

**Submission
No 34**

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

Organisation: Business Western Sydney

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An aerial rendering of the Western Sydney International Airport and Aerotropolis. The image shows a large, modern airport terminal with a central control tower, surrounded by numerous aircraft on the tarmac. The terminal is connected to a large parking area and a landscaped area with trees and walkways. The background features a vast landscape with mountains in the distance under a warm, golden sunset sky.

**BUSINESS
WESTERN
SYDNEY**

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

NSW Parliamentary Committee on Transport and Infrastructure
MARCH 2024

INTRODUCTION

Dear Committee,

Business Western Sydney is pleased to submit to the Committee on Transport and Infrastructure's inquiry into the critical transport infrastructure supporting the Western Sydney International Airport (WSA) and Western Sydney Aerotropolis. Our submission addresses the terms of reference as outlined, drawing on our understanding of the region's economic and infrastructural needs and the feedback from our members.

Business Western Sydney is one of the region's leading not for profit bodies representing more than 130 of Western Sydney's largest organisations in business, industry, government, and community sectors. Our advocacy priorities are to support public and private sector investment that will make Western Sydney a better place to live, work, play and learn.

ANALYSIS OF OPTIONS FOR TRANSPORT INFRASTRUCTURE

The necessity for a comprehensive and staged approach to the planning, funding, and delivery of transport infrastructure cannot be overstated. Immediate actions must include:

- Accelerating the planning and delivery of the Aerotropolis arterial roads program to support investment in job generating enterprises and activities.
- Finalising and advancing the business case for the Bradfield to Glenfield rail corridor to an investment decision, given its critical role in connecting Western Sydney Airport and Bradfield with South Western Sydney.
- Initiating the business case and community engagement with the ‘Macarthur Metro link’ extending Sydney Metro Western Sydney Airport from Bradfield to Macarthur via Narellan, to ensure comprehensive connectivity to the fast growing Macarthur area.
- Initiating the business case development for the extensions of Sydney Metro Western Sydney Airport from St Marys to Tallawong in the North West.
- Expedite the 15th Avenue FAST Corridor business case to support the growth of Austral and better connect businesses and workers between Liverpool and the Aerotropolis precinct.
- The Outer Sydney Orbital will provide greater access to the airport for food and freight coming from the Riverina, Illawarra-Shoalhaven, along with workers from the greater Macarthur region. This road will also help to alleviate pressure from the Northern Road along with the M5, M7 and M12. We believe that the current alignment of the Outer Orbital requires more consultation and work.

- The Western Sydney Freight Line is partially preserved, but requires its eastern half to be identified and secured. This freight will be vital to connecting the Aerotropolis to the Southern Freight Line and in turn to the Moorebank Intermodal and possibly one day to Port Kembla via the Maldon – Dombarton Line.
- Infrastructure Australia recommends the corridor preservation of the Western Sydney Airport fuel pipeline from the Clyde Fuel Terminal out to the Airport. Without it, Infrastructure Australia has projected that WSI could require 50 to 65 B-double fuel tanker deliveries per day, adding significant congestion to the Sydney road network. We would like to see urgent attention be given to this vital piece of infrastructure.
- While the NSW Government has said that it will not progress the business case for extending West Metro from Westmead out to WSI or from Bankstown to Liverpool, Business Western Sydney still supports these connections, and would encourage their future investigation.

FUNDING OF TRANSPORT INFRASTRUCTURE

Funding uncertainty, particularly regarding the division of costs between the Commonwealth and NSW Governments, hampers progress. Our concerns include:

- The need for a clarified and joint funding approach by both governments, recognising Western Sydney Airport and Bradfield's national economic significance, akin to the sustained funding model used for the Pacific Highway upgrade.
- The withdrawal of Commonwealth funding for the M12-M7 interchange should be reversed and underscores the need for consistent investment priorities between all levels of government.
- While State Infrastructure Contributions (SIC) and the Housing Package Contributions (HPC) frameworks can aid state infrastructure funding, their effectiveness is contingent on development progression, which is currently stalled by the lag in transport project commencements.

