

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

Questions on notice

QoN	Question
1	<p>The CHAIR: The New South Wales Government's submission states that the aerotropolis is forecast to create more than 100,000 new jobs by 2056. Can you tell us more about these jobs and where exactly they will be employed?</p> <p>CASSANDRA WILKINSON: The short answer is that Emma and I can't. We're happy to get further information. But the jobs estimates would be taken from business case work that's been done in terms of the future use of the sites. There will be forecasts and estimates. We can seek an answer for you and get one back in writing to the Committee.</p> <p>The CHAIR: If you're taking that on notice, could you also take on notice how many jobs will actually be at the airport and what assumptions was that forecast based on?</p> <p>CASSANDRA WILKINSON: We can do that.</p>
	<p>Response</p> <p>The Department of Planning, Housing and Infrastructure (DPHI) has advised that:</p> <ul style="list-style-type: none"> • Western Sydney International Airport will support 13,169 direct jobs by 2031 and 24,046 direct jobs by 2041. Most of these jobs will be in airport operations, airport retail and Business Park activity (industrial, office, hotels, petrol station and food outlets, regional shopping centre, and bulky goods). This information is based on work undertaken by Ernst & Young in 2017, commissioned by the Airport, to support the planning application for the Airport, and is still the best available information on likely jobs generation. • During construction of the Western Sydney Airport, it is estimated that up to an additional 11,346 jobs would be generated. • The Aerotropolis' initial precincts (including Mamre Road Precinct) are forecast to provide up to 119,000 direct jobs (excluding construction jobs). This is based on work that informed the Western Sydney Aerotropolis Plan (2020) and the Aerotropolis Precinct Plan (2022). As part of this, the Bradfield City Centre is expected to provide up to 20,000 new jobs. • Accurate prediction of jobs creation at rezoning stage is difficult. The majority of the Aerotropolis is zoned for a broad Enterprise Zone where many uses are permissible. The range of permissible uses vary greatly in jobs density. For example industrial development and distribution centres are likely to support 45 workers / hectare GFA, where higher education uses, which are also permissible in the zone, support almost 100 workers / hectare GFA. In order to develop the current job estimates, a series of high level assumptions were required to be made including take up by different

	<p>uses. These high level assumptions, while suitable in establishing job estimates, may not be consistent with what is delivered over time.</p> <ul style="list-style-type: none"> • Some of the high level assumptions about job distribution include: <ul style="list-style-type: none"> ○ More office-based jobs and higher education uses in the Bradfield City Centre and Sydney Science Park, near Metro stations. ○ A focus on large format freight and logistics uses and local manufacturing in precincts like the Aerotropolis Core, which will have good access to the amenity and facilities in the Bradfield Centre. ○ Diverse industrial uses in Mamre Road Precinct, where there are areas identified for light industrial uses at the residential fringe. ○ Significant large food distribution uses in the Agribusiness Precinct. • It is important that the Department and Transport for NSW continue to monitor worker density and employment type over time to ensure alignment with the provision of infrastructure and to identify trends that might inform continual improvement to the planning framework.
2	<p>The CHAIR: What are the Treasury's estimates for the impact on the New South Wales economy from the airport and aerotropolis?</p> <p>CASSANDRA WILKINSON: In the various business cases for the metro and the roads and other investments there, there would be estimates as to the economic benefits for New South Wales. But I don't have an aggregated figure, so I'm happy to take that on notice and see if we can get you an estimate of what the aggregate might be.</p>
	<p>Response</p> <p>Transport for NSW (TfNSW) has advised:</p> <ul style="list-style-type: none"> • The Australian Government released a summary of the Western Sydney Airport business case which includes detail on the expected overall economic impact of the Airport. The business case summary is available at: https://www.westernsydneyairport.gov.au/sites/default/files/WSA_Business_Case_summary.pdf <p>DPHI has advised:</p> <ul style="list-style-type: none"> • Under this government, development consent has been issued for employment uses in Aerotropolis with a total investment value of \$2.1 billion and 2,121 jobs in construction and 3,422 jobs in operation. • New development applications with a total of \$1.3 billion investment value are in the assessment pipeline. This represents 3,171 jobs in construction and 3,242 jobs in operation. • In considering the Aerotropolis' impact on Sydney's economic development, it is important to consider the contribution Aerotropolis makes to creating a pipeline of industrial zoned land. • A steady pipeline of more than 10 years' worth of industrial land is important to maintain healthy vacancy rates and rents and for an efficient freight and logistic network. It is estimated that there is between 1-4 years

