

Committee on  
Transport and Infrastructure



LEGISLATIVE  
ASSEMBLY

# Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis



Report 3/58 – November 2024



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The motto of the coat of arms for the state of New South Wales is "Orta recens quam pura nites". It is written in Latin and means "newly risen, how brightly you shine".

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## Chair's foreword

The Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis have created a unique opportunity to give communities in western Sydney much-needed transport infrastructure.

The airport is expected to open in late 2026 and provide capacity for approximately 10 million regional, domestic and international passengers per year. The airport is expected to grow alongside demand in the coming decades.

The aerotropolis is the precinct that surrounds the new airport and is expected to be a major driver of employment in the region. It is expected to create jobs across a range of sectors ranging from office-based jobs, higher education, freight, logistics, industrial and food distribution.

The Committee heard that critical transport infrastructure was necessary to maximise the benefits of the airport and aerotropolis and share them equally across western Sydney. We looked into options for transport infrastructure for the airport and aerotropolis and how it could integrate into Sydney's broader transport network. We heard from a range of stakeholders including local councils, business groups, government agencies, public transport advocates and interested members of the public.

While western Sydney is currently car dependent, it is important that from its opening, public transport becomes the modus operandi for those using the new airport. To ensure this, we recommend a significant program of public transport works to link communities in western Sydney to the airport and aerotropolis and reduce strain on the road network.

We recommend that the NSW Government provide rapid bus services from major western Sydney centres to the airport and aerotropolis. Crucially, these services must be supported by infrastructure such as dedicated bus lanes to make buses competitive with car trips.

As an immediate priority we recommend that the South-West Rail Link that currently ends at Leppington be extended to the airport and aerotropolis; to provide rail access to the major centre of Liverpool and the rapidly growing suburbs of the south-west. We were pleased to hear this is currently the subject of a business case and encourage the NSW Government to deliver the extension as a priority.

In the medium term we recommend extending the Sydney Metro – Western Sydney Airport line that is currently under construction in stages, initially south to Oran Park and Macarthur, then north from St Marys to Tallawong. This would allow for trips between different areas of western Sydney and connect communities not currently served by public transport to the airport and aerotropolis.

In the longer term we recommend that the NSW Government investigate extending Sydney Metro West to the airport to connect people to jobs in both the airport and Parramatta CBD.

We also heard of the need to build and upgrade roads, as the airport and aerotropolis will generate and receive significant freight traffic after opening. We recommend that the under-construction M12 Motorway include an interchange with Mamre Road and Elizabeth Drive to allow trucks to access industry in the Mamre Road precinct.

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Western Sydney Aerotropolis

While we understand that the NSW Government is delivering and planning a number of needed road upgrades, we recommend that timelines and completion dates for these projects are published to provide certainty for communities and industry.

The Committee heard that upon opening, many fuel tanker trucks will be needed daily to supply the airport with fuel, adding to congestion and introducing safety risks. We recommend that the NSW Government investigate the viability of a fuel pipeline to service the airport.

We further encourage the NSW Government to plan ahead and investigate future links to the airport and aerotropolis, including rail to the Wollondilly and Illawarra regions via the Maldon-Dombarton rail line, and the Outer Sydney Orbital.

Such an expansive infrastructure program requires robust planning and funding to deliver successfully. To this end, the Committee recommends that the NSW Government commit to a forward program of transport infrastructure projects to be built in the coming years and fast-track land acquisition for these projects. We also recommend that value capture levies be used to help fund public transport projects and reduce reliance on inequitable user charges such as tolls and access fees. Updated estimates of jobs, passengers and freight can inform what infrastructure will be needed, and when it will be needed.

Recognising that the best infrastructure decisions are made in partnership with the affected local communities, it is important that the NSW Government consult and update the public and other stakeholders on planning and decision-making for transport infrastructure to the airport and aerotropolis.

We also recommend that the NSW Government publish the full business case for the Sydney Metro – Western Sydney Airport project, so that the assumptions and decisions made can be understood and scrutinised. The Committee has consistently advocated for transparency for major transport projects, having previously sought the release of the Sydney Metro West business case.

The airport and aerotropolis have the potential to be catalysts for vastly improved transport infrastructure for western Sydney. Many of our recommendations would provide transport access to existing areas of western Sydney, as well as connecting them to the airport and aerotropolis. It is not just about 'build it and they will come' – the government must build for the communities who are already there.

I would like to thank my colleagues on the Committee for their valuable contributions throughout the inquiry process. I would also like to thank the Committee secretariat for their professionalism and support throughout the inquiry. Finally, I would like to thank all inquiry participants for their evidence through submissions, appearances at hearings and answers to questions, without which this inquiry would not be possible.



**Lynda Voltz MP**  
Chair

## Findings and recommendations

Recommendation 1	6
That the NSW Government commit to, and publish, a long-term sequencing of critical transport infrastructure projects to be built for the airport and aerotropolis.	
Recommendation 2	6
That the NSW Government fast-track land acquisition on corridors for transport infrastructure for the airport and aerotropolis.	
Recommendation 3	11
That the NSW Government use value capture levies to fund public transport infrastructure connections to the airport and aerotropolis.	
Recommendation 4	15
That the NSW and Commonwealth Governments prepare and release updated estimates of airport patronage for the airport, including a breakdown of passengers and freight.	
Recommendation 5	15
That the NSW Government prepare and release updated estimates of employment patterns for the airport and aerotropolis.	
Recommendation 6	18
That the NSW Government more regularly consult and update the public and other stakeholders, including local councils, on planning and decision-making for transport infrastructure supporting the airport and aerotropolis.	
Recommendation 7	18
That the NSW Government release the full business case for the Sydney Metro – Western Sydney Airport line.	
Finding 1	21
There is a risk of insufficient public transport connections between the airport, aerotropolis and the rest of western Sydney, which can contribute to existing car dependence and road congestion in western Sydney.	
Recommendation 8	24
That Transport for NSW deliver rapid buses from Penrith, Liverpool, Campbelltown and other major western Sydney centres to the airport and aerotropolis at its opening in 2026.	
Recommendation 9	24
That Transport for NSW deliver infrastructure upgrades to support rapid buses, including bus-only lanes and bus priority at intersections.	



Recommendation 10	24
That Transport for NSW increase the frequency of bus services from major western Sydney centres to the Western Sydney Airport.	
Recommendation 11	33
That Transport for NSW as a priority deliver a rail link from Leppington to the airport and aerotropolis.	
Recommendation 12	37
That Transport for NSW undertake a feasibility study to deliver in the medium term the north-south rail line in the following stages:	
<ol style="list-style-type: none"><li>1. An above ground section from Bradfield to Oran Park,</li><li>2. A tunnelled section from Oran Park to Macarthur,</li><li>3. A section from Tallawong to St Marys.</li></ol>	
Recommendation 13	42
That Transport for NSW in the long term investigate options for extending Sydney Metro West to the airport.	
Recommendation 14	46
That Transport for NSW construct an additional exit off the M12 Motorway at the Mamre Road and Elizabeth Drive intersection.	
Recommendation 15	48
That the NSW Government publicly release the project timelines and estimated completion dates for road upgrades that have been funded.	
Recommendation 16	52
That the NSW Government investigate and prioritise a plan for a direct fuel pipeline to the airport, including a timeline for delivery.	
Recommendation 17	55
That the NSW Government investigate the need and feasibility of a freight and passenger rail link to the south-west of the airport and aerotropolis, including completing the Maldon-Dombarton rail line.	
Recommendation 18	59
That the NSW Government investigate the feasibility and need for the Outer Sydney Orbital.	

# Chapter One – Western Sydney International Airport and Western Sydney Aerotropolis

## Summary

The airport is currently under construction in Badgerys Creek and is expected to open in late 2026. The aerotropolis is the precinct that surrounds the airport.

In 2018, the Commonwealth, NSW and local governments signed the Western Sydney City Deal, which included commitments for transport infrastructure for the airport and aerotropolis.

## Background of the airport and aerotropolis

- 1.1 Western Sydney International (Nancy-Bird Walton) Airport (the **airport**) is a new international airport currently under construction in Badgerys Creek in South-West Sydney. The airport is expected to open in late 2026 and will operate 24 hours a day as a major transport hub.<sup>1</sup>
- 1.2 The airport was announced in 2014.<sup>2</sup> The project's first stages involved the construction of a single 3700 metre runway, terminal and supporting facilities. The airport will have an initial operational capacity of 10 million passengers and 81 000 aircraft movements annually by 2033, including freight operations.<sup>3</sup>
- 1.3 The Western Sydney Aerotropolis (the **aerotropolis**) is a precinct that surrounds the airport.<sup>4</sup> The aerotropolis is located within the Western Parkland City – a district identified in the 2018 *Greater Sydney Region Plan: A Metropolis of Three Cities* consisting of eight local government areas including the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly.<sup>5</sup>

## What is an aerotropolis?

An aerotropolis, a word derived from the combination of aero (aviation) and metropolis, refers to an area of land oriented on an airport and its associated infrastructure and economy. It includes surrounding areas, businesses and residential development that benefit from each other and their accessibility to the airport.<sup>6</sup>

<sup>1</sup> [Submission 35](#), Western Sydney Airport, p 2-4; [Submission 21](#), NSW Government, p 3.

<sup>2</sup> [Submission 21](#), p 3.

<sup>3</sup> Department of Infrastructure, Transport, Regional Development, Communications and the Arts, [Western Sydney Airport – Airport Plan](#), September 2021, p 3; [Answers to questions on notice](#), Infrastructure NSW, p 1.

<sup>4</sup> NSW Government, [Western Sydney Aerotropolis Plan](#), September 2020, p 6, accessed 29 October 2024.

<sup>5</sup> Greater Sydney Commission, [Greater Sydney Regional Plan: A Metropolis of Three Cities](#), March 2018, pp 6-7, 25, accessed 29 October 2024.

<sup>6</sup> NSW Government, [Western Sydney Aerotropolis Plan](#), September 2020, p 6, accessed 29 October 2024.

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1.4 In September 2024, a Master Plan was approved for Bradfield, the city centre of the aerotropolis.<sup>7</sup>

1.5 Figure 1 shows the airport and aerotropolis within Greater Sydney.

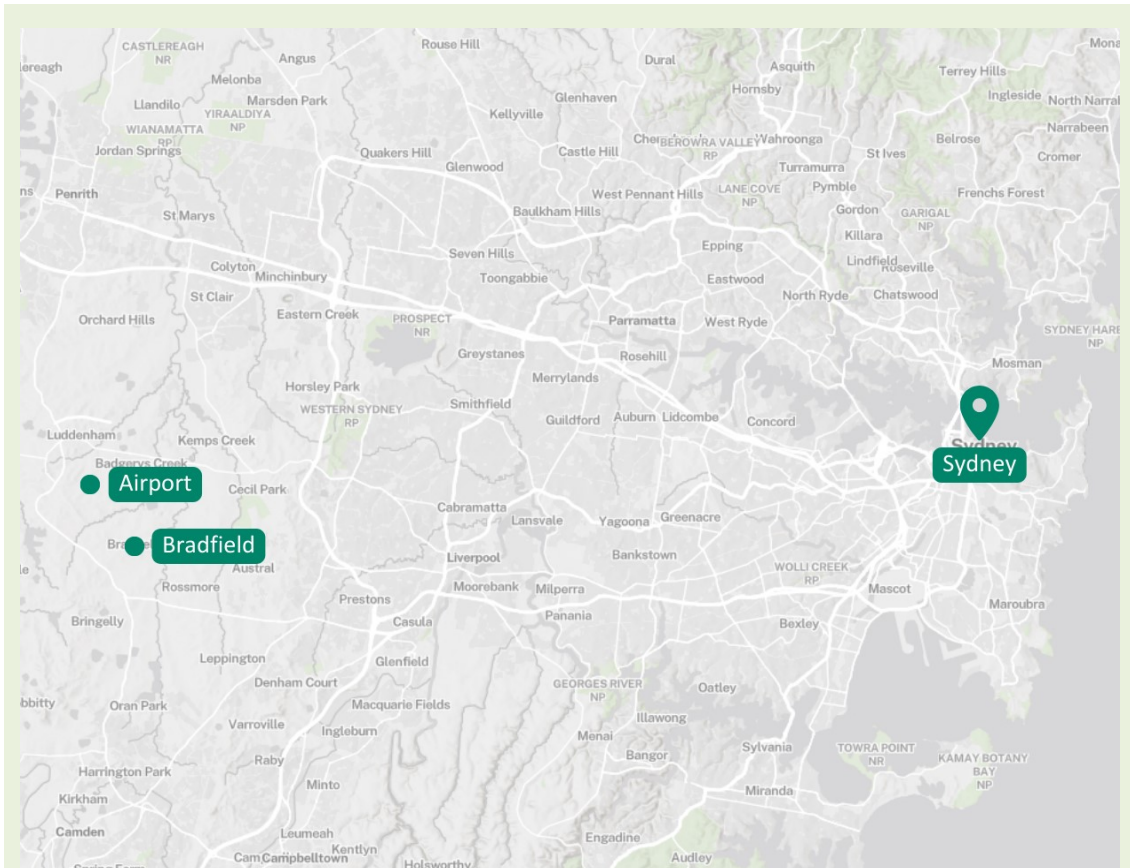


Figure 1: The airport and aerotropolis within Greater Sydney.

1.6 The 2020 Western Sydney Aerotropolis Plan identifies 10 precincts in the aerotropolis:

- Aerotropolis Core
- Agribusiness
- Badgerys Creek
- Mamre Road
- Northern Gateway
- Wianamatta – South Creek

<sup>7</sup> NSW Government, [Australia's newest city takes shape as Bradfield City Centre Masterplan gets tick of approval](#), media release, 4 September 2024, viewed 29 October 2024.

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- Dwyer Road
- Kemps Creek
- North Luddenham
- Rossmore.<sup>8</sup>

1.7 Figure 2 shows the precincts contained in the 2020 Western Sydney Aerotropolis Plan.<sup>9</sup>

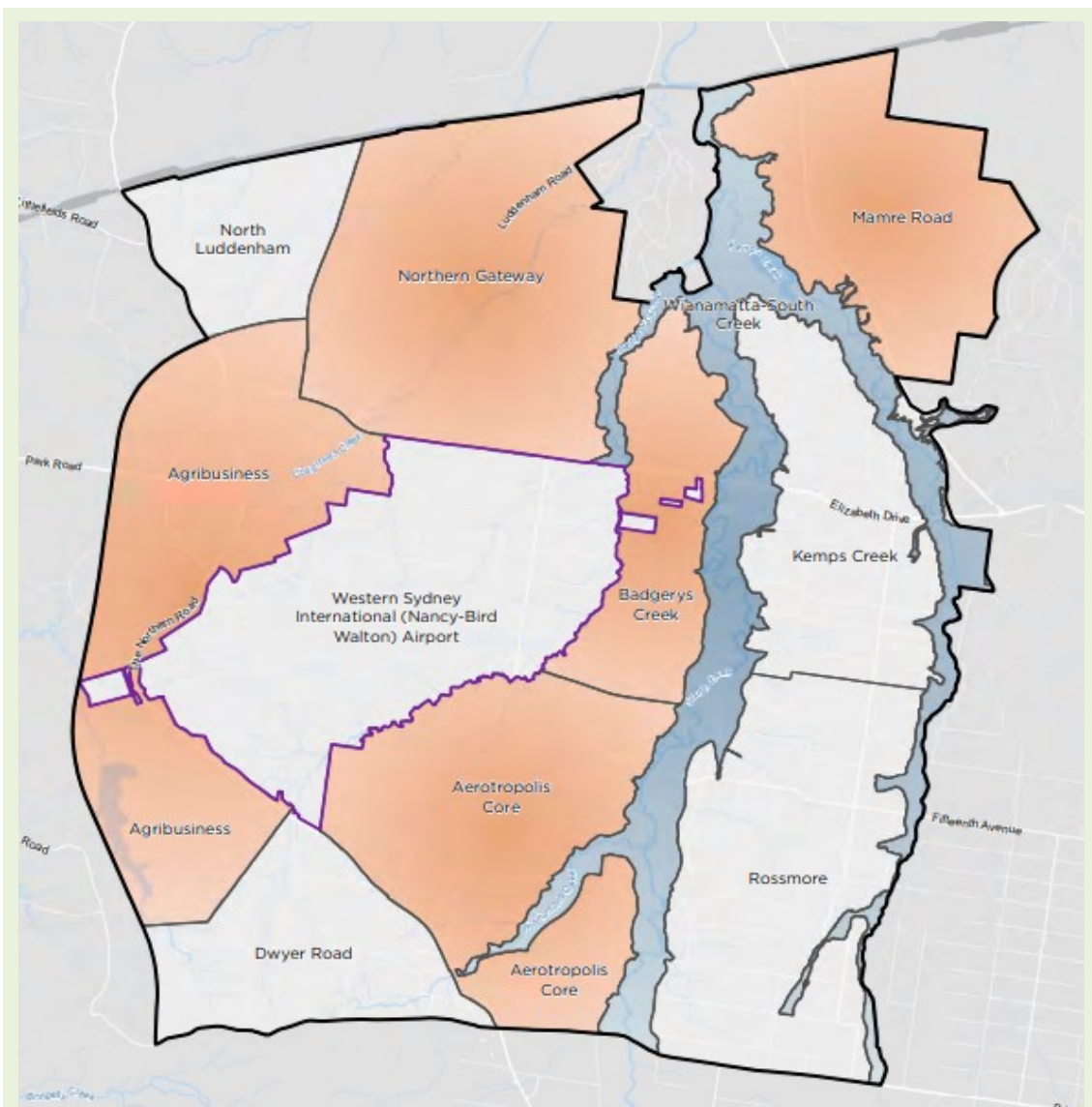


Figure 2: Precincts of the aerotropolis from the 2020 Western Sydney Aerotropolis Plan.

<sup>8</sup> NSW Government, [Western Sydney Aerotropolis Plan](#), September 2020, p 6-7, accessed 29 October 2024.

<sup>9</sup> NSW Government, [Western Sydney Aerotropolis Plan](#), September 2020, p 7, accessed 29 October 2024.

- 1.8 These precincts will support multiple employment opportunities. NSW Treasury provided advice from the Department of Planning, Housing and Infrastructure that made high level assumptions to develop job estimates, including:
- More office-based jobs and higher education uses in the Bradfield city centre and Sydney Science Park near Metro stations
  - A focus on freight and logistics uses and local manufacturing in precincts like the Aerotropolis Core
  - Diverse industrial uses in the Mamre Road precinct, including light industrial uses at the residential fringe
  - Significant large food distribution uses in the Agribusiness Precinct.<sup>10</sup>

**The Western Sydney City Deal included transport infrastructure commitments from the NSW and Commonwealth Governments**

- 1.9 In 2018 the Australian and NSW governments and eight local councils in the Western Parkland City signed the Western Sydney City Deal (the **City Deal**). The signatory councils were:

- Blue Mountains
- Camden
- Campbelltown
- Fairfield
- Hawkesbury
- Liverpool
- Penrith
- Wollondilly.<sup>11</sup>

- 1.10 The City Deal was a set of commitments designed to 'unlock opportunities in education, business and employment for the Western City and its people.'<sup>12</sup> The City Deal and the announcement of the airport prompted significant planning and development in the Western Parkland City.<sup>13</sup>

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<sup>10</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 1-2.

<sup>11</sup> [Submission 25](#), The Parks, Sydney's Parkland Councils, p 2; Infrastructure Australia, [Western Sydney City Deal](#), p 1; Infrastructure Australia, [Implementation: Western Sydney City Deal](#), December 2018, viewed 18 July 2024, p 4.

<sup>12</sup> [Submission 25](#), p 2; Infrastructure Australia, [Western Sydney City Deal](#), p 1; Infrastructure Australia, [Implementation: Western Sydney City Deal](#), December 2018, viewed 18 July 2024, p 4.

<sup>13</sup> [Submission 21](#), p 3.

- 1.11 A number of commitments in the City Deal centred around transport infrastructure to support the airport and aerotropolis. These commitments included:
- delivering the first stage of the North South Rail Link (from St Marys to the airport and aerotropolis)
  - preparing a business case to investigate a full North South Rail Link from Schofields to Macarthur and a South West Rail Link to connect Leppington to the airport and aerotropolis
  - establishing rapid bus services from Penrith, Liverpool and Campbelltown to the airport before it opens in 2026, and to the aerotropolis.<sup>14</sup>

#### **Current commitments for transport infrastructure from the NSW Government**

- 1.12 The NSW Government submitted that it had committed to planning and delivering a number of transport projects, including:
- Sydney Metro – Western Sydney Airport – a rail line that runs 23 km with six stations linking the airport, aerotropolis and Bradfield
  - New bus services connecting the aerotropolis, Penrith, Campbelltown, Liverpool and Mt Druitt
  - The M12 Motorway – a new motorway between the M7 Motorway and The Northern Road, connecting the airport to the rest of Sydney's motorway network
  - The M7-M12 integration project which will widen the M7 Motorway and connect to the M12 Motorway
  - The Elizabeth Drive upgrade – an upgrade of Elizabeth Drive between the M7 Motorway at Cecil Hills and The Northern Road at Luddenham, which will create direct access from the M7 Motorway to the airport and aerotropolis
  - Mamre Road upgrade – widening Mamre Road between Erskine Park Road and Kerrs Road, including upgrades to intersections
  - Plans to develop the Western Sydney Freight Line – a freight line connecting the Western Parkland City and Port Botany, and an Intermodal Terminal in the Mamre Precinct to handle the future growth in freight
  - Cycleway corridors across the Western Parkland City to encourage active transport.<sup>15</sup>

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<sup>14</sup> Infrastructure Australia, [Implementation: Western Sydney City Deal](#), December 2018, viewed 18 July 2024, p 11.

<sup>15</sup> [Submission 21](#), p 4-6. The Hon. Daniel Mookhey MLC, [Budget Paper No.3 – Infrastructure Statement](#), viewed 18 July 2024, pp 2 – 30, 2 – 35.

## Chapter Two – Planning and funding of transport infrastructure

### Project sequencing commitment can maximise funding allocation

#### Summary

Many transport infrastructure projects are needed for the airport and aerotropolis, but governments can not fund and deliver all projects immediately.

Committing to a prioritised sequence of projects can ensure infrastructure funding is used efficiently. Governments can plan ahead and budget for future projects.

Earlier commitment to projects provides certainty to communities and industry, and can reduce planning costs.

#### Recommendation 1

**That the NSW Government commit to, and publish, a long-term sequencing of critical transport infrastructure projects to be built for the airport and aerotropolis.**

#### Recommendation 2

**That the NSW Government fast-track land acquisition on corridors for transport infrastructure for the airport and aerotropolis.**

#### Need to prioritise and commit to projects

- 2.1 The Committee heard that a large number of expensive infrastructure projects are needed to meet the transport needs of the airport and aerotropolis, including new rail lines, rapid bus services and roads.<sup>16</sup> The Committee recommends that the NSW Government manage this by committing to a long-term sequencing of critical transport infrastructure projects to be built for the airport and aerotropolis. This will ensure the most efficient use of infrastructure funding.
- 2.2 The NSW Government submitted that as of the 2023-24 Budget, there would be \$10 billion of transport investment over the next four years.<sup>17</sup>
- 2.3 Mr Tom Gellibrand, Chief Executive, Infrastructure NSW told the Committee that governments have a constrained capacity to fund projects at any one time and can not do 'everything everywhere all at once'. As a result, there is a need to sequence and prioritise projects.<sup>18</sup> Mr Andrew Carfield, General Manager,

<sup>16</sup> Mr Stephen Bali MP, [Transcript of evidence](#), 30 May 2024, p 39; The Hon. Stuart Ayres, Chief Executive Officer, Urban Development Institute of Australia NSW, [Transcript of evidence](#), 13 June 2024, pp 4, 5; Ms Peta Gamon, Executive Director, Western Sydney Aerotropolis, Greater Sydney, Transport for NSW, [Transcript of evidence](#), 13 June 2024, pp 55-56; Mr Ben Taylor, Chair of The Parks' General Managers Group, The Parks, Sydney's Parkland Councils, [Transcript of evidence](#), 30 May 2024, p 8; Mr Charles Casuscelli RFD, Chief Executive Officer, Western Sydney Regional Organisation of Councils, [Transcript of evidence](#), 30 May 2024, pp 32-33.

<sup>17</sup> [Submission 21](#), NSW Government, p 8.

<sup>18</sup> Mr Tom Gellibrand, Chief Executive, Infrastructure NSW, [Transcript of evidence](#), 13 June 2024, p 9-10.

