



NSW Government response

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

OFFICIAL: Sensitive – NSW Cabinet

Recommendation 1..... 3

Recommendation 2..... 4

Recommendation 3..... 5

Recommendation 4..... 6

Recommendation 5..... 7

Recommendation 6..... 8

Recommendation 7..... 9

Recommendation 8..... 10

Recommendation 9..... 11

Recommendation 10..... 12

Recommendation 11..... 13

Recommendation 12..... 14

Recommendation 13..... 15

Recommendation 14..... 16

Recommendation 15..... 17

Recommendation 16..... 18

Recommendation 17..... 19

Recommendation 18..... 20

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.

NSW Government response

Support

The NSW Government released the Aerotropolis Sector Plan¹ in March 2025, developed by Infrastructure NSW in collaboration with NSW Government agencies. It identifies how essential state government transport and water-related infrastructure projects will be prioritised and sequenced to enable development, support job creation, and maximise economic growth in the Western Sydney Aerotropolis.

In doing so, the Sector Plan identifies transport and water-related projects that will enable development across three-time horizons that align with development stages and new airport operations: 2027 (two years), 2030 (five years), and 2040 (15 years). This includes setting out project timelines and estimated completion dates – particularly for projects that have been funded.

Infrastructure NSW will monitor the implementation of the Sector Plan and provide regular updates to the NSW Government.²

Additionally, Transport publishes an updated Transport Infrastructure Pipeline twice per year via the Transport Infrastructure Industry Portal³.

¹ www.infrastructure.nsw.gov.au/expert-advice/aerotropolis-sector-plan/#:~:text=The%20Aerotropolis%20Sector%20Plan%2C%20developed,in%20the%20Western%20Sydney%20Aerotropolis.

² www.infrastructure.nsw.gov.au/expert-advice/aerotropolis-sector-plan/#:~:text=The%20Aerotropolis%20Sector%20Plan%2C%20developed,in%20the%20Western%20Sydney%20Aerotropolis.

³ Pipeline | Transport Infrastructure Industry Portal | Transport for NSW

Recommendation 2

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

NSW Government response

Noted

Transport for NSW (Transport) recognises the importance of expediting land acquisition for transport infrastructure supporting the airport and Aerotropolis. Transport is looking across its portfolio at opportunities to fast track land acquisition to support transport infrastructure across the airport and aerotropolis. The Elizabeth Drive Upgrade⁴ project has achieved a significant milestone in its development and as a result, Transport will begin property acquisition in the coming months, earlier than first anticipated.

This proactive approach ensures that the necessary land acquisition processes are initiated promptly, supporting the timely delivery of critical infrastructure to meet the region's growing needs.

⁴ <https://www.transport.nsw.gov.au/projects/current-projects/elizabeth-drive-upgrade>

Recommendation 3

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

NSW Government response

Noted

The NSW Government has recently implemented comprehensive reforms to the state contributions framework. These reforms were the result of a review by the Productivity Commissioner which was published in 2020⁵. The new Housing and Productivity Contribution came into effect on 1 October 2023⁶ as a broad funding mechanism for state infrastructure funding that applies to new residential, industrial and commercial development across Lower Hunter, Central Coast, Greater Sydney and the Illawarra-Shoalhaven. The contribution is one of the most significant changes made to contributions in NSW for decades and is expected to generate \$700 million per year to deliver schools, roads and transport, hospitals and open space.

In addition to the Housing and Productivity Contribution, a Transport Project Component⁷ has also been introduced. The component is an additional contribution for new development on land near significant transport infrastructure investment that increases development potential. There is currently one Transport Project Component in the Pyrmont Metro Station.

Station precinct charges also apply to land around Luddenham and Bradfield Metro Stations through the Western Sydney Aerotropolis Special Infrastructure Contributions Area.

The NSW Government will consider further application of the Transport Project Component, including opportunities to fund public transport infrastructure connections to the airport and aerotropolis, as they arise.

The matters recommended by the Productivity Commissioner in relation to contributions collected by councils for local infrastructure are proceeding as improvements to the current system only. No legislative change is currently proposed to facilitate value capture.

⁵ <https://www.productivity.nsw.gov.au/infrastructure-contributions-review#:~:text=The%20Commissioner%20completed%20his%20Review's,greater%20certainty%20to%20market%20participants.>

⁶ <https://www.planning.nsw.gov.au/sites/default/files/2023-05/housing-and-productivity-contribution.pdf>

⁷ <https://www.planning.nsw.gov.au/policy-and-legislation/infrastructure/infrastructure-funding/improving-the-infrastructure-contributions-system/new-framework-for-state-infrastructure-contributions>

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.

