle Road, via the new interchange at the Hume Motorway</p><p>Spring Farm Parkway Stage 2</p><p>Map of proposed Spring Farm Parkway Stage 2</p></div>	<ul style="list-style-type: none">Residents near the proposed road in suburbs including Campbelltown, Camden, Camden South, Camden Park, Spring Farm, Narellan, Mount Annan, Menangle Park, Menangle, Rosemeadow, Glen Alpine and BradburyAvailable on the project webpage
<p>Consultation report</p>	<ul style="list-style-type: none">The report is available for download on the project webpage

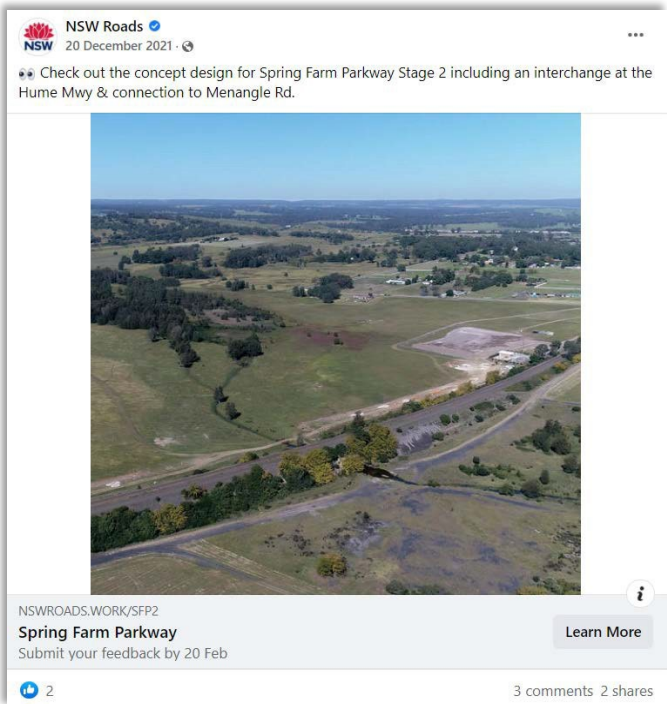
Social Media

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

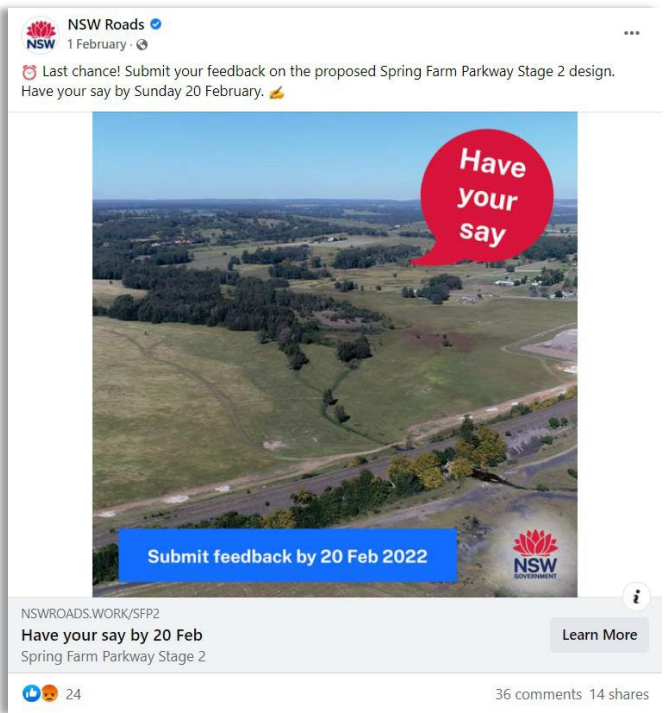
Posts can be viewed below:

Table 2: Social media campaign run between December 2021 and February 2022


Social media posts	
	Ad 1 was run in December 2021 to educate and drive submissions.



Ad 2 was run in December 2021 and January 2022 to educate and drive submissions.



Ad 3 was a final reminder to drive submissions which ran from 14-20 February 2022.



An ad promoting the online community information session was run 3-9 February 2022.

Results: The ad campaign had an overall click rate of 9.8%, which is almost 11 times the industry benchmark (0.9%). There was significant feedback provided in the Facebook comments, with similar themes to those reflected in submissions (e.g., the need for north and south on/off ramps to the Hume Motorway, complaints about the project taking too long, complaints about over development, concerns about Menangle Road capacity, and concerns for the environment).

Table 3: Social media results between December 2021 and February 2022

Social media metrics	Facebook
Data range	December 2021 to February 2022
Reach	47,162
Link clicks	4,633
Reactions	161
Comments	141
Shares	55

For the purposes of this report, feedback about inclusion of south facing ramps are assumed to relate to Spring Farm Parkway Stage 1 (SFP1). It is also assumed that many community members provided this feedback with a view that considered Spring Farm Parkway, both Stages 1 and 2. The level of engagement indicates that the content was of interest to the targeted audience, and that the awareness objective was reached.

Email

An email contacting stakeholders registered in our customer relationship management database was sent on 17 February 2022. The email linked recipients to the project webpage, where they could link to a recording of the online information session. Additionally, it reminded people that the consultation period was almost over and encouraged them to provide feedback.