Camden Council suggested that there 'needs to be a catch-up in the planning work to make sure that the investment decisions are taken in a timely way'.<sup>19</sup> Business Illawarra also supported 'a proactive approach to helping arrange land uses and growth' to avoid 'land-use patterns' becoming 'hardened' and inflexible to new uses.<sup>20</sup>

- 2.4 Many stakeholders expressed concern that insufficient transport links would be provided, with many projects still in planning stages without government committing to delivery.<sup>21</sup>
- 2.5 Mr Matt Gould, Mayor, Wollondilly Shire Council suggested 'there is not anywhere near the sufficient infrastructure that is needed'.<sup>22</sup> Mr Ben Taylor, Chair of the Parks' General Managers Group, The Parks, Sydney's Parkland Councils commented on the need for government to deliver on the plans 'that have already been committed to' while continuing 'to develop and enhance the planning... and assumptions'.<sup>23</sup>
- 2.6 The Committee heard suggestions that the NSW and Federal governments should commit to a sequence projects that would be delivered, based on the future transport needs of the airport and aerotropolis.<sup>24</sup> This included timelines of when projects would be delivered.<sup>25</sup>
- 2.7 Mr Jeff Roorda, Director, Infrastructure and Project Delivery Services, Blue Mountains City Council supported local, state and federal governments working together 'to provide an infrastructure plan' to ensure 'better investment in infrastructure'.<sup>26</sup>
- 2.8 Charles Casuscelli RFD, Chief Executive Officer, Western Sydney Regional Organisation of Council highlighted the need for 'a clear picture of what the transport network for Western Sydney should look like' and prioritisation of delivery based on 'projected population growth'.<sup>27</sup> Similarly, Mr Tom Gellibrand, Chief Executive, Infrastructure NSW supported 'a sector plan' to be developed with industry, landowners and State and Federal government to 'identify what assets need to go in what location and... when they should be delivered'.<sup>28</sup>

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<sup>19</sup> Mr Andrew Carfield, General Manager, Camden Council, [Transcript of Evidence](#), 30 May 2024, p 11.

<sup>20</sup> [Submission 42](#), Business Illawarra, p 5.

<sup>21</sup> Mr Matt Gould, Mayor, Wollondilly Shire Council, [Transcript of evidence](#), 30 May 2024, p 7; Mr Todd Carney, Mayor and Councillor, Penrith City Council, [Transcript of evidence](#), 30 May 2024, p 7; Mr Will Barton, Director, Infrastructure Services, Hawkesbury City Council, [Transcript of evidence](#), 30 May 2024, p 7; Mr Andrew Mooney, Executive Strategic Planner, Fairfield City Council, [Transcript of evidence](#), 30 May 2024, p 7; Mrs Alison Dench, [Transcript of evidence](#), 13 June 2024, p 41; Dr George Greiss, Mayor, Campbelltown City Council, [Transcript of evidence](#), 13 June 2024, p 49.

<sup>22</sup> Mr Matt Gould, [Evidence](#), 30 May 2024, p 7.

<sup>23</sup> Mr Ben Taylor, [Evidence](#), 30 May 2024, p 11.

<sup>24</sup> Mr Jeff Roorda, Director, Infrastructure and Project Delivery Services, Blue Mountains City Council, [Transcript of evidence](#), 30 May 2024, p 8; Mr Charles Casuscelli, [Evidence](#), 30 May 2024, p 36.

<sup>25</sup> Mr Tom Gellibrand, [Evidence](#), 13 June 2024, p 9; Mr Nick Ryan, Executive Manager, Policy and Advocacy, Business Western Sydney, [Transcript of evidence](#), 13 June 2024, p 29.

<sup>26</sup> Mr Jeff Roorda, [Evidence](#), 30 May 2024, p 8.

<sup>27</sup> Mr Charles Casuscelli RFD, [Evidence](#), 30 May 2024, p 36.

<sup>28</sup> Mr Tom Gellibrand, [Evidence](#), 13 June 2024, p 9.



### Benefits of committing to a sequence of projects

- 2.9 Cost escalation can cause projects to become more expensive to build over time. Mr Gellibrand commented that sequencing projects can balance this effect against constrained finances, ensuring that taxpayer money is spent efficiently.<sup>29</sup> We heard from Mr Stephen Bali MP and Penrith City Council that the government would also be able to set aside money in future budgets to accommodate the committed projects.<sup>30</sup>
- 2.10 We also heard that it is generally cheaper to build transport infrastructure while an area is undeveloped and 'greenfield'. Once areas are built out, the delivery of infrastructure becomes more expensive.<sup>31</sup> An infrastructure priority list would also allow the government to plan ahead and reserve corridors for future projects.<sup>32</sup>
- 2.11 Early government commitment to projects can also reduce planning costs. Mr Gellibrand explained that this is because the business case process can focus on technical design, specifications and delivery method, rather than assessing whether the project should proceed.<sup>33</sup> We also heard from Mr Said Hirsh, Head of Strategy, Planning and Innovation at Infrastructure NSW that if the government takes years to make an investment decision, costings and designs may need to be repeated during the planning stages.<sup>34</sup>
- 2.12 The government committing to projects in advance can provide assurance to communities that transport between communities and the airport and the aerotropolis will be in place.<sup>35</sup>
- 2.13 The Committee heard that if businesses knew where infrastructure would be built, they would be able to direct their investment to those areas.<sup>36</sup> For example, Mr Andrew Mooney, Executive Strategic Planner, Fairfield City Council explained that developers of the advanced water recycling facility in Fairfield are unable to begin planning for its development until infrastructure is built in the aerotropolis.<sup>37</sup>

### Land acquisition on corridors for future transport infrastructure

- 2.14 The Committee heard there was a need to preserve corridors for transport projects and acquire land on those corridors. The Committee recommends that the NSW Government acquire land along corridors that will be used for future transport infrastructure for the airport and aerotropolis.

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<sup>29</sup> Mr Tom Gellibrand, [Evidence](#), 13 June 2024, pp 9-10.

<sup>30</sup> [Submission 32](#), Mr Stephen Bali MP, p 4-5; [Submission 17](#), Penrith City Council, p 1.

<sup>31</sup> Mr Tom Gellibrand, [Evidence](#), 13 June 2024, p 9; Mr Ben Taylor, [Evidence](#), 30 May 2024, p 12.

<sup>32</sup> Ms Gail Connolly PSM, Chief Executive Officer, City of Parramatta Council, [Transcript of evidence](#), 30 May 2024, pp 27, 29; Mr Charles Casuscelli RFD, [Evidence](#), 30 May 2024, pp 34-35.

<sup>33</sup> Mr Tom Gellibrand, [Evidence](#), 13 June 2024, p 10.

<sup>34</sup> Mr Said Hirsh, Head of Strategy, Planning and Innovation, Infrastructure NSW, [Transcript of evidence](#), 13 June 2024, p 10.

<sup>35</sup> Mr Nick Ryan, [Evidence](#), 13 June 2024, p 64.

<sup>36</sup> Mr Andrew Mooney, [Evidence](#), 30 May 2024, p 10; Mr Charles Casuscelli RFD, [Evidence](#), p 34.

<sup>37</sup> Mr Andrew Mooney, [Evidence](#), 30 May 2024, p 10.

- 2.15 Ms Gail Connolly PSM, Chief Executive Officer of the City of Parramatta Council, suggested that transport corridors should be reserved in advance of transport projects being needed.<sup>38</sup> Mr Charles Casuscelli RFD, Chief Executive Officer of the Western Sydney Regional Organisation of Councils told the committee that:

Our view is that preserving a corridor as quickly as you can makes absolute social, economic and environmental sense. That is a no-brainer.<sup>39</sup>

- 2.16 Ms Connolly further suggested that if done with sufficient width, a corridor could accommodate different transport modes:

If the corridor is preserved correctly with sufficient size, it can start its life as a bus corridor, for example, and then eventually become a light rail or metro... Preserve the corridor, make it wide enough for any type of mode in the future and then do your economic analysis on what needs to be provided now and what needs to happen in 50 years. Then you can do your cost-benefit analysis of whether you head straight to one mode or another.<sup>40</sup>

- 2.17 The Hon. Stuart Ayres, Chief Executive Officer, Urban Development Institute of Australia (NSW) told the Committee that reserving corridors would minimise the cost of infrastructure in the future.<sup>41</sup>

- 2.18 Some stakeholders also recommended that corridors should be reserved for particular transport projects. Liverpool City Council suggested the NSW Government should undertake corridor preservation work where needed to deliver the Fifteenth Avenue transit corridor.<sup>42</sup> Urban Taskforce recommended that the NSW Government should 'prioritise the planning, corridor reservation and delivery of future metro extensions', including extensions of Sydney Metro – Western Sydney Airport to Leppington, Macarthur via Oran Park, and from St Marys to Tallawong.<sup>43</sup>

- 2.19 We also heard the need to acquire land for future transport projects to reduce their impacts on other land uses. Camden Council told the Committee there was a need for a 'clear and timely program for land acquisition' to reduce impacts on landowners within a corridor affected by planning controls.<sup>44</sup> Liverpool City Council submitted that in relation to the Fifteenth Avenue corridor:

...the most urgent need is for TfNSW to undertake corridor preservation work to provide developers with clarify on the ultimate road width and to determine property acquisition needs. Development is occurring already and property owners are currently able to build within the likely future road corridor, with Council having no legal means of denying development applications.<sup>45</sup>

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<sup>38</sup> Ms Gail Connolly PSM, [Evidence](#), 30 May 2024, p 27.

<sup>39</sup> Mr Charles Casuscelli RFD, [Evidence](#), 30 May 2024, p 34.

<sup>40</sup> Ms Gail Connolly PSM, [Evidence](#), 30 May 2024, p 29.

<sup>41</sup> The Hon. Stuart Ayres, [Evidence](#), 13 June 2024, p 5.

<sup>42</sup> Mr Dan Riley, Manager, Development Engineering, Liverpool City Council, [Transcript of evidence](#), 30 May 2024, p 5; [Submission 43](#), Liverpool City Council, pp 2, 6.

<sup>43</sup> [Submission 19](#), Urban Taskforce, pp 3-4.

<sup>44</sup> [Submission 14](#), Camden Council, pp 4, 11, 13.

<sup>45</sup> [Submission 43](#), p 6.

- 2.20 The Committee recommends that the NSW Government reserve corridors and acquire land for future transport infrastructure for the airport and aerotropolis. This will benefit the delivery of future projects and reduce impacts to affected landowners in the interim.

### **Suggestions of reducing project costs and delaying infrastructure**

- 2.21 Alternative methods of addressing the issue of constrained finances includes reducing the cost of infrastructure projects. The Property Council of Australia suggested that the cost of road infrastructure could be reduced by initially building less lanes and omitting cycleways and footpaths.<sup>46</sup> Ms Gail Connolly PSM, Chief Executive Officer of Parramatta City Council suggested that the cost of metro lines could be reduced by allowing the use of columns at stations.<sup>47</sup>

- 2.22 Professor David Levinson from the University of Sydney School of Engineering considered that transport infrastructure investments should not be made prematurely before demand appeared:

Not that it won't have any demand, but the level of demand that it will get will take a long time to achieve. I think that it's not about what your vision looks like in 50 years; it's the process of getting from here to there that we really need to keep in mind, because premature investments are wasting resources. Those are resources that could be spent somewhere else.<sup>48</sup>

- 2.23 This view was contested by Campbelltown City Council, which cautioned against 'reactionary planning', where projects were assessed on existing patronage levels and required a threshold of demand be met before delivering. It noted that existing patronage reflected the current limited transit options in the community.<sup>49</sup> The Council highlighted its community having 'a very high level of car dependency' due to 'significant barriers to public transit access and frequency'.<sup>50</sup>

### **NSW Government is developing a sector plan for the airport and aerotropolis**

- 2.24 NSW Government agencies reported that they were prioritising transport project sequencing.
- 2.25 Infrastructure NSW is developing a 'sector plan' which could identify which assets need to go in what location and when they should be delivered.<sup>51</sup>

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<sup>46</sup> [Submission 39](#), Property Council of Australia, pp 8-9.

<sup>47</sup> Ms Gail Connolly PSM, [Evidence](#), 30 May 2024, pp 27-28.

<sup>48</sup> Professor David Levinson, Professor of Transport, School of Civil Engineering, University of Sydney, [Transcript of evidence](#), 13 June 2024, p 37.

<sup>49</sup> [Submission 15](#), Campbelltown City Council, p 5.

<sup>50</sup> [Submission 15](#), p 7.

<sup>51</sup> Mr Tom Gellibrand, [Evidence](#), 13 June 2024, p 9; The Hon. Stuart Ayres, [Evidence](#), 13 June 2024, p 5; NSW Government, [Infrastructure NSW set to tackle roadblocks in delivering critical infrastructure](#), media release, 12 June 2024, viewed 30 September 2024.

- 2.26 Transport for NSW reported that it was conducting modelling to advise the government on which infrastructure projects should be built next 'in line with the availability of government funding'.<sup>52</sup>
- 2.27 The Committee encourages the NSW Government to supplement the sector plan with commitments for sequenced delivery timeframes of transport infrastructure projects to maximise value for money.

## Value capture can help fund transport projects for the airport and aerotropolis

### Summary

Value capture is a fair and effective method of supplementing public funding for transport infrastructure around the airport and aerotropolis.

User charges such as tolls and access fees discourage the use of transport infrastructure and have equity issues.

Existing development contributions frameworks may be insufficient to fund needed transport infrastructure and do not capture the windfall property value increases in that come from new transport projects.

### Recommendation 3

**That the NSW Government use value capture levies to fund public transport infrastructure connections to the airport and aerotropolis.**

### The need for an effective and equitable funding model

- 2.28 An effective model for funding projects is needed to accommodate the high cost and number of major transport infrastructure projects for the airport and aerotropolis. The Committee recommends that the NSW Government use value capture methods to fund public transport infrastructure connections to the airport and aerotropolis.

### What is value capture?

Value capture refers to methods of capturing the rise in property values that accompanies new transport infrastructure. For example, a levy on nearby developers and landowners.<sup>53</sup>

- 2.29 Inquiry participants suggested a number of new fees and taxes to fund transport infrastructure. User-pays mechanisms such as tolls and parking charges were suggested as a supplement to public funding.<sup>54</sup>

<sup>52</sup> Ms Peta Gamon, [Evidence](#), 13 June 2024, p 56.

<sup>53</sup> Standing Committee on Infrastructure, Transport and Cities, [Harnessing Value, Delivering Infrastructure: Inquiry into the role of transport connectivity on stimulating development and economic activity](#), report 1, Parliament of the Commonwealth of Australia, November 2016, pp 153, 160-161.

<sup>54</sup> [Submission 25](#), The Parks, Sydney's Parkland Councils, pp 15-16; [Submission 31](#), BusNSW, p 4; Mr Matt Threlkeld, Executive Director, BusNSW, [Transcript of evidence](#), 13 June 2024, p 22; [Submission 14](#), Camden Council, p 7.

- 2.30 The Parks, Sydney's Parkland Councils highlighted various options used in Australia and internationally such as parking taxes and levies, environmental construction fees, income tax and tolling.<sup>55</sup> BusNSW submitted that 'user-based funding mechanisms' can help sustainably fund transport infrastructure for the airport.<sup>56</sup>
- 2.31 However, such user-pays charges can deter the use of infrastructure, limiting its effectiveness.<sup>57</sup> This is particularly true for public transport infrastructure, where high charges can encourage people to drive instead of take public transport.<sup>58</sup>
- 2.32 We heard that 'quick and easy strategies' like road tolls and raising fares is not equitable and can make public transport less attractive.<sup>59</sup> Mrs Alison Dench told us that 'imposing access fees at the Sydney airport metro stop could deter passengers who wouldn't expect to be charged to access the station'.<sup>60</sup>
- 2.33 The below case study demonstrates the issues with one form of user charge on public transport, the station access fee.

#### Case Study 1: Station access fees at Sydney Airport

Sydney Airport has a station access fee of \$17.34 applied at both the Domestic Airport and International Airport railway stations, in addition to the train fare. The fee is a result of a public-private partnership between the Airport Link Company and Transport for NSW to build and operate the Airport Link rail line.<sup>61</sup>

The Committee heard that the station access fee deterred public transport use and reduced its share of journeys to and from the airport. In the years following the opening of the Airport Link in 2000, public transport only had a 15-20% mode share of all transport into and out of the airport. This figure is low in comparison to other global international airports.<sup>62</sup>

- 2.34 User-pays charges can also be expensive and inequitable.<sup>63</sup> Tolls impact more severely on users living in western Sydney as it has less public transport connections and high levels of car dependency.<sup>64</sup> They raise social equity concerns as communities that are car dependent and lack public transport can also have greater socio-economic disadvantage.<sup>65</sup>

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<sup>55</sup> [Submission 25](#), p 16.

<sup>56</sup> [Submission 31](#), p 4.

<sup>57</sup> [Submission 14](#), p 7.

<sup>58</sup> [Submission 15](#), p 4.

<sup>59</sup> [Submission 25](#), p 15.

<sup>60</sup> [Submission 12](#), Mrs Alison Dench, p 20.

<sup>61</sup> [Answers to written questions](#), Sydney Airport, 12 August 2024, p 2.

<sup>62</sup> [Submission 33](#), Qantas Group, pp 1-2.

<sup>63</sup> Mr Andrew Mooney, [Evidence](#), 30 May 2024, p 14; Mr Richard Olsen, State Secretary, Transport Workers' Union of New South Wales, [Transcript of evidence](#), 13 June 2024, p 17.

<sup>64</sup> [Submission 32](#), p 4; Dr George Greiss, [Evidence](#), 13 June 2024, p 45; [Submission 15](#), p 7.

<sup>65</sup> Dr George Greiss, [Evidence](#), 13 June 2024, pp 45-50; [Submission 12](#), pp 12-13.

- 2.35 Camden Council raised that public-private partnerships, such as those responsible for delivering Sydney's tolled road network, can be 'contentious in their conception, delivery and operation'. Furthermore, BusNSW told us:

Implementing charges would require careful planning and consideration of equity, affordability, and potential impacts on disadvantaged communities, particularly given the socio-economic disadvantages suffered by some population centres in the vicinity of the airport.<sup>66</sup>

### **Value capture could be used to fund transport infrastructure**

- 2.36 The Committee heard that value capture could be an effective way to fund transport infrastructure for the airport and aerotropolis.<sup>67</sup>
- 2.37 Transport infrastructure such as rail lines can increase nearby land values by supporting increased densities, improved floor space ratios and higher levels of commercial activity.<sup>68</sup> Surrounding landowners and developers then have a greater capacity to pay, as they receive the economic benefits from the infrastructure investment.<sup>69</sup>
- 2.38 Compared to other funding mechanisms discussed above, the Committee considers that value capture levies could be more equitable, as contributions are paid by those who have benefitted from a rise in property values. Mrs Alison Dench, a western Sydney resident, submitted:

It would be equitable for some of the current uplift to be returned to ratepayers or taxpayers to pay for the very infrastructure or rezoning that has resulted in a windfall gain. This would be beyond developer contributions.<sup>70</sup>

- 2.39 This contrasts with user-pays mechanisms which could potentially impact disadvantaged communities.<sup>71</sup>

### **The Housing and Productivity Contribution framework could be used for value capture**

- 2.40 NSW has existing levies on development to fund infrastructure. Around the airport and aerotropolis, the Housing and Productivity Contribution (HPC) scheme will apply from 1 July 2026, replacing the current Western Sydney Aerotropolis Special Infrastructure Contribution.<sup>72</sup>

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<sup>66</sup> [Submission 31](#), p 4.

<sup>67</sup> Mrs Alison Dench, [Evidence](#), 13 June 2024, p 42; [Submission 28](#), Action for Public Transport, p 2.

<sup>68</sup> [Submission 14](#), p 7; [Submission 25](#), p 13.

<sup>69</sup> [Submission 14](#), p 7.

<sup>70</sup> [Submission 12](#), p 14.

<sup>71</sup> [Submission 31](#), p 4.

<sup>72</sup> [Submission 23](#), Urban Development Institute of Australia (NSW), p 10; [Submission 39](#), p 9; Department of Planning, Housing and Infrastructure, [Housing and Productivity Contributions – Guide to the Ministerial Planning Order](#), July 2024, p 14, viewed 25 September 2024.

### What is the Housing and Productivity Contribution (HPC) scheme?

The HPC scheme is the current system of developer contributions towards infrastructure in Greater Sydney. It levies flat rates based on the number of new dwellings, lots or square metres of new gross floor area depending on the type of development.

The HPC scheme includes a value capture mechanism known as the 'transport project component'. These are special contributions that apply in designated areas, for new development on land near significant transport infrastructure that increases development potential. For example, land around a new metro station that benefits from increased height may be required to contribute toward the metro project. The amount of the contribution is determined based on a 'capacity to pay' analysis.

Currently, the only such transport project component is levied in Pymont, with none around the airport and aerotropolis.<sup>73</sup>

- 2.41 The Property Council of Australia told us that the existing developer contributions operate on the 'nexus principle', where developers' contributions were 'limited to the proportion of additional growth burden on infrastructure' from their developments.<sup>74</sup>
- 2.42 Property industry stakeholders also suggested 'works-in-kind' as a method of infrastructure delivery, where developers agree to build infrastructure or dedicate land for infrastructure instead of paying monetary contributions.<sup>75</sup>
- 2.43 However, local councils told us that existing developer contributions are insufficient to cover the cost of infrastructure required to support growth.<sup>76</sup> An additional funding source beyond current developer contributions is required to cover the shortfall.<sup>77</sup> The Committee considers that the 'nexus principle' also does not account for the increased capacity to pay by landowners and developers when major infrastructure is delivered.
- 2.44 Given the increased capacity to pay by developers and landowners, the Committee considers that value capture represents a fair and effective method of funding transport infrastructure. The transport project component of the HPC scheme could be used as a value capture mechanism if applied around the airport and aerotropolis.

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<sup>73</sup> Department of Planning, Housing and Infrastructure, [Housing and Productivity Contributions – Guide to the Ministerial Planning Order](#), July 2024, pp 6, 11-13, viewed 25 September 2024.

<sup>74</sup> [Submission 39](#), Property Council of Australia, pp 9-10.

<sup>75</sup> Mr Ross Grove, Western Sydney Regional Director, Property Council of Australia, [Transcript of evidence](#), 13 June 2024, p 24; [Submission 23](#), pp 10-11; [Submission 39](#), pp 9-11.

<sup>76</sup> [Submission 17](#), p 4; [Submission 43](#), p 8.

<sup>77</sup> [Submission 43](#), p 8.

## Need for updated employment, passenger and freight estimates

### Summary

Updated estimates of employment, patronage and freight will provide information on what infrastructure is needed and when it will be needed. This will allow for effective planning and funding of infrastructure projects.

### Recommendation 4

**That the NSW and Commonwealth Governments prepare and release updated estimates of airport patronage for the airport, including a breakdown of passengers and freight.**

### Recommendation 5

**That the NSW Government prepare and release updated estimates of employment patterns for the airport and aerotropolis.**

### Passenger and air traffic movement estimates

- 2.45 During the course of the inquiry, the Committee was directed to estimates of patronage and freight numbers of the new airport. However, these numbers were prepared in the early planning stages and may warrant revision. The Committee recommends that the NSW Government work with the Commonwealth to prepare and release updated estimates of patronage and freight to the airport to inform future transport planning.
- 2.46 NSW Treasury referred the Committee to the 2016 Commonwealth Department of Infrastructure and Regional Development's Business Case Summary for Western Sydney Airport, which reported that the airport would serve an estimated 3 million passengers per year at its commencement of operations in 2026, with this number growing to 9.7 million in 2031 and 37.4 million in 2052.<sup>78</sup> The Committee was also directed to the following documents which contain similar figures:
- The 2021 Commonwealth Department of Infrastructure, Transport, Regional Development and Communications' Airport Plan.<sup>79</sup>
  - The 2023 Airspace and Flight Path Design Draft Environmental Impact Statement.<sup>80</sup>
- 2.47 When asked about the approximately 10 million patronage figure at the Committee's hearing, Professor Levinson noted:

<sup>78</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, pp 4-5; Department of Infrastructure and Regional Development, [Western Sydney Airport – Business Case Summary](#), October 2016, p 5, viewed 3 October 2024.

<sup>79</sup> Department of Infrastructure, Transport, Regional Development and Communications, [Western Sydney Airport: Airport Plan](#), September 2021, p 22, viewed 3 October 2024.

<sup>80</sup> Department of Infrastructure, Transport, Regional Development, Communications and the Arts, [Western Sydney International \(Nancy-Bird Walton\) Airport, Airspace and flight path design – Draft Environmental Impact Statement – Summary](#), 24 October 2023, p 28, viewed 3 October 2024.



