

**Submission
No 38**

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

Organisation: Wollondilly Shire Council

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Legislative Assembly Committee on Transport and Infrastructure
Parliament of New South Wales

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28 March 2024

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

Wollondilly Shire Council welcomes the opportunity to provide this submission to the Parliamentary Inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis.

A comment to each to the main points in the terms of reference established for the Inquiry is provided below.

a) an analysis of options for transport infrastructure

The Wollondilly Shire Council Local Government Area (LGA) is heavily car dependent due to the geographical spread of its towns and villages and the lack of public transport options. This equity issue is only going to worsen with the growth areas planned for Wollondilly, including Wilton (15,000 dwellings) and Appin (19,000 dwellings), without any confirmed public transport links to the Western Sydney International (WSI) Airport and Aerotropolis.

Everyone deserves quality public transport, no matter where they live and work, including the Wollondilly Shire LGA. Reliable, efficient public transport is essential for an equitable society and a strong economy.

There are no mass transport options linking our LGA to the Aerotropolis proposed, despite our LGA being in close proximity (7km from the Aerotropolis to Silverdale). All traffic to the Aerotropolis is proposed to be primarily by road.

Broader Infrastructure planning and corridor planning and timely delivery of infrastructure is at a state where developers are proposing additional unplanned access points to the M31 Hume Motorway, which potentially risks future system safety and capacity.

b) funding of transport infrastructure

There are State Voluntary Planning Agreements (VPA) for our greenfield sites and others being negotiated. There are gaps in the existing State VPAs and we are concerned that there will be more gaps in the future.

We also have concerns about the viability of infrastructure plans for Wilton and Appin and other greenfield sites in our LGA. These sites are uniquely isolated by many deep river gorges of the Bargo, Cataract and Nepean Rivers and bisected by the M31 Hume Motorway and Main Southern Railway Line. Without a costly and interconnected system of bridges, moving freight may become inefficient, a workable public transport solution will be unviable and will increase the likelihood of all trips being by motor vehicle.

c) the impacts of employment movements in Western and Southwestern suburbs of Sydney

We have large employment land areas within proximity of the Aerotropolis and Port Kembla. Development of these areas will generate additional traffic and infrastructure delivery requirements. They will be primarily road dependant but infrastructure plans and delivery lags the speed of which land development is occurring. Temporary accesses are proposed that may be difficult to remove in the future because it will affect direct access to the M31 Hume Motorway.

The Aerotropolis will be an attractive employment hub for our residents and create further employment and servicing opportunities for businesses however all movements will likely be by road.

This highlights the need for an urgent commitment to funding the Picton Road upgrade and diverging diamond interchange at the intersection of Picton Road and the M31 Hume Motorway.

d) integration with existing transport infrastructure

An integrated road freight system will require completion of the Outer Sydney Orbital to efficiently link the LGA to the Western Sydney Airport and Aerotropolis. Currently, the M31, M8 and M5 Motorways provide more direct access to the existing Sydney Kingsford Smith Airport.

All public transport options point to the Macarthur and City for the Appin, Wilton and Picton areas, while there are limited bus services in the Silverdale area towards Penrith. There isn't anything currently towards the WSI Airport Aerotropolis. Of note is the planned rapid bus, an interim measure linking Macarthur to the WSI Airport and Airport by 2026, until the South West Rail Line is extended to Macarthur. This commitment is yet to receive any funding for its delivery. Furthermore, linkages to the Illawarra will become congested with the development of Wilton and Appin.

The northern areas of our LGA are in close proximity to the Aerotropolis. The close proximity will accelerate development and increase traffic generation as a significant employment hub will be only 11km away. Silverdale Road will experience increased traffic as a result of this. Silverdale Road should be upgraded and reclassified with additional rapid bus lines connected to the Aerotropolis. There are flood risks during times of flood reliability of access should be improved.

e) reducing road usage around the new airport and surrounding regions

Currently, Wollondilly is poorly serviced by public transport. The commuter train line relies on an unreliable diesel train system and the planned rapid on road transit system to our LGA is limited. Most trips are currently on road by car and the present course of planned infrastructure and public transport planning will not change this. Improving public transport in south western Sydney and extending it to our LGA will reduce congestion in general and will enable additional capacity for employment movements, including to the Aerotropolis.

This submission is the fourth in a series of submissions to the NSW Government on transport planning including the NSW Future Transport Review 1 December 2021, Inquiry into Current and Future Public Transport Needs in Western Sydney and the On-Street Transit White Paper, 28 November 2023.

These submissions all call for a more co-ordinated response to public transport and a review of public transport is needed to meet the needs of residents in our Local Government Area. Providing them with better access to key employment opportunities and reducing traffic congestion would be a welcome outcome of this inquiry.

If you would like to discuss further please contact Peter Nunn, Infrastructure Coordinator, on [REDACTED] or via email [REDACTED]

Yours faithfully,

[REDACTED]

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