	<p>left of zoned, serviced industrial land in Greater Sydney, with only some of this land is suitable for large floorplate logistics uses.</p> <ul style="list-style-type: none"> • Once serviced, the Aerotropolis will provide between 30-40 years' worth of industrial land to support the efficient functioning of Greater Sydney. This function is enhanced by long-term planning for freight and rail corridors, a new intermodal facility at Mamre Road Precinct and access to a 24-hour international airport.
<p>3</p>	<p>Mr NATHAN HAGARTY: Just on those forecast jobs, can you unpack that a bit? What industries? Also, how has that changed over the course of the project at the airport? I think it was announced in 2015 or 2016. We've had COVID. We've had a series of other things happen. How has that forecast changed? Do you have a breakdown within industry and sort of where these jobs will be coming from?</p> <p>CASSANDRA WILKINSON: We don't have an aggregate of all of that at the moment. As you say, the investment cases for each of the major projects were done in different years. Some of the impacts – as you say, COVID – might have had an impact on that. At each point in time when the agencies – so, roads or rail, predominantly – prepared those business cases they would have used whole-of-economy estimates. But we will get you an answer to that in writing. Because each of those business cases was prepared by agencies that are not us, so we don't necessarily own the forecasting that they did. But we will get you an answer.</p> <p>Response</p> <p>DPHI has advised:</p> <ul style="list-style-type: none"> • It is expected that most of the jobs in the Western Sydney Aerotropolis will be in warehouse, freight and logistics sector. Some commercial and office jobs will be provided in mixed use centres like the Bradfield City Centre. In addition, there will be some jobs in advanced manufacturing, research, education, tourism, retail, food, urban services and agribusiness. The planning framework provides a broad range of uses. • Work undertaken in 2023 by SGS for the former Greater Cities Commission highlighted some industrial trends that are being observed across Greater Sydney including: increased warehouse size and increased building heights; storage of more goods; implementation of advanced automation, etc. Since the pandemic there has been exponential growth in online shopping, placing pressure on supply chain, increasing logistics operations and movements. The pandemic also highlighted the importance of local manufacturing and the need for suitable land for advanced manufacturing. • Since 2020 (Covid) in the Aerotropolis there has been increased development activity and more demand for freight, logistics such as larger warehouses, higher warehouses as well as advanced technology such as data centre and advanced manufacturing research facility are observed in these applications. • When looking at the supply of adequate industrial land to support the freight and logistics sector, the Department is also looking at the

	availability of large flat sites that can accommodate warehouses of 5 hectares and above.
4	<p>Mr WARREN KIRBY: The question I have is what is Treasury's estimate on how much freight will pass through the airport after the first year?</p> <p>EMMA FINNERTY: Again, that is a question that we will take on notice. I think it might have been covered off in a previous question, but we'll get back to you with the Treasury response.</p> <p>Mr WARREN KIRBY: This is specifically freight, not overarching.</p> <p>CASSANDRA WILKINSON: Yes, and the challenge will be, there will be Southern Sydney Freight Line business cases, and particularly the M12 and M7. The forecasts would have been prepared by Transport for each of those, so we'll contact them and see what their most — so you're looking for the estimates that drove the investment, or where we are right now in terms of our current expectations?</p> <p>Mr WARREN KIRBY: The question stems from we've asked a number of witnesses over the course of this inquiry about how many aircraft they are expecting to move through the airport, bearing in mind that it is going to ramp up after the first year. Not a single witness has been able to say to us what is the expectation of aircraft movements or what the split will be between passenger and freight.</p> <p>CASSANDRA WILKINSON: There are probably a range of reasons for that. But we will see if we can get you an answer and get back in writing to the Committee.</p>
	<p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> • Transport for NSW continues to work with Western Sydney International Airport to understand the potential scale of the freight task when the Airport opens in 2026. • 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. • Western Sydney International Airport will be a major distributor of freight in the region and the freight corridors Transport for NSW is planning in the Airport Precinct (such as the Western Sydney Freight Line and Intermodal Terminal) will also assist with the efficient movement of goods in the future. Transport for NSW's upgrades and improvements to the road network to enhance safety and access will also facilitate freight movements with minimal impact on the community. • Further, the Australian Government's 2016 Western Sydney Airport Business Case Summary and Western Sydney Airport Plan includes further detail on expected freight volumes and traffic movements at the Airport. These documents are available at https://www.westernsydneyairport.gov.au/sites/default/files/WSA_Business_Case_summary.pdf and

