



# **Transport for NSW**

## **Responses to post-hearing questions**

Legislative Assembly Committee on Transport  
and Infrastructure

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

Hearing Date – 13 June 2024

### QUESTIONS ON NOTICE

#### QUESTION 1. P53

**Mr NATHAN HAGARTY:** Just on the Leppington extension, that has been gazetted, and I understand that some acquisitions have taken place. Is that the case, and what's the idea there? Is it just hardship acquisitions at this stage?

**ANGELA JEFFERY:** I actually am not aware of any strategic acquisitions that have occurred. If I could take the question on notice with regard to hardship.

#### ANSWER:

The Bradfield to Leppington corridor, also known as the Southwest Rail Link Extension, was the subject of community consultation in 2018 and gazetted in June 2020. To date, Transport has acquired four properties within the South West Rail Link Extension, two of which have been acquired under the hardship provisions of the Just Terms Compensation Act.

#### QUESTION 2. P54

**The CHAIR:** All right. Working on that principle, what would have been the time from the airport to Leppington, if you had done it that way, rather than St Marys?

**ANGELA JEFFERY:** Apologies, I don't have that answer with me, but I could get that back —

**The CHAIR:** But it wouldn't be significantly different to 15 minutes, would it?

**ANGELA JEFFERY:** I'm really sorry, I don't have that. I'd like to take that on notice. I don't have that detail with me.

#### ANSWER:

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.

#### QUESTION 3. P55

**Mr WARREN KIRBY:** Okay. This is in my electorate. What was the rationale for stopping the metro at Tallawong rather than connecting through to the T1 line? You've talked about the importance of connecting the metro to the T1 line. There is a 2.7-kilometre gap between Tallawong and Schofields. Why was that excluded from the original —

**ANGELA JEFFERY:** You're referring to the north-west metro?

**Mr WARREN KIRBY:** Yes.

**ANGELA JEFFERY:** Apologies, I'd have to take that question on notice.

#### ANSWER:

The Sydney Metro North West project was funded for a metro line to stop at Tallawong. The decisions of the Government at the time are subject to Cabinet confidentiality.

**QUESTION 4. P56**

**Mr NATHAN HAGARTY:** You talked about an exemption process. How difficult would it be to get an exemption on, say, a major project going into the airport?

**PETA GAMON:** I'd probably have to take that one on notice to go through, but I know it's happened in the past. I'll take that one on notice.

**ANSWER:**

Usually, a review of environmental factors is undertaken prior to commencing the acquisition process. However, in instances where there is a high degree of certainty about where the infrastructure is going to be built, having regard to the known environmental considerations and sufficient funds being available in the budget, there may be an opportunity to commence an acquisition process earlier in some instances.

**QUESTION 5. P58**

**The CHAIR:** So there was no BCR at the time stage one was considered for the airport to Leppington?

**ANGELA JEFFERY:** I will have to take that on notice.

**ANSWER:**

In 2018, the Australian and NSW governments agreed to progress a Final Business Case for a north south rail link from St Marys to Bradfield via Western Sydney International Airport. The Final Business Case included detailed analysis of costs and benefits for that corridor. It did not consider costs and benefits for the Airport to Leppington or other corridors.

**QUESTION 6. P58**

**Mrs JUDY HANNAN:** Sorry, I probably came in three-quarters of the way through. I have two questions. We were talking about assurance processes. How many assurance processes have you done from transport to the new aerotropolis at this point in time?

**PETA GAMON:** How many strategic business cases have been —

**Mrs JUDY HANNAN:** How many assurance processes that you have gone through at the end, where you go through and check off that money —

**PETA GAMON:** Are you talking about the gates through the INSW process or are you talking about different projects or programs that run through a full assurance process?

**Mrs JUDY HANNAN:** The assurance process at the end of those projects. What are the projects relating to the aerotropolis that have been through that process and the assurance process at this point in time?

**PETA GAMON:** I can give you a run-down of the key projects in the aerotropolis that have had strategic business cases.

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**Mrs JUDY HANNAN:** I know there are a lot. I want to know who has come through the assurance process or gone to that final thing that usually takes three to six months. I want to know what, relating to the aerotropolis, has actually gone through that assurance process, no matter what it is. You can take it on notice.

**PETA GAMON:** I am happy to take it on notice. There are quite a number of projects. And then we can let you know what stage some of them are at through the process.