I don't think there will be that many passengers in the early years. The Liverpool CBD is as far from the Western Sydney airport as it is from the Sydney CBD. It's a very long distance, and there is not a lot of population that's west of Liverpool – yet, relatively speaking. There is more land there that is yet to be developed than east of Liverpool, I'll put it that way.<sup>81</sup>

### Freight estimates

2.48 NSW Treasury told us that the airport will be a major distributor of freight in western Sydney. It also reported that in the next 30 years, it is expected that more than 80 percent of imported shipping containers from Port Botany will have an origin or destination in western Sydney. This equates to around 41 million tonnes of freight coming to or from western Sydney by 2041.<sup>82</sup>

2.49 The Commonwealth Department of Infrastructure and Regional Development's Business Case Summary for Western Sydney Airport from 2016 predicted a shift in freight using the airport after its opening:

With the development of a WSA [Western Sydney Airport], the Sydney basin's dedicated freight services are forecast to shift to WSA over a 10-year period, driven by WSA's operational advantages including a lack of night-time operating restrictions, less congested ground transport connections and proximity to distribution centres in Western Sydney. This means that WSA's freight demand is estimated to grow from about 265,600 tonnes in 2031 to nearly one million tonnes in 2052 and 1.8 million tonnes in 2064. Dedicated freight planes (which are often the same types of aircraft to passenger planes) would make up around 13 per cent of all ATMs [air traffic movements] in 2031, 12 per cent in 2052 and decrease to eight per cent in 2064.<sup>83</sup>

2.50 However, Professor Levinson noted that freight figures were tied to passenger flight numbers:

So I think you would be getting more freight traffic, but a lot of freight traffic is in the belly of passenger jets. There are a few freight flights a day, perhaps, into Sydney airport, but there are not dozens of hundreds of freight flights per day into Sydney airport.<sup>84</sup>

### Employment estimates

2.51 The Committee heard varying estimates for employment in the airport and aerotropolis, some of which had been prepared several years ago. These figures may not capture the current market conditions and therefore limit their effectiveness in planning transport infrastructure. The Committee recommends that the NSW Government prepare and release new employment estimates based on up-to-date assumptions.

2.52 Mr Ben Taylor, Chair of the Parks' General Manager's Group at The Parks, Sydney's Parkland Councils told the Committee that the 2018 Western Sydney

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<sup>81</sup> Professor David Levinson, [Evidence](#), 13 June 2024, p 39.

<sup>82</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 4.

<sup>83</sup> Department of Infrastructure and Regional Development, [Western Sydney Airport: Business Case Summary](#), September 2021, p 7, viewed 3 October 2024.

<sup>84</sup> Professor David Levinson, [Evidence](#), 13 June 2024, p 39.

City Deal included a commitment to create 200,000 jobs around the airport and aerotropolis.<sup>85</sup>

- 2.53 However, Dr George Greiss, Mayor of Campbelltown City Council, questioned the feasibility of delivering 200,000 jobs within the designated timeframe.<sup>86</sup> Mr Nick Ryan, Executive Manager, Policy and Advocacy at Business Western Sydney, said the commitment to deliver 200,000 jobs was more of an aspiration than a commitment and expressed concern about the lack of detail around the kinds of jobs that will be available.<sup>87</sup>
- 2.54 The NSW Government submitted that the aerotropolis is expected to create over 100,000 new jobs by 2056, with opportunities available across the aerotropolis core, Badgerys Creek, Northern Gateway and agribusiness precincts.<sup>88</sup>
- 2.55 NSW Treasury told the Committee that the most recent employment estimates for the Western Sydney Airport were obtained in 2017. They forecast that the airport would support 13,169 direct jobs by 2031, and 24,046 direct jobs by 2041. These estimates identified that most jobs will be in airport operations, airport retail and Business Park activity.<sup>89</sup>
- 2.56 However, as these estimates were calculated in 2017, these figures may not reflect the current economic and employment conditions and may limit their effectiveness. Mr Jeff Roorda, Director, Infrastructure and Project Delivery Services, Blue Mountains City Council told the Committee:
- ...many of the assumptions that were behind the initial transport planning have changed. We have a housing crisis; we have had the impact of COVID. We've had many changes to the underlying assumptions.<sup>90</sup>
- 2.57 NSW Treasury relayed a forecast from the Department of Planning, Housing and Infrastructure that the aerotropolis, including the Mamre Road precinct, was forecast to provide up to 119,000 direct jobs, although did not provide a date for when that will be achieved.<sup>91</sup>
- 2.58 NSW Treasury noted that the Department of Planning, Housing and Infrastructure had advised that employment estimates would improve over time:
- Data about where people are travelling to and from jobs in the Aerotropolis will improve as development proceeds and more buildings are occupied or near the occupation stage in the Aerotropolis. Updated data will be available from upcoming census data.<sup>92</sup>

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<sup>85</sup> Mr Ben Taylor, [Evidence](#), 30 May 2024, p 10.

<sup>86</sup> Dr George Greiss, [Evidence](#), 13 June 2024, p 48.

<sup>87</sup> Mr Nick Ryan, [Evidence](#), 13 June 2024, p 64.

<sup>88</sup> [Submission 21](#), p 10; NSW Government, [Aerotropolis explained](#), viewed 31 July 2024.

<sup>89</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 1.

<sup>90</sup> Mr Jeff Roorda, [Evidence](#), 30 May 2024, p 11.

<sup>91</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 1.

<sup>92</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 5.

- 2.59 Given the varying figures, the Committee recommends that the NSW Government prepare and release updated estimates for employment estimates for the airport and aerotropolis based on current economic and employment conditions. These new estimates will provide certainty to local communities and support infrastructure planning by identifying what transport infrastructure is needed and where.

## Need for improved stakeholder consultation and public transparency

### Summary

Stakeholders reported not being told details on the status of government commitments, planned transport projects and their allocated funding.

Transparency and consultation will allow for better decision-making.

The release of final business cases for major transport projects would represent .

### Recommendation 6

**That the NSW Government more regularly consult and update the public and other stakeholders, including local councils, on planning and decision-making for transport infrastructure supporting the airport and aerotropolis.**

### Recommendation 7

**That the NSW Government release the full business case for the Sydney Metro – Western Sydney Airport line.**

## Need for NSW Government to consult and communicate with stakeholders

- 2.60 Local councils reported that they had not been updated on the status of commitments made by the NSW Government, including rapid buses, the north-south rail line, road upgrades and employment at the airport and aerotropolis.<sup>93</sup> The Committee considers that local governments need to be regularly included in updates to transport infrastructure being planned and built in their area and surrounding centres. Clear timeframes for consultation, updates and milestone completions will assist local councils in their own local town planning and service estimates.
- 2.61 Stakeholders reported not being told details on planned transport projects and their allocated funding. Mr Andrew Mooney, Executive Strategic Planner at Fairfield City Council reported that there had not been any announcements about the operation of the airport, and to what degree it would be a passenger or freight airport.<sup>94</sup>

<sup>93</sup> Mr Andrew Mooney, [Evidence](#), 30 May 2024, p 7; Mrs Alison Dench, [Evidence](#), 13 June 2024, p 41; Mr Nick Ryan, [Evidence](#), 13 June 2024, p 65; Dr George Greiss, [Evidence](#), 13 June 2024, p 45.

<sup>94</sup> Mr Andrew Mooney, [Evidence](#), 30 May 2024, p 9.

### Business case for Sydney Metro – Western Sydney Airport

2.62 Mr Casuscelli told the Committee he had unsuccessfully sought the business case for the Sydney Metro – Western Sydney Airport line from St Marys to the airport and aerotropolis, in order to understand what assumptions were made.<sup>95</sup>

2.63 The Committee similarly sought to understand assumptions contained in the business case for Sydney Metro – Western Sydney Airport. In the course of the inquiry, Transport for NSW and Sydney Metro were asked why the St Marys option was selected, ahead of a route via Leppington or Liverpool.<sup>96</sup>

2.64 In response to these questions, Transport for NSW and Sydney Metro advised that:

An investment decision was made by the NSW and Australian governments to progress a metro line connecting St Marys to Western Sydney Airport. The decisions and deliberations of Government at the time are subject to cabinet confidentiality.<sup>97</sup>

2.65 We heard that the details of these businesses cases are not able to be shared. Ms Cassandra Wilkinson, Executive Director of Transport Infrastructure and Investment at NSW Treasury, told the Committee that full business cases for infrastructure projects, and the advice provided to Cabinet by NSW Government agencies was usually 'Cabinet in confidence'. They were therefore not revealed to Parliament or the public:

...the advice that Treasury gives to Cabinet is confidential to Cabinet and every government would expect that Treasury would respect those confidences and be very careful about sharing information which we have obligations to protect.<sup>98</sup>

2.66 The Committee notes that we previously sought the business case for the Sydney Metro West project in its inquiry into that project, and received similar answers from NSW Government agencies that it was Cabinet in confidence.<sup>99</sup>

2.67 We recognise that Cabinet in confidence is a feature of our system of government to allow uninhibited discussions and then assume collective responsibility for the final decision. However, as we noted in our 2023 interim report on the Sydney Metro West project:

...courts have not regarded the immunity of Cabinet documents to be absolute. Instead, they have carefully considered each individual case on its merits.<sup>100</sup>

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<sup>95</sup> Mr Charles Casuscelli RFD, [Evidence](#), 30 May 2024, p 35.

<sup>96</sup> Mr Nathan Hagarty MP, Deputy Chair, Committee on Transport and Infrastructure, [Transcript of evidence](#), 30 May 2024, p 53; Ms Lynda Voltz MP, Chair, Committee on Transport and Infrastructure, [Transcript of evidence](#), 13 June 2024, pp 54, 57.

<sup>97</sup> [Answers to questions on notice](#), Transport for NSW and Sydney Metro, 11 July 2024, p 2.

<sup>98</sup> Ms Cassandra Wilkinson, Executive Director, Transport Infrastructure and Investment, NSW Treasury, [Transcript of evidence](#), 29 July 2024, p 7.

<sup>99</sup> Committee on Transport and Infrastructure, [Interim report on the Sydney Metro West project](#), report 1/58, Parliament of New South Wales, November 2023, pp 1-2.

<sup>100</sup> Committee on Transport and Infrastructure, [Interim report on the Sydney Metro West project](#), report 1/58, Parliament of New South Wales, November 2023, pp 2-3.

- 2.68 We recognise also that there is a valid argument for confidentiality of Cabinet information where publishing it may be against the public interest. However, as stated in our interim report on the Sydney Metro West project:

The balance must be struck in such a way that Parliament is not prevented from appropriately exercising its function of overseeing the Executive and its decisions.<sup>101</sup>

- 2.69 The Committee considers that keeping final business cases confidential reduces the ability of the public to see and understand government decision-making for major transport projects.

### **Benefits of government transparency around transport infrastructure**

- 2.70 We heard that being more transparent with the public and stakeholders resulted in better decision-making. Mr Daniel Peric, Research and Policy Official at the Transport Workers Union (TWU) told the Committee that the NSW Government needed ongoing consultation with stakeholders to ensure transport infrastructure was 'done right from the onset'. He noted that the TWU has not been consulted on what is currently happening in the aerotropolis.<sup>102</sup>

- 2.71 Professor David Levinson, from the School of Civil Engineering at the University of Sydney told the Committee that:

...planning and decision-making should be conducted openly and with transparency, and nothing in this process should be considered Cabinet in confidence or commercial in confidence as those help avoid the mistakes of secrecy.<sup>103</sup>

- 2.72 The Hon. Stuart Ayres, Chief Executive Officer, Urban Development Institute of Australia (NSW) supported 'summary business cases being published on the infrastructure NSW website' as 'an important transparency mechanism'.<sup>104</sup> The Committee also heard from Mrs Alison Dench that enhancing transparency is essential for 'the successful development of critical transport infrastructure to support the aerotropolis'.<sup>105</sup>

- 2.73 The Committee recommends increased consultation of stakeholders and the public, so that they can be informed about, and provide input on, transport projects that affect them. Transparency of projects will allow for better decision-making and consultation of affected stakeholders and ensure that benefits are maximised and projects represent value for money.

- 2.74 We further recommend that the NSW Government release the final business case for the Sydney Metro – Western Sydney Airport line to encourage transparent decision-making around major transport projects for the airport and aerotropolis.

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<sup>101</sup> Committee on Transport and Infrastructure, [Interim report on the Sydney Metro West project](#), report 1/58, Parliament of New South Wales, November 2023, pp 2-3.

<sup>102</sup> Mr Daniel Peric, Research and Policy Official, Transport Workers Union, [Transcript of evidence](#), 13 June 2024, pp 14, 16.

<sup>103</sup> Professor David Levinson, [Evidence](#), 13 June 2024, p 36.

<sup>104</sup> The Hon. Stuart Ayres, [Evidence](#), 13 June 2024, p 3.

<sup>105</sup> Mrs Alison Dench, [Evidence](#), 13 June 2024, p 42.

## Chapter Three – Public transport infrastructure supporting the airport and aerotropolis

### Western Sydney needs improved public transport services to the airport and aerotropolis

#### Summary

Car dependency and road congestion are major issues in western Sydney.

Fast, reliable and well-integrated public transport connections are needed to for residents to access the airport and Aerotropolis.

Without significant investment in strong local public transport, the airport and Aerotropolis will place further strain on road networks in the region.

#### Finding 1

**There is a risk of insufficient public transport connections between the airport, aerotropolis and the rest of western Sydney, which can contribute to existing car dependence and road congestion in western Sydney.**

#### Western Sydney is car dependent

- 3.1 Stakeholders shared concerns about inadequate public transport options between the airport, aerotropolis and western Sydney. The Committee heard that this could worsen existing car dependency and congestion in the region.
- 3.2 The Committee heard that western Sydney is highly car dependent due to limited access to public transport. In its submission, BusNSW told us that the areas immediately around the airport are among the 'most transport disadvantaged' in Sydney with limited or no transport connections.<sup>106</sup>
- 3.3 Mrs Allison Dench, a local resident, noted that western Sydney has 'inadequate connectivity' because the existing public transport network is concentrated on the CBD. This 'deficiency' leads residents to rely on private vehicles.<sup>107</sup> Currently, 74 per cent of residents in western Sydney rely on cars to commute which leads to congestion.<sup>108</sup>
- 3.4 The Committee heard that existing public transport options face issues such as routes being too far from people's homes and destinations, low frequency of services and long travel times. If people are unable to get to their destinations through reliable bus or metro services, or park at a metro station, they will drive.

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<sup>106</sup> [Submission 31](#), BusNSW, p 1.

<sup>107</sup> [Answers to questions on notice](#), Mrs Alison Dench, 30 June 2024, p 1.

<sup>108</sup> [Answers to questions on notice](#), Mrs Alison Dench, 30 June 2024, p 4.

We heard that first mile and last mile planning is vital in ensuring an integrated public transport system that people will be more likely to use.<sup>109</sup>

- 3.5 We also heard that having to drive to the nearest public transport service encourages people to drive the entire trip. Mr Matt Gould, Mayor of Wollondilly Shire Council, noted that Wollondilly residents have to drive half an hour to connect to reliable public transport. He further told us:

If we're talking getting in a car and you are five minutes to a rapid bus service or to a reliable train station, I don't see that as a huge impediment. But once people are travelling for any meaningful time in the car, then getting them to change mode at that point becomes far more difficult.<sup>110</sup>

- 3.6 Public transport infrastructure will be 'useless' if it's not 'up-front and ready to go' because passengers and workers in western Sydney will be in the habit of driving to the airport and Aerotropolis, even when the connections are eventually built.<sup>111</sup>
- 3.7 Without significant investment in public transport, much of western Sydney will be unable to access the airport and aerotropolis except via car, worsening congestion. Mr Dan Riley, Manager Development Engineering, Liverpool City Council, told the Committee that 'viable and realistic alternatives to private vehicle transport' are critical to reducing car dependency and congestion in the region.<sup>112</sup>
- 3.8 To reduce car dependency in western Sydney, residents should have access to well-timed, frequent and integrated public transport options.<sup>113</sup>

### **Impact of poor transport connectivity on the airport and region**

- 3.9 The Committee heard that more public transport is needed to make the airport successful, and to benefit western Sydney. In its submission, the NSW Government noted that connecting people to jobs and services through integrated transport is 'vital to fully realise the benefits of the investment in the Airport'.<sup>114</sup>
- 3.10 However, stakeholders shared concerns that these benefits will not be realised. We heard from Mayor Todd Carney, Councillor, Penrith City Council, that 'the whole purpose of this airport was to open up our region, and it hasn't done that yet'.<sup>115</sup>
- 3.11 We heard concerns that the airport has been built without the necessary surrounding airport infrastructure.<sup>116</sup> Mr Ben Taylor, Chair of The Parks' General

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<sup>109</sup> Mayor Todd Carney, Penrith City Council, [Transcript of evidence](#), 30 May 2024, p 21.

<sup>110</sup> Mr Matt Gould, Mayor, Wollondilly Shire Council, [Transcript of evidence](#), 30 May 2024, p 21.

<sup>111</sup> Mayor Todd Carney, [Evidence](#), 30 May 2024, p 19-20.

<sup>112</sup> Mr Dan Riley, Manager, Development Engineering, Liverpool City Council, [Transcript of evidence](#), 30 May 2024, p 8.

<sup>113</sup> [Submission 25](#), The Parks, Sydney's Parkland Councils, p 9.

<sup>114</sup> [Submission 21](#), NSW Government, p 3.

<sup>115</sup> Mayor Todd Carney, [Evidence](#), 30 May 2024, p 7.

<sup>116</sup> Mayor Todd Carney, [Evidence](#), 30 May 2024, p 10.

Managers Group, The Parks, Sydney's Parkland Councils, noted that it is 'clear as day' that there will be insufficient 'transport or transport connectivity to the new airport from day one'.<sup>117</sup>

- 3.12 Mr Dan Riley, Manager Development Engineering, Liverpool City Council, told us that while there is sufficient infrastructure for the airport to be accessed via private vehicles, it is the 'bare minimum'. Furthermore, there is insufficient infrastructure to support the 'vision for a wider aerotropolis' that focuses on people getting around via public transport, walking and cycling.<sup>118</sup> He also told us that public transport access is crucial for 'ensuring equity' for people without access to private vehicles.<sup>119</sup>
- 3.13 The Committee received evidence that more public transport connections are needed to make the airport an attractive and viable option for workers and users of the airport in western Sydney. Dr George Greiss, Mayor, Campbelltown City Council, said that significant infrastructure investment is urgently needed otherwise residents will 'have no choice but to access the new airport by car, or not access it at all'.<sup>120</sup>
- 3.14 Mr Sharath Mahendran, Creator of Building Beautifully, emphasises that not having quick and reliable public transport will make employees and travellers more likely to drive to the airport. We heard:
- Employees are going to be spending hours a week in cars, spending thousands on fuel, tolls and car maintenance every year, harming the environment and reinforcing car dependency in a region already far more reliant on cars than eastern Sydney.<sup>121</sup>
- 3.15 We also heard of a 'broader risk' of poor local connections to the airport and Aerotropolis; it will require a large workforce from outside the region to commute which will strain already congested roads in western Sydney.<sup>122</sup>
- 3.16 Poor transport connectivity disproportionately impacts western Sydney residents. In the Macarthur region, residents own over 110,000 cars, and 63.8 per cent of households own two or more cars. In Campbelltown, data shows that 66 per cent of all work commutes were by private vehicle, 17 per cent by train and only 1 per cent by bus.<sup>123</sup>
- 3.17 Residents in western Sydney own more vehicles and travel longer distances than other Sydney residents. Some families in region spend up to 40 per cent of their income on transport.<sup>124</sup> The average workday commute for a family in western

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<sup>117</sup> Mr Ben Taylor, Chair of The Parks' General Managers Group, The Parks, Sydney's Parkland Councils, [Transcript of evidence](#), 30 May 2024, p 8.

<sup>118</sup> Mr Dan Riley, [Evidence](#), 30 May 2024, p 7.

<sup>119</sup> Mr Dan Riley, [Evidence](#), 30 May 2024, p 4.

<sup>120</sup> Dr George Greiss, Mayor, Campbelltown City Council, [Transcript of evidence](#), 13 June 2024, p 46.

<sup>121</sup> Mr Sharath Mahendran, Creator, Building Beautifully, [Transcript of evidence](#), 13 June 2024, p 29.

<sup>122</sup> Mr Dan Riley, [Evidence](#), 30 May 2024, p 4.

<sup>123</sup> Dr George Greiss, [Evidence](#), 13 June 2024, p 45.

<sup>124</sup> [Submission 25](#), p 15.



Sydney is 70 minutes which translates to a 'yearly economic opportunity cost' of almost \$434 million for the region.<sup>125</sup>

- 3.18 Dr George Greiss highlighted some implications of car dependence on local councils, including costly road maintenance for which Campbelltown Council allocates roughly \$19 million of its annual budget. Moreover, car parking takes up a lot of productive land – approximately 30,000 square metres in Campbelltown – that could be used for 'significant high-density opportunities'.<sup>126</sup>
- 3.19 The Committee notes that improved transport links between western Sydney and the airport and Aerotropolis are needed to allow residents in the region to access the benefits of the airport. We also note that efficient public transport connections will support the viability of the airport and Aerotropolis.

### **Rapid buses are needed to connect western Sydney centres to the airport via fast, frequent public transport**

#### **Summary**

Inquiry participants called for rapid buses to connect major western Sydney centres to the airport and aerotropolis, as originally committed to in the Western Sydney City Deal.

Rapid bus services will improve passenger connectivity and airport accessibility and reduce traffic congestion across western Sydney.

Infrastructure upgrades, such as dedicated bus lanes and priority signalling, are necessary to separate rapid buses from traffic, decrease congestion and improve travel times.

Stakeholders are concerned that the frequency of bus services is insufficient.

#### **Recommendation 8**

**That Transport for NSW deliver rapid buses from Penrith, Liverpool, Campbelltown and other major western Sydney centres to the airport and aerotropolis at its opening in 2026.**

#### **Recommendation 9**

**That Transport for NSW deliver infrastructure upgrades to support rapid buses, including bus-only lanes and bus priority at intersections.**

#### **Recommendation 10**

**That Transport for NSW increase the frequency of bus services from major western Sydney centres to the Western Sydney Airport.**

#### **Rapid buses to the airport and aerotropolis**

- 3.20 Inquiry participants called for rapid buses to connect major western Sydney centres to the airport and aerotropolis, as was originally committed to by the

<sup>125</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 5; Dr George Greiss, [Evidence](#), 13 June 2024, p 45.

<sup>126</sup> Dr George Greiss, [Evidence](#), 13 June 2024, p 46.

NSW Government in the Western Sydney City Deal.<sup>127</sup> The Committee recommends the delivery of rapid buses from Penrith, Liverpool, Campbelltown and other major centres, such as Narellan, Oran Park and Mount Druitt, to the airport and Aerotropolis. An interim rapid bus service would support transport accessibility needs in the region and is a quick and affordable way to reduce road congestion.

#### What is a rapid bus?

Rapid bus, also known as bus rapid transit (**BRT**), is a high-capacity transport option that 'combines the efficiency of light rail with the flexibility and cost-effectiveness of buses.'<sup>128</sup> Rapid buses generally have dedicated lanes, priority signalling and modern stations. They are separated from traffic, reducing congestion and improving travel times.<sup>129</sup>

- 3.21 Figure 3 shows potential rapid bus services to the airport and aerotropolis. The Committee makes no recommendation on the route of the services. The lines shown are not precise routes.

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<sup>127</sup> NSW Government, [Smart Cities Plan Western Sydney City Deal](#), March 2018, viewed 24 October 2024; Mr Dan Riley, [Evidence](#), 30 May 2024, p 6; [Submission 17](#), Penrith City Council, p 4 & 6; [Submission 25](#), p 9.

<sup>128</sup> [Submission 31](#), p 2.

<sup>129</sup> [Submission 31](#), p 2.

Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis



**Figure 3: Potential rapid bus services to the airport and aerotropolis.**

*Note: Indicative figure only. Does not represent precise routes.*

- 3.22 In the course of the inquiry, the Committee examined a bus rapid transit project in Queensland, Brisbane Metro.

#### Case study: Brisbane Metro

Brisbane Metro is a high-capacity, high-frequency bus rapid transit system being delivered by Brisbane City Council to link the suburbs to Brisbane city in Queensland. Brisbane Metro will include 60 battery electric vehicles that integrate into busway operations with easy links to other bus and train services.<sup>130</sup>

The metros will provide turn-up-and-go services, operating 24 hours on weekend and be able to carry 150 passengers, or 170 passengers in 'event mode'. The Metro vehicles combine the high-capacity features of light rail vehicles without the need for tracks, overhead line equipment and infrastructure by using existing busway.<sup>131</sup>



Figure 4: Brisbane Metro in testing.

- 3.23 The Committee heard that the rapid bus network from Liverpool, Penrith and Campbelltown to the airport was planned as an interim service to support the airport's opening and generate early patronage prior to the metro.<sup>132</sup> Mr Ben Taylor, Chair of The Parks' General Managers Group, The Parks, Sydney's Parkland Councils, told us that the airport was based on the rapid bus network being available 'from day one' to ensure fast and desirable public transport.<sup>133</sup>
- 3.24 The Committee notes that the NSW Government has released bus routes to the airport and aerotropolis from Liverpool, Campbelltown, Penrith and Mt Druitt.

<sup>130</sup> Brisbane City Council, [Brisbane Metro](#), viewed 15 October 2024; Brisbane City Council, Brisbane Metro – Metro and Charging Infrastructure Fact Sheet, viewed 15 October 2024.

<sup>131</sup> Brisbane City Council, [Brisbane Metro](#), viewed 15 October 2024; Brisbane City Council, Brisbane Metro – Metro and Charging Infrastructure Fact Sheet, viewed 15 October 2024.