	<p>https://www.westernsydneyairport.gov.au/sites/default/files/documents/wsa-plan-2021.pdf</p> <p>DPHI has advised:</p> <ul style="list-style-type: none"> • 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 Aerotropolis. Updated data will be available from upcoming census data. • Many residents in Western Sydney travel greater distances to centres of employment and services than other residents of Sydney. On average, a family spends around 70 minutes commuting on a workday. This translates to a yearly economic opportunity cost (vehicle operating costs and time costs for the occupants) of nearly \$434 million for the Western Sydney community.
<p>5</p>	<p>Mr RAY WILLIAMS: My question is to either one of the officials. In regards to the \$300-odd million in budget that is allocated for buses to provide transport to the airport, what's the breakdown between potential purchasing of buses, whether they be electric or hybrids? Also, is there any provision built into that funding for specific bus priority lanes? If there are, which lanes would be prioritised on what roads first?</p> <p>CASSANDRA WILKINSON: Our understanding is that there is a mix of infrastructure and fleet involved in that funding, but we would be very happy to get you the latest estimates of what the breakdown is between the two.</p> <p>Mr RAY WILLIAMS: And the specific roads, if I could, as well, and where those initial bus priority lanes are going to be located, and when.</p> <p>CASSANDRA WILKINSON: Okay. I can't say if all of that detail exists, but we'll certainly get you the information that's available. The incoming government made commitments around investing in rapid bus connections for the airport. I don't know the level of maturity of Transport's planning for the specific places where the infrastructure will be. But we'll seek an answer from our colleagues at Transport and get back in writing to the Committee.</p> <p>Mr RAY WILLIAMS: Perhaps the question should have been could you break down what that budget allocation is of \$320-odd million. That would be great.</p>
	<p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> • \$327.1 million is allocated over four years to 2027-28 for new bus services to connect the Airport Precinct to nearby communities including Liverpool, Penrith, Campbelltown, Leppington and Mount Druitt. This commitment will fund procurement of new buses (including Zero Emission Buses), bus interchanges and layovers, minor road improvements to support new services and initial operations. The Australian Government's 2024-25 Budget also provided \$100 million in new funding for infrastructure to support the new bus services.

6	<p>The CHAIR: Just following up on that, Ray, you wouldn't be able to tell us if any funding has been allocated for infrastructure that would support the rapid bus to the airport, such as bus lanes, from that \$241 million that's in the budget?</p> <p>CASSANDRA WILKINSON: There is an allocation to Transport to develop the rapid bus service. From where Treasury sits, we don't have a line-by-line breakdown of the expenditure that will achieve that outcome. So we're happy to get some breakdown for you and come back.</p> <p>The CHAIR: But we'd normally have line items in a budget, wouldn't we, for infrastructure?</p> <p>CASSANDRA WILKINSON: Not at that level of detail. Generally, program level funding will go out in a bucket, and the specific expenditure items will be a matter for the portfolio Minister and their department. But we can seek some answers for you.</p>
	<p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> • To ensure that the new bus services that will connect local communities to the Airport Precinct are running as soon as possible, they will make use of existing bus infrastructure where possible, including bus priority infrastructure on the recently upgraded The Northern Road. • The new services are the first step towards a future Bus Network in Western Sydney, with additional services expected to be introduced as the Precinct grows. • For further detail, refer to Question on Notice 5.
7	<p>The CHAIR: How much of that funding, that \$241 million, is going to be delivered before 2026?</p> <p>CASSANDRA WILKINSON: Again, we'll get some advice from Transport and come back to you on that.</p>
	<p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> • The NSW Government has allocated funding to ensure that new bus services connecting the Airport Precinct to local communities are running before the Airport opens in 2026. The \$241.9 million capital commitment is allocated over the four years to 2027-28.
8	<p>Mrs JUDY HANNAN: I have a couple of questions. With the funding you are looking at – I know we have talked about rail and bus funding – is active transport funding being looked at?</p> <p>CASSANDRA WILKINSON: I can't think of a specific line item for active transport in the area, but we can double-check and make sure to get back to you with an answer.</p> <p>The CHAIR: I would have thought, seeing as we're doing a new airport, that we'd be looking at biking and active transport.</p>

