



Transport
for NSW

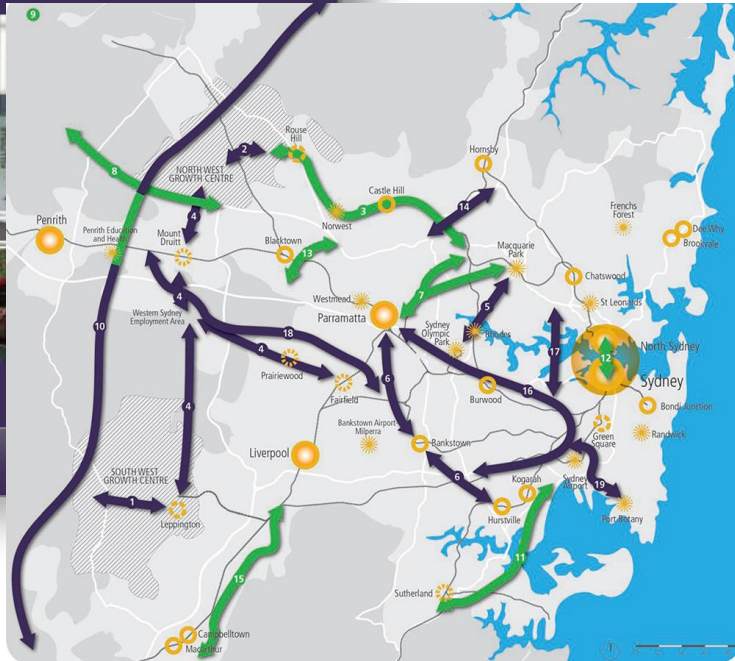
Corridor Preservation

Outer Sydney Orbital

Bells Line of Road - Castlereagh Connection

South West Rail Link Extension

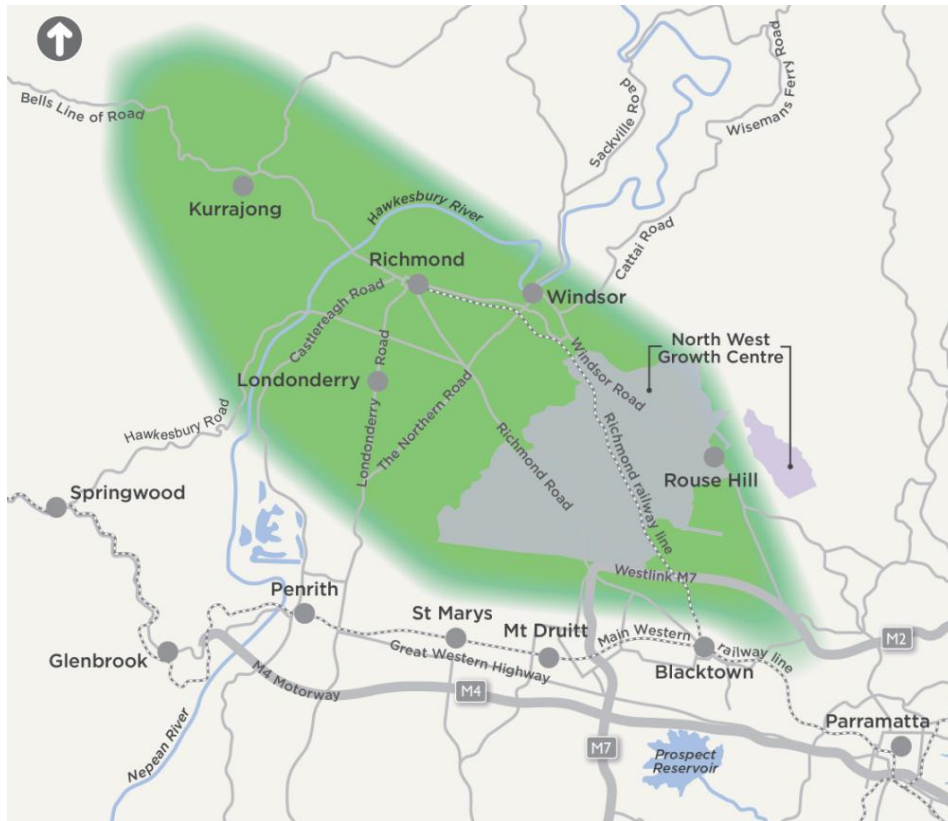
Long term transport master plan



The Bells Line of Road – Castlereagh Connection, The Outer Sydney Orbital and the South West Rail Link Extension are three of the 19 major transport corridors identified across Sydney for preservation for future transport use.

The corridors would provide essential cross-regional connections with access to the growth centres and the Broader Western Sydney Employment Area with connections to the Western Sydney Airport.