Press advertising

Transport for NSW
Spring Farm Parkway Stage 2
Have your say

Have your say on this key link for the Greater Macarthur Growth Area

Transport for NSW is inviting the community to provide feedback on the proposed design for Stage 2 of Spring Farm Parkway. This is the second stage of an essential link between the Camden Bypass, Hume Motorway and Menangle Road, Menangle Park.

To view further information on the proposed design, visit nswroads.work/sfp2. You can also provide your feedback by calling 1800 325 146 or emailing springfarmparkway2@transport.nsw.gov.au. Please send us your feedback by Sunday 20 February 2022.

Virtual information session

You're invited to attend an online information session. The project team will be available to provide an overview of Spring Farm Parkway Stage 2 and answer questions on the project. To attend the information session you will need to register.

Date: Thursday 10 February 2022
Time: 2-3pm
Register: Please register and add your questions at <https://bit.ly/3itNrxX>

Map: Spring Farm Parkway Stage 2 - linking Liz Kernohan Drive with Spring Farm Parkway Stage 1 and Menangle Road, via the new interchange at the Hume Motorway

KEY
Median
Bridge
Footpath

Connection to Liz Kernohan Drive
Round About Ecological Services
Proposed four lane divided carriageway
Proposed bridge over private rail line
Proposed bridge over the Hume Southern rail line
Proposed new traffic signalised intersections
Proposed development site
Proposed bridge over the Hume Southern rail line
Proposed cycling and pedestrian path on both sides of the road
Connection to Spring Farm Parkway Stage 1
MENANGLE PARK

Press advertisements appeared in the Campbelltown Advertiser, which is the local print newspaper for the Greater Macarthur area. The objective of the advertisement was to raise awareness for the project and to encourage community participation in the consultation process. The following half-page ads were placed in the 26 January, 2 February and 9 February 2022 editions.

Online information session

The Transport project team held an hour-long online information session on 10 February 2022 to provide an overview of Spring Farm Parkway Stage 2 (SFP2) and gave the community an opportunity to ask questions about the project which were addressed, live. There were 40 registered participants in attendance.

Following the information session, a recording of the session was made available on the project website at nswroads.work/sfp2.

Other engagement activities

Due to the Coronavirus pandemic (COVID-19), we were unable to carry out usual community engagement activities such as door knocking properties, meeting in person, or holding face-to-face community information sessions about the Spring Farm Parkway Stage 2 (SFP2) proposed design.

The project team undertook the following engagement activities consistent with restrictions in place at the time:

Table 4: Other engagement activities and stakeholder groups involved

Engagement activities	Stakeholder group
Key stakeholder briefings via video conference	Online briefing sessions with impacted landowners and Mount Annan Botanic Gardens were held in September 2021, prior to the consultation period.
Council officer briefings via video conference	<ul style="list-style-type: none">Camden Council briefing session held on Tuesday 1 February 2022Campbelltown Council briefing session held on Thursday 3 February 2022
Distributed a community update to businesses and residents in proximity to the proposed Spring Farm Parkway Stage 2	Businesses and residents
Online community information session	Stakeholders and community members

5. What we heard

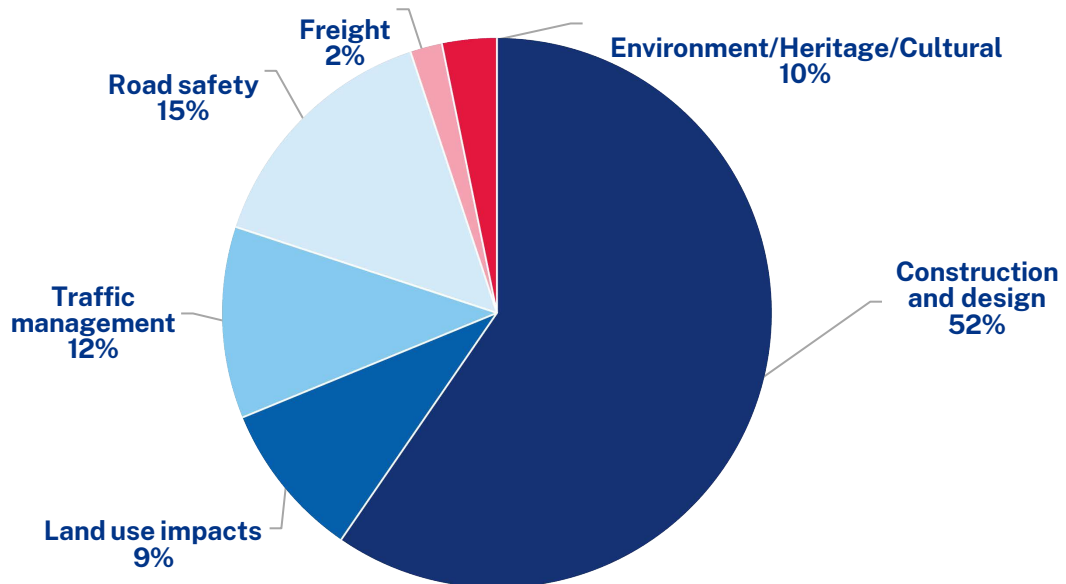


Figure 2: Number of times key issue categories were raised in submissions

5.1 Recommendations and consultation outcomes

Transport received 211 submissions in response to the display of the proposed design for Spring Farm Parkway Stage 2 (SFP2). Community feedback showed strong support for the proposed design, with a key emphasis being the need to prioritise its construction.