	<p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> • All new roads in planning and delivery in the Airport Precinct include provision for cycling and walking. The Airport Precinct Road Network includes transit corridors that will enable active transport infrastructure. • The already completed upgrades to the Northern Road and Bringelly Road, which lead into the Airport Precinct, include active transport infrastructure through off-road shared paths. • The M12 also has a new 16 kilometre shared user path that includes lighting for safety, maximum tree canopy cover, six rest areas, and connects to the M7 Motorway and The Northern Road. • Transport for NSW also supports the provision of active transport infrastructure in the Airport Precinct through its statewide programs. These include the Strategic Cycleway Corridor program, which identifies cycling connections, and Get NSW Active, which provides grants for Councils to progress active transport projects.
9	<p>The CHAIR: Have you looked at the effect of the Inland Rail on freight? Would that reduce the freight? Is that going to have an effect?</p> <p>CASSANDRA WILKINSON: I would assume that the impact of the Inland Rail would have been a factor in forecasting freight volumes when the Southern Sydney Freight Line business case was done, and the truck volumes. But, again, we can confirm with Transport and make sure.</p> <p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> • The development of Inland Rail is not expected to have a significant impact on the interstate rail freight market in Western Sydney. In the 2015 Inland Rail Programme Business Case, completed by the Australian Rail Track Corporation (ARTC), found that the major freight traffic on Inland Rail will be interstate freight (Melbourne-Brisbane; Brisbane-Adelaide/Perth). • The Business Case forecast that by 2050, these interstate freight flows will make up 66 per cent of the total freight carried on Inland Rail on a net tonne kilometres basis. The remaining traffic on Inland Rail was coal at 25 per cent and agricultural products at 9 per cent. The ARTC's Business Case is available at: https://inlandrail.com.au/wp-content/uploads/2020/07/business-case-2015.pdf
10	<p>Mrs JUDY HANNAN: When was that study done in relation to the partial delivery of Inland Rail? Do you know when that study was done?</p> <p>CASSANDRA WILKINSON: We're not in the Transport department. We will see a business case when there's a case for funding to be made. But the detailed forecasting and modelling of things like the volumes of freight traffic on roads and things will all be information that's held by Transport, so we will need to get back to you.</p>

	<p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> • The Australian Government appointed Dr Kerry Schott AO to undertake an independent review to assess the governance and delivery of the Inland Rail program. The independent review was delivered in January 2023 and publicly released in April 2023. • The full independent review report and the Australian Government response are available at https://www.infrastructure.gov.au/sites/default/files/documents/independent-review-of-inland-rail-report.pdf and https://www.infrastructure.gov.au/sites/default/files/documents/australian-gov-response-to-the-independent-review-of-inland-rail.pdf
11	<p>Mrs JUDY HANNAN: Is there any funding for transport coming from the western side of the airport for workers, freight or anything else, or is it all coming east in?</p> <p>CASSANDRA WILKINSON: I don't know the answer to that. You mean connections coming from inland New South Wales to the airport?</p> <p>Mrs JUDY HANNAN: Yes, or roads such as in the Silverdale area and those coming in the back way to the airport. For all the roads I read about, all the funding's coming from the east. But there are obviously residents and people who live out west. Are there any proposals or is there funding for looking at people coming from the other side? There are people who live out there.</p> <p>CASSANDRA WILKINSON: Understood. I'm assuming that the fact that it connects to the M9 and the rest of the motorway and highway network is probably a factor in whether those connections are well serviced. But we can certainly double-check.</p> <p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> • Transport for NSW completed an upgrade to The Northern Road in 2022 and that road, along with the toll-free M12 motorway will provide road connections from the west of the Airport to the Airport Precinct. • Transport for NSW is delivering new bus services connecting western Sydney to the airport in mid-2025, including routes that service suburbs to the west of the airport including Oran Park. • Community members, including those from the Blue Mountains, travelling to the airport from the west for work or leisure can also access the airport by getting on a train service then interchanging onto the new Metro at St Marys station. • Transport for NSW is collaborating with Western Sydney International Airport and other employers in the area to consider how targeted transport solutions can be delivered to meet employee and passenger needs in line with the operational requirements of the airport.
12	<p>Mr NATHAN HAGARTY: Further to Judy's question, has modelling been done around where you expect employees to be coming from? I know you don't have</p>