NSW Government response

Airport forecasting is a matter for the Commonwealth Government. The Department of Infrastructure, Transport, Regional Development, Communications and the Arts' has declined to provide this information within this submission response.

Recommendation 5

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

NSW Government response

Support

Transport's modelling, to support development of the transport network in the Airport Precinct, uses the NSW Government's Common Planning Assumptions⁸ for the Precinct. The Common Planning Assumptions are the agreed information assets (data sets, parameters and assumptions, models and analytical tools) used by NSW Government and external stakeholders, to prepare proposals, business plans and strategies that rely on projections.

They provide a consistent evidence base for NSW Government agencies to use in planning for key services and infrastructure in the state, from schools and hospitals to roads and transport.

Department of Planning, Housing and Infrastructure's Western Sydney Aerotropolis Plan⁹ sets out employment estimates by precinct.

⁸ <https://www.treasury.nsw.gov.au/information-public-entities/nsw-common-planning-assumptions>

⁹ <https://www.planning.nsw.gov.au/plans-for-your-area/priority-growth-areas-and-precincts/western-sydney-aerotropolis>

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.

NSW Government response

Noted

Transport is committed to regular consultation and engagement with the public and stakeholders for the planning of transport infrastructure supporting the airport and Aerotropolis.

Since late 2023, Transport has consulted with community and stakeholders on several projects, including the Elizabeth Drive upgrade¹⁰, the Airport Precinct Priority Road Network¹¹, New Bus Services for Western Sydney¹² and the Airport Precinct Safety and Access Program¹³. Further engagement on key projects is expected in 2025. Up to date information on transport infrastructure in the precinct, as well as opportunities to provide feedback, is on Transport's Western Sydney Aerotropolis website¹⁴.

Transport also meets key stakeholders, including local councils, on a regular basis to ensure their views are considered in precinct-wide transport planning, which will help stakeholders work together to meet community needs.

Sydney Metro works closely with Councils on issues critical to the successful planning, delivery and operation of metro. This includes station and precinct design, traffic management, asset handover and community engagement.

¹⁰ <https://www.transport.nsw.gov.au/projects/current-projects/elizabeth-drive-upgrade>

¹¹ <https://www.transport.nsw.gov.au/projects/current-projects/western-sydney-international-airport-precinct-road-network>

¹² <https://www.transport.nsw.gov.au/projects/current-projects/new-bus-services-for-western-sydney>

¹³ yoursay.transport.nsw.gov.au/airport-precinct-safety-and-access-program?tool=map

¹⁴ caportal.com.au/tfnsw/western-sydney-airport-precinct

Recommendation 7

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

NSW Government response

Not Supported

The business case for Sydney Metro – Western Sydney Airport was developed by Sydney Metro in 2019, in conjunction with the Australian Government's Department of Infrastructure, Transport, Regional Development, Communications and the Arts. The business case was submitted to the NSW Government in March 2020 for consideration.

The business case is an official Cabinet record, and therefore subject to Cabinet confidentiality protocols.

A Business Case Evaluation Summary, which reflects the state of the project as included in the Business Case, is available on the Infrastructure NSW website¹⁵.

¹⁵ https://www.infrastructure.nsw.gov.au/media/fcgpdzcr/insw-business-case-evaluation-summary_sydney-metro-western-sydney-airport.pdf

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.

NSW Government response

Noted

Transport is planning new bus services to connect Liverpool, Campbelltown, Penrith, Leppington, and Mount Druitt to the Western Sydney Aerotropolis ahead of the Airport's opening next year. These new services will run seven days a week, every thirty minutes from 5am to 10pm, connecting communities to the growing array of jobs, education, and recreational opportunities being developed across Western Sydney.

The NSW Government's 2023/24 Budget included \$302.7 million for new bus services in Western Sydney¹⁶. Further service improvements will be delivered progressively as demand and funding align, with the long-term goal of establishing a rapid bus network in Western Sydney.

¹⁶ <https://www.nsw.gov.au/media-releases/2023-24-budget-invests-in-transport>

Recommendation 9

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

NSW Government response

Supported In Principle

Transport will introduce new bus services^[OBJ] to connect Liverpool, Campbelltown, Penrith, Leppington, and Mount Druitt to the Western Sydney Airport Precinct ahead of passenger services commencing at the airport.

These new services will make use of bus priority infrastructure that has already been delivered. The recently completed \$4.1 billion upgrade of The Northern Road¹⁷ included new bus lanes and bus priority intersections. The new services will also make use of existing bus priority infrastructure, such as bus jumps and bus lanes at other locations, including Narellan Road, Bringelly Road and Camden Valley Way.