The feedback received has been considered and [Table 5](#) contains a summary of submissions and Transport responses. The most prominent themes arising from the public responses include:

- request for south facing on and off ramps at the proposed interchange of Spring Farm Parkway Stage 1 (SFP1) and the Hume Motorway will reduce traffic congestion and support the effectiveness of the upgrade.
- protecting threatened flora and fauna is important to our community.
- safer pedestrian, cycle paths and crossings are needed to deliver good active transport and connectivity.
- improvement of roads and overall performance of the wider traffic network is needed to cater for the growth of the Greater Macarthur Area.

5.2 Analysis of key themes

Figure 2 above shows a summary of key issue categories raised by the community. A prevalent theme was that the project is not addressing significant congestion issues in the Camden and Campbelltown local government areas. Several respondents referenced the requirement for south facing on and off ramps to the Hume Motorway. Transport for NSW acknowledged the community concern and explained its confidence the upgrade will unlock land for development in south-west Sydney as well as reduce traffic congestion on Narellan Road by providing an alternative east-west link to the M31 Hume Motorway. Transport also expressed that Spring Farm Parkway Stage 2 (SFP2) is only one of several transport initiatives underway or in early development that will deliver better connectivity within the state road network and assist with the growth of the Greater Macarthur area.

Active transport infrastructure for movement and safety was another prominent theme across the submissions. Transport advised that there would be more opportunities for further public input as the design progresses. While some of the submissions referred to areas beyond the project's boundary, the Spring Farm Parkway Stage 2 (SFP2) proposed design has sufficient scope to deliver good active transport connectivity accordingly.

Environmental concerns, particularly regarding threatened flora and fauna, emerge as another significant aspect of the consultation process. Transport acknowledges these concerns and highlights the preliminary environmental investigation conducted as part of the project planning, aimed at assessing potential impacts on local species. The chosen alignment is designed to minimise environmental impacts, and as the project progresses to the concept phase, further environmental assessments will be undertaken to mitigate any impacts on biodiversity and ecology within the project boundary.

One clear theme from the consultation process is the community believes plenty of work needs to be done to improve roads across the Greater Macarthur Area. Much of this work is already being collaboratively planned or delivered by Transport, the Department of Planning, Housing and Infrastructure (DPHI) and Camden and Campbelltown Councils to ensure Transport's needs are aligned with future residential, commercial and retail development needs.

5.3 Comments outside the proposed design scope

Many respondents raised concerns about issues outside the direct scope of the public consultation. Such themes included:

- upgrading existing signalised intersection at Camden Bypass and Liz Kernohan Drive
- upgrading Liz Kernohan Drive to link with Swansona Avenue

- upgrading Menangle Road to ease northbound congestion to the Hume Motorway
- future active transport options
- future widening of Camden Bypass bridge over the Nepean River
- a link from Liz Kernohan Drive to the back of Mount Annan

In instances where a submission was considered out of scope, Transport advised the respondent what action was or might be taken to ensure further consideration of their issues. This included advising respondents that their submissions will be directly referred to appropriate divisions within Transport, the Department of Planning, Housing and Infrastructure (DPHI) and both Campbelltown and Camden Councils.

Table 5: Community submissions and Transport responses

Key themes	Project response
Design – Support	
Strong overall support with advocacy to fast track the project.	Transport acknowledges the community's advocacy for the delivery of the project. We thank the community for its interest and advocacy for the project to be delivered.
Stages 1 and 2 should be completed at the same time.	<p>Transport acknowledges the community's advocacy for the delivery of the project.</p> <p>A business case for Stage 2 was prepared and completed in December 2022 to help identify the benefits, risks, issues and costs associated with the proposal. This enabled consideration of the proposal within the wider context of the NSW Government's budget priorities across the region and state.</p>
Project funding	
Strong sentiment from the community about the urgency of the project and frustration that it has either not already been completed or that it will take many years to complete.	<p>Transport acknowledges the community's advocacy for the delivery of the project.</p> <p>A business case for Stage 2 was prepared and completed in December 2022 to help identify the benefits, risks, issues and costs associated with the proposal. This enabled consideration of the proposal within the wider context of the NSW Government's budget priorities across the region and state.</p> <p>The NSW Government has committed \$15 million towards the project planning.</p>
Design – Number of lanes	
Two lanes in each direction is inadequate for the quickly growing population in the area.	<p>Transport has considered residential and industrial growth in the region projected to 2036 by the Department of Planning, Housing and Infrastructure (DPHI) and Camden and Campbelltown Councils to predict future traffic demand.</p> <p>Traffic studies show that two lanes in each direction is satisfactory for accommodating the future traffic volumes.</p>
Any main arterial road in Sydney should be a minimum of 3 lanes in each direction.	<p>Transport has considered residential and industrial growth in the region projected to 2036 by the Department of Planning, Housing and Infrastructure (DPHI) and Camden and Campbelltown Councils to predict future traffic demand.</p> <p>Traffic studies show that two lanes in each direction is satisfactory for accommodating the future traffic volumes.</p>
Design – Active transport options	
A separate cycling path be included as part of the road.	<p>Key focuses for Transport are to provide active transport links and safe infrastructure for all road users. Stage 2 followed a detailed process which reflected local needs to cater for pedestrian and cyclist activity. This includes the provision of 3 metre wide shared user paths on both sides of the design. These shared user paths would be set back from the face of the kerb by a standard separation.</p> <p>Shared user paths would provide connectivity to existing shared user paths in the area. An integrated active transport strategy for Stage 2 with adjoining precincts and projects has been investigated and will be refined further during the concept design.</p>

