

**Submission
No 43**

**CRITICAL TRANSPORT INFRASTRUCTURE SUPPORTING THE WESTERN
SYDNEY INTERNATIONAL AIRPORT AND WESTERN SYDNEY
AEROTROPOLIS**

Organisation: Liverpool City Council

Date Received: 15 April 2024

The Committee Members
Parliament House, Macquarie Street,
Sydney NSW 2000

By email: transportinfrastructure@parliament.nsw.gov.au

Dear Committee Members,

RE: Submission on Critical Transport Infrastructure Supporting the Western Sydney International Airport (WSIA) and Western Sydney Aerotropolis

Liverpool City Council ("Council") appreciates the opportunity to make a submission to the above-mentioned Parliament Inquiry.

Liverpool Local Government Area (LGA) has 42 suburbs and is home to the Western Sydney International (Nancy-Bird Walton) Airport and comprises the Liverpool City Centre, established suburbs, rapidly-developing growth precincts, an imminent Aerotropolis and Bradfield City Centre around the Western Sydney (Nancy-Bird Walton) International Airport (WSIA), and rural lands.

The LGA is experiencing substantial population growth, with a forecast population increase from the current population of 245,900 to approximately 371,300 by 2041. Council appreciates the NSW Government established the Aerotropolis Precinct which contains approximately 11,200 hectares of employment and residential lands around the Airport.

This growth, and associated land release is occurring now in adjacent precincts to the east of Bradfield City Centre/WSIA such as Middleton Grange, Austral and Leppington North. These growth precincts will be home to a significant proportion of the future workforce supporting both the Airport and the Aerotropolis. However under existing conditions, connectivity between these growth precincts and the future Airport and Aerotropolis is poor, with roads like Fifteenth Avenue and Elizabeth Drive heavily congested and public transport non-existent.

The LGA has a long-standing role as the beating heart of South-West Sydney, reflecting its history and strategic location. The Liverpool City Centre contains Liverpool Hospital – one of the largest standalone hospitals in NSW, three major university campuses and two TAFE campuses. It also has significant manufacturing and logistics sector developments. Improved multimodal connectivity between the twin cities of Liverpool and Bradfield is critical for supporting the growth of the wider Aerotropolis.

As the LGA will be the home of WSIA, Council has been making representations about the need for critical transport infrastructure that would support the wider Aerotropolis, as well as the WSIA and Bradfield. The representation has included a request for the WSIA Ground Transport Plan to be expanded to identify and adopt a strategy for critical transport infrastructure to be delivered to serve the future Airport.

Council notes that the draft Ground Transport Plan concentrates on the higher order external transport infrastructure, as well as the Transport Management Plan within the Airport. The Plan however does not identify other transport infrastructure around the Airport within the Liverpool LGA required to facilitate both the Airport and Aerotropolis such as the Fifteenth Avenue Smart



Customer Service Centre Ground floor, 33 Moore Street, Liverpool NSW 2170

All correspondence to Locked Bag 7064 Liverpool BC NSW 1871

Call Centre 1300 36 2170 **Email** lcc@liverpool.nsw.gov.au

Web www.liverpool.nsw.gov.au **NRS** 13 36 77 **ABN** 84 181 182 471

Transit (FAST) Corridor Project, the Eastern Ring Road to replace Badgerys Creek Road, a future extension of the Sydney Metro – Western Sydney Airport Project beyond Bradfield to Liverpool via Leppington and Edmondson Park Stations, and dedicated EV charging infrastructure and hydrogen refuelling stations.

As noted earlier, the Liverpool LGA is experiencing rapid population growth, driven by new residential developments in previously rural and semi-rural suburbs, the impending opening of the WSIA and the future Aerotropolis. This population growth will see an increased travel demand across the LGA, and will necessitate extensive investments in transport infrastructure to expand modal choice for more people more often, address congestion, and improve travel time reliability.