IMPACTS OF EMPLOYMENT MOVEMENTS IN WESTERN AND SOUTHWESTERN SUBURBS

Enhancing access to the burgeoning employment opportunities at Western Sydney Airport and the Aerotropolis is paramount, necessitating:

- Expansion beyond the proposed express bus routes to include higher order public transport solutions, such as additional rail links and comprehensive bus networks in emerging growth areas.
- Consideration of the connectivity needs of key workers, who will play a vital role in the development of the regional economy around the Western Sydney Airport, ensuring equitable access to these employment hubs.

INTEGRATION WITH EXISTING TRANSPORT INFRASTRUCTURE

Efficient integration with existing transport networks is critical:

- Completion of Sydney Metro Western Sydney Airport (St Marys to Bradfield) is scheduled for late 2026, and lack of progress on business case and planning for subsequent links risks demobilisation of construction team on this project, when there is an opportunity to extend the link through to Leppington and Glenfield via Rossmore.
- The update and release of planning packages for areas both north and south of Bringelly Road, aligning with the Aerotropolis's strategic direction.
- Addressing the lag in rail planning for new housing developments along The Northern Road and Bringelly Road as part of the South West Growth Centre.

REDUCING ROAD USAGE AROUND THE NEW AIRPORT AND SURROUNDING REGIONS

Mitigating road congestion necessitates:

- Prioritising the development of public transport infrastructure to shape travel behaviours from the outset and ensure connectivity for surrounding communities.
- Incorporating active transport options in all major road upgrades to promote sustainable travel alternatives.