Key themes	Project response
A minimum 1.5 metre verge between the road and the cycle path, or a breakdown lane for cyclists.	<p>Key focuses for Transport are to provide active transport links and safe infrastructure for all road users. Stage 2 followed a detailed process which reflected local needs to cater for pedestrian and cyclist activity. This includes provision of 3 metre wide shared user paths on both sides of the design. These shared user paths would be set back from the face of the kerb by a standard separation.</p> <p>Shared user paths would provide connectivity to existing shared user paths in the area. An integrated active transport strategy for Stage 2 with adjoining precincts and projects has been investigated and will be refined further during the concept phase.</p>
A shared path on the northern side of Spring Farm Parkway through the Stage 1 works be included.	<p>There is a provision for 3 metre wide shared user paths along both sides of Stage 2 and will connect to the northern shared path of Stage 1. Shared user paths would provide connectivity to existing shared user paths in the area. An integrated active transport strategy for Stage 2 with adjoining precincts and projects has been investigated and will be refined further during concept phase.</p>
The 2 metre verge along with frangible trees does not provide adequate protection for active transport users of the shared user path.	<p>Key focuses for Transport are to provide active transport links and safe infrastructure for all road users. Stage 2 followed a detailed process which reflected local needs to cater for pedestrian and cyclist activity. This includes the provision of 3 metre wide shared user paths on both sides of the design. These shared user paths would be set back from the face of the kerb by a standard separation which will accommodate for landscaping and tree planting.</p> <p>Shared user paths would provide connectivity to existing shared user paths in the area. An integrated active transport strategy for Stage 2 with adjoining precincts and projects has been investigated and will be refined further during the concept design.</p>
Suitable crossings for active transport be included under the proposed bridges, and that they consider connections to the via duct under the Main Southern Highlands Rail Line to the north of the Spring Farm Parkway Corridor.	<p>The Stage 2 design includes two signalised intersections that would provide safe crossing locations for all pedestrians and road users.</p> <p>The proposed bridge structures do not preclude future connections if a shared path to the rail corridors should be required.</p> <p>An integrated active transport strategy for Stage 2 with adjoining precincts and projects has been included in the strategic design and will be refined further during the concept design with input from key stakeholders.</p>
Detailed plans to be made available of the intersections, shared user paths (SUPs), bridges, underpasses and landscaping.	<p>The project is at the strategic design phase. Proposed intersection layouts and detailed plans will be displayed during public consultation as part of the concept design phase.</p>
A minimum width of 3 metres for shared pathways to allow for greater inclusiveness of people with disability.	<p>Key focuses for Transport are to provide active transport links and safe infrastructure for all road users. Stage 2 followed a detailed process which reflected local needs to cater for pedestrian and cyclist activity. This includes the provision of 3 meter wide shared user paths on both sides of the design. These shared user paths would be set back from the face of the kerb by a standard separation which will accommodate for landscaping and tree planting.</p> <p>Shared user paths would provide connectivity to existing shared user paths in the area. An integrated active transport strategy for Stage 2 with adjoining precincts and projects has been investigated and will be refined further during the concept design.</p>

Key themes	Project response
Consult on design for all intersections and create connections to local and regional cycling networks.	Shared user paths have been included on both sides of Stage 2 and intersections have been designed to accommodate for cyclists. Transport will continue to work closely with Camden and Campbelltown Councils to ensure that future connections to local cycling networks can be integrated.
Design – Roadside inclusions	
Shade trees to be planted along the shared pathway and rubbish bins for dog owners to dispose of dog waste.	Tree planting together with placement of road furniture including rubbish bins are considered as part of the urban design phase of the project. This will be developed in more detail as the project progresses.
If bus stops are to be located along the parkway, then adequate provision for rubbish capture and collection should be provided.	Transport will work in collaboration with Camden and Campbelltown Councils to determine placement of road furniture including rubbish bins during the concept design phase.
Design – Roadwork specifications	
Road specifications must be to a standard that will withstand heavy vehicles, long term.	Yes, Stage 2 will be designed to specifications and standards to cater for all vehicles including heavy vehicles
Design – Impacts on rising main along the main Southern Highlands railway line	
Impacts on the DN450 rising main along the Southern Highlands Railway Line. The rising main is a critical single feed from the pump station 1185. Details from Transport regarding the proposed bridge design have not yet been provided.	Strategic assessment of impacted utilities has been undertaken including consideration of the DN450 raising main. Consultation with key utilities stakeholders will continue to ensure necessary consideration of impacts and utility adjustments are included as the design development progresses.
Design – Australian Botanic Gardens (ABGMA)	
Inclusion of a southern entry connection point area/ design for a future signalised access/ egress between ABGMA (including defining the appropriate road reservation) and Spring Farm Parkway Stage 2.	Transport has worked closely with Australian Botanic Gardens Mount Annan to consider their requirements. The proposed design does not exclude the establishment of a southern entry connection to the Botanic Gardens should the Mount Annan Botanic Gardens proceed with their proposal.
Design – Alignment provisions for rail line	
Provision be made on the private rail spur to allow the highest class of goods trains, as well as provision for future rail expansion to service Greater Macarthur to the south of Macarthur station for future servicing of areas in Wollondilly, increasing connectivity for their community.	The proposed design has made considerations to vertical clearance that allows for future double stacking of containers on freight trains. The proposed bridge over the rail corridor is being designed to minimise impacts and to allow future expansion of a number of rail lines in the corridor.