<sup>132</sup> [Submission 25](#), p 9; Mr Will Barton, Director Infrastructure Services, Hawkesbury City Council, [Transcript of evidence](#), 30 May 2024, p 3.

<sup>133</sup> <sup>133</sup> Mr Ben Taylor, [Evidence](#), 30 May 2024, p 9.

However, we were told that these will be regular bus services with low frequencies and long travel times.<sup>134</sup>

- 3.25 The Committee heard concerns about the delivery of the rapid bus network and that it is unclear whether rapid buses will be ready by the time the airport opens in 2026.<sup>135</sup>

### **Benefits of the rapid bus network and costs of not delivering**

- 3.26 We heard that rapid bus services will improve passenger connectivity and airport accessibility and reduce traffic congestion across western Sydney.<sup>136</sup> The Urban Development Institute of Australia (NSW) is particularly supportive of rapid bus transit for communities that will not be serviced by metro rail in the immediate future.<sup>137</sup>
- 3.27 We also heard that rapid buses will reduce the amount of vehicles on the road which has beneficial flow-on effects, such as reduced traffic, mitigation of air pollution and improved safety.<sup>138</sup>
- 3.28 Mr Ross Grove, Western Sydney Regional Director, Property Council of Australia, told the Committee that rapid buses will provide public transport access to workers in the region. We heard that there is a 'void of bus services through the Mamre Road precinct, across Elizabeth Drive and up Luddenham Road' and that an interim bus service would support the workforce demands there.<sup>139</sup>
- 3.29 On-demand buses can respond to transport accessibility issues in western Sydney, transporting workers from Penrith, Liverpool, Campbelltown, St Marys and other major centres to the airport, Aerotropolis and rail stations.<sup>140</sup>
- 3.30 Buses are quickly deployable and can be flexible in responding to passenger travel needs. This is why increasing buses and bus routes is 'the best immediate solution in that they offer the quickest, easiest and cheapest way to shift journeys made by car to public transport'.<sup>141</sup>
- 3.31 The Committee recommends the delivery of rapid buses from Penrith, Liverpool, Campbelltown and other major western Sydney centres to the airport and aerotropolis at opening in 2026.

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<sup>134</sup> NSW Government, Transport for NSW, [New bus services for Western Sydney](#), 8 October 2024, viewed 15 October 2024.

<sup>135</sup> Mr Ben Taylor, [Evidence](#), 30 May 2024, p 8.

<sup>136</sup> [Submission 31](#), p 3.

<sup>137</sup> The Hon. Stuart Ayres, Chief Executive Officer, Urban Development Institute of Australia (NSW), [Transcript of evidence](#), 13 June 2024, p 7.

<sup>138</sup> [Submission 36](#), Transport Workers' Union of NSW, p 7-8.

<sup>139</sup> Mr Ross Grove, Western Sydney Regional Director, Property Council of Australia, [Transcript of evidence](#), 13 June 2024, p 24.

<sup>140</sup> [Submission 25](#), p 9.

<sup>141</sup> [Submission 25](#), p 9.

### **Need for bus lanes and other bus priority infrastructure upgrades**

- 3.32 The Committee also recommends the delivery of infrastructure upgrades to support the rapid bus network. These should include bus-only lanes, as well as infrastructure upgrades to give buses priority through intersections.
- 3.33 We heard that there are no dedicated bus lanes and limited potential for signal priority at traffic lights. The Parks, Sydney's Parkland Councils, noted that these issues may result in service that will be 'largely underutilised'.<sup>142</sup>
- 3.34 Mr Matt Threlkeld, Executive Director of Bus NSW, noted the importance of rapid bus services to and from the airport being supported by modern stations, dedicated bus lanes and priority signalling.<sup>143</sup>
- 3.35 We heard dedicated bus lanes that link 'major residential and commercial' hubs to the airport are critical. They can separate rapid buses from traffic, decrease congestion and improve commuter and passenger travel times to and from the airport.<sup>144</sup>
- 3.36 We also heard that, without dedicated bus lanes or priority traffic signals, 'bus bunching' can occur, where buses travelling the same route closely together can build up and congest city centres, causing extra wait times and delays.<sup>145</sup>
- 3.37 Transport Workers' Union of New South Wales told us that 'a dedicated bus lane can yield a number of benefits'. They help deliver efficient services, they can avoid congestion and move freely. Moreover, bus lanes allow passengers to experience more enjoyable, smoother journeys with less interruptions.<sup>146</sup>
- 3.38 Dedicated bus lanes are also needed to make bus travel times competitive with cars. Campbelltown City Council submit that if bus services to the airport are not competitive with car travel, residents will either drive or not go to the airport at all.<sup>147</sup>
- 3.39 In its submission, BusNSW shared that bus shelters, signage, and priority signalling systems will support the rapid bus service's 'reliability and attractiveness'. This will reduce car dependency by attracting more commuters to use the rapid buses.<sup>148</sup>
- 3.40 Action for Public Transport (NSW) submitted that while bus routes require dedicated bus lanes and traffic light priority, bus stops that have suitable shelter, real time information and signage are also needed. The bus network should have a 'strong visual presence' to make service easy to see for users but also to

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<sup>142</sup> [Submission 25](#), p 9-10.

<sup>143</sup> Mr Matt Threlkeld, Executive Director of Bus NSW, [Transcript of evidence](#), 13 June 2024, p 19.

<sup>144</sup> [Submission 31](#), p 3.

<sup>145</sup> [Submission 25](#), p 10; The University of Melbourne, [Making headway on 'bus bunching'](#), 7 May 2024, viewed 22 October 2024.

<sup>146</sup> [Submission 36](#), p 7.

<sup>147</sup> [Submission 15](#), Campbelltown City Council, p 2.

<sup>148</sup> [Submission 31](#), p 3.

establish it 'in the consciousness of ALL road users as a prominent and functioning part of the urban environment'.<sup>149</sup>

- 3.41 BusNSW suggested to the Committee that the rapid bus services should be interconnected with local bus and shuttle services to provide efficient public transport to the airport and surrounding areas. Their submission also emphasised the need for the airport to have infrastructure for buses and coaches to ensure a 'seamless transfer between the airport and destinations' for passengers.<sup>150</sup>
- 3.42 The Committee heard that the NSW Government is not planning to include bus priority infrastructure, such as dedicated lanes, from the outset. Rather, the bus services will use 'existing bus infrastructure' including the bus priority infrastructure on The Northern Road.<sup>151</sup>
- 3.43 Stakeholders also shared concerns about the nature of the existing rapid bus infrastructure. The Parks, Sydney's Parkland Councils submitted that road infrastructure is insufficient because there are no dedicated bus lanes. They further noted there is 'only the possibility of creating signal priority options at some traffic lights on the route'.<sup>152</sup>
- 3.44 Campbelltown City Council advised that their roads do not have the capacity for rapid buses to the airport because there has been no future-proof strategic planning on the roads.<sup>153</sup> We heard that it will take Campbelltown residents longer to reach the airport than the existing Sydney Airport.<sup>154</sup> Mr Matt Gould, Mayor of Wollondilly Shire Council, also shared a similar concern, that despite the airport being only seven kilometres away from Wollondilly, it would be quicker for residents to travel to Sydney Airport.<sup>155</sup>
- 3.45 The Committee also heard that the Northern Road upgrade was a missed opportunity to include a bus lane to support a rapid bus service. Consequently, Mayor Todd Carney, Councillor, Penrith City Council, told us that rapid buses will not be rapid, but rather a 'generic, multiple-stops' service.<sup>156</sup> We heard that 'rapid bus was the description, not a local bus stopping all the way along the way'.<sup>157</sup>
- 3.46 It is unclear whether the infrastructure needed for true rapid bus services, such as bus lanes and intersection upgrades, will be delivered. The Committee recommends that Transport for NSW deliver infrastructure upgrades to support rapid buses, including bus-only lanes and bus priority at intersections. These features are crucial to supporting an efficient rapid bus network that can meet the transport needs of passengers and workers in western Sydney.

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<sup>149</sup> [Submission 28](#), Action for Public Transport (NSW) Inc, p 2.

<sup>150</sup> [Submission 31](#), p 2.

<sup>151</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 6.

<sup>152</sup> [Submission 25](#), p 9.

<sup>153</sup> Ms Lindy Deitz, General Manager, Campbelltown City Council, [Transcript of evidence](#), 13 June 2024, p 47-48.

<sup>154</sup> Mayor Todd Carney, [Evidence](#), 30 May 2024, p 7.

<sup>155</sup> Mr Matt Gould, [Evidence](#), 30 May 2024, p 6.

<sup>156</sup> Mayor Todd Carney, [Evidence](#), 30 May 2024, 30 May 2024, p 7.

<sup>157</sup> Mr Ben Taylor, [Evidence](#), 30 May 2024, p 8.

**Need to improve the frequency of bus services**

- 3.47 The Committee heard that bus services between western Sydney and the airport need to be frequent, reliable and direct. The Committee recommends that the frequency of bus services from major centres in western Sydney to the airport are increased.
- 3.48 Mr Andrew Carfield, General Manager, Camden Council, told the Committee that 'earlier versions of the rapid bus concept' featured zero-emission, double-decker buses operating from 4.00am to 1.00am, with 15 minute frequencies and network upgrades to allow buses priority at intersections along the routes.<sup>158</sup>
- 3.49 The NSW Government has released bus routes to the airport and aerotropolis from Liverpool, Campbelltown, Penrith and Mt Druitt. This service will feature Zero Emissions Buses, low frequencies and long travel times.<sup>159</sup> Transport for NSW advises that existing bus infrastructure will be used and 'additional services are expected to be introduced as the precinct grows'.<sup>160</sup>
- 3.50 Based on information on the Transport for NSW website, the following services will run every 30 minutes from 5am to 10pm daily<sup>161</sup>:

Route	Estimated journey time
Liverpool to Bradfield, via Airport	67 minutes
Campbelltown to Airport, via Bradfield	66 minutes
Penrith to Bradfield, via Airport	60 minutes
Mt Druitt to Bradfield, via Airport	60 minutes
Liverpool to Airport via Leppington and Bradfield	55 minutes

- 3.51 The Committee heard that the NSW Government proposal for a normal local bus service, with shorter operational hours, 30-minute frequencies, and hour-long peak travel times, is 'not really sufficient'. The Parks, Sydney's Parkland Councils, said in its submission that the inclusion of additional stops and 'circuitous routes' to capture more passengers is leading to longer travel times.<sup>162</sup>

<sup>158</sup> Mr Andrew Carfield, General Manager, Camden Council, [Transcript of evidence](#), 30 May 2024, p 8.

<sup>159</sup> NSW Government, Transport for NSW, [New bus services for Western Sydney](#), 8 October 2024, viewed 15 October 2024.

<sup>160</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 6.

<sup>161</sup> NSW Government, Transport for NSW, [New bus services for Western Sydney](#), 8 October 2024, viewed 15 October 2024.

<sup>162</sup> [Submission 25](#), p 9.



- 3.52 We heard that the journey time estimates, ranging from 55 minutes to 67 minutes, were 'pretty outrageous'. To drive, it would only take about half an hour from most of these town centres to the new airport.<sup>163</sup>
- 3.53 As the airport is expected to operate 24-hours, Fairfield City Council and Camden Council told us that the bus service will be inconvenient and 'inadequate' for employees and passengers needing to commute outside of operational hours.<sup>164</sup>
- 3.54 Campbelltown City Council noted that a 'true' rapid bus service needs to be 'fast, reliable, frequent and direct.' A key requirement of rapid buses is 'turn-up-and-go' services every 10 minutes in peak and 15 minutes off-peak at the very least.<sup>165</sup>
- 3.55 Dr George Greiss, Mayor at Campbelltown City Council, said that the 66 minute journey between Campbelltown and the airport is 'infrequent and too slow' for the projected 200,000-plus employees that will need to commute there daily.<sup>166</sup>
- 3.56 Professor David Levinson from the School of Civil Engineering at the University of Sydney, suggested that the 'next and most immediate steps' for transport for the airport and aerotropolis should involve additional rapid buses that are high quality and high frequency from key areas in western Sydney.<sup>167</sup>
- 3.57 Non-rapid bus services will have lower patronage, encouraging commuters to the airport to drive cars. The Parks, Sydney's Parkland Councils, submit that there is an opportunity to persuade western Sydney residents of the benefits public transport, but 'only if it is as available, frequent and convenient as it is in the Eastern Harbour City'.<sup>168</sup>
- 3.58 We recommend that Transport for NSW increase the frequency of bus services from major western Sydney centres to the Western Sydney Airport. Accessible, frequent and integrated public transport options are essential for the uptake of public transport in western Sydney. A rapid bus service that is fast and frequent is one of the critical connections required to address first mile and last mile issues and support the viability of the airport and Aerotropolis.

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<sup>163</sup> Mr Sharath Mahendran, [Evidence](#), 13 June 2024, p 29.

<sup>164</sup> Mr Andrew Mooney, Executive Strategic Planner, Fairfield City Council, [Transcript of evidence](#), 30 May 2024, p 7; Mr Andrew Carfield, [Evidence](#), 30 May 2024, p 8.

<sup>165</sup> [Submission 15](#), p 2.

<sup>166</sup> Dr George Greiss, [Evidence](#), 13 June 2024, p 46.

<sup>167</sup> [Submission 6](#), Professor David Levinson, p 2-3.

<sup>168</sup> [Submission 25](#), p 15.

## **A rail link from Leppington will connect south-western Sydney to the airport and aerotropolis**

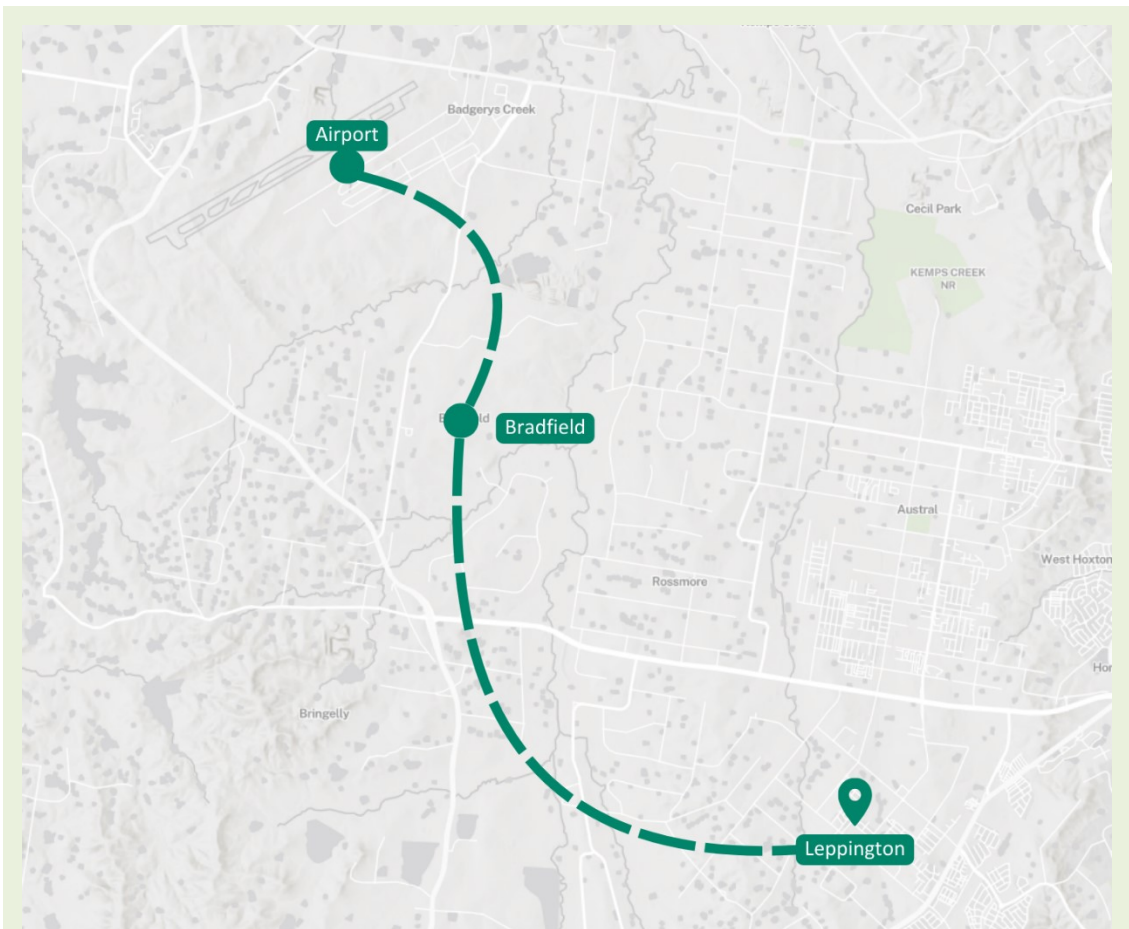
### **Summary**

Extending the South-West Rail Link from Leppington to the airport and aerotropolis would connect the new airport and aerotropolis with south-western Sydney, the Sydney CBD (by a direct line) and the Sydney Airport.

### **Recommendation 11**

**That Transport for NSW as a priority deliver a rail link from Leppington to the airport and aerotropolis.**

- 3.59 The Committee heard that a rail extension from Leppington is needed to connect south-west Sydney with the airport and aerotropolis. The Committee recommends that Transport for NSW prioritise delivering a rail link between Leppington and the airport and aerotropolis.
- 3.60 Figure 5 shows a proposed extension of the South-West Rail Link from Glenfield to Leppington connecting Leppington to the airport. The Committee makes no recommendation on the alignment. The line shown is not a precise alignment.



**Figure 5: Proposed extension of the South-West Rail Link from Glenfield to Leppington connecting Leppington to the airport.**

*Note: Indicative figure only. Does not represent precise route.*

- 3.61 Many stakeholders called for the South-West Rail Link extension to Leppington to be delivered as a priority.<sup>169</sup> The Committee heard that the extension would provide connections from the airport and aerotropolis to western Sydney centres such as Campbelltown, Liverpool and Fairfield.<sup>170</sup> Mr Sharath Mahendran, Creator of Building Beautifully, held concerns that residents in these centres closest to the new airport will struggle travelling to it using public transport options currently available or have a long commute by bus.<sup>171</sup>
- 3.62 Mr Charles Casuscelli RFD, Chief Executive Officer, Western Sydney Regional Organisation of Councils suggested that connecting the airport to the major

<sup>169</sup> [Submission 16](#), Western Sydney Leadership Dialogue, p 3; [Submission 28](#), p 2; Mr Charles Casuscelli RFD, Chief Executive Officer, Western Sydney Regional Organisation of Councils Ltd, [Transcript of Evidence](#), 30 May 2024, p 34; Mr Andrew Carfield, [Evidence](#), 30 May 2024, p 20; Mr Roydon Ng, Member, EcoTransit Sydney, [Transcript of Evidence](#), 13 June 2024, p 31.

<sup>170</sup> [Submission 16](#), p 3; Mr Roydon Ng, [Evidence](#), 13 June 2024, pp 30-31; Mr Sharath Mahendran, [Evidence](#), 13 June 2024, p 31.

<sup>171</sup> Mr Sharath Mahendran, [Evidence](#), 13 June 2024, pp 31-32.

centre of Liverpool would likely lead to residential and commercial development along the corridor from Liverpool to Leppington.<sup>172</sup>

- 3.63 Stakeholders including EcoTransit Sydney and Action for Public Transport (NSW) Inc. submitted that the extension would enable a connection from the airport to the existing Sydney (Kingsford Smith) Airport.<sup>173</sup> Mr Guy Tranter, Committee Member at Action for Public Transport (NSW) told the Committee that it would provide 'the benefit of an airport-to-airport journey on one train'.<sup>174</sup>
- 3.64 Both Campbelltown City Council and Professor David Levinson noted that the extension creates a direct link to Sydney CBD from the airport and aerotropolis.<sup>175</sup>
- 3.65 Liverpool City Council also raised concerns that without a rail link between Leppington and the airport and aerotropolis, 'a significant proportion of the future workforce supporting both the airport and aerotropolis' would be reliant on heavily congested roads.<sup>176</sup> Camden Council suggested that the South-West Rail Link extension would 'alleviate congestion and improve travel times' in the rapidly growing south-west Sydney.<sup>177</sup> It noted this would support quality of life and economic growth in south-west Sydney.<sup>178</sup>
- 3.66 In its submission, Campbelltown City Council noted that the South-West Rail Link extension has not been delivered despite the NSW Government committing to immediately developing 'a design and investment case' for the extension in 2018.<sup>179</sup> We also heard from Transport for NSW that at the time, the Federal and NSW governments had agreed to progress a business case for a link from St Marys to Bradfield via the airport, and did not consider a line from Leppington to the airport.<sup>180</sup>
- 3.67 Several stakeholders agreed that the extension should be built as heavy rail, as opposed to metro due to heavy rail being less expensive and more environmentally efficient.<sup>181</sup> The existing South West Rail Link is heavy rail and would need to be converted to run as a metro service. Mr Mahendran told the Committee that keeping the South West Rail Link as heavy rail would provide capacity to the Sydney Trains network.<sup>182</sup>

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<sup>172</sup> Mr Charles Casuscelli RFD, [Evidence](#), 30 May 2024, p 33.

<sup>173</sup> [Submission 15](#), p 2; [Submission 27](#), EcoTransit Sydney, p 5; [Submission 28](#), p 2; [Submission 26](#), Mr Sai Sougoumarane, p 1; [Submission 6](#), p 5.

<sup>174</sup> Mr Guy Tranter, Committee Member, Action for Public Transport (NSW), [Transcript of evidence](#), 13 June 2024, p 31.

<sup>175</sup> [Submission 15](#), p 2; [Submission 6](#), p 5.

<sup>176</sup> [Submission 43](#), Liverpool City Council, p 1.

<sup>177</sup> [Submission 14](#), Camden Council, p 12; [Submission 43](#), p 1.

<sup>178</sup> [Submission 14](#), p 12.

<sup>179</sup> [Submission 15](#), p 2; Commonwealth of Australia, [Western Sydney City Deal](#), Smart Cities Plan, March 2018, viewed 25 September 2024, p 11.

<sup>180</sup> [Answers to questions on notice](#), Transport for NSW and Sydney Metro, 13 June 2024, p 3; [Submission 27](#), p 1; [Submission 28](#), p 2.

<sup>181</sup> Mr Roydon Ng, [Evidence](#), 13 June 2024, p 30; [Submission 13](#), Building Beautifully, p 3; [Submission 30](#), Mr Matt Mushalik, pp 10 and 16; [Submission 6](#), p 5.

<sup>182</sup> Mr Sharath Mahendran, [Evidence](#), 13 June 2024, p 29-30.

### What are the differences between heavy rail and metro?

Sydney Trains is a heavy rail or 'suburban rail' service. It uses wide clearance double deck trains.<sup>183</sup>

Sydney Metro uses automated driverless single deck rapid transit trains.<sup>184</sup> The metro trains are level access and stations have platform screen doors.<sup>185</sup>



Figure 6: Sydney Trains.<sup>186</sup>



Figure 7: Sydney Metro.<sup>187</sup>

- 3.68 The Committee heard that heavy rail would cost less, is better suited to long distances and has less environmental impact and greater passenger capacity.<sup>188</sup> We also heard that a heavy rail extension would enable a more efficient route to the Sydney CBD, Kingsford-Smith Airport and Central Station by utilising existing Sydney Trains lines.<sup>189</sup>
- 3.69 We received evidence that the NSW Government had begun planning for this rail extension. We heard that the Federal and NSW Governments had funded a business case which would explore a 'future connection' between the airport and aerotropolis and Leppington, looking at both heavy rail and metro lines.<sup>190</sup> The business case is expected to be completed by approximately late 2025 to early 2026.<sup>191</sup>
- 3.70 The Committee considers that the business case on the connection to Leppington should be accelerated. We recommend that a heavy rail extension be considered over a metro line. Priority should be given to delivering this infrastructure, to connect communities and workers in south-western Sydney to the airport and aerotropolis, improve travel times and reduce road congestion.

<sup>183</sup> [Submission 28](#), p 1.

<sup>184</sup> Transport for NSW, [Metro](#), viewed 1 October 2024; Transport for NSW, [North West Rail Link – Environmental Impact Statement 2 Overview Part 4](#), October-December 2012, p 60, viewed 1 October 2024.

<sup>185</sup> [NSW Government and Sydney Metro, Sydney's new train](#), viewed 1 October 2024.

<sup>186</sup> Transport for NSW, [Sydney Tran Engineers](#), viewed 1 October 2024.

<sup>187</sup> Transport for NSW, [Metro](#), viewed 1 October 2024.

<sup>188</sup> Mr Ng, [Evidence](#), 13 June 2024, p 30; [Submission 6](#), p 5; [Submission 27](#), pp 12, 14.

<sup>189</sup> [Submission 13](#), p 3; [Submission 27](#), p 1.