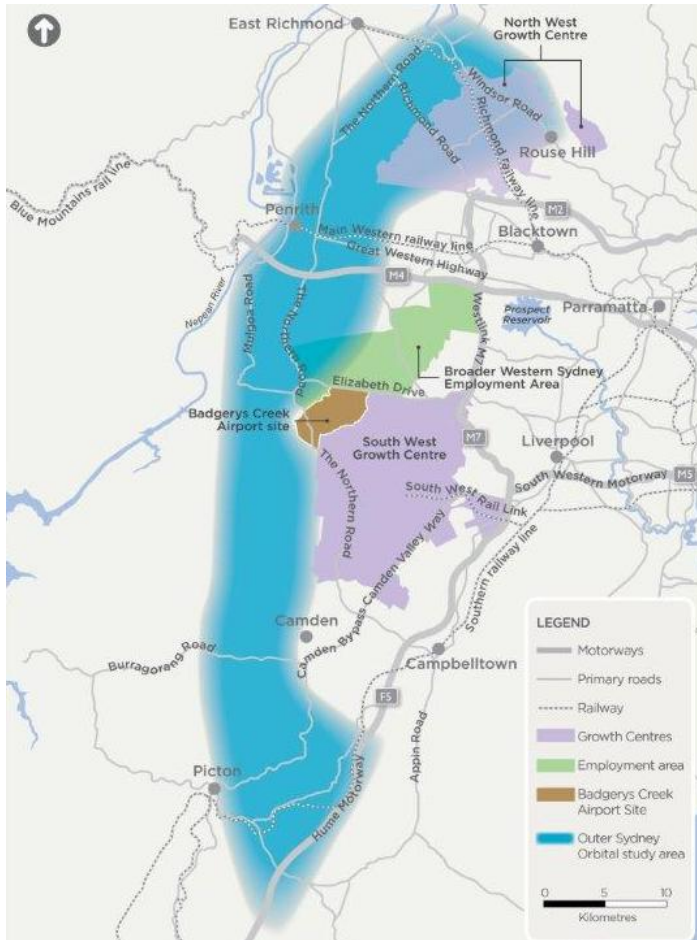
Bells line of Road – Castlereagh Connection study area



The Bells Line of Road – Castlereagh Connection (BLoR - CC) is a corridor to provide a connection from Kurrajong to Sydney's motorway network, and provide an alternate route across the Blue Mountains.

Preservation of a corridor for BLoR – CC was a recommendation of the Bells Line of Road Long Term Strategic Corridor Plan.

Outer Sydney Orbital study area



Stage 1 study area

OSO is a multi-modal transport corridor connecting the Hunter and Illawarra region.