Key themes	Project response
Design – Configuration for traffic to and from Menangle Park Paceway	
Only options that provide full movements should be considered for traffic to and from the Menangle Park Paceway, as opposed to the left in left out configuration in the current plan.	Intersection layout options on Stage 2 for traffic to and from Menangle Park Paceway have been considered for further development. These will be considered in more detail during the future design phases of the project.
Safety	
The speed limit on the parkway should be 80km/hour.	The planned posted speed limit for the project is 80km/hour.
Long established suburbs would become unsafe with increased volumes of traffic.	<p>Stage 2 would support growing communities by improving mode choice and connectivity to the state road network.</p> <p>The proposed design includes a new four lane divided road to facilitate the increase in traffic needs and to improve safety for road users and the community. Transport is supporting the growth of the Greater Macarthur region by planning transport projects to meet the community's needs now and into the future. A key priority for Transport on all projects is the use of safety in design principles.</p> <p>Once the project progresses to the concept phase, Transport will consult further with the community and stakeholders and investigate possible mitigation measures following safety in design principles. Transport would also consult with Camden and Campbelltown Councils on the road design to ensure it meets safety and community standards.</p>
Safety cameras are needed along the parkway and at key intersections, particularly given the high number of heavy vehicles that will use the corridor.	Thank you for the feedback on the issue of speeding. This will be further investigated as development of the project progresses.
Barriers be installed to protect residents' homes from speeding vehicles and trucks.	The need for safety barriers at appropriate locations will be further investigated as development of the project progresses.
Environmental issues – Noise, air quality and vibration	
Concerns about increased traffic noise. Residents stated that noise is currently an issue, and it will become excessive after the project is completed.	<p>Once the project progresses to the concept phase, Transport will undertake an environmental impact assessment to consider the effects of noise during both the construction phase and when the road is open to traffic. This will include a noise impact assessment.</p> <p>If impacts are identified, a series of reasonable treatments will be considered. Where dwellings are affected, we will look at appropriate noise mitigation measures.</p>
Request for sound barriers to be installed from Campbelltown UWS campus exit to the parkway.	<p>Once the project progresses to the concept phase, Transport will undertake an environmental impact assessment to consider the effects of noise during both the construction phase and when the road is open to traffic. This will include a noise impact assessment.</p> <p>If impacts are identified, a series of reasonable treatments will be considered. Where dwellings are affected, we will look at appropriate noise mitigation measures.</p>

Key themes	Project response
Concerns for residents in relation to additional pollution from an increase in traffic.	<p>Air pollution is not expected beyond the acceptable tolerances.</p> <p>Once the project progresses to the concept phase, Transport will undertake a detailed investigation of the impacts to the environment and undertake an environmental assessment.</p>
Environmental issues – Flora and fauna	
Consideration was requested for a biodiversity corridor to link Australian Botanical Gardens Mount Annan (ABGMA) and the Nepean River.	<p>As part of the investigations for Stage 2, a preliminary environmental investigation was carried out to assess the potential impacts from construction on threatened species in the area, both flora and fauna. This has informed a strategic design and alignment that will minimise impacts to the environment.</p> <p>During the concept design phase, Transport will undertake a detailed environmental assessment that will look at the biodiversity and ecology in the area. This will include the possible need for infrastructure to allow connectivity for identified movement corridors to be maintained between the Nepean River and Mount Annan Botanic Gardens.</p> <p>Transport is also working closely with Camden and Campbelltown councils along with the Department of Planning, Housing and Infrastructure (DPHI) to consider the environmental protection requirements involved.</p>
Request for retaining and enhancing continuous green corridors by way of a green bridge using the existing terrain without disturbing the surrounding landscape and environment.	<p>Once the project progresses to the concept phase, Transport will undertake a detailed environmental assessment which will help inform a design to minimise impact on the landscape and environment.</p> <p>Transport is also working closely with Camden and Campbelltown councils along with the Department of Planning, Housing and Infrastructure (DPHI) to consider the environmental protection requirements involved.</p>
The parkway leaves a legacy of green through a cooling urban tree planting themed with Australian native species and aligned to the ABGMA thematic which is Australian native flora.	<p>During the next stages of the project development and environmental assessment, Transport will assess which climate tolerant vegetation should be considered, along with its ability to align with the existing landscape and native vegetation.</p> <p>Transport is also working closely with Camden and Campbelltown councils along with the Department of Planning, Housing and Infrastructure (DPHI) to consider the environmental protection requirements involved.</p>
Consideration of wildlife and providing overpasses or underpasses to assist in their protection where needed.	<p>As part of the investigations for Stage 2, a preliminary environmental investigation was carried out to assess the potential impacts from construction upon threatened species in the area, both flora and fauna. This has informed a strategic design and alignment that will minimise impacts to the environment.</p> <p>Once the project progresses to the concept phase, Transport will undertake a detailed environmental assessment that will look at the biodiversity and ecology in the area. This will include the possible need for provision of infrastructure to maintain connectivity for fauna movement corridors.</p>
Request to manage and remove the African Olive within the road reserve and adjoining road reserves to mitigate its impact on the broader environment.	<p>Once the project progresses to the concept phase, Transport will undertake a more detailed environmental assessment that will look at the biodiversity and ecology in the area.</p> <p>This assessment will consider potential impacts to the environment from the project and help determine appropriate mitigation measures and safeguards to be put in place.</p>