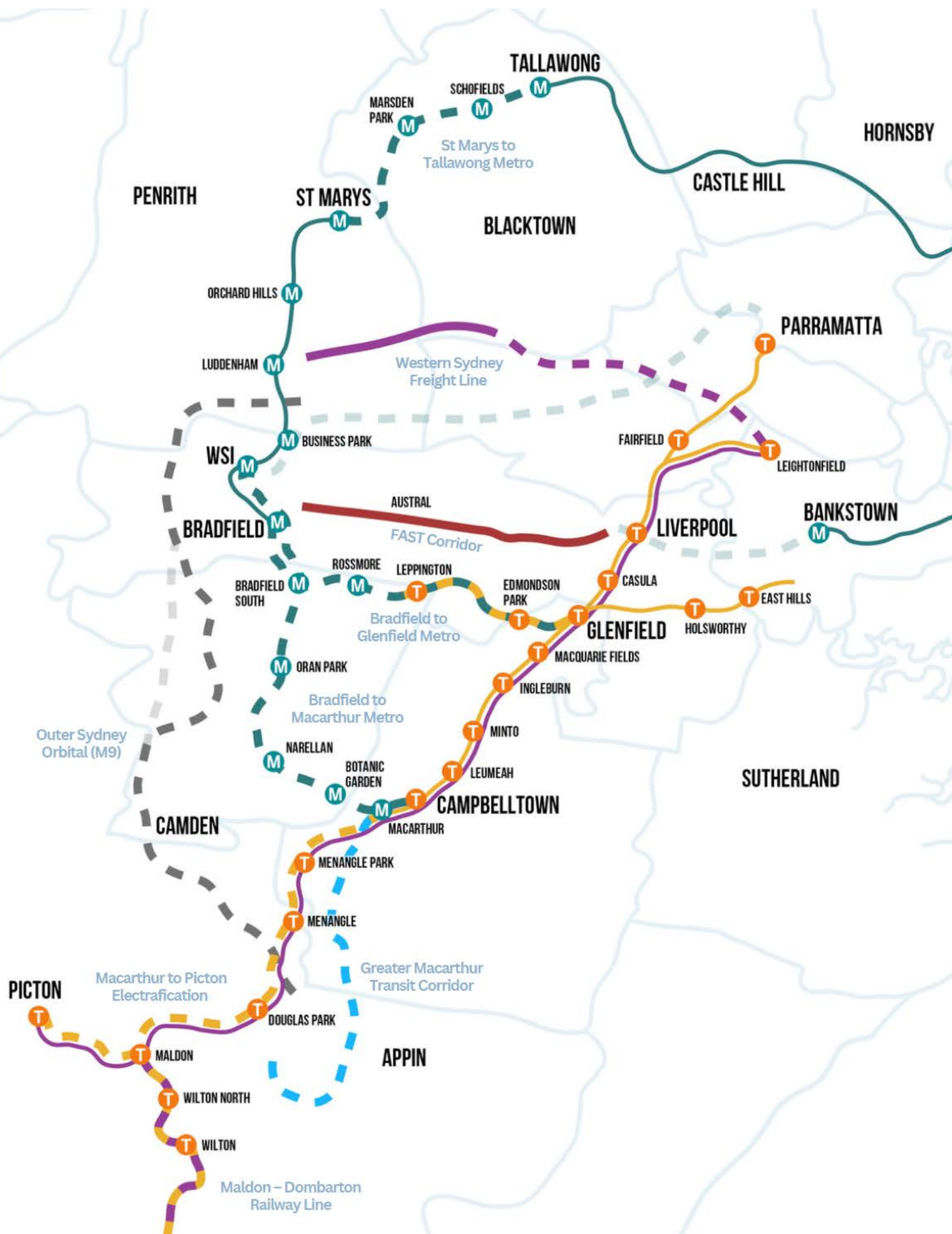
OTHER RELATED MATTERS

The current land use planning framework, particularly within the South West Growth Centre, is outdated and fails to leverage the opportunities presented by the Western Sydney Airport and the Aerotropolis. An urgent review and update of the planning framework are required to unlock significant housing and development potential, addressing the region's growth and infrastructure needs effectively.

Business Western Sydney strongly supports the long-requested electrification and duplication of the rail line from Macarthur to Picton train stations. This would greatly support the growth which is taking place along that rail corridor and better connect the people of Wollondilly to the Aerotropolis via Glenfield along with amenity and health care in Campbelltown. The Wollondilly community is being asked to be an extension of the sprawling suburbs of Sydney, it should therefore be serviced by the suburban rail network.

We also believe that the Greater Macarthur Growth Area Transport Corridor through Appin shouldn't be forgotten, as this future population will require rapid transit to the nearby regional hub city of Campbelltown and then onto transport connections to the airport for work, amenity and healthcare.