Further service improvements will be delivered progressively as demand and funding align, with the long-term goal of establishing a rapid bus network in Western Sydney. Future stages will construct sheltered corridor bus stops, implement bus priority measures and be supported by a new depot in the Aerotropolis.

The current work to develop a Liverpool to Airport Transit Corridor¹⁸ highlights the commitment to rapid bus. Transport is planning to upgrade Fifteenth Avenue and Hoxton Park Road as part of a vital east west public transport corridor between Liverpool, Bradfield and the Western Sydney Airport. Part of this corridor upgrade will consider infrastructure to support frequent and reliable public transport services.

Transport is developing a State-wide Medium Term Bus Plan¹⁹ and Program Business Case, outlining the medium-term priorities and pipeline for investment in bus service improvements and infrastructure requirements across NSW. The plan will outline and prioritise infrastructure upgrades to enhance bus priority.

¹⁷ <https://www.transport.nsw.gov.au/projects/current-projects/northern-road-upgrade>

¹⁸ <https://www.transport.nsw.gov.au/projects/current-projects/liverpool-to-airport-transit-corridor>

¹⁹ <https://www.transport.nsw.gov.au/system/files/media/documents/2024/NSW-Bus-Industry-Taskforce-Third-Report.pdf>

Recommendation 10

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

NSW Government response

Supported In Principle

Transport is planning new bus services to connect Liverpool, Campbelltown, Penrith, Leppington, and Mount Druitt to the Western Sydney Aerotropolis ahead of the Airport's opening next year. These new services will run seven days a week, every thirty minutes from 5am to 10pm, connecting communities to the growing array of jobs, education, and recreational opportunities being developed across Western Sydney.

The NSW Government's 2023/24 Budget included \$302.7 million for new bus services in Western Sydney²⁰. Further service improvements will be delivered progressively as demand and funding align, with the long-term goal of establishing a rapid bus network in Western Sydney.

Transport is developing a State-wide Medium Term Bus Plan²¹ and Program Business Case, outlining the medium-term priorities and pipeline for investment in bus service improvements and infrastructure requirements across NSW.

²⁰ <https://www.nsw.gov.au/media-releases/2023-24-budget-invests-in-transport>

²¹ <https://www.transport.nsw.gov.au/system/files/media/documents/2024/NSW-Bus-Industry-Taskforce-Third-Report.pdf>

Recommendation 11

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

NSW Government response

Supported In Principle

The NSW and Australian Governments have jointly funded the South West Rail Planning business case, which includes the link between Leppington and Bradfield²².

The Australian and NSW Governments have jointly committed \$100 million to complete a business case which will include consideration of rail connections between Bradfield and Leppington/Glenfield. Work on the business case is underway and expected to be complete by early 2026.

²² <https://www.budget.nsw.gov.au/sites/default/files/2024-06/Budget-Paper-No-3-Infrastructure-Statement-2024-25.pdf> (page 68)

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.

NSW Government response

Noted

The Australian and NSW Governments have jointly committed \$100 million to complete a business case which will consider rail connections between Bradfield and Leppington/Glenfield and between Bradfield and Campbelltown/Macarthur²³. Work on the business case is expected to be complete in 2026.

The NSW Government has also committed \$40 million to complete a business case which will consider a rail connection between St Marys and Tallawong²⁴. Work on the business case is expected to be completed in 2026.

Both business cases will consider the optimal typology for each section of the proposed future rail connection. Once the business cases are complete, the NSW Government can consider future rail investment decisions.

²³ <https://www.budget.nsw.gov.au/sites/default/files/2024-06/Budget-Paper-No-3-Infrastructure-Statement-2024-25.pdf> (page 68)

²⁴ <https://www.budget.nsw.gov.au/sites/default/files/2024-06/Budget-Paper-No-3-Infrastructure-Statement-2024-25.pdf> (page 69)

Recommendation 13

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

NSW Government response

Noted

The NSW Government has committed to the delivery of the Sydney Metro West project and work is underway to deliver the project by 2032²⁵. Sydney Metro West has been designed to safeguard for potential future extensions beyond Westmead and the Sydney CBD. Sydney Metro is working closely with Transport to support the NSW Government's long-term vision for Sydney's public transport network, including any future Metro extensions.