In this regard, Council views the following transport infrastructure and services as critical to addressing this impending growth in travel demand:

1. Deliver the Fifteenth Avenue Smart Transit (FAST) Corridor Project to improve multimodal east-west connectivity between Liverpool City Centre, the rapidly evolving growth precincts of Austral and Middleton Grange, and the WSIA, Bradfield City Centre and the wider Aerotropolis – this Project will also necessitate the reclassification of Fifteenth Avenue from a Local Road to a State Road, and the immediate protection of the future transit corridor to avoid encroachment from rapidly changing land uses adjacent to the corridor.
2. Replace Badgerys Creek Road with the proposed Eastern Ring Road to facilitate local access for both the WSIA and Bradfield City Centre.
3. Upgrade key Regional and Arterial Roads including Cowpasture Road between Fifteenth Avenue and the M7 Motorway, Edmondson Avenue between Bringelly Road and Fifteenth Avenue, Pitt Street, Elizabeth Drive and Devonshire Road.
4. Extend the Sydney Metro from WSIA to Liverpool via Leppington and Edmondson Park - this extension would facilitate a direct rail connection between the WSIA and Sydney Airport by interchanging to the East Hills Line at Glenfield Station OR Extend rail from Leppington direct to WSIA via Bradfield – this extension would enable a direct airport connection as part of a full New Cumberland Line upgrade.
5. Extend the Sydney Metro – Western Sydney Airport Project north from St Marys to Tallawong Station to connect the WSIA and Bradfield with established catchments along the Sydney Metro Northwest and Sydney Metro City and Southwest Lines.
6. Early introduction of interim and ultimate bus routes and services to accommodate the increasing demand for bus services in the new release areas such as Austral, Leppington, and Middleton Grange.
7. Deliver the Outer Sydney Orbital Stage 1 and Stages 1 and 2 of the Western Sydney Freight Line Project.
8. Deliver a dedicated network of EV charging infrastructure and hydrogen refuelling stations within and beyond the Aerotropolis Precinct to accelerate the fleet transition to zero emissions technology.
9. Consider the inclusion of Heavy Vehicle Rest Stops on the State Road Network in the vicinity of the Aerotropolis Precinct to support safer driving, improve heavy vehicle driver wellbeing, and provide dedicated space for heavy vehicle layover.

Detailed comments and recommendations to the Terms of Reference are outlined in Attachment A.

Council would appreciate that the above recommendations are considered and prioritised as part of the Parliamentary Inquiry. Council is committed to working with the NSW Government to improve transport infrastructure and services within and beyond the Aerotropolis to ensure these rapidly changing precincts are supported with the critical infrastructure required to maximise investment, improve modal choice, address congestion, and enhance travel time reliability.

Should you require any further information, please contact Dan Riley, Council's Manager Development Engineering, on [REDACTED]

Yours sincerely

[REDACTED]

Mark Hannan
A/Director Planning and Compliance

Attachment A – Terms and Reference response

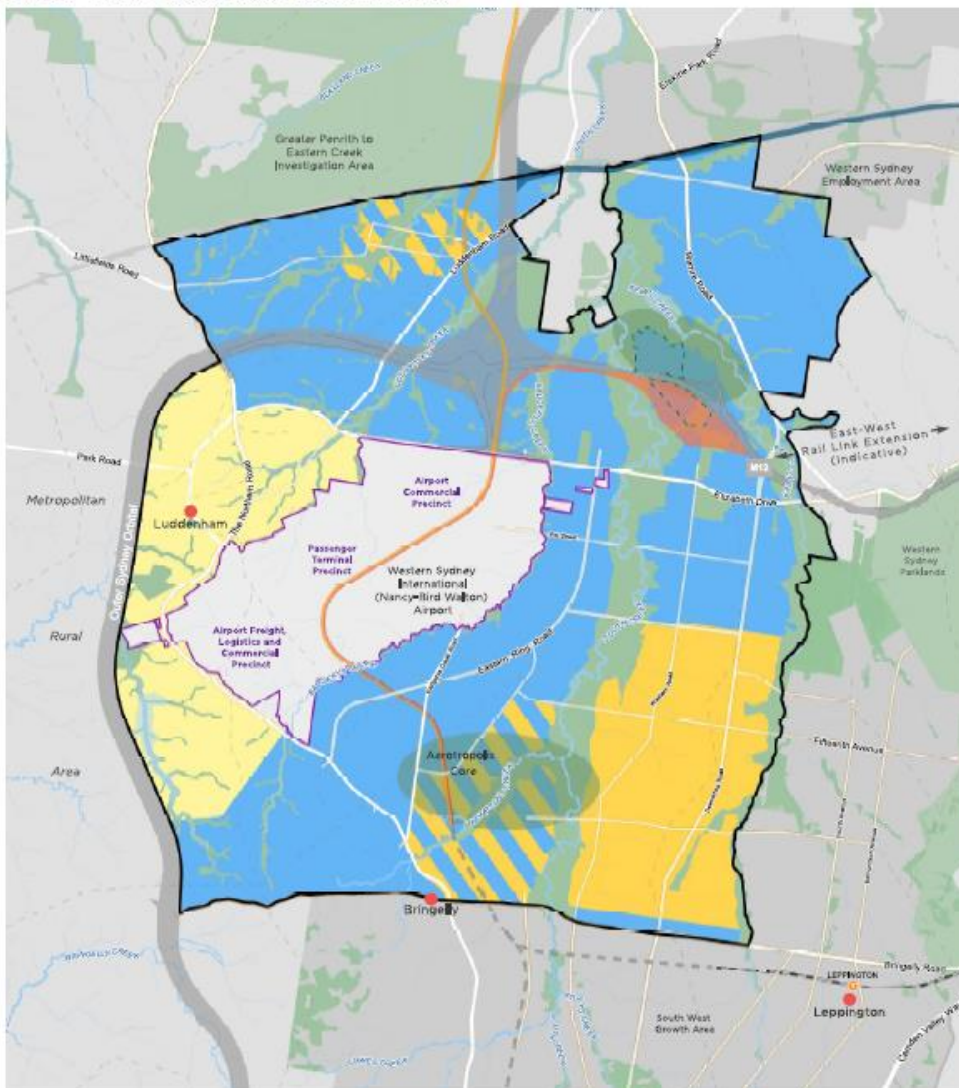
a) An analysis of options for transport infrastructure:

In 2020, the NSW Government established the Western Sydney Aerotropolis area, encompassing approximately 11,200 hectares of employment and residential lands surrounding the Western Sydney International (Nancy-Bird Walton) Airport.

As part of the Western Sydney Aerotropolis Structure Plan and associated Transport Management & Accessibility Plan for the aerotropolis precincts, a number of transport infrastructure upgrades have been identified under the *Environmental Planning and Assessment (Special Infrastructure Contribution - Western Sydney Aerotropolis) Determination 2022*. The transport infrastructure upgrades in the Liverpool Local Government Area include (but are not limited to):

- Badgerys Creek Road Upgrade
- Eastern Ring Road Upgrade
- Fifteenth Avenue Upgrade
- Elizabeth Drive Upgrade
- Devonshire Road Upgrade
- Rapid Bus Corridor
- Pitt Street Upgrade
- Tenth Avenue Upgrade
- Western Road Upgrade
- New regional roads
- Public transport facilities such as bus depots
- Bicycle network within the green grid

Figure 1 Western Sydney Aerotropolis Structure Plan



Transport Management & Accessibility Plan, prepared for the Bradfield City Centre, also identifies short to long-term transport initiatives to facilitate planned developments and promote sustainable transport usage, aiming to increase public transport usage by 50-60%. The main initiatives include:

- Delivering the Sydney Metro - Western Sydney Airport
- Delivering the Western Sydney Rapid Bus Program, including routes such as Penrith to Aerotropolis, Liverpool to Aerotropolis, and Campbelltown to Aerotropolis
- Delivering planned frequent and local bus routes
- Implementing bus priority measures along other parts of the Bradfield City Centre, including the Transit Boulevard
- Upgrading higher order arterial road networks
- Developing an Access and Servicing Plan for the Bradfield City Centre
- Extending rail from Bradfield to Glenfield

- Upgrading Fifteenth Avenue (Bradfield Metro Link Road) for rapid bus services
- Upgrading arterial road networks, such as Outer Sydney Orbital Stage 1 and the Eastern Ring Road
- Extending rail to Campbelltown – Macarthur and Schofields
- Extending rail to Bradfield via Western Sydney Airport

Liverpool Council recommends the following priority projects to Transport for NSW (TfNSW) to support business, employment, and population growth in the airport and aerotropolis precincts:

Fifteenth Avenue Upgrade between Cowpasture Road and Devonshire Road and beyond

Fifteenth Avenue, currently under the jurisdiction of the Council as a local road and a continuation of Hoxton Park Road, is poised to become a critical component of the rapid bus route connecting the Liverpool City Centre with the Western Sydney International Airport (WSIA).

Fifteenth Avenue is a flagship Smart Transit Corridor (FAST) that will provide public transport access between Liverpool City Centre and Bradfield City Centre/Western Sydney Airport. This is also critical to connect the new communities along the corridor, facilitate housing development and provide alternative travel options beyond the private vehicle, while making local traffic movements safer.