	<p>breakdowns in terms of where the jobs are coming from, but do you have a breakdown as to where the workers will be coming from or where they are expected to be coming from? That, in turn, should inform the decisions around investment in transport.</p> <p>EMMA FINNERTY: I think we'd look to dig into that as part of the response to the earlier question that you just referred to. We'll just include that as well, to see what assumptions have been factored in.</p> <p>Mr NATHAN HAGARTY: So an industry breakdown and where we expect those workers.</p> <p>EMMA FINNERTY: Yes.</p>
	<p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> • Transport for NSW's modelling to support development of the transport network in the Airport Precinct takes into account the NSW Common Planning Assumptions. • Transport for NSW is also collaborating with Western Sydney International Airport and other employers in the area to consider how targeted transport solutions can be delivered to meet employee and passenger needs in line with the 24/7 operational requirements of the airport. • This collaboration will help Transport for NSW understand travel demand around the airport, including for workers. <p>DPHI has advised:</p> <ul style="list-style-type: none"> • 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 Aerotropolis. Updated data will be available from upcoming census data. • Many residents in Western Sydney travel greater distances to centres of employment and services than other residents of Sydney. On average, a family spends around 70 minutes commuting on a workday. This translates to a yearly economic opportunity cost (vehicle operating costs and time costs for the occupants) of nearly \$434 million for the Western Sydney community.
<p>13</p>	<p>Mr WARREN KIRBY: What are Treasury's estimates for the impact to the New South Wales economy from the airport, the aerotropolis? What estimates have you created for what we can expect as an economic lift out of the airport?</p> <p>EMMA FINNERTY: That's definitely covered in the business case. Again, we'll take that and respond in writing, just for the purposes of completeness and accuracy.</p> <p>The CHAIR: It may be covered in the business case, but there must be some figure that the Government is expecting to come out. We don't have a copy of the business case – unless you'd like to provide us with the business case.</p> <p>CASSANDRA WILKINSON: We're not entitled to give you Cabinet-in-confidence documents, but we can certainly check some of the statistics and the data that's in</p>

	<p>those papers and make sure with the relevant agencies, if they are comfortable for us to share them.</p>
	<p>Response</p> <p>Please refer to the responses to Questions on Notice 1, 2 and 3.</p>
14	<p>The CHAIR: The question we're asking is what is the expected outcome of the investment of public funds? Surely Treasury would have had that business case before it when it analysed where the money should be invested.</p> <p>CASSANDRA WILKINSON: We do have those business cases. As you're aware, those business cases are Cabinet in confidence, so we'll need to check with the submitting agency what information we're able to share with you.</p>
	<p>Response</p> <p>Transport for NSW has advised:</p> <ul style="list-style-type: none"> • Transport infrastructure projects are subject to NSW Government assurance processes to maximise benefits to the community. Information about transport projects in the Airport Precinct, including benefits and expected outcomes, is provided publicly on the Transport for NSW website.
15	<p>The CHAIR: But the budget papers aren't giving us line items. For example, the \$241 million – we can't ascertain from that whether that includes infrastructure costs. Surely that's the kind of information we would expect to get from Treasury.</p> <p>CASSANDRA WILKINSON: I think it's information we can seek on your behalf, which we've undertaken to do.</p> <p>Mr WARREN KIRBY: You can understand our confusion. We're trying to seek information from Treasury, but so far we can't get any information on how much money this is going to generate, we can't get information on how many jobs it's going to generate and we can't get information on how much the thing is going to cost.</p> <p>EMMA FINNERTY: Can I just clarify that we are taking back all these questions. It's really in the interests of completeness and our commitment to accuracy that we're taking questions on notice. We will definitely be looking to get you robust answers to the questions that are being raised.</p> <p>The CHAIR: But I wouldn't have thought that line items that were capital works were confidential information.</p> <p>CASSANDRA WILKINSON: I think we might be talking about two different things. We have certainly said to you that we will get back to you with breakdowns, if we can. Again, we don't have those. Those budgets are allocated to Transport, so we'll need to get information from Transport about the specific allocations of the program funding they've been given.</p>
	<p>Response</p> <p>For information on buses, please refer to the responses to Questions on Notice 5, 6 and 7.</p> <p>For information on the expected economic benefits and jobs creation of the Airport and surrounds, please refer to Questions on Notice 1, 2 and 3.</p>