Key themes	Project response
Transport to offset any impacts on biodiversity in the area.	<p>Transport is committed to avoiding and minimising the impact of future projects on the environment.</p> <p>As part of the investigations for Stage 2, a preliminary environmental investigation was carried out to assess the potential impacts from construction upon threatened species in the area, both flora and fauna. This has informed a strategic design and its alignment will minimise impacts to the environment.</p> <p>Once the project progresses to the concept phase, Transport will undertake a detailed environmental assessment that will look at the biodiversity and ecology in the area. This will include investigation of the need to make any bio-offsets for impacts identified.</p> <p>Transport is also working closely with Camden and Campbelltown councils along with the Department of Planning, Housing and Infrastructure (DPHI) to consider the environmental protection requirements involved.</p>
Consult early with Mount Annan Botanic Gardens to ensure creation of fauna movement corridors, as well as consideration for Swift Parrots in the area.	<p>As part of investigations for Stage 2, a preliminary environmental investigation was carried out to assess the potential impacts from construction upon threatened species in the area, both flora and fauna. This has informed a strategic design and its alignment will minimise impacts to the environment.</p> <p>Issues identified during the consultation process, particularly those relating to Mount Annan Botanic Gardens will be considered further in detail during future design phases and the environmental assessment of the project. This will include the possible need for provision of infrastructure to maintain connectivity for fauna movement corridors.</p> <p>Transport is also working closely with Camden and Campbelltown councils along with the Department of Planning, Housing and Infrastructure (DPHI) to consider the environmental protection requirements involved.</p>
Design – Floodplain storage	
Confirmation that the road batters will not cause a loss of floodplain storage for overbank flooding in the Nepean River.	<p>As part of the investigations for Stage 2, a flood and drainage assessment has been undertaken to inform the strategic design and assist in mitigating any potential impacts.</p> <p>Once the project progresses to the concept phase, Transport will undertake a more detailed flooding and draining assessment in collaboration with Campbelltown and Camden Councils.</p>
Property – Impact on value	
Concerns about increased traffic noise on the value of properties within proximity to the parkway.	<p>Stage 2 would support growing communities by improving mode choice and connectivity to the state road network.</p> <p>During the concept design phase, Transport will undertake an environmental impact assessment to consider the effects on noise during both the construction phase and when the road is open to traffic.</p> <p>If impacts are identified, a series of reasonable treatments will be considered. Where dwellings are affected, we will look at appropriate noise mitigation treatments.</p>

Key themes	Project response
Stage 1 southbound ramps - Outside of scope	
The lack of south facing on and off ramps for traffic.	<p>The decision to build the north facing on-ramp and off-ramp at Stage 1 and the Hume Motorway followed a detailed design process considering the needs for the area in terms of demand for movement.</p> <p>The Stage 1 project has been designed to respond to existing traffic conditions and anticipated future demand by 2036. While south facing ramps are not proposed as part of the current project scope, the project design allows for ramps to be built in the future should they be required by increased development in the area.</p> <p>For more information on the project visit: Spring Farm Parkway, Menangle Transport for NSW</p>
Both north and south facing on and off ramps are urgently needed now, to ease pressure and congestion on Narellan Road.	<p>The decision to build the north facing on-ramp and off-ramp at Stage 1 and the Hume Motorway followed a detailed design process considering the needs for the area in terms of demand for movement.</p> <p>The Stage 1 project has been designed to respond to existing traffic conditions and anticipated future demand by 2036. While south facing ramps are not proposed as part of the current project scope, the project design allows for ramps to be built in the future should they be required by increased development in the area.</p> <p>The proposed Stage 2 design together with Stage 1 will provide an alternative east-west link for the dominant flow of traffic heading onto Liz Kernohan Drive and Camden Bypass, which would alleviate traffic on Narellan Road and provide better connectivity to the state road network.</p>
If the Hume Motorway is to be disrupted for 12 months or more, northbound and southbound on and off ramps should be completed at the same time.	<p>The decision to build the north facing on-ramp and off-ramp at Stage 1 and the Hume Motorway followed a detailed design process considering the needs for the area in terms of demand for movement.</p> <p>The Stage 1 project has been designed to respond to existing traffic conditions and anticipated future demand by 2036. While south facing ramps are not proposed as part of the current project scope, the project design allows for ramps to be built in the future should they be required by increased development in the area.</p>
Lack of south facing on and off ramps to the Hume Motorway would limit the effectiveness of the new road, particularly when considering the new housing development to the south of Camden LGA which will force motorists to use Narellan Road to access the Hume Motorway.	<p>The decision to build the north facing on-ramp and off-ramp at Stage 1 and the Hume Motorway followed a detailed design process considering the needs for the area in terms of demand for movement.</p> <p>The Stage 1 project has been designed to respond to existing traffic conditions and anticipated future demand by 2036. While south facing ramps are not proposed as part of the current project scope, the project design allows for ramps to be built in the future should they be required by increased development in the area.</p>
An additional north facing exit ramp onto Spring Farm Parkway to head westbound would be of benefit.	<p>The decision to build the north facing on-ramp and off-ramp at Stage 1 and the Hume Motorway followed a detailed design process considering the needs for the area in terms of demand for movement.</p> <p>The project has been designed to respond to existing traffic conditions and anticipated future demand by 2036.</p>