Fifteenth Avenue has been supported by an Independent Panel Road Classification Review Panel as a state-classified road. The state government has yet to advise when the road classification will be confirmed. This reclassification is essential for enabling the State Government to progress delivery of the corridor and has become urgent from a local traffic a safety perspective, with Council unable to fund the improvements needed.

In addition to reclassifying the road, the most urgent need is for TfNSW to undertake corridor preservation work to provide developers with clarity 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.

In addition, the upgrade is needs to consider the section of Hoxton Park Road between Banks Avenue and Cowpasture Road in order to complete this key rapid transit route from Liverpool City Centre to the WSA, Bradfield City Centre and the wider Aerotropolis.

Design and Delivery of Identified State and Regional Roads in the Aerotropolis Precincts

Given the anticipated developments and growth within the aerotropolis, Council is committed and will continue to collaborate with Transport for NSW (TfNSW), Sydney Metro, and the Western Sydney Parklands Authority to initiate the design and construction of key future state and regional roads. These include:

Eastern Ring Road: Planned as a primary arterial road with a 60m reservation, this road aims to replace a section of Badgerys Creek Road within the airport land and serve as a major bypass to the east of the airport and the main access road to Bradfield City Centre. It is envisioned as a 6-lane divided highway, identified as a primary arterial (state and regional road) in the *Environmental Planning and Assessment (Special Infrastructure Contributions – Western Sydney Aerotropolis) Determination 2020*, with funding through the SIC levy.

Metro Link Road: Situated within the Bradfield City Centre, this section of the road, part of the Fifteenth Avenue extension, is intended to provide direct rapid bus services between Liverpool and the Bradfield City Centre, serving as the primary access road to the Bradfield City Centre Metro station and the new City Centre.

Badgerys Creek Road: Currently an unclassified regional road managed by Liverpool City Council, a portion of this road within the airport land is slated for closure under a Memorandum of Understanding (MOU) with the Commonwealth Government, once an alternative is constructed. The remaining section is identified as a future arterial road with a 40m reserve, listed in the 2020 Determination for upgrade funding through the SIC levy.

Elizabeth Drive: A significant east-west state road managed by TfNSW, with a section between the M7 Motorway and The Northern Road currently a two-lane undivided semi-rural road. TfNSW has advanced in concept design and environmental approvals for Elizabeth Drive West and is in the initial stages for Elizabeth Drive East upgrades. The section adjacent to the WSIA is planned to be elevated to facilitate the M12 Motorway access road and the Western Sydney Airport Metro line, with an interchange for the M12 Motorway and Elizabeth Drive planned before the WSIA's opening.

Council also suggests TfNSW further develop a design for Elizabeth Drive's section with the future interchange of the M12 Motorway/Mamre Road/Devonshire Road.

Devonshire Road: A key north-south regional road to serve the south-west Sydney region. It is a key freight route for heavy vehicles travelling from Bringelly Road to the Mamre Road industrial precinct and beyond. Currently, Fourth Avenue is being used as a rat run for vehicles travelling from Camden/Campbelltown LGA to the M4 Motorway and industrial precincts in Penrith and Blacktown local government areas, which has undesirable impacts on the local amenities and safety of children and students.

Council recommends that design investigation for Devonshire Road upgrade with the future interchange of the M12 Motorway/Mamre Road/Devonshire Road be carried out in short term and implementation in medium term.

Pitt Street Extension: Currently a local road managed by the Council, the section of Pitt Street west of Badgerys Creek is within airport land and is planned for realignment to facilitate public transport access to the airport. Identified as a sub-arterial road in the aerotropolis precinct plan, the Council requests the NSW government to begin design investigations in short term and implementation in medium term.

New East-West Collector Road: Proposed to connect the Eastern Ring Road and Western Road, this new link is identified as a principal arterial road with a 60m corridor width, currently under private ownership. The Council requests the NSW government to start design investigations.

Road Reclassification

Council requested reclassification of several critical roads to state roads under the Road Classification Review and Transfer Program. This request includes:

- **Fifteenth Avenue:** This crucial east-west transit corridor, currently under local jurisdiction, is expected to play a pivotal role in supporting the rapid bus route between the Liverpool City Centre and the Western Sydney Airport (WSA) and facilitate urban developments in

Austral. This function necessitates its reclassification to ensure its readiness for increased traffic and strategic importance.