<sup>190</sup> Ms Angela Jefferey, Project Director, Sydney Metro, [Transcript of Evidence](#), 13 June 2024, 52-53; [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 12.

<sup>191</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 12.

## The north-south rail line is needed to provide underserviced areas with a rail connection to the airport and aerotropolis

### Summary

The north-south rail line will connect areas in Western Sydney that have limited accessibility, linking residents to employment and education opportunities.

An above ground section from Bradfield to Oran Park will provide a transport link for the growing populations around both suburbs.

A tunnelled section from Oran Park to Macarthur will allow residents of Wollondilly Shire and Campbelltown to connect with the line and rapid buses to access the airport and aerotropolis.

Connecting Tallawong and St Marys links the north-south line with the Sydney Metro north-west M1 line, giving more access to north-west Sydney.

### Recommendation 12

**That Transport for NSW undertake a feasibility study to deliver in the medium term the north-south rail line in the following stages:**

- 1. An above ground section from Bradfield to Oran Park,**
- 2. A tunnelled section from Oran Park to Macarthur,**
- 3. A section from Tallawong to St Marys.**

3.71 The Committee heard that a north-south rail line is needed to connect underserviced areas of western Sydney with a rail connection to the airport and aerotropolis.<sup>192</sup> The Committee recommends that the north-south rail line is delivered in stages, firstly by connecting Bradfield to Oran Park, then Macarthur, and finally from Tallawong to St Marys.

3.72 Figure 8 shows each of the proposed stages of the north-south line. It includes the Sydney Metro – Western Sydney Airport line currently being delivered.<sup>193</sup> The Committee makes no recommendation on the alignment. The lines shown are not precise alignments.

<sup>192</sup> [Submission 25](#), p 3; [Submission 2](#), Mr Tony Prescott, p 1; [Submission 9](#), Mr Andrew King, p 2; [Submission 18](#), City of Parramatta Council, p 2.

<sup>193</sup> [Submission 21](#), p 6.

Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis



3.73 Penrith City Council submitted that the north-south rail line was essential 'for linking western Sydney residents to employment and educational opportunities' while also growing regional development.<sup>194</sup> We heard from the Parks, Sydney's Parkland Councils that:

The North South Rail Link would become the spine of the Western Parkland City playing an essential role of giving our communities better, faster and easier access to the airport and aerotropolis thereby allowing them access to the jobs, business opportunities, education and leisure activities...<sup>195</sup>

3.74 The Committee heard from several stakeholders that the north-south rail line would connect areas currently not adequately serviced by rail and public transport.<sup>196</sup> Camden Council commented on the lack of accessibility in the south-western Sydney area, including in Oran Park.<sup>197</sup> Penrith City Council submitted that limited public transport options in growth areas in western Sydney causes 'residents commuting outside the area for work' to rely on cars.<sup>198</sup>

3.75 Mr Todd Carney, Mayor at Penrith City Council told the Committee that the north-south line would connect areas within western Sydney, 'so that people in Campbelltown can work in Penrith and people from Penrith can work in Liverpool...'.<sup>199</sup>

#### **Bradfield to Oran Park**

3.76 We received evidence that connecting Bradfield and Oran Park is needed to provide a transport link for growing surrounding suburbs in western Sydney.<sup>200</sup>

3.77 Professor David Levinson noted that Oran Park does not currently have access to 'high frequency rail service'.<sup>201</sup> In their submission, Camden Council commented that Oran Park 'is disadvantaged in terms of accessibility'. It noted the lengthy travel times from Oran Park to 'nearby centres' via public transport, including an hour and 25 minute commute to Parramatta.<sup>202</sup>

3.78 The Urban Development Institute of Australia told the Committee that they supported the extension of the 'line from Bradfield to Leppington and onwards to Oran Park'. It noted that the 'vital piece of infrastructure' would support 'the substantial population growth... in this part of Western Sydney'. It suggested that 'extensive residential and employment areas' would open 'east and west of the Northern Road in the next decade' adding to the rise in population.<sup>203</sup>

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<sup>194</sup> [Submission 17](#), p 3.

<sup>195</sup> [Submission 25](#), p 3.

<sup>196</sup> [Answers to questions on notice](#), Mrs Alison Dench, 1 July 2024, pp 1-4.

<sup>197</sup> [Submission 14](#), , p 5.

<sup>198</sup> [Submission 17](#), p 4.

<sup>199</sup> Mr Todd Carney, [Evidence](#), 30 May 2024, p 7.

<sup>200</sup> [Submission 23](#), Urban Development Institute of Australia (NSW), p 8; Mr Charles Casuscelli RFD, [Evidence](#), 30 May 2024, p 33.

<sup>201</sup> [Submission 6](#), p 5.

<sup>202</sup> [Submission 14](#), pp 5- 6.

<sup>203</sup> [Submission 23](#), p 8.



- 3.79 Mr Andrew Carfield, General Manager, Camden Council highlighted that Camden's population growth is 'tracking well ahead of the State's common planning assumptions... used to inform infrastructure decisions'.<sup>204</sup> The Parks, Sydney's Parkland Councils described Oran Park as a 'new growth area for housing' and noted the 'extremely limited public transport access'.<sup>205</sup> Ms Angela Jeffery, Project Director at Sydney Metro explained that a business case had been funded by the Federal and NSW Government exploring 'a metro extension from Bradfield... to Macarthur'. Ms Jeffery noted that the above-ground corridor between Bradfield and Oran Park had been reserved.<sup>206</sup>

### **Oran Park to Macarthur**

- 3.80 The Committee heard that the north-south link between Oran Park and Macarthur in combination with rapid buses will connect more of western Sydney with the airport and aerotropolis.
- 3.81 Mr Matt Gould, Mayor, Wollondilly Shire Council, told the Committee that a north-south rail link 'through to Macarthur... is absolutely critical regional infrastructure'. Mr Gould explained that the rail link together with rapid buses would allow access to the airport which would not otherwise be available, despite the airport being 7 kilometres from the Wollondilly Shire boundary.<sup>207</sup> The Committee also heard that extending the line south to Macarthur will make it easier to get to the new airport from Campbelltown using a Campbelltown-Macarthur rapid bus.<sup>208</sup>
- 3.82 In addition to providing more connections to the airport and aerotropolis, the Committee heard that the extension to Macarthur is an 'essential component... of the region's transportation infrastructure'. We heard that it has the potential to accommodate 'population growth and provide convenient access to local economies, education and health facilities'.<sup>209</sup>
- 3.83 The Committee received evidence from Mrs Alison Dench that the line from the airport and aerotropolis needs to be extended south to Campbelltown to benefit more people. Mrs Dench commented that this would link people in Oran Park to the T8 service.<sup>210</sup>
- 3.84 The Committee recognises the transport infrastructure needs in the north south region of western Sydney. The Committee considers that an extension to Macarthur will allow commuters in other areas, such as Campbelltown, to access the airport and aerotropolis by utilising first and last mile services, such as other train services (including the nearby T8 line) and rapid bus and other bus services.

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<sup>204</sup> Mr Andrew Carfield, [Evidence](#), 30 May 2024, p 11.

<sup>205</sup> [Submission 25](#), p 5.

<sup>206</sup> Ms Angela Jeffery, Project Director, Sydney Metro, [Transcript of Evidence](#), 30 May 2024, p 52.

<sup>207</sup> Mr Matt Gould, [Evidence](#), 30 May 2024, pp 6-7.

<sup>208</sup> Mr Sharath Mahendran, [Evidence](#), 13 June 2024, p 29; [Submission 15](#), Campbelltown City Council, p 1.

<sup>209</sup> [Submission 12](#), Mrs Alison Dench, p 13.

<sup>210</sup> [Submission 12](#), p 13.

- 3.85 We heard from Ms Jeffery that a corridor between Oran Park and Macarthur had not been reserved. Ms Jeffery noted that the business case will explore the option of the section being underground.<sup>211</sup>

### **Tallawong to St Marys**

- 3.86 The Committee heard that a line from Tallawong and St Marys would connect the north-south line with the already operational Sydney Metro Northwest line.<sup>212</sup> Mr Will Barton, Director, Infrastructure Services, Hawkesbury City Council told us that connecting St Marys and Tallawong would allow the Richmond line to connect at Schofields station. Mr Barton noted that without this line, Hawkesbury residents could not easily access the airport via public transport.<sup>213</sup>
- 3.87 Western Sydney Airport noted that the line would provide a connection between the Northwest Growth Area and the airport as well as 'a one interchange service to the Sydney CBD'.<sup>214</sup> Penrith City Council submitted that the extending the line to Tallawong and Macarthur 'is integral for linking Western Sydney residents to employment and educational opportunities, fostering regional development'.<sup>215</sup>
- 3.88 We also heard evidence that a line between Tallawong and St Marys would 'enable urban revitalisation and urban renewal' for 'significantly disadvantaged communities' north of St Marys.<sup>216</sup> Mr Stephen Bali MP highlighted the current difficulty with traveling from Marsden Park to Oran Park 'to visit friends, employment or sporting activities'. Mr Bali recommended extending 'the existing corridor from Tallawong Station to Marsden Park, to extend through to St Marys via Mt Druitt'.<sup>217</sup>

### **The NSW Government is preparing a business case for the line**

- 3.89 Ms Jeffery told us that the NSW Government has funded a separate business case looking at the extension from St Marys to Tallawong. We heard that funding was provided in the 2024-2025 NSW Budget allocation and that early work on the business case had started.<sup>218</sup> As noted above, the business cases are expected to be completed by approximately late 2025 to early 2026.<sup>219</sup>
- 3.90 The Committee recommends that Transport for NSW first deliver on the above-ground rail extension between Bradfield to Oran Park that is already reserved by Gazettal. We also recommend that a tunnelled section between Oran Park and Macarthur and a further section between Tallawong and St Marys be delivered. The Committee considers that the extension of the north-south line will connect more areas in western Sydney not currently serviced by public transport to the airport and aerotropolis. It will also connect western Sydney residents with

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<sup>211</sup> Ms Angela Jeffery, [Evidence](#), 30 May 2024, pp 52-53.

<sup>212</sup> [Submission 35](#), Western Sydney Airport, p 14.

<sup>213</sup> Mr Will Barton, [Evidence](#), 30 May 2024, p 7.

<sup>214</sup> [Submission 35](#), p 14.

<sup>215</sup> [Submission 17](#), Penrith City Council, p 3.

<sup>216</sup> Mr Charles Casuscelli RFD, [Evidence](#), 30 May 2024, p 33.

<sup>217</sup> [Submission 32](#), Mr Stephen Bali MP, p 3.

<sup>218</sup> Ms Angela Jeffery, [Evidence](#), 30 May 2024, pp 54-55.

<sup>219</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 12.

employment and education opportunities, and support population growth in the area.

## **A rail link from Parramatta to the airport should be investigated**

### **Summary**

Extending Sydney Metro West from the planned Westmead terminus to the airport would link Parramatta CBD, Sydney Olympic Park and greater western Sydney to the airport.

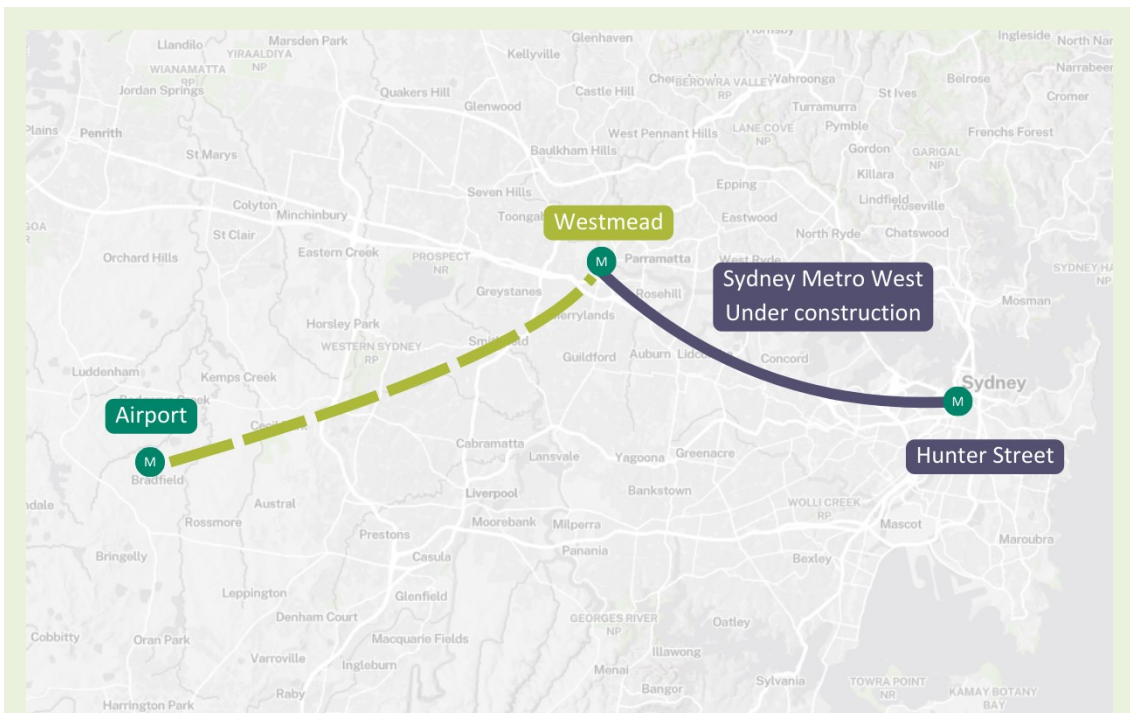
A potential extension would link people to jobs in both the airport and Parramatta CBD. It would also allow for residential development in western Sydney along the line.

### **Recommendation 13**

**That Transport for NSW in the long term investigate options for extending Sydney Metro West to the airport.**

- 3.91 The Committee heard that extending Sydney Metro West from the planned Westmead terminus to the airport would link Parramatta CBD, Sydney Olympic Park and greater western Sydney to the airport. This could link people to jobs at both Parramatta CBD and the airport, and support residential development along the line. The Committee recommends that Transport for NSW consider options for extending Sydney Metro West to the airport in the future.
- 3.92 Figure 9 shows a proposed extension of the Sydney Metro West line to the airport. The Committee makes no recommendation on the alignment. The line shown is not a precise alignment.

## Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis



**Figure 9: Proposed extension of the under construction Sydney Metro West line to the airport.**

*Note: Indicative figure only. Does not represent precise route.*

- 3.93 City of Paramatta Council, Urban Taskforce, Building Beautifully and Mr Tony Prescott supported extending the under-construction Sydney Metro West from Sydney CBD to the airport.<sup>220</sup> We heard that this would 'directly link' the airport with 'important town centres' on the existing Sydney Metro West line 'such as Westmead, Parramatta, Sydney Olympic Park, Burwood, Pyrmont and Sydney CBD'.<sup>221</sup> Ms Gail Connolly PSM, Chief Executive Officer, City of Parramatta Council explained that the extension would provide 'a one-seat journey' from the airport to Parramatta's and Sydney's CBD without changing lines or modes of transport.<sup>222</sup> City of Parramatta Council asserted that connecting both business districts to the airport 'is essential for the economic success of the airport'.<sup>223</sup>
- 3.94 We heard from Mr Prescott that an extension of Sydney Metro West 'will position Parramatta within 20 minutes of the airport'. Mr Prescott submitted that this would 'strengthen Parramatta's position as the major centre of the Western Sydney region'.<sup>224</sup> Ms Connolly suggested that Parramatta is 'the largest jobs destination out of all the Western Sydney councils'. Ms Connolly went on to note

<sup>220</sup> [Submission 13](#), p 4; [Submission 2](#), Mr Tony Prescott, p 1; [Submission 18](#), City Of Paramatta Council, p 1; [Submission 19](#), Urban Taskforce, p 4.

<sup>221</sup> [Submission 13](#), p 4.

<sup>222</sup> Ms Gail Connolly, PSM, Chief Executive Officer, City of Parramatta Council, [Transcript of Evidence](#), 30 May 2024, p 25.

<sup>223</sup> [Submission 18](#), p 1.

<sup>224</sup> [Submission 2](#), p 1.

that the Government is aiming for 'about 150,000' new homes west of Parramatta in the next five years. At the hearing, Ms Conolly highlighted the importance of connecting people in those council areas with jobs in Parramatta and the airport.<sup>225</sup>

- 3.95 The Committee also heard how an extension from Westmead to the airport could better service and develop other surrounding council areas in western Sydney. Mr Sharath Mahendran of Building Beautifully supported an extension could connect Holroyd and Fairfield councils, which have limited access to public transport.<sup>226</sup> Fairfield City Council recommended 'a new station at Cecil Park' on the line, noting the opportunity for 'significant new housing supply in Fairfield City'.<sup>227</sup> Similarly, in their submission, Building Beautifully suggested an extension could unlock 'the potential for infill development and urban renewal in Fairfield and Liverpool Councils'.<sup>228</sup> City of Parramatta Council advocated for greater public transport connectivity between Parramatta and the airport, including a Sydney Metro West line extension which would 'positively guide the development of metropolitan Sydney' improving 'housing affordability, liveability and economic growth'.<sup>229</sup>
- 3.96 The Committee received conflicting evidence around whether an extension would enable a faster journey than travelling 48 minutes from the Sydney CBD to the airport on the Sydney Metro – Western Sydney Airport line. Transportation Associates estimated the journey would take 'about 55 minutes'. They suggested that the 'global average for airport rail links is about 30-35 minutes' which could be achieved by adding an express line from the airport to Sydney CBD, similar to Hong Kong Airport Railway.<sup>230</sup>
- 3.97 We also received some submissions opposing a metro extension in favour of a heavy rail line. EcoTransit Sydney submitted that a Metro West extension 'should be replaced with heavy rail from Western Sydney Airport to Parramatta, then continuing to Epping with a connecting with the T9 Northern Line/Newcastle and Central Coast Line'.<sup>231</sup> Professor David Levinson suggested there could be 'operational challenges' with extending Sydney Metro West to the airport 'given the length of the line'. Professor Levinson also commented that an extension would be most valuable after the Bankstown to Liverpool line is built.<sup>232</sup>
- 3.98 Mr Rob Cologna, Acting Executive Director, City of Planning and Design, City of Parramatta Council stated Parramatta's preference was for a metro line.<sup>233</sup> Noting the potentially high costs of metro stations, Ms Connolly encouraged the

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<sup>225</sup> Ms Gail Connolly, [Evidence](#), 30 May 2024, p 26.

<sup>226</sup> Mr Sharath Mahendran, [Evidence](#), 13 June 2024, p 33; [Submission 11](#), Fairfield City Council, p 1.

<sup>227</sup> [Submission 11](#), pp 2, 10.

<sup>228</sup> [Submission 13](#), p 4.

<sup>229</sup> [Submission 18](#), p 1.

<sup>230</sup> [Submission 8](#), p 3.

<sup>231</sup> [Submission 27](#), p 20.

<sup>232</sup> [Submission 6](#), p 4.

<sup>233</sup> Mr Rob Cologna, Acting Executive Director, City of Planning and Design, City of Parramatta Council, [Transcript of Evidence](#), 30 May 2024, p 28.

Committee to look at 'planning for a metro corridor should also be undertaken' alongside any recommendations for heavy rail.<sup>234</sup>

- 3.99 The Committee recognises that the value of ensuring that residents in Parramatta and surrounding western Sydney have access to both the airport and Sydney CBD. However, there is not currently any business case for an extension of the Sydney Metro West to the airport.<sup>235</sup> The Committee recommends that Transport for NSW investigate options of completing this extension in the long term, including developing a business case. The Committee considers that there may be economic benefits in linking the airport directly with the Parramatta and Sydney CBDs via a metro line.

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<sup>234</sup> Ms Connolly, [Evidence](#), 30 May 2024, p 27

<sup>235</sup> [Submission 13](#), p 1; Submission 34, [Business Western Sydney](#), p 3; Ms Connolly, [Evidence](#), 30 May 2024, p 25.

## Chapter Four – Road connectivity to the airport and aerotropolis

### **A M12 interchange with Mamre Road and Elizabeth Drive will support freight movements**

#### **Summary**

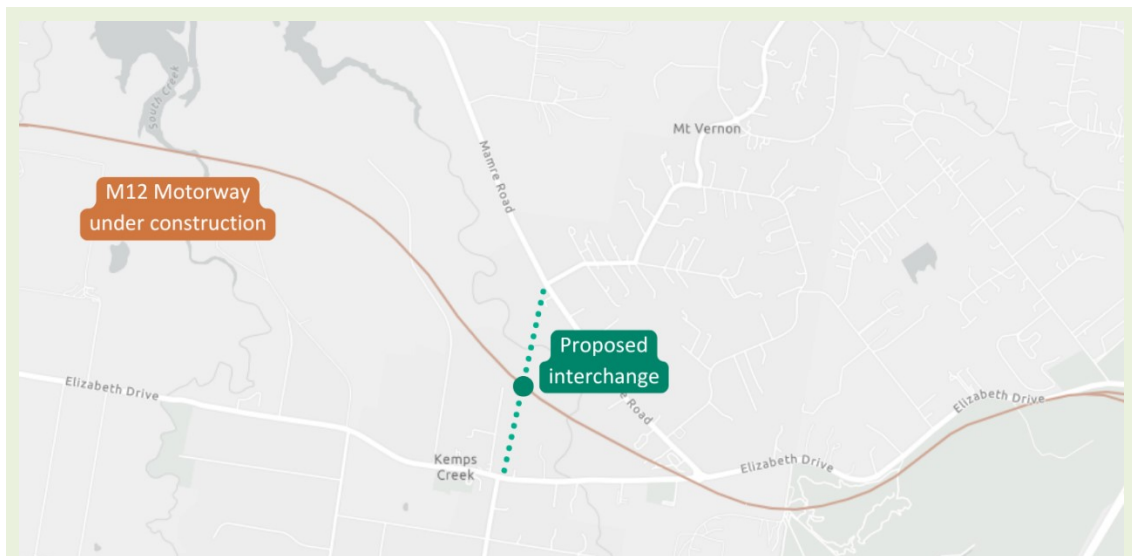
Greater access to the Mamre Road precinct is needed to encourage economic growth and employment opportunities.

An exit along the M12 Motorway between Mamre Road and Elizabeth Drive would allow greater western Sydney to better access this business precinct. It would also allow residential opportunities in the surrounding area.

#### **Recommendation 14**

**That Transport for NSW construct an additional exit off the M12 Motorway at the Mamre Road and Elizabeth Drive intersection.**

- 4.1 The Committee heard that an exit along the M12 is needed to better access the Mamre Road precinct. Specifically, an M12 exit between Mamre Road and Elizabeth Drive would allow greater western Sydney to access the Mamre Drive precinct and take advantage of the area's growing economic activity and employment opportunities. It would also help build opportunities for residential growth in the surrounding areas. The Committee recommends that Transport for NSW prioritises the construction of this exit.
- 4.2 Figure 10 shows the location of proposed interchange between the M12 Motorway, Mamre Road and Elizabeth Drive.



**Figure 10: Proposed interchange between the M12 Motorway, Mamre Road and Elizabeth Drive.**

*Note: Indicative figure only. Does not represent precise route.*

- 4.3 NSW Treasury reported that the Mamre Road precinct has been rezoned for industrial use, including an intermodal facility that will allow freight to move between different transportation modes to maximise efficiency.<sup>236</sup> The increased industrial use will mean more trucks using Mamre Road and Elizabeth Drive. Both roads have planned upgrades to accommodate the additional use.<sup>237</sup>
- 4.4 The Mamre Road precinct is expected to support a significant number of jobs in the region, with most of these jobs in the aerotropolis being in warehousing, freight and logistics.<sup>238</sup>
- 4.5 We heard from industry stakeholders that the M12 Motorway as currently under construction does not have an exit to Mamre Road or Elizabeth Drive. The only exit as currently planned is to the airport itself. Stakeholders considered that this means that 'the M12 does not service the vast majority of the land set aside for employment'.<sup>239</sup>
- 4.6 Urban Taskforce submitted that both Elizabeth Drive and Mamre Road were among roads that would provide direct access to new employment centres in the areas surrounding the airport.<sup>240</sup> It told the Committee that these roads were among those that needed to be fast-tracked for upgrade.<sup>241</sup>

<sup>236</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, pp 1 -3.

<sup>237</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 14.

<sup>238</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, pp 1 - 3.

<sup>239</sup> The Hon. Stuart Ayres, Chief Executive Officer, Urban Development Institute of Australia NSW, [Transcript of evidence](#), 13 June 2024, p 6-7; [Submission 19](#), Urban Taskforce, p 2.

<sup>240</sup> [Submission 19](#), p 1-2.

<sup>241</sup> [Submission 19](#), p 2.