²⁵ <https://www.sydneymetro.info/media/document/39296>

Recommendation 14

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

NSW Government response

Support

This is supported in principle. Initial design work and assessments will be undertaken to guide Government decision-making about viability of the project

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Recommendation 15

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

NSW Government response

Support

The NSW Government released the Aerotropolis Sector Plan in March 2025²⁶, developed by Infrastructure NSW in collaboration with NSW Government agencies. It identifies how essential state government transport and water-related infrastructure projects will be prioritised and sequenced to enable development, support job creation, and maximise economic growth in the Western Sydney Aerotropolis.

In doing so, the Sector Plan identifies transport and water-related projects that will enable development across three-time horizons that align with development stages and new airport operations: 2027 (two years), 2030 (five years), and 2040 (15 years). This includes setting out project timelines and estimated completion dates – particularly for projects that have been funded. Information on project timelines, including estimate open to traffic dates are available on project webpages via [Projects | Transport for NSW](#).

Infrastructure NSW will monitor the implementation of the Sector Plan and provide regular updates to the NSW Government.

²⁶ www.infrastructure.nsw.gov.au/expert-advice/aerotropolis-sector-plan/#:~:text=The%20Aerotropolis%20Sector%20Plan%2C%20developed,in%20the%20Western%20Sydney%20Aerotropolis.

Recommendation 16

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

NSW Government response

Support in principle

Transport commissioned the Western Sydney Strategic Fuel Pipeline Study (NSW Government, KPMG, 2022)²⁷ which investigated the provision of pipelines for both aviation and automotive fuels to the Airport, the developing Western Sydney Aerotropolis and the broader Western Sydney region. The study confirmed the benefits of a future fuel pipeline servicing the airport fuel needs but also identified the opportunity to supply automotive fuels to Western Sydney by pipeline. This study was endorsed by Government to be provided to WSA Co.

As outlined in the Western Sydney International Airport (WSI) Review of Aviation Fuel Supply Options, May 2023²⁸, Western Sydney Airport (WSA) have engaged in a market engagement process with the fuel supply industry to design, construct and operate one or more fuel pipelines to Airport as the provision of fuel pipelines is undertaken on the basis of a commercial decision by industry.

Infrastructure NSW (INSW) will liaise with the Airport on the future outcomes of the current market engagement with the fuel supply industry on the timing of a fuel pipeline to the Airport. Under Condition 28 (1) of the Western Sydney Airport - Airport Plan (Australian Government, 2021)²⁹ (“the Airport Plan”) requires the Airport to: “... *within two years of the grant of an Airport Lease, and at least once every five years thereafter, prepare and publish a review of aviation fuel supply options comparing the social, economic and environmental costs, savings and benefits of fuel supplied to the airport by road with other alternatives including a fuel pipeline.*”

²⁷ Cabinet in confidence

²⁸ <https://westernsydney.com.au/sites/default/files/2023-05/WSI%20Review%20of%20Aviation%20Fuel%20Supply%20Options%202023.pdf>

²⁹ <https://www.westernsydneyairport.gov.au/about/airport-plan>

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 MaldonDombarton rail line.

NSW Government response

Support

The NSW Government is developing the Illawarra Rail Resilience Plan³⁰. The Plan will: Assess the current performance of the existing network as well as alternative corridors, such as the Maldon-Dombarton corridor, to identify network-wide solutions.

- Compare options, such as upgrades versus new infrastructure.
- Build on and formalise studies and assessments and deliver a unified plan for the future of the Illawarra Rail network.

The Illawarra Rail Resilience Plan will include a detailed assessment of the Maldon-Dombarton line, including modelling for both freight and passenger services.

In addition to the Illawarra Rail Resilience Plan, Transport is also undertaking the Port Kembla Rail Access Development project (PKRAD), which will update freight demand analysis with a greater focus on rail connectivity needs between Western Sydney and Port Kembla. The project will inform the NSW Government's position on the need, timing and role of the Maldon to Dombarton rail line through the Illawarra Rail Resilience Plan.

The NSW and Australian Governments have jointly funded³¹ a business case for the first stage of the Western Sydney Freight Line³², the Western Sydney Intermodal Terminal.

³⁰ <https://www.nsw.gov.au/media-releases/budget-boost-to-relieve-illawarra-train-pain>

³¹ <https://www.budget.nsw.gov.au/sites/default/files/2024-06/Budget-Paper-No-3-Infrastructure-Statement-2024-25.pdf>

³² <https://www.transport.nsw.gov.au/corridors/wsfl>

Recommendation 18

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

NSW Government response

Support

The Outer Sydney Orbital³³ is a long-term transport corridor preservation project seeking to protect a corridor for future construction of a road and freight rail line. The request to further develop the need and timing for the future motorway and freight rail infrastructure is supported in principle.

³³ <https://www.transport.nsw.gov.au/projects/current-projects/outer-sydney-orbital>