- Badgerys Creek Road: With segments of this road undergoing significant changes due to the airport development, its reclassification is vital for coherent management and development, ensuring it meets the future transportation needs of the region.
- Devonshire Road/King Street: As part of the broader transport network serving the aerotropolis, upgrading and reclassifying Devonshire Road/King Street is essential for enhanced connectivity and traffic management.

Council emphasises the importance of these reclassifications, which would enable TfNSW to fully exercise its road authority responsibilities, including planning, land acquisition, and traffic management, to support the anticipated growth in the aerotropolis and airport precincts.

Provision of Bus Services to the WSA and Aerotropolis Precincts

The current lack of adequate bus services, especially in rapidly growing areas, significantly impacts community accessibility and contributes to increased traffic congestion. This reliance on private vehicles affects various community members, including senior citizens, students, and low-income earners, and exacerbates the challenges faced by working parents in transporting their children to school.

Furthermore, the absence of direct bus services connecting to the Western Sydney International Airport (WSIA), the aerotropolis precincts, and the Moorebank Logistics Business Park exacerbates these challenges. Despite ongoing development and construction within the WSIA and aerotropolis precincts, which are scheduled to be operational by 2026, there are no current plans for new public bus services to facilitate access to employment opportunities in these areas.

To address the growing demand and enhance public transport accessibility, especially in anticipation of the airport's opening, the Council strongly advocates for the immediate introduction of interim bus routes and services. These should cater to the new residential and industrial areas, providing essential connectivity and reducing the reliance on private vehicles.

b) Funding of Transport Infrastructure

Significant transport infrastructure upgrades identified in *the Environmental Planning and Assessment (Special Infrastructure Contribution - Western Sydney Aerotropolis) Determination 2022* are partially funded by development contributions. However, there exists significant funding shortfall for major road, rail, and metro projects essential for supporting the region's growth. For instance, Council is currently upgrading Edmondson Ave under SIC contribution scheme. A significant increase of construction cost over years requires additional funding source to deliver the project.

Without significant additional funding, Council cannot undertake the identified upgrade works along Edmondson Avenue between Bringelly Road and Fifteenth Avenue.

Council recommends that additional funding mechanisms and sources be identified by the state government to ensure the timely delivery of these critical transport infrastructures including the following:

- Badgerys Creek Road Upgrade
- Eastern Ring Road Upgrade

- Fifteenth Avenue Upgrade
- Elizabeth Drive Upgrade
- Devonshire Road Upgrade
- Pitt Street Upgrade
- Tenth Avenue Upgrade
- Western Road Upgrade
- New regional roads
- Public transport facilities such as bus depots
- Bicycle network within the green grid

c) Impacts of Employment Movements in Western and Southwestern Suburbs of Sydney

The WSA and the aerotropolis precincts are poised to create significant employment opportunities, with projections of 30,000 jobs in the short term and up to 120,000 jobs in the long term. The availability of new and upgraded transport infrastructure is crucial for accommodating these employment movements and supporting the region's economic development.

Liverpool Council, home to major institutions and facilities, highlights the need for enhanced public transport services, particularly during nighttime to support industries operating around the clock. The limited public transport services during these hours pose safety and accessibility challenges for the workforce, emphasizing the need for a comprehensive review and the implementation of solutions to meet this demand.

d) Integration with Existing Transport Infrastructure

The expansion and integration of the transport network are crucial for connecting the aerotropolis and the WSA with the broader Sydney region. This includes extending existing transport services such as the T-way and rail lines and upgrading key arterial roads to improve accessibility and capacity. The development of new transport options should complement and enhance the existing infrastructure, ensuring seamless connectivity for residents and businesses alike.

e) Reducing Road Usage Around the New Airport and Surrounding Regions

Efforts to reduce road usage and congestion in the vicinity of the WSIA and the surrounding areas are essential for sustainable development. The identification and implementation of alternative transport solutions, such as the Aviation Fuel Pipeline, can significantly reduce the reliance on heavy vehicles. Moreover, enhancing public transport options from Liverpool CBD to the aerotropolis, including dedicated transit corridors and rail extensions, will play a vital role in reducing car dependency and promoting more sustainable transport modes.

In conclusion, Council recommends a multifaceted approach to improving public transport infrastructure and services within the Liverpool LGA. This includes fast and efficient train services, rapid bus connections, extensions of railway/metro lines, and the introduction of comprehensive bus routes to new areas. Enhancing connectivity to industrial zones and major transport nodes, along with the expansion of active transport networks, will greatly improve accessibility and support the region's growth.