- 4.7 A M12 interchange with Mamre Road and Elizabeth Drive was supported by Liverpool City Council.<sup>242</sup>
- 4.8 The Hon. Stuart Ayres, Chief Executive Officer at the Urban Development Institute of Australia (NSW), told the Committee that intersections on Elizabeth Drive would allow for industrial and residential development:
- Additional intersections on a widened Elizabeth Drive will open up opportunities for employment lands to be developed north and south of Elizabeth Drive, and the same thing for residential opportunities as well.<sup>243</sup>
- 4.9 Ms Peta Gamon, Executive Director Western Sydney Aerotropolis at Transport for NSW, told the Committee that a future connection between Mamre Road and the M12 Motorway was being planned, with a strategic business case having been finalised in the first quarter of 2024. Space is available for the future connection, as properties had been acquired in advance.<sup>244</sup> However, Ms Gamon also reported that the project had not received funding to progress to the next stage.<sup>245</sup>
- 4.10 The Committee recommends that Transport for NSW fund and construct the M12 interchange with Mamre Road and Elizabeth Drive, to provide greater access to employment in the Mamre Road precinct.

## Road upgrades are needed to support freight

### Summary

The Committee heard that upgrades to arterial and sub-arterial roads around the airport and aerotropolis are needed to enable movement of freight as well as support the development of residential and industrial land.

NSW Government agencies advised that several road upgrades have either been funded, are under construction or in planning.

Publicly releasing completion dates for funded road upgrades will provide certainty for local communities and industry.

### Recommendation 15

**That the NSW Government publicly release the project timelines and estimated completion dates for road upgrades that have been funded.**

### Road upgrades needed to support freight, industry and employment

- 4.11 The Committee heard that upgrades to arterial and sub-arterial roads around the airport and aerotropolis are needed, to enable movement of freight as well as support the development of residential and industrial land. NSW Government agencies advised that several road upgrades have been funded, are under

<sup>242</sup> [Submission 43](#), Liverpool City Council, p 7.

<sup>243</sup> The Hon. Stuart Ayres, [Evidence](#), 13 June 2024, p 6-7.

<sup>244</sup> Ms Peta Gamon, Executive Director Western Sydney Aerotropolis, Greater Sydney, Transport for NSW, [Transcript of evidence](#), 13 June 2024, p 55.

<sup>245</sup> Ms Peta Gamon, [Evidence](#), 13 June 2024, p 61.

construction or in planning. The Committee recommends that the NSW Government publicly release project timelines and estimated completion dates for these roads.

- 4.12 We heard that roads upgrades in western Sydney are needed to accommodate increased volumes of freight-related heavy vehicle movements. As Mr Todd Carney, Mayor and Councillor at Penrith City Council told the Committee:
- Western Sydney airport is always going to play a vital part in freight in and out; there's no doubt about it. But what it's going to do is increase the traffic loads on our local roads.<sup>246</sup>
- 4.13 Mr Carney and Mr Matt Gould, Mayor of Wollondilly Shire Council both told us that road upgrades were needed to handle the increased freight loads. Mr Carney also said that freight-related vehicle movements were estimated to increase by 50 per cent within western Sydney by 2041.<sup>247</sup>
- 4.14 Mr Richard Olsen, State Secretary of the Transport Workers' Union of New South Wales, told us that many freight companies had set up around Minchinbury and St Marys. This was likely to result in 'quite a few' trucks driving south to the airport to support air freight.<sup>248</sup>
- 4.15 Mr Dan Riley, Manager of Development Engineering at Liverpool City Council told us that freight impacted on local traffic in Liverpool and more broadly, as freight and local vehicles were all moving on the same roads.<sup>249</sup>
- 4.16 We also heard that roads are needed to support industry and employment. The Property Council of Australia submitted that the primary role of the aerotropolis would be to serve warehousing, supply chain and logistics needs of the airport and western Sydney. As a result, the heavy vehicle movements associated with freight and logistics required road upgrades to enable private sector investment and employment.<sup>250</sup>
- 4.17 The Urban Development Institute of Australia (NSW) submitted that the current road network was insufficient to deliver future employment lands. It pointed to a lack of road connections between the airport, the aerotropolis' employment lands, the Bradfield CBD and Liverpool CBD.<sup>251</sup>
- 4.18 Urban Taskforce submitted that key roads such as Elizabeth Drive, Mamre Road, Fifteenth Avenue and Badgerys Creek Road required upgrades to provide access to employment centres around the airport and aerotropolis.<sup>252</sup>

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<sup>246</sup> Mr Todd Carney, Mayor and Councillor, Penrith City Council, [Transcript of evidence](#), 30 May 2024, p 17.

<sup>247</sup> Mr Todd Carney, [Evidence](#), 30 May 2024, p 17; Mr Matt Gould, Mayor, Wollondilly Shire Council, [Transcript of evidence](#), 30 May 2024, p 17.

<sup>248</sup> Mr Richard Olsen, State Secretary, Transport Workers' Union of New South Wales, [Transcript of evidence](#), 13 June 2024, p 17.

<sup>249</sup> Mr Dan Riley, Manager, Development Engineering, Liverpool City Council, [Transcript of evidence](#), 30 May 2024, p 18.

<sup>250</sup> [Submission 39](#), Property Council of Australia, p 5.

<sup>251</sup> [Submission 23](#), Urban Development Institute of Australia (NSW), p 4.

<sup>252</sup> [Submission 19](#), p 1-2.

4.19 In addition, Wollondilly Shire Council sought for the NSW Government to take over management of roads for which local government is currently responsible. These roads included Menangle Road, Remembrance Drive and Silverdale Road.<sup>253</sup>

4.20 A comprehensive list of roads that inquiry participants told the Committee needed upgrades is available at Appendix Seven.

#### **Road projects funded and being planned by the NSW Government**

4.21 The Committee heard that some of road upgrades suggested by stakeholders had been funded for delivery or were being planned by the NSW Government.

4.22 NSW Treasury relayed to the Committee advice from Transport for NSW on the delivery and planning of several road projects:

- The M12 Motorway and M7-M12 Integration Project are on track to open in 2026, before the opening of the airport.<sup>254</sup>
- Construction will commence for Stage 1 of the Mamre Road upgrade by the end of 2024, with that stage expected to be open to traffic by 2028. It further advised that detailed planning for Stage 2 is underway, with a Review of Environmental Factors expected to be on public display in 2025.<sup>255</sup>
- Planning work for the Elizabeth Drive upgrade has progressed, with a concept design for the full upgrade being completed in late 2023.<sup>256</sup>
- \$50 million had been committed towards progressing planning for the 'Liverpool to Airport Transit corridor', which includes Fifteenth Avenue. The commitment included \$4 million allocated in the 2024-25 NSW Budget.<sup>257</sup>
- The 2024-25 NSW Budget included \$12.5 million towards the planning of the Eastern Ring Road and Badgerys Creek Road South corridors, matching funding that was committed in the Commonwealth budget for 2024-25.<sup>258</sup>

4.23 We heard that further road projects are being planned by the NSW Government. NSW Treasury relayed further advice from Transport for NSW that a business case had been completed in 2024 for seven roads, considering the features of the roads and how to prioritise and sequence future upgrades of those roads. It also relayed advice from Transport for NSW that:

Planning for other road corridors will be progressed in line with growth and demand in the Airport precinct.<sup>259</sup>

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<sup>253</sup> [Answers to questions on notice](#), Wollondilly Shire Council, 17 July 2024, p 6-9.

<sup>254</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 14.

<sup>255</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 15.

<sup>256</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 14.

<sup>257</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, pp 13- 15.

<sup>258</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 15.

<sup>259</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 15.

4.24 However, the Committee was not able to obtain information on the completion dates of some road upgrades under construction or being planned. In response to a question to NSW Treasury of when the \$400 million upgrade of Elizabeth Drive would be completed, NSW Treasury provided advice that:

Transport for NSW is currently working with other NSW Government and Australian Government agencies to establish the details and funding allocations towards Elizabeth Drive. Transport for NSW expects to confirm the priority sections that will be delivered and expected timings later in 2024.<sup>260</sup>

4.25 The Urban Development Institute of Australia (NSW) submitted that '[Transport for NSW] has disclosed that they are unable to give any timing as to when the required Aerotropolis roads will be upgraded or constructed'.<sup>261</sup>

4.26 The Committee considers that the NSW Government's road upgrades currently in delivery or planning will help address the freight and road transport needs of the airport and aerotropolis. We recommend that the NSW Government publicly release estimated completion dates for these roads so that the community and industry have clarity of when road upgrades will be delivered.

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<sup>260</sup> [Answers to questions on notice](#), NSW Treasury, 19 August 2024, p 15-16.

<sup>261</sup> [Submission 23](#), pp 4.

## Chapter Five – Calls for additional infrastructure

### Planning should begin for a fuel pipeline to the airport

#### Summary

Unlike Sydney Kingsford Smith airport, the new airport will not open with a pipeline for aviation fuel, meaning that a significant number of fuel tanker trucks will be needed daily to supply the airport.

Trucking aviation fuel has impacts including worsened road congestion, increased carbon emissions and increased safety risks of transporting dangerous goods along commuter roads.

The NSW Government should prioritise a plan for a future fuel pipeline to reduce the impacts of trucking aviation fuel.

#### Recommendation 16

**That the NSW Government investigate and prioritise a plan for a direct fuel pipeline to the airport, including a timeline for delivery.**

#### Fuel tanker trucks will initially be used to supply the airport with aviation fuel

- 5.1 The Committee heard that the airport will open without a pipeline to supply aviation fuel and will instead rely on daily fuel tanker trucks to supply the airport. This will worsen road congestion and while also increasing transport of dangerous goods via road and its associated risks. Given these impacts, the Committee recommends that the NSW Government prioritise for a direct fuel pipeline to the airport.
- 5.2 The Committee heard that fuel would be trucked into the airport, with an undetermined length of time until a fuel pipeline was built.<sup>262</sup> The Parks, Sydney's Parkland Councils submitted:
- ...there is currently no fuel pipeline to supply aviation fuel to the Western Sydney Airport, unlike Sydney Airport, nor is there a plan to build one. Instead, the plan is for fuel to be trucked in from either the Clyde or Banksmeadow fuel terminals.<sup>263</sup>
- 5.3 Stakeholders reported that a large number of trucks will be needed daily to transport fuel to the airport.<sup>264</sup> The NSW Rural Fire Service and Fire and Rescue

<sup>262</sup> Mr Stephen Bali MP, Member for Blacktown, [Transcript of evidence](#), 30 May 2024, p 41; [Submission 36](#), Transport Workers' Union of New South Wales, pp 4, 6; [Submission 40](#), NSW Rural Fire Service and Fire and Rescue NSW, p 4-5.

<sup>263</sup> [Submission 25](#), The Parks, Sydney's Parkland Councils, p 23.

<sup>264</sup> Mr Ben Taylor, Chair of the Parks' General Managers Group, The Parks, Sydney's Parkland Councils, [Transcript of evidence](#), 30 May 2024, p 11; [Submission 12](#), Mrs Alison Dench, p 10.

NSW submitted that supplying fuel to the airport by road would require running a fuel truck every 40 minutes.<sup>265</sup>

- 5.4 Infrastructure NSW directed the Committee to the Western Sydney Airport Environment Impact Statement (EIS) from 2016, which projected that over 40 B-double trucks would be needed per day:

It is expected that the proposed airport would initially be serviced by B-double fuel tanker trucks. In 2030, the forecast fuel demand would require the mobilisation of approximately 43 B-doubles per day. If a dedicated fuel supply pipeline was not provided, the number of truck movements would need to increase in line with the growth in air traffic.<sup>266</sup>

- 5.5 Mr Stephen Bali MP, Member for Blacktown, directed the Committee to a 2017 report by Deloitte for the Department of Infrastructure, Regional Development and Cities.<sup>267</sup> The report projected that the airport would be using 570 million litres of fuel every year by 2031, and 2.82 billion litres every year by 2051.<sup>268</sup> This in turn would require 55,000 fuel tanker movements every year by 2051.<sup>269</sup>

#### **A fuel pipeline may not be delivered until it is commercially viable**

- 5.6 The Committee heard concerns from stakeholders that a pipeline would only be delivered when it was commercially viable which would take years after the airport's opening.<sup>270</sup> Mr Todd Carney, Mayor and Councillor at Penrith City Council, told the Committee:

Just going back onto the fuel line, one of my big concerns is, speaking to the Western Sydney airport authority quite recently, their view is they'll wait until a fuel company sees that it's viable to build their own pipeline – until it happens.<sup>271</sup>

- 5.7 Mr Nick Ryan, Executive Manager of Policy and Advocacy at Business Western Sydney also shared his concern that planners may wait 20 or 30 years for it to be commercially viable to then build the pipeline'.<sup>272</sup> Similarly, Mr Carney noted that it could be '20, 30 years down the track before a fuel company sees it's viable'.<sup>273</sup>
- 5.8 The Parks, Sydney's Parkland Councils pointed the Committee to the 2017 Deloitte report, which estimated that a pipeline would only become

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<sup>265</sup> [Submission 40](#), p 4-5.

<sup>266</sup> [Answers to questions on notice](#), Infrastructure NSW, 3 July 2024, p 1-2; Department of Infrastructure and Regional Development, [Western Sydney Airport Environmental Impact Statement: Volume 4: Technical Reports, Appendix H: Hazard and risk](#), September 2016, p 5, viewed 17 October 2024.

<sup>267</sup> [Submission 32](#), Mr Stephen Bali MP, p 5.

<sup>268</sup> Deloitte Financial Advisory Pty Limited for the Commonwealth of Australia through the Department of Infrastructure, Regional Development and Cities, [Western Sydney Airport: Aviation Fuel Supply Corridor Options Report](#), 2017, p 76, viewed 24 October 2024.

<sup>269</sup> [Submission 32](#), p 5-6.

<sup>270</sup> [Submission 42](#), Business Illawarra, p 8-9.

<sup>271</sup> Mr Todd Carney, Mayor and Councillor, Penrith City Council, [Transcript of evidence](#), 30 May 2024, p 14.

<sup>272</sup> Mr Nick Ryan, Executive Manager, Policy and Advocacy, Business Western Sydney, [Transcript of evidence](#), 13 June 2024, p 66.

<sup>273</sup> Mr Todd Carney, [Evidence](#), 30 May 2024, p 14.

commercially viable in 2034 when the fuel demand would be 908 million litres annually.<sup>274</sup>

### Supplying large amounts of fuel by truck has environmental costs and safety risks

- 5.9 Mr Stephen Bali MP submitted that even if trucking fuel is initially more economically viable, it does not account for the costs and negative impacts to the quality of life for western Sydney residents. These include increased traffic hazards, motor vehicle accidents and greenhouse gas emissions.<sup>275</sup>
- 5.10 The Committee heard that transporting fuel by truck would contribute to road traffic. Business Illawarra, Business Western Sydney and Mrs Alison Dench, a western Sydney resident, all highlighted the increase in congestion in western Sydney from transporting fuel by truck.<sup>276</sup> Similarly, Liverpool City Council submitted that building a fuel pipeline would help reduce road usage and congestion.<sup>277</sup>
- 5.11 Conversely, Transport for NSW disputed these concerns and confirmed that 'the road network in the Airport Precinct has been designed for the efficient movement of B-Double trucks, including fuel trucks'.<sup>278</sup> However, this does not address concerns about increased traffic congestion.
- 5.12 A pipeline could also reduce carbon emissions by omitting the need for daily fuel trucks. This was supported by The Parks, Sydney's Parkland Councils, and Mrs Alison Dench, with both stakeholders referring the Committee to a 2022 Transport for NSW report. The report estimated that removing 50 trucks per day from the Sydney road network could reduce carbon emissions by up to 145,000 tonnes every year.<sup>279</sup>
- 5.13 We also heard that transporting fuel by truck to the airport could be dangerous. The Transport Workers' Union of New South Wales told the Committee that transporting dangerous goods such as fuel carried safety risks for drivers who already deal with the challenge of proper fatigue management.<sup>280</sup> Inquiry participants from Business Western Sydney and The Parks, Sydney's Parkland Councils both told the Committee that aviation fuel was highly flammable and dangerous.<sup>281</sup> Mrs Alison Dench submitted that the transport of fuel by trucks presented a safety hazard to other road users.<sup>282</sup>

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<sup>274</sup> [Submission 25](#), p 25; Deloitte Financial Advisory Pty Limited for the Commonwealth of Australia through the Department of Infrastructure, Regional Development and Cities, [Western Sydney Airport: Aviation Fuel Supply Corridor Options Report](#), 2017, p 68, viewed 24 October 2024.

<sup>275</sup> [Submission 32](#), p 5.

<sup>276</sup> [Submission 34](#), Business Western Sydney, p 4; [Submission 42](#), p 8; [Submission 12](#), p 10-11.

<sup>277</sup> [Submission 43](#), Liverpool City Council, p 9.

<sup>278</sup> [Answers to questions on notice](#), Transport for NSW and Sydney Metro, 11 July 2024, p 5.

<sup>279</sup> [Submission 25](#), p 25; [Submission 12](#), p 10-11; Western Sydney Airport, [Review of Aviation Fuel Supply Options](#), May 2023, p 23, viewed 24 October 2024.

<sup>280</sup> [Submission 36](#), Transport Workers' Union of New South Wales, p 5.

<sup>281</sup> Mr Ben Taylor, [Evidence](#), 30 May 2024, p 11; Mr Nick Ryan, [Evidence](#), 13 June 2024, p 66.

<sup>282</sup> [Submission 12](#), p 10-11.

### Planning for a pipeline now can reduce costs

- 5.14 Business Western Sydney told the Committee that planning and reserving corridors for a fuel pipeline now could reduce its cost and speed up its delivery.<sup>283</sup> Planning for a fuel pipeline was also recommended by Mr Stephen Bali MP and Business Illawarra.<sup>284</sup>
- 5.15 The Committee recommends that the NSW Government prioritise a plan for a pipeline to transport aviation fuel to the airport. Delivering a pipeline sooner would reduce the impacts of trucking fuel, such as congestion, greenhouse gas emissions and safety risks from transporting flammable dangerous goods, and reduce infrastructure costs in the long term.

### Rail to the Wollondilly and Illawarra-Shoalhaven regions could transport passengers and freight

#### Summary

Stakeholders suggested that the Maldon-Dombarton rail line could link the freight facility at Port Kembla with the airport and aerotropolis.

The Maldon-Dombarton rail line could also transport passengers between the Illawarra-Shoalhaven and Wollondilly regions, the airport and aerotropolis.

#### Recommendation 17

**That the NSW Government investigate the need and feasibility of a freight and passenger rail link to the south-west of the airport and aerotropolis, including completing the Maldon-Dombarton rail line.**

- 5.16 The Committee heard that there is a need for additional rail links to the Wollondilly and Illawarra-Shoalhaven regions to the airport and aerotropolis for passengers and freight. The Committee recommends that the NSW Government investigate the feasibility and need for additional rail links to the south-west and south of the airport and aerotropolis, including the proposed Maldon-Dombarton rail line.
- 5.17 The proposed Maldon-Dombarton rail line is a 35 kilometre corridor running between the Main South railway line at Maldon in the Southern Highlands, and Dombarton near Port Kembla in the Illawarra region.<sup>285</sup> While construction originally started in 1983, it was suspended in 1988 due to an economic downturn.<sup>286</sup> Stakeholders suggested that, if completed, this corridor could be used for both freight and passenger rail services.<sup>287</sup>
- 5.18 Figure 11 shows the proposed Maldon-Dombarton line. The Committee makes no recommendation on the alignment. The line shown is not a precise alignment.

<sup>283</sup> Mr Nick Ryan, Transcript of evidence, 13 June 2024, p 66-67.

<sup>284</sup> [Submission 32](#), p 6; [Submission 42](#), Business Illawarra, p 8-9.

<sup>285</sup> Transport for NSW, [Maldon to Dombarton Railway Line](#), 3 August 2018, viewed 22 October 2024.

<sup>286</sup> Transport for NSW, [Maldon to Dombarton Railway Line](#), 3 August 2018, viewed 22 October 2024.

<sup>287</sup> Submission 42, p 3-5; [Submission 12](#), pp 18-20.





**Figure 11: The potential Maldon-Dombarton rail line.**

*Note: Indicative figure only. Does not represent precise route.*

### Freight rail link to Port Kembla

5.19 We heard that a Maldon-Dombarton rail line could link the airport and aerotropolis to Port Kembla.<sup>288</sup> Business Illawarra told us that Port Kembla had been approved to be NSW's next container freight terminal, once Port Botany nears capacity.<sup>289</sup>

<sup>288</sup> Mrs Alison Dench, Resident, [Transcript of evidence](#), 13 June 2024, p 43; [Submission 12](#), p 18.

<sup>289</sup> [Submission 42](#), p 2.

- 5.20 The line was also cited as a potential freight link to the airport and aerotropolis by Business Western Sydney and as part of a proposed railway line by EcoTransit Sydney.<sup>290</sup>
- 5.21 Business Illawarra submitted that the existing South Coast Line, which is the Illawarra Shoalhaven's sole rail connection to Greater Sydney, will reach capacity by 2036 or 2040 for both freight and passengers. It estimated that road and rail bottlenecks in the Illawarra would result in a \$1 billion economic loss by 2056. It submitted that a Maldon-Dombarton rail link could relieve road and rail congestion by providing a freight bypass to south-western Sydney, relieving congestion on Picton Road, Appin Road and Heathcote Road.<sup>291</sup>

### **Passenger link between Wollondilly, Wollongong, the airport and aerotropolis**

- 5.22 The Committee heard there was a need for additional passenger rail to the south west of the airport and aerotropolis, including the Macarthur and Wollondilly areas.
- 5.23 Mr Nick Ryan, Executive Manager of Policy and Advocacy at Business Western Sydney suggested that Wollondilly was facing suburban sprawl and was increasingly being treated as an extension of Sydney, however did not have a railway line that could support suburban development. Mr Ryan suggested that the Wilton growth area needed electrified passenger rail from Macarthur. He further suggested that this could be provided as part of a Maldon-Dombarton line.<sup>292</sup>
- 5.24 As a passenger line, the Maldon-Dombarton rail line could link passengers from the growth centres across the Illawarra Shoalhaven and the growing population of south-western Sydney to each other, as well as the airport and aerotropolis. Business Illawarra estimated it would reduce the travel time between Wollongong and western Sydney by 15-20 minutes by 2041 for 18,500 daily commuters.<sup>293</sup>
- 5.25 A passenger rail link would enable people to access jobs, education and other services.<sup>294</sup> It would also allow for integrated regional development of the Wollondilly and Illawarra-Shoalhaven regions. Business Illawarra estimated it would provide a productivity gain of \$73 million per year by 2041.<sup>295</sup>
- 5.26 Campbelltown City Council also supported increased passenger links between south-western Sydney, the Wollondilly region and the Illawarra region. Dr George Greiss, Mayor of Campbelltown City Council, noted that Campbelltown's car parks are full of residents from Camden and Wollondilly, with around 65 per cent of car park users in Campbelltown from outside the Local Government Area.<sup>296</sup>

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<sup>290</sup> [Submission 34](#), p 4; Mr Roydon Ng, Member, EcoTransit Sydney, [Transcript of evidence](#), 13 June 2024, p 33.

<sup>291</sup> [Submission 42](#), p 4-5.

<sup>292</sup> Mr Nick Ryan, [Evidence](#), 13 June 2024, p 69.

<sup>293</sup> [Submission 42](#), p 4-5.

<sup>294</sup> Mrs Alison Dench, [Evidence](#), 13 June 2024, p 43.

<sup>295</sup> [Submission 42](#), p 5.

<sup>296</sup> Dr George Greiss, Mayor, Campbelltown City Council, [Transcript of evidence](#), 13 June 2024, p 48.

Ms Lindy Deitz, General Manager at Campbelltown City Council, told the Committee:

Illawarra is one of the greatest regions that we share employment opportunities with. A lot of people from the Macarthur region go to the Illawarra and we employ a lot of Illawarra people in Campbelltown. The basis that the eight mayors agreed on in signing the city deal was that we wanted Western Sydney to be connected to Western Sydney. So if Wollondilly residents wanted to access jobs in Penrith, they could. If we wanted to access jobs in Liverpool, we could.<sup>297</sup>

### **Progress to date on the Maldon-Dombarton rail line**

- 5.27 Mr Richard Olsen, State Secretary of the Transport Workers' Union of New South Wales, told the Committee about an initial Maldon-Dombarton rail project in the 1980s.<sup>298</sup>
- 5.28 By the time construction was suspended in 1988, around 25km of earthworks (such as major cuttings and embankments) had been completed and ballast had been installed. A bridge and tunnel portals were also partially built.<sup>299</sup>
- 5.29 In 2014, Transport for NSW opened a Registration of Interest (RoI) process for the Maldon to Dombarton Rail project inviting the private sector to propose how they would construct, operate and maintain the line. After evaluation by Transport for NSW, neither proponent met the evaluation criteria.<sup>300</sup>
- 5.30 A Transport for NSW web page on the project notes that:
- The RoI showed that the Maldon to Dombarton Railway would need substantial ongoing State Government funding and policy support to make it commercially sustainable and that the existing infrastructure is sufficient to manage the short to medium-term rail capacity requirements for the Illawarra.<sup>301</sup>
- 5.31 Business Illawarra submitted that in 2023 it received a commitment to spend \$10 million for Transport for NSW to produce a Southern Rail Network Resilience Masterplan for the Illawarra, which it suggested should include a feasibility study of its South West Illawarra Rail Link.<sup>302</sup> This funding was delivered in the 2024-25 NSW Budget.<sup>303</sup>
- 5.32 The Committee recommends that NSW Government investigate freight and passenger rail links to the Wollondilly and Illawarra-Shoalhaven regions, including the Maldon-Dombarton link. These rail links would serve to link the two regions with the airport and aerotropolis for passengers, commuters and freight.

