

**Submission
No 22**

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

Organisation: Hoxton Park Anglican Church

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The public consultation process in the lead up to the construction of the airport and the M12 appeared to be a sham. In community meetings for the airport run by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, members of the public were refused the opportunity to speak or ask questions about the presentations made. In community meetings for the M12 staff refused to engage with the issues raised by the members of the public and were unable or unwilling to answer many of the questions asked.

The Airport EIS indicated a deliberate intention to pressure people to use public transport to access the airport by not building extra capacity in the roads being built. However the logic fails, when the public transport is not available or is priced prohibitively. If you want more people to use public transport to get to the airport you need to actually build multiple forms of public transport, We need access from Liverpool via Fifteenth Avenue or via rail from Leppington. We need transport in a southerly direction from Oran Park and surrounding suburbs.

There needs to be a rail or Metro link from Leppington Station to the airport. Current projections are that it will take one and a half hours to get from Leppington or Liverpool to the airport by train as passengers need to go all the way via St Marys. There will be many workers needing to get to the airport to do their jobs around the clock that would benefit from an easy and direct rail connection. Travelers should be able to transit between the two airports in Sydney easily by rail without a long detour on the Western Line that is already running beyond capacity.

The current airport in Mascot has overpriced parking charges and extortionate extra charges for using the train. We must make sure the new airport does not repeat these mistakes. We must make sure that this airport is a competitor to the other airport not just part of a duopoly extorting money from travelers and workers.

With a new International airport, to design roads only two lanes wide each direction is scandalously short sighted. The South West and Western Sydney are currently enduring two years of slow traffic on the M7 and massive lost productivity due to the failure of building the road wide enough when it was opened. The community knew it should have been wider when it opened. Now the public face traffic delays, stress from heavy traffic, less time with family due to ongoing roadworks. The cost of adding extra lanes later on instead of building with vision and foresight is exponentially higher. The taxpayer are slugged triple or quadruple the cost to add lanes later on rather than including the extra lanes in initial construction. The only winner is Transurban and road construction companies. Yet what is happening with the airport road links... they are only being built two lanes wide each direction. This is deliberately creating bottlenecks in the traffic, deliberately creating stress for workers and travellers, and deliberately reducing productivity.

The airport needs a fuel pipeline so the roads do not have tankers carting jet fuel. We should not wait until there is an accident and serious fire or explosion to have the political will to sort this out. Do not wait until lives are lost to fix this glaring problem.