Key themes	Project response
There is just as much traffic heading south as there was heading north, including for employment, health care and/or education in Campbelltown and the Wollongong area.	<p>The decision to build the north facing on-ramp and off-ramp at Stage 1 and the Hume Motorway followed a detailed design process considering the needs for the area in terms of demand for movement.</p> <p>The Stage 1 project has been designed to respond to existing traffic conditions and anticipated future demand by 2036. While south facing ramps are not proposed as part of the current project scope, the project design allows for ramps to be built in the future should they be required by increased development in the area.</p>
Design – Outside of scope	
What upgrade is planned for Menangle Road to ease northbound congestion to the Hume Motorway, which is reported to regularly have almost three kilometres of traffic congestion from Waterworth Drive and Narellan Road to the on ramp.	<p>Stage 1 includes a 600-metre upgrade of Menangle Road, where it meets Spring Farm Parkway. Traffic modelling indicates the upgrade will ease traffic by providing road users access to a new north facing entry ramp and signalised intersection from Spring Farm Parkway and Menangle Road to the Hume Motorway. The project has been designed to address the current traffic conditions and anticipated future demand by 2036.</p> <p>The proposed Menangle Road Upgrade project is separate to the scope of Stage 2. Menangle Road Upgrade is in the preliminary stages of strategic development. Transport is working with options for a possible future upgrade to improve traffic flow and road safety. For more information on the project visit: Menangle Road Upgrade Transport for NSW</p>
Menangle Road cannot handle the expected traffic from people wanting to go south and return from the south. Menangle Road was also identified as being too winding and narrow, and that the additional traffic would cause unsafe driving conditions.	<p>Stage 1 of the project includes a 600-metre upgrade of Menangle Road where it meets Spring Farm Parkway. Traffic modelling indicates that the intersection of Spring Farm Parkway and Menangle Road would provide a sufficient level of service until at least 2036. This modelling assumes Stage 2 is also completed.</p> <p>Menangle Road, separate to the scope of this project, is in the preliminary stages of strategic development. Transport is working with options for a possible future upgrade to improve traffic flow and road safety.</p>
Transport's own modelling showed that Stage 1 will require upgrading in less than 10 years from opening. To minimise future disruption to the community a request was made for additional funding to build Stage 1 to a future standard.	<p>Stage 1 has been designed to address the current traffic conditions and anticipated future demand by 2036.</p>
All on ramps must have a long lead-in to ensure safe entry to a 110km/hour zone.	<p>A key priority for Transport on all projects is the use of safety in design principles. Stage 1 includes a 1.8 kilometre on-ramp and a 600 metre off-ramp and associated Hume Motorway widening works.</p>
Residents of Glen Alpine become trapped during peak hours, with high traffic volume and no lights to allow a break in traffic along Menangle Road.	<p>Menangle Road is separate to the scope of this project and is in the preliminary stages of strategic development.</p> <p>Transport is working on options for a possible future upgrade to improve traffic flow and road safety.</p>
Future widening of Camden Bypass bridge over the Nepean River.	<p>The Camden Bypass bridge over the Nepean River falls outside the scope of this project.</p> <p>Where relevant, comments will be passed to specific stakeholders which can be referred to if/when the bridge is an integral part of any future project.</p>