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<sup>297</sup> Ms Lindy Deitz, General Manager, Campbelltown City Council, [Transcript of evidence](#), 13 June 2024, p 48.

<sup>298</sup> Mr Richard Olsen, State Secretary, Transport Workers' Union of New South Wales, [Transcript of evidence](#), 13 June 2024, p 18.

<sup>299</sup> Transport for NSW, [Maldon to Dombarton Railway Line](#), 3 August 2018, viewed 22 October 2024.

<sup>300</sup> Transport for NSW, [Maldon to Dombarton Railway Line](#), 3 August 2018, viewed 22 October 2024.

<sup>301</sup> Transport for NSW, [Maldon to Dombarton Railway Line](#), 3 August 2018, viewed 22 October 2024.

<sup>302</sup> [Submission 42](#), p 5.

<sup>303</sup> Minister for the Illawarra and the South Coast, Minister for Planning and Public Spaces, Minister for Transport, [Budget boost to relieve Illawarra train pain](#), 13 June 2024, viewed 22 October 2024.

## The Outer Sydney Orbital could transport freight to the airport and aerotropolis

### Summary

The Outer Sydney Orbital is a corridor located between Marden Park in the north and the Hume Motorway (near Menangle) in the south.

Stakeholders suggested that the Outer Sydney Orbital could be used for road and/or rail to transport freight more efficiently to the airport and aerotropolis, which would alleviate pressure from other commuter roads.

### Recommendation 18

**That the NSW Government investigate the feasibility and need for the Outer Sydney Orbital.**

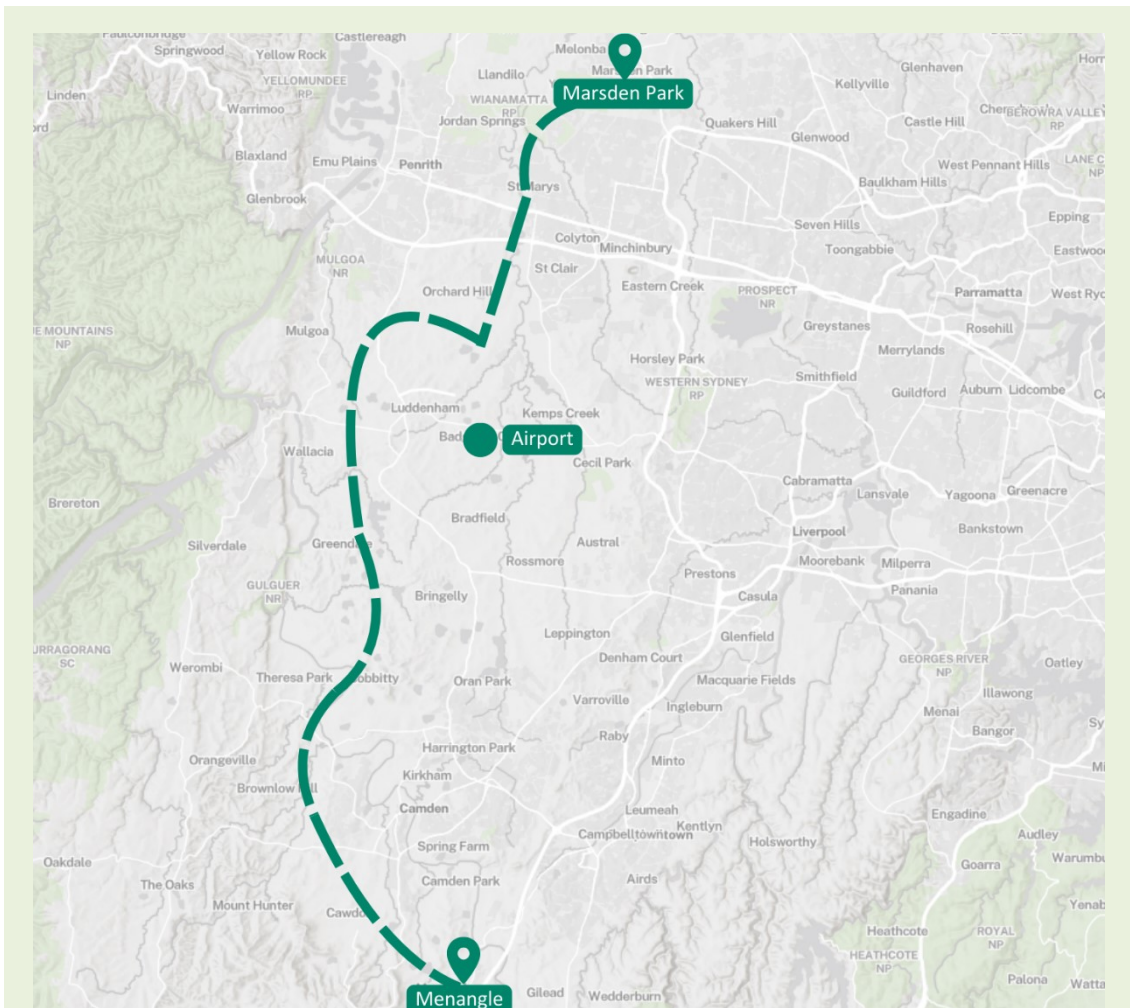
- 5.33 The Committee heard that a potential future Outer Sydney Orbital could provide a freight link to the north and south of the airport and aerotropolis. The Committee recommends that the NSW Government investigate the Outer Sydney Orbital.
- 5.34 The Outer Sydney Orbital is a proposed corridor that could be used for a road or freight rail line in western Sydney.<sup>304</sup> The proposed Outer Sydney Orbital Stage 1 corridor runs between Richmond Road in Marsden Park in the north and the Hume Motorway near Menangle in the south.<sup>305</sup>
- 5.35 Figure 12 shows the proposed Outer Sydney Orbital corridor. The Committee makes no recommendation on the alignment. The line shown is not a precise alignment.

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<sup>304</sup> [Submission 9](#), Mr Andrew King, p 4.

<sup>305</sup> Transport for NSW, [Outer Sydney Orbital Stage 1](#), 16 July 2024, viewed 22 October 2024; Mr Will Barton, Director, Infrastructure Services, Hawkesbury City Council, [Transcript of evidence](#), 30 May 2024, p 3.

## Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis



**Figure 12: The potential Outer Sydney Orbital.**

*Note: Indicative figure only. Does not represent precise route.*

- 5.36 The Committee heard that the Outer Sydney Orbital could provide improved freight access to the airport and aerotropolis. Mr Andrew King, Manager – Infrastructure Planning of The Hills Shire Council, asserted that it would provide a freight rail connection between Port Botany, western Sydney and regional NSW. A rail line would be able to 'Move freight more rapidly, efficiently and safely'.<sup>306</sup>
- 5.37 Mr Todd Carney, Mayor and Councillor at Penrith City Council, also claimed that Outer Sydney Orbital as a heavy rail link would service freight to the airport and aerotropolis. He also told us that many freight companies have moved into western Sydney and around the aerotropolis, leading to increased truck movements making the Outer Sydney Orbital necessary.<sup>307</sup>
- 5.38 We heard that the Outer Sydney Orbital would link freight from several regions to the airport and aerotropolis. Wollondilly Shire Council suggested that Outer

<sup>306</sup> [Submission 9](#), p 4-5.

<sup>307</sup> Mr Todd Carney, [Evidence](#), 30 May 2024, p 16-17.

Sydney Orbital was required to efficiently link the Wollondilly Shire to the airport and aerotropolis. It noted that currently, the M31, M8 and M5 roads provided easier access from Wollondilly to the existing Sydney Airport.<sup>308</sup>

- 5.39 Mr Will Barton, Director of Infrastructure Services at Hawkesbury City Council, told us it would provide a north-south connection between the Hawkesbury and the Western Sydney airport and aerotropolis for both residents and industry.<sup>309</sup> This was also supported by Mr King who noted it would provide a link between growth areas in the north-west and south-west of Sydney.<sup>310</sup>
- 5.40 Business Western Sydney submitted that the Outer Sydney Orbital would provide access to the airport for food and freight coming from the Riverina, Illawarra-Shoalhaven regions.<sup>311</sup>
- 5.41 Campbelltown City Council claimed that Outer Sydney Orbital could redirect heavy vehicle movements quickly off the roads surrounding the airport and aerotropolis, easing pressure on those roads.<sup>312</sup> This was supported by Business Western Sydney, which suggested that as a road, it would help alleviate pressure from the Northern Road and the M5, M7 and M12 motorways.<sup>313</sup>
- 5.42 Outer Sydney Orbital was also supported by Liverpool City Council and Mr Nick Ryan, Executive Manager of Policy and Advocacy at Business Western Sydney.<sup>314</sup>
- 5.43 The Committee heard that the planning status of Outer Sydney Orbital was unclear. Mr Carney recalled that discussions around Outer Sydney Orbital had occurred 'around about 10 years ago, but that seems to have gone off into the ether at the moment'.<sup>315</sup> Mr Will Barton, Director of Infrastructure Services at Hawkesbury City Council suggested that a proposed corridor was exhibited in 2018.<sup>316</sup> On the Transport for NSW web page for the project dated 16 July 2024, Transport for NSW noted it was 'working towards gazettal' of the corridor.<sup>317</sup>
- 5.44 The Committee recommends that the NSW Government investigate the Outer Sydney Orbital. As either a road or a rail link, it would improve freight access to the north and south of the airport and aerotropolis.

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<sup>308</sup> [Submission 38](#), Wollondilly Shire Council, p 2.

<sup>309</sup> Mr Will Barton, [Evidence](#), 30 May 2024, p 3.

<sup>310</sup> [Submission 9](#), p 4-5.

<sup>311</sup> [Submission 34](#), p 3.

<sup>312</sup> [Submission 15](#), Campbelltown City Council, p 7.

<sup>313</sup> [Submission 34](#), p 3.

<sup>314</sup> [Submission 43](#), pp 2, 6; Mr Nick Ryan, [Evidence](#), 13 June 2024, p 69.

<sup>315</sup> Mr Todd Carney, [Evidence](#), 30 May 2024, p 16-17.

<sup>316</sup> Mr Will Barton, [Evidence](#), 30 May 2024, p 3.

<sup>317</sup> Transport for NSW, [Outer Sydney Orbital Stage 1](#), 16 July 2024, viewed 22 October 2024.

## Appendix One – Terms of reference

That the Committee on Transport and Infrastructure inquire into and report on critical transport infrastructure supporting the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis, including:

- a) an analysis of options for transport infrastructure
- b) funding of transport infrastructure
- c) the impacts of employment movements in Western and Southwestern suburbs of Sydney
- d) integration with existing transport infrastructure
- e) reducing road usage around the new airport and surrounding regions; and
- f) any other related matters.

## Appendix Two – Conduct of inquiry

The inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis was self-referred on 1 February 2024. The terms of reference for the inquiry is at Appendix One.

### **Calls for submissions**

The Committee invited key stakeholders and the public to make a submission to the inquiry. The deadline for the submission closed on 31 March 2024. The Committee received 45 submissions from stakeholders of large number of local councils, government agencies, transport experts and members of the public. A list of submissions makers is at Appendix Four, and the submissions are available on the inquiry webpage.

### **Public hearings**

The Committee held three public hearings, one at Penrith Panthers Leagues Club on 30 May 2024, and two at Parliament House on 13 June 2024 and 30 July 2024.

The Committee heard from witnesses including local councils, NSW Government agencies, business peak bodies and public transport advocates. Witnesses appeared in person and via videoconference. A list of witnesses who appeared at the public hearings is at Appendix Five.

Transcripts of evidence taken at the hearings are also available on the inquiry webpage.

### **Site visits**

At its meeting on 16 April 2024, the Committee resolved to conduct site visits at Sydney Airport and at the Brisbane Metro project.

On 2 July 2024, members of the Committee and staff visited Sydney Airport to learn more about transport infrastructure supporting the existing airport.

On 5 July 2024, members of the Committee and staff travelled to Brisbane to see the Brisbane Metro bus rapid transit project in testing.

A report of the site visits is at Appendix Three.



## Appendix Three – Site visits

During the inquiry, members of the Committee on Transport and Infrastructure participated in site visits to Sydney Airport and Brisbane Metro. These site visits helped to inform the Committee's inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis.

### **Sydney Airport**

On 2 July 2024, the Committee visited Sydney Airport to learn more about transport infrastructure supporting the airport. Members were given an airfield tour and were informed about the history and current operations of the airport. The tour gave members insights into the airport's patronage and economic turnover as well as freight movements.

The Committee also received a presentation on transport connections between the airport and the rest of Sydney, including the airport rail line, bus services and surrounding motorways. The Committee also learned more about the Sydney Gateway Project that will provide additional road capacity for freight near the airport.

### **Brisbane Metro**

On 5 July 2024, the Committee met with Brisbane City Council for a demonstration and presentation on then-in testing Brisbane Metro, which is a Bus Rapid Transit system using electric articulated buses on dedicated busways.

Committee members and staff rode a Brisbane Metro vehicle on a dedicated busway from King George Square Station to the end of the Metro 2 route at UQ Lakes station, before returning to King George Square Station. Members were provided a demonstration of the electric charging of the vehicles and accessibility features of the system. Members were also briefed by Brisbane City Council staff on the system.

The Committee would like to thank Sydney Airport, Brisbane City Council and their staff for hosting the visits, and is grateful for their knowledge and insight.

## Appendix Four – Submissions

<b>No.</b>	<b>Author</b>
1	Mr Joshua Tirado
2	Mr Tony Prescott
3	Confidential
4	Name suppressed
5	Mr Bon Martin Dapar
6	Professor David Levinson
7	The Hon. Angus Taylor MP
8	Transportation Associates
9	Mr Andrew King
10	Mr Paul Carroll
11	Fairfield City Council
12	Mrs Alison Dench
13	Building Beautifully
14	Camden Council
15	Campbelltown City Council
16	Western Sydney Leadership Dialogue
17	Penrith City Council
18	City of Parramatta Council
19	Urban Taskforce
20	Mr Salman Tariq
21	NSW Government
22	Hoxton Park Anglican Church
23	Urban Development Institute of Australia (NSW)
24	Blue Mountains City Council
25	The Parks, Sydney's Parkland Councils
26	Mr Sai Sougoumarane
27	EcoTransit Sydney
27a	EcoTransit Sydney
28	Action for Public Transport (NSW) Inc.
29	Mr Harrison Lo
30	Mr Matt Mushalik
31	BusNSW

Critical transport infrastructure supporting the Western Sydney International Airport and  
Western Sydney Aerotropolis

<b>No.</b>	<b>Author</b>
32	Mr Stephen Bali MP
33	The Qantas Group
34	Business Western Sydney
35	Western Sydney Airport
36	Transport Workers' Union of New South Wales
37	Royal Agricultural Society of NSW
38	Wollondilly Shire Council
39	Property Council of Australia
40	NSW Rural Fire Service and Fire Rescue NSW
41	Mr Bruno Lopreiato
42	Business Illawarra
43	Liverpool City Council
44	Name suppressed
45	Wayne Willmington

## Appendix Five – Witnesses

**30 May 2024**

**Penrith Panthers Leagues Club, Jamison Room, Penrith, NSW**

<b>Witness</b>	<b>Position and Organisation</b>
Mr Ben Taylor	Chair of The Parks' General Managers Group, The Parks, Sydney's Parkland Councils
Mr Jeff Roorda	Director, Infrastructure & Project Delivery Services, Blue Mountains City Council
Mr Andrew Carfield	General Manager, Camden Council
Mr Andrew Mooney	Executive Strategic Planner, Fairfield City Council
Mr Dan Riley	Manager Development Engineering, Liverpool City Council
Mayor Todd Carney	Mayor, Councillor, Penrith City Council
Mayor Matt Gould	Mayor, Wollondilly Shire Council
Ms Gail Connolly PSM PSM	Chief Executive Officer, City of Parramatta Council
Mr Stephen Bali MP	Member for Blacktown
Mr Charles Casuscelli RFD	Chief Executive Officer, Western Sydney Regional Organisation of Councils Ltd
Mr Will Barton	Director Infrastructure Services, Hawkesbury City Council
Mr Rob Cologna	A/Executive Director City Planning & Design, City of Parramatta Council

**13 June 2024**

**Parliament House, Macquarie Room, Sydney, NSW**

<b>Witness</b>	<b>Position and Organisation</b>
Mr Tom Gellibrand	Chief Executive, Infrastructure NSW
Mr Said Hirsh	Head of Strategy, Planning and Innovation, Infrastructure NSW
Mr Daniel Peric	Research and Policy Official, Transport Workers' Union of New South Wales
Mr Richard Olsen	State Secretary, Transport Workers' Union of New South Wales
Mr Nick McIntosh	Assistant State Secretary, Transport Workers' Union of New South Wales

Critical transport infrastructure supporting the Western Sydney International Airport and  
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Mr Matt Threlkeld	Executive Director, Bus NSW
Mr John King	President, Bus NSW
Mr Ross Grove	Western Sydney Regional Director, Property Council of Australia
Mr Sharath Mahendran	Creator, Building Beautifully
Mr Roydon Ng	Member, EcoTransit Sydney
Mr Matthew Doherty	Committee Member, EcoTransit Sydney
Mr Guy Tranter	Committee Member, Action for Public Transport (NSW) Inc.
Professor David Levinson	Professor of Transport in the School of Civil Engineering
Mrs Alison Dench	Resident
Dr George Greiss	Mayor of Campbelltown, Campbelltown City Council
Ms Lindy Deitz	General Manager, Campbelltown City Council
Ms Peta Gamon	Executive Director Western Sydney Aerotropolis, Greater Sydney, Transport for NSW
Mr Adrian Dessanti	Director Public Transport, Greater Sydney, Transport for NSW
Ms Angela Jeffery	Project Director, Sydney Metro
The Hon. Stuart Ayres	Chief Executive Officer, Urban Development Institute of Australia (NSW)
Mr Nick Ryan	Executive Manager, Policy & Advocacy, Business Western Sydney

**29 July 2024**

**Parliament House, Jubilee Room, Sydney, NSW**

<b>Witness</b>	<b>Position and Organisation</b>
Ms Cassandra Wilkinson	Executive Director, Transport Infrastructure and Investment, NSW Treasury
Ms Emma Finnerty	Director Capital Strategy, Projects and Reporting , NSW Treasury

## Appendix Six – Extracts from minutes

### **MINUTES OF MEETING NO 7**

2.10 pm, 1 February 2024

Room 1043 and via videoconference

#### **Members present**

Ms Lynda Voltz (Chair), Mr Nathan Hagarty (Deputy Chair) (via videoconference), Mrs Judy Hannan (via videoconference), and Mr Ray Williams (via videoconference).

#### **Apologies**

Mr Warren Kirby.

#### **Officers present**

Stephanie Mulvey, Alison Buskens, Janelle Taouk, Alice Zwar and Caitlin Bailey.

#### **Agenda item**

##### **1. Confirmation of minutes**

Resolved, on the motion of Mr Hagarty: That the minutes of the meeting of 27 November 2023 be confirmed.

##### **2. \*\*\***

##### **3. \*\*\***

##### **4. Proposed inquiry into critical transport infrastructure supporting Western Sydney International Airport**

###### **4.1 Draft terms of reference**

The Committee considered the draft terms of reference, list of suggested stakeholders and indicative timeline for the proposed inquiry.

Discussion ensued.

Resolved, on the motion of Mr Hagarty:

- That the Committee conduct an inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis in accordance with the draft terms of reference as amended:  
That the Committee on Transport and Infrastructure inquire into and report on critical transport infrastructure supporting the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis, including:
  - an analysis of options for transport infrastructure

- funding of transport infrastructure
  - the impacts of employment movements in Western and Southwestern suburbs of Sydney
  - integration with existing transport infrastructure
  - reducing road usage around the new airport and surrounding regions; and
  - any other related matters.
- That the Committee call for submissions to be received by 31 March 2024 and write to the listed stakeholders.

The Committee discussed the stakeholder list circulated prior to the meeting and agreed that any additional stakeholders should be provided to the Committee secretariat by email.

#### **5. Next Meeting**

The meeting adjourned at 2.24 pm until a date and time to be determined.

### **MINUTES OF MEETING NO 8**

3.03pm, 16 April 2024

Room 1043 and via videoconference

#### **Members present**

Ms Lynda Voltz (Chair), Mr Nathan Hagarty (Deputy Chair) (via videoconference), Mrs Judy Hannan and Mr Ray Williams (via videoconference).

#### **Apologies**

Mr Warren Kirby.

#### **Officers present**

Monica Loftus, Alison Buskens, Janelle Taouk and Caitlin Bailey

#### **Agenda item**

##### **1. Confirmation of minutes**

Resolved, on the motion of Mr Williams: That the minutes of the meeting of 1 February 2024 be confirmed.

##### **2. \*\*\***

##### **3. Inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis**

###### **3.1 Publication of submissions**

The Committee considered submissions 1 to 43 for publication.

Resolved, on the motion of Mrs Hannan:

- That the Committee accept and publish submissions numbered 1 to 2, 5 to 24 and 26 to 42 in full, with standard redactions as set out in the publication table.
- That the Committee accept and publish submission 4 as partially confidential with the author's name suppressed.
- That the Committee accept and publish submission 25 as partially confidential by redacting individuals' details on pages 8 and 21.
- That submissions 3 and 43 remain confidential to the Committee and not be published.

### **3.2 Submission extension request**

The Committee noted an extension request from the Department of Climate Change, Energy, the Environment and Water until 18 April 2024.

### **3.3 Witnesses for public hearing**

The Committee discussed witness selection for the public hearings.

Resolved, on the motion of Mr Hagarty: That the Committee invite witnesses as set out in the draft hearing schedule to give evidence at a public hearing on 30 May 2024 in Western Sydney and a public hearing on 13 June 2024 at Parliament House.

Witnesses set out in draft hearing schedule:

- Western Sydney Airport
- Business Western Sydney
- The Parks, Sydney's Parklands Councils:
  - Blue Mountains City Council
  - Camden Council
  - Campbelltown City Council
  - Fairfield City Council
  - Hawkesbury City Council
  - Liverpool City Council
  - Penrith City Council
  - Wollondilly Shire Council
- City of Parramatta Council
- The Hills Shire Council
- The Qantas Group
- Business Illawarra
- Mr Stephen Bali MP, Member for Blacktown
- Urban Development Institute of Australia (NSW)
- Urban Taskforce
- Transport Workers' Union of New South Wales
- BusNSW
- Property Council of Australia
- Building Beautifully
- EcoTransit Sydney



- Action for Transport (NSW) Inc.
- Professor David Levinson
- Alison Dench
- NSW Treasury
- Infrastructure NSW
- Transport for NSW
- Sydney Metro

### **3.4 Sites visits**

The Committee discussed site visits in May and June 2024.

Resolved, on the motion of Mr Hagarty: That the Committee attend site visits to Sydney Kingsford Smith Airport and Brisbane Metro.

## **4. Next Meeting**

The meeting adjourned at 3.16pm until a date and time to be determined.

## **MINUTES OF MEETING NO 9**

9.50AM, 30 May 2024

Jamison room, The Events Centre at Penrith Panthers Leagues Club and videoconference

### **Members present**

Ms Lynda Voltz (Chair), Mr Nathan Hagarty (Deputy Chair), Mrs Judy Hannan (from 12pm), Mr Warren Kirby and Mr Ray Williams (via videoconference until 4.17pm).

### **Officers present**

Monica Loftus, Alison Buskens, Jerson Balaton, Janelle Taouk, Caitlin Bailey, Jennifer Gallagher and Karena Li.

### **Agenda item**

#### **1. Confirmation of minutes**

Resolved, on the motion of Mr Williams: That the minutes of the meeting of 16 April 2024 be confirmed.

#### **2. \*\*\***

#### **3. Publication of additional submissions**

The Committee considered late submissions for publication.

Resolved, on the motion of Mr Hagarty:

- That the Committee accept and publish submission number 44 as partially confidential with the author's name suppressed.
- That the Committee accept and publish submission number 45 in full with standard redactions.

#### **4. Pre-hearing deliberative meeting**

##### **4.1 Publication of transcript**

Resolved, on the motion of Mr Kirby:

- That the Committee invites the witnesses listed in the updated notice of the public hearing for Thursday, 30 May 2024, including the Western Sydney Regional Organisation of Councils (WSROC), to give evidence in relation to the inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis.
- That the Committee authorises the audio-visual recording, photography and broadcasting of the public hearing on 30 May 2024 in accordance with the Legislative Assembly's guidelines for the coverage of proceedings for parliamentary committees administered by the Legislative Assembly.
- That the Committee adopt the following process in relation to supplementary questions:
  - Members to email any proposed supplementary questions for witnesses to the secretariat by 4pm, Wednesday 5 June 2024;
  - Secretariat to then circulate all proposed supplementary questions to Committee, with members to lodge any objections to the questions by 4pm, Thursday 6 June 2024.
- That witnesses be requested to return answers to questions taken on notice and supplementary questions within 14 days of the date on which the questions are forwarded.