16	<p>Mr NATHAN HAGARTY: You can't give us costs and how much you are supposed to benefit and jobs and all that, but are you able to say, in terms of a business case ratio, whether some projects stack up and some don't? I get that the aerotropolis is a multitude of different projects, from your perspective. There would be discrete funding requests for each of these projects. But are you able to say, in terms of those projects, which ones stacked up in terms of business case ratio and which ones didn't and would you be able to supply us with that?</p> <p>CASSANDRA WILKINSON: No, probably not. When Ministers seek an investment decision from Cabinet, the advice we provide on their proposals to Cabinet is confidential. That will cover quite a lot of what we are not at liberty to discuss and what the public service rules prevent us from providing back in the answers. But we'll certainly provide you everything we legally are allowed to.</p>
	<p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> • Transport has a 30 year vision for a safe, sustainable and integrated transport network in the Western Sydney Airport Precinct. This is aligned with NSW Government priorities for Western Sydney, including access to affordable housing and jobs, unlocking development and economic growth, and more public transport options for people living in the region. Transport projects are being planned and delivered in line with the vision and to meet demand associated with growth as it occurs. Transport infrastructure projects are subject to NSW Government assurance processes to maximise benefits to the community. The 30-year vision is available at: https://media.caapp.com.au/pdf/tatyjw/1b2c3821-b5a5-4ac4-8b51-b3330c6f849a/WPC-230728-WSA-Integrated-Transport-Network-Strategy_v11_WCAG.pdf
17	<p>Mr RAY WILLIAMS: In regard to the \$105 million that has been allocated in the current budget for a business case to evaluate the benefits of the north rail link or the South West Rail Link, are you able to provide any details into what is actually in that business case allocation? It a pretty hefty sum for a business case and I just wondered if you could break that down. What's the estimated completion date for that business case?</p> <p>CASSANDRA WILKINSON: Generally the larger costs in a transport business case will be for engineering studies. The amount of money being paid for economists and financial people to do analysis will be very small and the amount of money being done on geotechnical studies will be a large amount of the money because you're having to look at whether certain locations are appropriate for tunnelling. A lot of it will be about planning studies. There'll be heritage and environmental advice that will need to be sought as well. It's not much money for people writing a theoretical case for investment. Most of it will be specialist inputs that have a bearing on the engineering choices that will be made if and when the project goes ahead. So the specific breakdown of how that money's being spent for the rail extensions, we'll have to get advice from Transport on. How long it will take them</p>