Key themes	Project response
Liz Kernohan Drive between Barrow Road and Richardson Road was not built to cope with the expected traffic and needs major repair or re-laying.	Liz Kernohan Drive falls outside the scope of this project and is managed by Camden Council. Transport has referred this comment to Council for consideration.
Request for a link from Liz Kernohan Drive to the back of Mount Annan Botanical Gardens.	Stage 2 has been designed to address existing and future east-west transport needs in the Greater Macarthur Growth Area. At this stage, a link to Mount Annan from Liz Kernohan Drive falls outside the scope of this project.
Liz Kernohan Drive should link up with Swansona Avenue.	Liz Kernohan Drive falls outside the scope of this project and is managed by Camden Council. Transport has referred this comment to Council for consideration.
Improving the line of sight when exiting Ancona Avenue onto Liz Kernohan Drive.	Transport has referred this comment to Camden Council for consideration.
For greater functionality the existing signalised intersection at Camden Bypass and Liz Kernohan Drive will require upgrading, as well as the roundabout at Richardson Road.	Richardson Road falls outside the scope of this project and is managed by Camden Council. Transport has referred this comment to Council for consideration. The design for Stage 2 together with Stage 1 will provide an alternative east-west link that will ease traffic flow from Liz Kernohan Drive to Camden Bypass by providing better connectivity to the state road network and the M31 Hume Motorway. The intersection at Richardson Road would improve with the construction of Stage 2 from its current performance and provide a better balance of traffic movements at the existing roundabout.
The Richardson Road intersection would require upgrading from a roundabout to traffic lights to manage extra traffic from the east.	Richardson Road falls outside the scope of this project and is managed by Camden Council. Transport has referred this comment to Council for consideration. The intersection at Richardson Road would improve with the construction of Stage 2 from its current performance and provide a better balance of traffic movements at the existing roundabout.
The Richardson Road roundabout is not efficient, with queues trailing back to Springs Road and to Waterworth Drive and Throsby Drive during weekday peak times.	Richardson Road falls outside the scope of this project and is managed by Camden Council. Transport has referred this comment to Council for consideration. The intersection at Richardson Road would improve with the construction of Stage 2 from its current performance and provide a better balance of traffic movements at the existing roundabout.
Will there be public access on Commelina Drive to the Liz Kernohan roundabout?	Public access on Commelina Drive to the Liz Kernohan roundabout falls outside the scope of this project. Early investigations for a bus-only link between Swansona Avenue and Liz Kernohan Drive has been considered. Currently, there is no funding available to progress these studies further.
Outside of scope - General	
More active transport options for the area including buses and a train station.	Stage 2 would provide necessary infrastructure for future public transport options. Although there are no dedicated bus lanes on the corridor, it may have bus services running along it. Provision of a railway station falls outside the scope of this project. These comments were passed to our organisation's transport planners for consideration.

Key themes	Project response
Transport should reserve land where Stage 2 crosses the Main Southern Highlands Rail Line for future provision of a railway station and car park to service Spring Farm, Elderslie, Narellan and Camden.	<p>We appreciate the feedback, however the provision of a train station falls outside the scope of this project.</p> <p>These comments were passed to our organisation's transport planners for consideration.</p>
Concerns about turning right out of Broughton Anglican College onto Menangle Road due to the increase in traffic. Will there be mitigation measures in place?	<p>Stage 1 of Spring Farm Parkway includes a 600-metre upgrade of Menangle Road, where it meets Spring Farm Parkway.</p> <p>Menangle Road, separate to the scope of this project, is in the preliminary stages of strategic development. Transport is working with options for a possible future upgrade to improve traffic flow and road safety.</p>
Outside of scope – Truck parking	
Truck parking at both Pheasants Nest and the Dust Bowl are already at capacity, will there be an additional parking bay in this location?	<p>Transport for NSW will refer this matter to the Freight Branch for consideration.</p> <p>Pheasants Nest Rest Area has recently been upgraded with significant additional capacity for motorists, heavy vehicles and OSOM vehicles (up to 5m wide) on the Hume Motorway. The facilities include toilets, fuel station, restaurants and shelter.</p> <p>Transport is working to improve heavy vehicle rest stopping across both regional NSW and Greater Sydney to support driver wellbeing and assist drivers to comply with fatigue management regulations.</p>
Outside of scope – Housing development concerns	
There are too many houses being built in the area, and the serenity of Menangle will be ruined by adding additional housing and roads.	<p>We appreciate the feedback, however the supply of housing in the area falls outside the scope of this project.</p>
Outside of scope – Duplication of Menangle Road	
Menangle Road needs to be duplicated to avoid the new Spring Farm Parkway causing too much stress on it.	<p>Stage 1 of the project includes a 600-metre upgrade of Menangle Road where it meets Spring Farm Parkway. Traffic modelling indicates that the intersection of Spring Farm Parkway and Menangle Road should provide a sufficient level of service until at least 2036. This modelling assumes Stage 2 is also completed.</p> <p>Menangle Road, separate to the scope of this project, is in the preliminary stages of strategic development. Transport is working with options for a possible future upgrade to improve traffic flow and road safety.</p>
Outside of scope – Rail track upgrades	
Request for rail bridge over the Main Southern Rail Line to cater for upgrades to 4 tracks as part of expanding the freight-rail separation from passenger lines.	<p>The current proposed strategic bridge option over the Main Southern Highlands Rail Line will not restrict any increase in tracks within the rail corridor and the height of the bridge will cater for double stacking of rail carriages for freight movements.</p>
Outside of scope – Suez location	
The Suez plant should be relocated due to the smell emanating from the site.	<p>We appreciate the feedback, however, the smell emanating from the Suez plant and suggestion about its relocation are issues that fall outside the scope of this project.</p>

6. Next steps

Transport appreciates the time taken to consider the proposal and we thank the community for providing feedback during the consultation period.

We recognise the importance of progressing Spring Farm Parkway Stage 2 to help facilitate improved movement in the Greater Macarthur Growth Area, providing a safe and efficient environment for all road users.

Reviewing community and stakeholders feedback is an integral step to informing the project's design development. The feedback captured has provided us a better understanding of what is important to the community.

To progress the design stage, the NSW Government has committed \$15 million towards the project planning. The next stage will see community input being considered with a review of environmental factors, concept design and final business case prepared.

Transport is committed to working with key stakeholders such as Councils and updating the community as the design progresses.

For more information on Spring Farm Parkway Stage 2 please visit nswroads.work/sfp2 or scan QR code below.



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