**ANSWER:**

The following projects have progressed through Infrastructure NSW Assurance:

- Bringelly Road upgrade Stage 2 – Strategic Business Case (October 2013) and Final Business Case (February 2016)
- M12 Motorway – Strategic Business Case (December 2016) and Final Business Case (July 2021)
- The Northern Road upgrade (stages went through assurance processes separately) - Strategic Business Cases (between October 2013 and March 2017) and Final Business Cases (between February 2015 and June 2017)
- Mamre Road upgrade Stage 1 – Strategic Business Case – September 2020
- Western Sydney Rapid Bus Final Business Case – February 2022
- Elizabeth Drive upgrade - Gate 2 Assurance review in July 2023
- Western Sydney Freight Line – Strategic Business Case – September 2023
- Western Sydney International Airport Priority Roads Network Program Strategic Business Case – December 2023.
- Sydney Metro – Western Sydney Airport - Gate 2 report – December 2019.

**QUESTION 7. P60-61**

**Mr NATHAN HAGARTY:** But I think that's the point we're getting to. You've given the example of Paris and whatever, but if you look at the map and Future Transport 2056, it looks like the plan is to create a complete circle of a metro around the Sydney Basin. When I go to places like Tokyo or whatever that have pretty extensive metro systems, when you catch the Shinjuku line or whatever you catch, it does a loop and it's the one train and they're all the same. But what we're working towards in Sydney is we're going to have this loop but you're going to have to get off three or four times because you get on the south-west metro and you stop and you get on a different train and then you get to Tallawong and you change and then you get to St Marys and you change. The point that's coming across here is, in creating that loop, why didn't we have a standard gauge, standard voltage, standard carriage?

**ANGELA JEFFERY:** I'm happy to take the question on notice. So when you've got an interchange in that loop, even in Tokyo or Singapore or any other city that has got the highest reliability metro – we are delivering a service in line with that and the people of Sydney and the people of Western Sydney in particular will end up with a service in line with other world-class metros, because they are delivering those high reliability percentages month on month.

**ANSWER:**

As is the case with modern metro systems, each Sydney Metro line is designed to operate independently to ensure the highest reliability with train configurations to suit customer

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requirements of the line. This ensures rolling stock is procured responsibly with optimal customer, safety and value for money outcomes.

**QUESTION 8. P61**

**Mr WARREN KIRBY:** What's the assumption of the amount of fuel trucks that need to be moved?

**PETA GAMON:** I'd have to take that on notice and come back to you on that.

**ANSWER:**

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.

**QUESTION 9. P61**

**The CHAIR:** Just on the fuel trucks coming in, it was raised earlier that, obviously, if you're bringing fuel trucks in, you need hazardous waiting areas. You need lay-by areas, some place for separation with the road network around – and truck rest stops as well because you're going to, obviously, have to wait to get in and wait to get out. Has that been factored in?

**PETA GAMON:** Again, I probably have to take on notice exactly where the airport are at with their work in that space, but we're working with them as they move through the process and making sure that we're considering, depending on which routes they take, depending on which service they go through and once they've tendered that work. As we get more information on the pathways, we'll work with them to make sure that we've got the right infrastructure in place to support the airport operations.

**ANSWER:**

At present, Western Sydney International Airport has not confirmed to Transport the source of fuel for operations at the Airport once it opens. However, the road network in the Airport Precinct has been designed for the efficient movement of B-Double trucks, including fuel trucks. Transport will work closely with the Airport on more detailed planning of routes and necessary facilities as more information becomes available.

**QUESTION 10. P62**

**Mr WARREN KIRBY:** Yes, providing the facilities. You're talking about you will be in communication with the operators and the unions in the future. Can I take from that, that that hasn't been considered as part of the business cases in the road network around it?

**ADRIAN DESSANTI:** I can take that specific one on notice with regards to whether it has or hasn't been. The understanding is the work we're doing to finalise the operationalisation of those bus routes is that there will be facilities available to bus drivers at the end of trip.

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**ANSWER:**

The Final Business Case for the Western Sydney Rapid Bus project includes new layovers with driver facilities. The new bus services to the Airport Precinct incorporate supporting bus infrastructure such as bus layovers, including driver facilities. Transport is currently engaging with operators, unions, local government and Western Sydney International Airport on the design of the Bradfield Interchange and layovers and driver facilities.

**QUESTION 11. P62**

**Mrs JUDY HANNAN:** How can Transport plan for it when you don't know what route? How can we even guess?

**PETA GAMON:** At the moment, as I said, we've made certain assumptions on the different routes and different variables of how you would bring the fuel in, depending on where the fuel comes in from, and which harbour it comes in from depends on which direction you move through. We've made assumptions for each of those and they've been factored into the prioritisation.

**Mrs JUDY HANNAN:** How many options would there be?

**PETA GAMON:** I'd have to take that on notice.

**ANSWER:**

Please refer to the response to Question 9.