	<p>to do that, again, will be a matter for Transport but we're very happy to take that on notice.</p> <p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> • The Australian and NSW Governments have jointly committed \$100 million to complete a business case which will consider a Metro connection between Bradfield and Campbelltown/Macarthur, and Metro and heavy rail options for a connection between Bradfield and Leppington/Glenfield. The NSW Government has also committed \$40 million to complete a business case which will consider a Metro connection between St Marys and Tallawong. • Work on both business cases is underway and is expected to be completed by late 2025/early 2026. • The two business cases will provide detailed design, cost estimates and economic assessment to inform government consideration of investment priorities for future rail extensions. They will consider the full range of alignment and station location options, taking account of stakeholder priorities, with the proposed preferred alignment designed to deliver the best possible outcome for public transport users and local communities.
18	<p>The CHAIR: Let's go through these questions because you're taking them on notice. What are Treasury's estimates for the impact on the New South Wales economy from the airport and aerotropolis?</p> <p>CASSANDRA WILKINSON: That question has been asked, but happy to take it on notice.</p>
	<p>Response</p> <p>Please refer to Questions on Notice 1, 2 and 3.</p>
19	<p>The CHAIR: Has the Treasury completed any modelling on where airport or aerotropolis workers will be travelling from to access the airport?</p> <p>CASSANDRA WILKINSON: No, because we're —</p> <p>EMMA FINNERTY: This a recap of the questions.</p> <p>CASSANDRA WILKINSON: Okay.</p> <p>The CHAIR: Will you take that question on notice on behalf of the Government?</p> <p>CASSANDRA WILKINSON: Certainly.</p>
	<p>Response</p> <p>Please refer to Questions on Notice 1, 2 and 3.</p>
20	<p>The CHAIR: What is Treasury's estimate on how much freight will pass through at the airport each day/week? Take that on notice?</p> <p>CASSANDRA WILKINSON: Yes.</p>
	<p>Response</p> <p>Please refer to Questions on Notice 4.</p>

<p>21</p>	<p>The CHAIR: The budget allocates \$30 million for planning the Western Sydney freight line. Can you provide more details on what is included in this allocation? What is the estimated completion date for the business case? CASSANDRA WILKINSON: Yes, we can take that on notice.</p> <p>Response TfNSW has advised:</p> <ul style="list-style-type: none"> The NSW Government is currently working with the Australian Government to confirm the scope and profile for funding allocated in the Australian Government's 2024-25 Budget for planning and development of the Western Sydney Freight Line and Intermodal Terminal.
<p>22</p>	<p>The CHAIR: The budget allocates \$241.4 million for buses for Western Sydney. Can you explain what will be delivered by this funding? CASSANDRA WILKINSON: We can take that on notice.</p> <p>Response Please refer to Questions on Notice 5, 6 and 7.</p>
<p>23</p>	<p>The CHAIR: Is any funding allocated for infrastructure that would support rapid buses to the airport, such as bus lanes or bus priority signals? CASSANDRA WILKINSON: Yes. The CHAIR: You'll take it on notice? CASSANDRA WILKINSON: Yes</p> <p>Response Please refer to Questions on Notice 5, 6 and 7.</p>
<p>24</p>	<p>The CHAIR: How much of the bus funding will be delivered before the airport opens in 2026? CASSANDRA WILKINSON: Yes. The CHAIR: On notice? CASSANDRA WILKINSON: Yes.</p> <p>Response Please refer to Questions on Notice 5, 6 and 7.</p>
<p>25</p>	<p>The CHAIR: The New South Wales Government's submission mentions \$50 million allocated in the previous 2023-24 budget to plan the Fifteenth Avenue transit corridor. Is this funding ongoing? When is the planning work estimated to be completed? CASSANDRA WILKINSON: We can take that on notice.</p> <p>Response TfNSW has advised:</p> <ul style="list-style-type: none"> The NSW Government has committed \$50 million towards progressing planning for the Liverpool to Airport Transit corridor from Western Sydney