MAP OF PROPOSED TRANSPORT CONNECTIONS



SOUTH WEST SYDNEY

LOCATION

SOUTH WEST SYDNEY

GOLD COAST

HUNTER REGION

TASMANIA

CANBERRA

ILLAWARRA-SHOALHAVEN

NORTHERN TERRITORY

POPULATION

750,000

730,000

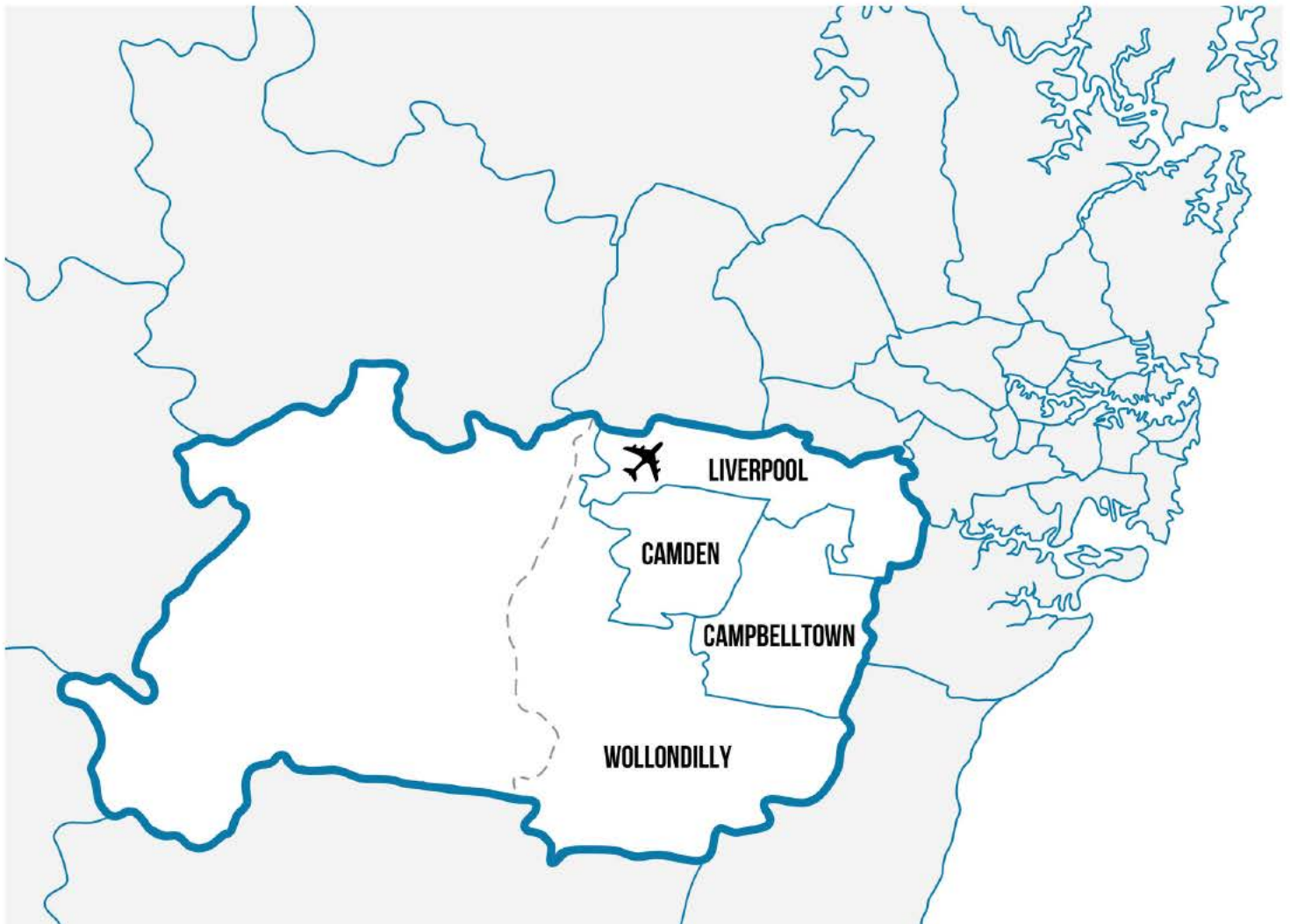
685,000

550,000

470,000

410,000

257,000



CONCLUSION

Business Western Sydney advocates for a strategic, integrated approach to the development of transport infrastructure supporting the Western Sydney International Airport and Aerotropolis. The new airport and jobs centre at Bradfield have highlighted long standing gaps in critical transport infrastructure in Sydney's South West. The need to address these gaps is even more critical as the surrounding population and economic activity is set to boom. By addressing the outlined priorities, we can ensure that Western Sydney's growth is sustainable, economically vibrant, and beneficial to the broader community. We look forward to the Committee's recommendations and stand ready to support the realisation of these critical infrastructure projects.

We welcome the opportunity to discuss these issues with the Committee.

Yours sincerely,

A solid black rectangular box used to redact the signature of David Borger.

David Borger
Executive Director