##### **4.2 Correspondence**

The Committee noted the following correspondence from stakeholders declining the Committee's invitation to appear at the public hearings:

- Email from NSW Treasury, dated 13 May 2024
- Email from Business Illawarra, dated 17 May 2024
- Email from Western Sydney International Airport, dated 20 May 2024
- Email from The Hills Shire Council, dated 20 May 2024
- Email from The Qantas Group, dated 23 May 2024.

The Chair adjourned the meeting at 9.53 am.

#### **5. Public hearing: critical transport infrastructure supporting the Western Sydney**

Witnesses and the public were admitted. The Chair opened the public hearing at 10.59 am and made a short opening statement.

Mr Ben Taylor, Chief Executive Officer, The Parks, Sydney's Parkland Councils, was affirmed and examined.

Mr Jeff Roorda, Director, Infrastructure & Project Delivery Services, Blue Mountains City Council, was sworn and examined.

Mr Andrew Carfield, General Manager, Camden Council, was sworn and examined.

Mr Andrew Mooney, Executive Strategic Planner, Fairfield City Council, was sworn and examined.

Mr Dan Riley, Manager Development Engineering, Liverpool City Council, was affirmed and examined.

Cr Todd Carney, Mayor, Penrith City Council, was affirmed and examined.

Cr Matt Gould, Mayor, Wollondilly Shire Council, was affirmed and examined.

Mr Will Barton, Director Infrastructure Services, Hawkesbury City Council, was affirmed and examined.

The Committee questioned the witnesses. Evidence concluded and the witnesses withdrew.

Ms Gail Connolly, Chief Executive Officer, City of Parramatta Council, was affirmed and examined.

Mr Rob Cologna, A/Executive Director City Planning & Design, City of Parramatta Council, was affirmed and examined.

The Committee questioned the witnesses. Evidence concluded and the witnesses withdrew.

Mr Charles Casuscelli RFD, Chief Executive Officer, Western Sydney Regional Organisation of Councils Ltd, was sworn and examined.

The Committee questioned the witness. Evidence concluded and the witness withdrew.

Mr Stephen Bali MP, Member for Blacktown, was examined.

The Committee questioned the witness. Evidence concluded and the witness withdrew.

The public hearing concluded at 4.17pm.

## **6. Post-hearing deliberative meeting**

The deliberative commenced at 4.20pm.

### **6.1 Procedural resolutions**

Resolved on the motion of Mr Kirby:

- That the corrected transcript of evidence given on 30 May 2024 be authorised for publication and uploaded on the Committee's website.
- That the Committee accept and publish the following documents:
  - Mr Andrew Mooney, Fairfield City Council
    - Document entitled 'Overview - Critical Transport Infrastructure Issues for Fairfield City', 30 May 2024.

- Ms Gail Connolly PSM, City of Parramatta Council
  - Report entitled 'Parramatta 2050 - Draft for Public Exhibition', 2024.
- Mr Charles Casuscelli RFD, Western Sydney Regional Organisation of Councils Ltd
  - WSROC submission to inquiry into Current and future public transport needs in Western Sydney, September 2023.
- Mr Stephen Bali MP, Member for Blacktown
  - Map entitled 'Expansion of the Sydney Metropolitan Rail Network', 18 January 2009.

**7. \*\*\***

**8. Next meeting**

The meeting adjourned at 4.30pm until 13 June 2024.

**MINUTES OF MEETING NO 10**

8.46am, 13 June 2024

Macquarie room and videoconference

**Members present**

Ms Lynda Voltz (Chair), Mr Nathan Hagarty (Deputy Chair), Mrs Judy Hannan, Mr Warren Kirby and Mr Ray Williams (via videoconference).

**Officers present**

Caroline Hopley, Leon Last, Alison Buskens, Jerson Balaton, Janelle Taouk, Caitlin Bailey, Jennifer Gallagher and Karena Li.

**Agenda item**

**1. Confirmation of minutes**

Resolved, on the motion of Mr Kirby: That the minutes of the meeting of 30 May 2024 be confirmed.

**2. Correspondence**

The Committee noted the following correspondence:

- Email from Dan Riley, Manager Development Engineering, Liverpool City Council, notifying the Committee that Liverpool City Council Submission no longer needs to be considered as confidential.

Resolved, on the motion of Mr Hagarty: That the Committee publish submission 43 with standard redactions.

### **3. Pre-hearing deliberative meeting**

#### **3.1 Responses to Questions on Notice (30 May 2024 public hearing)**

Resolved, on the motion of Mr Kirby:

- That the Committee accept the answers to questions on notice from Liverpool City Council, received and publish these on its webpage with contact details redacted.
- That the Committee write to Liverpool City Council in accordance with the draft response noting receipt of their correspondence.

#### **3.2 Procedural resolutions for public hearing on 13 June 2024**

Resolved, on the motion of Mr Williams:

- That the Committee invites the witnesses listed in the updated notice of the public hearing for Thursday, 13 June 2024 to give evidence in relation to the inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis.
- That the Committee authorises the audio-visual recording, photography and broadcasting of the public hearing on 13 June 2024 in accordance with the Legislative Assembly's guidelines for the coverage of proceedings for parliamentary committees administered by the Legislative Assembly.
- That the Committee adopt the following process in relation to supplementary questions:
  - Members to email any proposed supplementary questions for witnesses to the secretariat by **4pm, Monday 17 June 2024;**
  - Secretariat to then circulate all proposed supplementary questions to Committee, with members to lodge any objections to the questions by **4pm, Tuesday 18 June 2024.**
- That witnesses be requested to return answers to questions taken on notice and supplementary questions within 14 days of the date on which the questions are forwarded.

#### **3.3 Correspondence**

- The Committee noted an email from Urban Taskforce, dated 24 May 2024 declining the Committee's invitation to appear at the public hearings

The Chair adjourned the meeting at 8.49 am.

### **4. Public hearing: critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis**

Witnesses and the public were admitted. The Chair opened the public hearing at 8.57 am and made a short opening statement.

The Hon. Stuart Ayres, Chief Executive Officer, Urban Development Institute of Australia (NSW), was sworn and examined.

The Committee questioned the witness. Evidence concluded and the witness withdrew.

Mr Tom Gellibrand, Chief Executive, Infrastructure NSW, was sworn and examined.

Mr Said Hirsh, Head of Strategy, Planning and Innovation, Infrastructure NSW, was affirmed and examined.

The Committee questioned the witnesses. Evidence concluded and the witnesses withdrew.

Mr Daniel Peric, Research and Policy Official, Transport Workers' Union of New South Wales, was affirmed and examined.

Mr Richard Olsen, State Secretary, Transport Workers' Union of New South Wales, was affirmed and examined.

The Committee questioned the witnesses. Evidence concluded and the witnesses withdrew.

Mr Matt Threlkeld, Executive Director, Bus NSW, was affirmed and examined.

Mr John King, President, Bus NSW, was affirmed and examined.

The Committee questioned the witnesses. Evidence concluded and the witnesses withdrew.

Mr Ross Grove, Western Sydney Regional Director, Property Council of Australia, was sworn and examined.

The Committee questioned the witness. Evidence concluded and the witness withdrew.

Mr Sharath Mahendran, Creator, Building Beautifully, was affirmed and examined.

Mr Roydon Ng, Member, EcoTransit Sydney, was sworn and examined.

Mr Matthew Doherty, Committee Member, EcoTransit Sydney, was sworn and examined.

Mr Guy Tranter, Committee Member, Action for Public Transport (NSW) Inc., was affirmed and examined.

The Committee questioned the witnesses. Evidence concluded and the witnesses withdrew.

Professor David Levinson, Professor of Transport in the School of Civil Engineering, was affirmed and examined.

The Committee questioned the witness. Evidence concluded and the witness withdrew.

Mrs Alison Dench, Resident, was affirmed and examined.

The Committee questioned the witness. Evidence concluded and the witness withdrew.

Dr George Greiss, Mayor, Campbelltown City Council, was sworn and examined.

Ms Lindy Deitz, General Manager, Campbelltown City Council, was sworn and examined.

The Committee questioned the witnesses. Evidence concluded and the witnesses withdrew.

Ms Peta Gamon, Executive Director, Western Sydney Aerotropolis, Greater Sydney, Transport for NSW, was affirmed and examined.

Mr Adrian Dessanti, Director Public Transport, Greater Sydney, Transport for NSW, was sworn and examined.

Ms Angela Jeffery, Project Director, Sydney Metro, was sworn and examined.

The Committee questioned the witnesses. Evidence concluded and the witnesses withdrew.

Mr Nick Ryan, Executive Manager, Policy & Advocacy, Business Western Sydney, was sworn and examined.

The public hearing concluded at 4.33 pm.

## **5. Post-hearing deliberative meeting**

The deliberative commenced at 4.37pm.

### **5.1 Procedural resolutions**

Resolved on the motion of Mr Hagarty:

- That the corrected transcript of evidence given on 13 June 2024 be authorised for publication and uploaded on the Committee's website.
- That the following document tendered at today's hearing be accepted by the Committee:
  - Mr Roydon Ng, Member, EcoTransit Sydney
    - Document entitled "'Fixing" the trains in Sydney: 1855 Revisited', February 2013.
  - Mr Nick Ryan, Executive Manager, Policy & Advocacy, Business Western Sydney
    - Map entitled 'Aerotropolis Transport Infrastructure Priorities'
    - Map entitled 'Western Sydney Metro' (A)
    - Map entitled 'Western Sydney Metro' (B)
    - Map entitled 'South West Sydney Transport Kite'
    - Map entitled 'Singapore vs Sydney'

## **6. Next meeting**

The meeting adjourned at 4.38 pm until a date and time to be determined.

## **MINUTES OF MEETING NO 11**

1.48pm, 29 July 2024

Jubilee room and videoconference

### **Members present**

Ms Lynda Voltz (Chair), Mr Nathan Hagarty (Deputy Chair) (via videoconference), Mrs Judy Hannan, Mr Warren Kirby (via videoconference) and Mr Ray Williams (via videoconference).

### **Officers present**

Leon Last, Jerson Balaton, Janelle Taouk, Caitlin Bailey, Jennifer Gallagher and Karena Li.

### **Agenda Item**

#### **1. Confirmation of minutes**

Resolved, on the motion of Mr Williams: That the minutes of the meeting of 13 June 2024 be confirmed.

#### **2. Inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis**

##### **2.1 Briefing Note on NSW Budget 2024-25**

The Committee noted the Briefing Note on items in the NSW Budget 2024-25 related to the inquiry.

##### **2.2 Sydney Airport written questions**

The Committee considered proposed written questions for Sydney Airport.

Resolved, on the motion of Mr Hagarty: That the Committee send Sydney Airport the list of written questions attached, with a due date of 12 August 2024.

##### **2.3 Supplementary submission**

The Committee noted a supplementary submission from EcoTransit, received on 5 July 2024.

Resolved, on the motion of Mrs Hannan: That the Committee publish the supplementary submission from EcoTransit in full.

#### **3. Pre-hearing deliberative meeting**

##### **3.1 Answers to Questions on Notice**

The Committee received answers to questions on notice from the following stakeholders who appeared at the public hearing held on 30 May 2024:

- Wollondilly Shire Council, received 17 June 2024
- Fairfield City Council, received 18 June 2024.

The Committee received answers to questions on notice from the following stakeholders who appeared at the public hearing on 13 June 2024:



- Transport Workers' Union, received 28 June 2024
- Ms Alison Dench, resident, received 1 July 2024
- Campbelltown City Council, received 19 June 2024
- Infrastructure NSW, received 3 July 2024
- Bus NSW, received 9 July 2024
- Transport for NSW and Sydney Metro, received 11 July 2024.

Resolved, on the motion of Mr Hagarty: That the Committee accept the listed answers to questions on notice asked during the public hearings on 30 May 2024 and 13 June 2024 and publish these on its webpage with contact details redacted.

### **3.2 Procedural resolutions for public hearing on 29 July 2024**

Resolved, on the motion of Mrs Hannan:

- That the Committee invites the witnesses listed in the updated notice of the public hearing for Monday, 29 July 2024 to give evidence in relation to the inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis.
- That the Committee authorises the audio-visual recording, photography and broadcasting of the public hearing on 29 July 2024 in accordance with the Legislative Assembly's guidelines for the coverage of proceedings for parliamentary committees administered by the Legislative Assembly.
- That the Committee adopt the following process in relation to supplementary questions:
  - Members to email any proposed supplementary questions for witnesses to the secretariat by **4pm, Wednesday 31 July 2024**;
  - Secretariat to then circulate all proposed supplementary questions to the Committee, with members to lodge any objections to the questions by **4pm, Thursday, 1 August 2024**.
- That witnesses be requested to return answers to questions taken on notice and supplementary questions within 14 days of the date on which the questions are forwarded.

### **3.3 Correspondence**

- The Committee noted correspondence from Western Sydney Airport received on 11 July 2024, declining the Committee's invitation to appear at the public hearing on 29 July 2024.

The Chair adjourned the meeting at 1.51pm.

## **4. Public hearing: critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis**

Witnesses and the public were admitted. The Chair opened the public hearing at 1.59 pm and made a short opening statement.

- Ms Cassandra Wilkinson, Executive Director, Transport Infrastructure and Investment, NSW Treasury, was sworn and examined.
- Ms Emma Finnerty, Director Capital Strategy, Projects and Reporting, NSW Treasury, was sworn and examined

The Committee questioned the witnesses. Evidence concluded and the witnesses withdrew.

The public hearing concluded at 2.41pm.

## **5. Post-hearing deliberative meeting**

The post-hearing deliberative commenced at 2.43pm.

### **5.1 Transcript of evidence**

Resolved, on the motion of Mr Kirby: That the corrected transcript of evidence given on 29 July 2024 be authorised for publication and uploaded on the Committee's website.

## **6. Next meeting**

The meeting adjourned at 2.45 pm until a date and time to be determined.

## **MINUTES OF MEETING NO 12**

1.54PM, 19 November 2024

Room 1254

### **Members present**

Ms Lynda Voltz (Chair), Mr Nathan Hagarty (Deputy Chair), Mr Warren Kirby and Mr Ray Williams.

### **Apologies**

Mrs Judy Hannan.

### **Officers Present**

Caroline Hopley, Jerson Balaton, Janelle Taouk, Alice Zwar and Karena Li.

### **Agenda Item**

#### **1. Confirmation of minutes**

Resolved, on the motion of Mr Williams, seconded by Mr Hagarty: That the minutes of the meeting of 29 July 2024 be confirmed.

#### **2. Correspondence**

##### **2.1 Correspondence from Chair to NSW Treasury**

The Committee noted correspondence from the Chair to NSW Treasury, dated 9 August 2024, regarding answers to questions taken on notice at the Committee hearing on 29 July 2024.

## **2.2 Correspondence from Liverpool City Council**

The Committee noted the email from Liverpool City Council, dated 3 June 2024, consenting to the publication of their confidential submission.

Resolved, on the motion of Mr Williams, seconded by Mr Hagarty: That the Committee publish Submission 43 with contact details redacted.

## **3. Inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis**

### **3.1 Publication of questions on notice and written questions**

The Committee considered the following responses received:

#### Written questions

- Sydney Airport, 24 August 2024

#### Questions taken on notice at the public hearing held on 29 July 2024

- NSW Treasury, 19 August 2024

Resolved, on the motion of Mr Hagarty, seconded by Mr Williams: That the Committee accept the listed answers to questions and publish these on its webpage with contact details redacted.

### **3.2 Consideration of Chair's draft report**

The Committee considered the draft report.

Resolved, on the motion of Mr Williams, seconded by Mr Hagarty: That the Committee consider the Chair's draft report in globo.

Resolved on the motion of Mr Kirby, seconded by Mr Williams:

1. That the draft report be the report of the Committee and that it be signed by the Chair and presented to the House.
2. That the Chair and committee staff be permitted to correct stylistic, typographical and grammatical errors.
3. That, once tabled, the report be published on the Committee's webpage.

### **3.3 Report cover**

The Committee considered the proposed report cover image.

Resolved on the motion of Mr Hagarty, seconded by Mr Kirby: That the proposed image circulated to members be used on the cover of the Committee's tabled report.

**4. \*\*\***

**5. Next Meeting**

The meeting adjourned at 2.04pm until a date to be determined.

## Appendix Seven – Road upgrades suggested by inquiry participants

Road segment	Stakeholders suggested	Description
<b>Badgerys Creek Road</b>	Urban Taskforce, Urban Development Institute of Australia (NSW), Property Council of Australia, Liverpool City Council	An arterial road which provide direct access to new employment centres around the airport. <sup>318</sup> The Urban Development Institute of Australia (NSW) submitted it would provide an eastern route around the airport and connect Bradfield to the airport. <sup>319</sup>
<b>Bradfield Metro Link Road</b>	Urban Development Institute of Australia (NSW)	Identified as a key road project in the aerotropolis by the Urban Development Institute of Australia (NSW). <sup>320</sup>
<b>Castlereagh Connection</b>	Penrith City Council	Penrith City Council submitted the Castlereagh Connection was needed to ensure safe and efficient movement of freight through the Penrith Local Government Area. <sup>321</sup>
<b>Cowpasture Road</b>	Liverpool City Council	Liverpool City Council submitted this was a key arterial road which it viewed as critical to address growth in travel demand. <sup>322</sup>
<b>Cumberland Highway</b>	Fairfield City Council	Freight route that runs through the centre of the Fairfield Local Government Area, connecting Liverpool and Parramatta. <sup>323</sup>
<b>Devonshire Road</b>	Liverpool City Council	Devonshire Road is used by freight vehicles, and Liverpool City Council advised that freight use is expected to increase. It also connects to the Mamre Road freight precinct. It is currently one lane in each direction. <sup>324</sup>
<b>Eastern Ring Road</b>	Urban Development Institute of Australia (NSW), Property	Liverpool City Council submitted that the Eastern Ring Road would serve as a major bypass to the east of the airport and be a

<sup>318</sup> [Submission 19](#), Urban Taskforce, p 1-2; [Submission 43](#), Liverpool City Council, p 7; [Submission 39](#), Property Council of Australia, p 5.

<sup>319</sup> [Submission 23](#), Urban Development Institute of Australia (NSW), p 5-6.

<sup>320</sup> [Submission 23](#), p 5.

<sup>321</sup> [Submission 17](#), Penrith City Council, p 5.

<sup>322</sup> [Submission 43](#), p 2.

<sup>323</sup> [Answers to questions on notice](#), Fairfield City Council, 17 June 2024, p 2.

<sup>324</sup> [Answers to questions on notice](#), Liverpool City Council, 3 June 2024, p 1.

Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis

	Council of Australia, Liverpool City Council	main access road to the Bradfield city centre. <sup>325</sup> It was also mentioned as a key project by the Urban Development Institute of Australia (NSW) and Property Council of Australia. <sup>326</sup>
<b>Edmondson Avenue</b>	Liverpool City Council	Liverpool City Council submitted this was a key arterial road which it viewed as critical to address growth in travel demand. <sup>327</sup>
<b>Elizabeth Drive</b>	Fairfield City Council, Urban Taskforce, Urban Development Institute of Australia (NSW), Property Council of Australia, Liverpool City Council	A freight route that provides a connection between Liverpool and the aerotropolis. <sup>328</sup> It is currently a two-lane undivided road. <sup>329</sup> The Urban Development Institute of Australia (NSW) submitted it would support industrial development in the aerotropolis. <sup>330</sup> Urban Taskforce submitted it would provide access to employment centres in the areas surrounding the airport. <sup>331</sup>
<b>Fifteenth Avenue</b>	Urban Taskforce, Business Western Sydney, Property Council of Australia, Liverpool City Council, Urban Development Institute of Australia (NSW)	A key road providing access to employment around the airport. Fifteenth Avenue is expected to support a rapid bus route providing public transport access between the Liverpool city centre and the airport. It will also support urban development in Austral. <sup>332</sup>
<b>The Horsley Drive</b>	Fairfield City Council	A road that runs along industrial zones; it is one of the freight routes running through the Fairfield Local Government Area. <sup>333</sup>
<b>Luddenham Road</b>	Penrith City Council, Urban Development Institute of Australia (NSW), Property Council of Australia	A key road in the aerotropolis. <sup>334</sup> Penrith City Council submitted it is 'taking the burden of construction traffic' for major projects around

<sup>325</sup> [Submission 43](#), p 6.

<sup>326</sup> [Submission 23](#), p 5; [Submission 39](#), p 4.

<sup>327</sup> [Submission 43](#), p 2.

<sup>328</sup> [Answers to questions on notice](#), Fairfield City Council, 17 June 2024, p 2; [Submission 39](#), p 12.

<sup>329</sup> [Submission 43](#), p 7.

<sup>330</sup> [Submission 23](#), p 7.

<sup>331</sup> [Submission 19](#), p 1-2.

<sup>332</sup> [Submission 43](#), p 7-8; [Submission 19](#), p 1-2; [Submission 34](#), Business Western Sydney, p 3; [Submission 39](#), p 6; [Submission 23](#), p 5.

<sup>333</sup> [Answers to questions on notice](#), Fairfield City Council, 17 June 2024, p 2.

<sup>334</sup> [Submission 39](#), p 5; [Submission 23](#), p 5.

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		the aerotropolis, and will service development in the area. <sup>335</sup>
<b>Mamre Road</b>	Urban Taskforce, Urban Development Institute of Australia (NSW), Property Council of Australia	The Urban Development Institute of Australia (NSW) and Urban Taskforce submitted that this upgrade was critical for industrial development and employment. <sup>336</sup> The Property Council of Australia and Penrith City Council both mentioned freight, industry and employment in the Mamre Road precinct. <sup>337</sup>
<b>Mulgoa Road</b>	Penrith City Council	A priority project for Penrith City Council to support growth associated with the airport and aerotropolis. <sup>338</sup>
<b>Picton Road</b>	Wollondilly Shire Council, Business Illawarra	Picton Road links Illawarra to south-western Sydney and is a busy freight corridor. Business Illawarra submitted that it will reach daily capacity in 2025 and that an upgrade is needed to enable economic growth in the Illawarra and south-western Sydney regions. <sup>339</sup>
<b>Pitt Street</b>	Liverpool City Council	Liverpool City Council submitted that Pitt Street was planned for realignment to facilitate public transport to the airport. <sup>340</sup>
<b>Richmond Road</b>	Hawkesbury City Council	Hawkesbury City Council told the Committee that the Outer Sydney Orbital corridor is to terminate at Richmond Road, without ongoing investigation to extend the corridor further north. <sup>341</sup> It also noted that there is about two-three kilometers of Richmond Road that will remain unaddressed between the significant improvements and upgrades with the new Richmond Bridge and connections into Richmond Road. <sup>342</sup>

<sup>335</sup> [Submission 17](#), p 3.

<sup>336</sup> [Submission 23](#), p 6; [Submission 19](#), p 4.

<sup>337</sup> [Submission 17](#), pp 3, 6.

<sup>338</sup> [Submission 17](#), p 3.

<sup>339</sup> [Submission 42](#), Business Illawarra, p 6-7.

<sup>340</sup> [Submission 43](#), p 7.

<sup>341</sup> Mr Will Barton, Director, Infrastructure Services, Hawkesbury City Council, [Transcript of evidence](#), 30 May 2024, p 3.

<sup>342</sup> Mr Will Barton, [Evidence](#), 30 May 2024, p 15.

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<b>Silverdale Road</b>	Wollondilly Shire Council	Wollondilly Shire Council told the Committee that Silverdale Road is critical for freight and 'will become an even more significant arterial with linkages to the aerotropolis'. <sup>343</sup>
<b>Southern Link Road</b>	Penrith City Council, Fairfield City Council	Connect the Wetherill Park industrial area to the proposed intermodal facility in the Mamre Road precinct. <sup>344</sup>
<b>Werrington Arterial Stage 2</b>	Penrith City Council	Penrith City Council submitted that this project would alleviate the estimated 22,000 vehicles per day that travel from the M4 Motorway at St Marys through to the North-West Growth Area. <sup>345</sup>
<b>Woodville Road</b>	Fairfield City Council	Freight route connection between Parramatta and the Hume Highway. <sup>346</sup>

<sup>343</sup> [Answers to questions on notice](#), Wollondilly Shire Council, 17 July 2024, pp 2, 7.

<sup>344</sup> [Submission 17](#), pp 3, 5-6; [Answers to questions on notice](#), Fairfield City Council, 17 June 2024, p 3.

<sup>345</sup> [Submission 17](#), p 5-6.

<sup>346</sup> [Answers to questions on notice](#), Fairfield City Council, 17 June 2024, p 2.