	<p>Airport Precinct to Hoxton Park Road. This includes \$4 million in the NSW Government's 2024-25 State Budget (page 146).</p> <ul style="list-style-type: none"> • Master planning to promote public transport along the corridor has already begun, in coordination with Liverpool City Council and Department of Planning, Housing & Infrastructure. Early investigations to link the Liverpool CBD with both the new Airport and Aerotropolis core are already complete. • Transport for NSW (Transport) is undertaking investigations on Cowpasture Road, near Fifteenth Avenue, to identify short-term improvements that can be delivered to improve congestion, safety and access for road users. • Investigations have begun, including traffic modelling and surveying, to inform design solutions. Transport and Liverpool City Council are working closely together to optimise outcomes along the corridor.
26	<p>The CHAIR: What progress has been made on upgrading roads surrounding the Western Sydney airport funded in the 2023-24 budget? CASSANDRA WILKINSON: We can take that on notice.</p> <p>Response</p> <p>Transport for NSW has advised:</p> <ul style="list-style-type: none"> • Transport for NSW completed upgrades of Bringelly Road and The Northern Road in 2020 and 2022 respectively, which will connect the Airport to the wider Greater Sydney ro- network. • Transport for NSW has made significant progress on roads projects around the Airport Precinct that were funded in the 2023-24 NSW Budget. • The M12 Motorway and M7-M12 Integration Project are on track to open in 2026, before the opening of the Western Sydney International Airport. • Construction of Stage 1 of the Mamre Road Upgrade, between the M4 Motorway and Erskine Park Road, will start in late 2024 and is expected to be completed in 2028, weather permitting. • Planning of the Liverpool to Airport Transit Corridor is underway, including developing a Strategic Business Case for Hoxton Park Road and Fifteenth Avenue between Devonshire Road and Banks Avenue. This includes strategic design options, modelling, early environmental investigations. • A Strategic Business Case for the Airport Precinct Road Network was completed in early 2024, with further planning of the priority corridors (Badgerys Creek Road, Eastern Ring Road and Fifteenth Avenue West) underway. • Planning work for the Elizabeth Drive Upgrade has progressed, with the concept design for the full upgrade being completed and going on public display in late 2023. Interim safety works are also expected to be underway by mid-2025.

	<ul style="list-style-type: none"> As part of the program delivering new bus services to Western Sydney Airport ahead of its opening, minor improvements are being planned to Badgerys Creek Road South to support bus operations.
27	<p>The CHAIR: The New South Wales Government's submission mentions a strategic business case which identified seven prioritised road corridors. Was construction of all these corridors funded in the New South Wales budget?</p> <p>CASSANDRA WILKINSON: We can take that on notice.</p> <p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> Transport for NSW completed the Airport Precinct Road Network Strategic Business Case in early 2024. The business case considered seven roads that were established as major transport corridors for the Airport Precinct in 2021. It considered the ideal function and features of the roads, and how to prioritise or sequence any future upgrades of these roads. The 2024-25 NSW Budget includes \$12.5 million towards the planning of the Eastern Ring Road and Badgerys Creek Road South corridors, which matches funding committed in the Australian Government's budget for 2024/25. The NSW Government has also committed \$50 million for planning the Liverpool to Airport Transit Corridor, which includes Fifteenth Avenue West. Planning for other road corridors will be progressed in line with growth and demand in the Airport Precinct.
28	<p>The CHAIR: The budget allocates \$249.5 million for stage one and \$500 million for stage two upgrades to Mamre Road. When are all upgrades expected to be completed?</p> <p>CASSANDRA WILKINSON: Okay, we can take that on notice.</p> <p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> 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. Detailed planning for Stage 2 is underway with a Review of Environmental Factors expected to be on public display in 2025.
29	<p>The CHAIR: The budget allocates \$400 million to widen Elizabeth Drive to four lanes. When is this upgrade expected to be completed?</p> <p>CASSANDRA WILKINSON: We'll take that on notice as well.</p> <p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> Transport for NSW is currently working with other NSW Government and Australian Government agencies to establish the details and cashflows of funding allocations towards Elizabeth Drive. Transport for NSW expects to

	confirm the priority sections that will be delivered and expected timings later in 2024.
30	<p>Mr WARREN KIRBY: Can I also add to that list of questions? What are the estimates of truck movements carrying fuel to and from the airport?</p> <p>CASSANDRA WILKINSON: We'll take that on notice as well.</p> <p>Response</p> <p>TfNSW has advised:</p> <ul style="list-style-type: none"> At present, Western Sydney International Airport has not confirmed the volumes of fuel that will be required with Transport. Transport is applying a broad range of assumptions about the number of fuel trucks that will serve the Airport on a daily basis, based on data from other airports. Transport is continuing to work closely with the Airport as its plans progress.
31	<p>The CHAIR: Just for everyone, the "What is Treasury's estimate on how much freight will pass through each airport each day/week" – can we get that in the year that the airport opens and over a 10-year span?</p> <p>CASSANDRA WILKINSON: If that information exists, we'll get you what we have.</p> <p>Response</p> <p>Please refer to Question on Notice 4.</p>