Stage 1 – from the Hume Highway to Windsor Road, approximately 70km comprising of a:

- Motorway with interchanges with major east/west roads
- Freight corridor with connections to the main western rail line and a potential IMT
- Where practical passenger rail

The Outer Sydney Orbital is also included in:

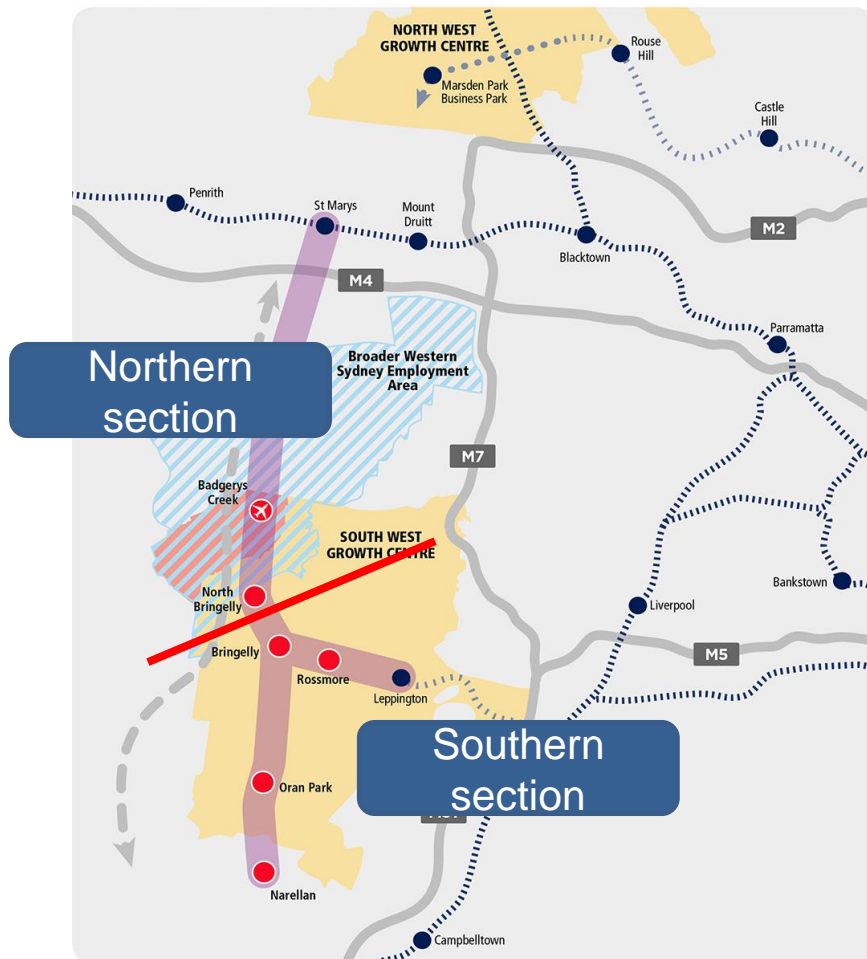
- NSW Freight and Ports Strategy
- NSW State Infrastructure Strategy
- The Broader Western Sydney Employment Area draft Structure Plan

The Outer Sydney Orbital three stage approach includes:

Study stage

1. Hume Motorway & main Southern Rail Line to Windsor Rd
2. Hume Motorway and main Southern Rail to Illawarra
3. Windsor Road to M1 and main Northern Rail Line

South West Rail Link Extension study area



The extension of the South West Rail Link is a commitment in the Long Term Transport Master Plan.

Planning for the Extension has considered:

- A north-south alignment providing direct cross-regional connectivity from main western to main south line
- Access to the Western Sydney Airport for passengers from Parramatta and Sydney CBDs via the western line
- A connection between emerging centres, existing major centres and the Global Economic Corridor at Parramatta.
- Access to the airport and employment for Greater Macarthur residents.

For planning purposes the study area has been split into two sections: North (with OSO) and South.

Project objectives

- Provide certainty for communities, businesses and land owners
- Reduce cost of providing infrastructure in the long term

Bells Line of Road – Castlereagh Connection

- Improve road connectivity and transport efficiency within western Sydney and to regional areas west of Sydney

Outer Sydney Orbital

- Improve road and freight rail connectivity and transport efficiency within Western Sydney and between regional centres

South West Rail Link Extension

- Preserve land to extend the SWRL to serve urban growth, link employment centres and connect to the Western Sydney Airport

Corridor preservation

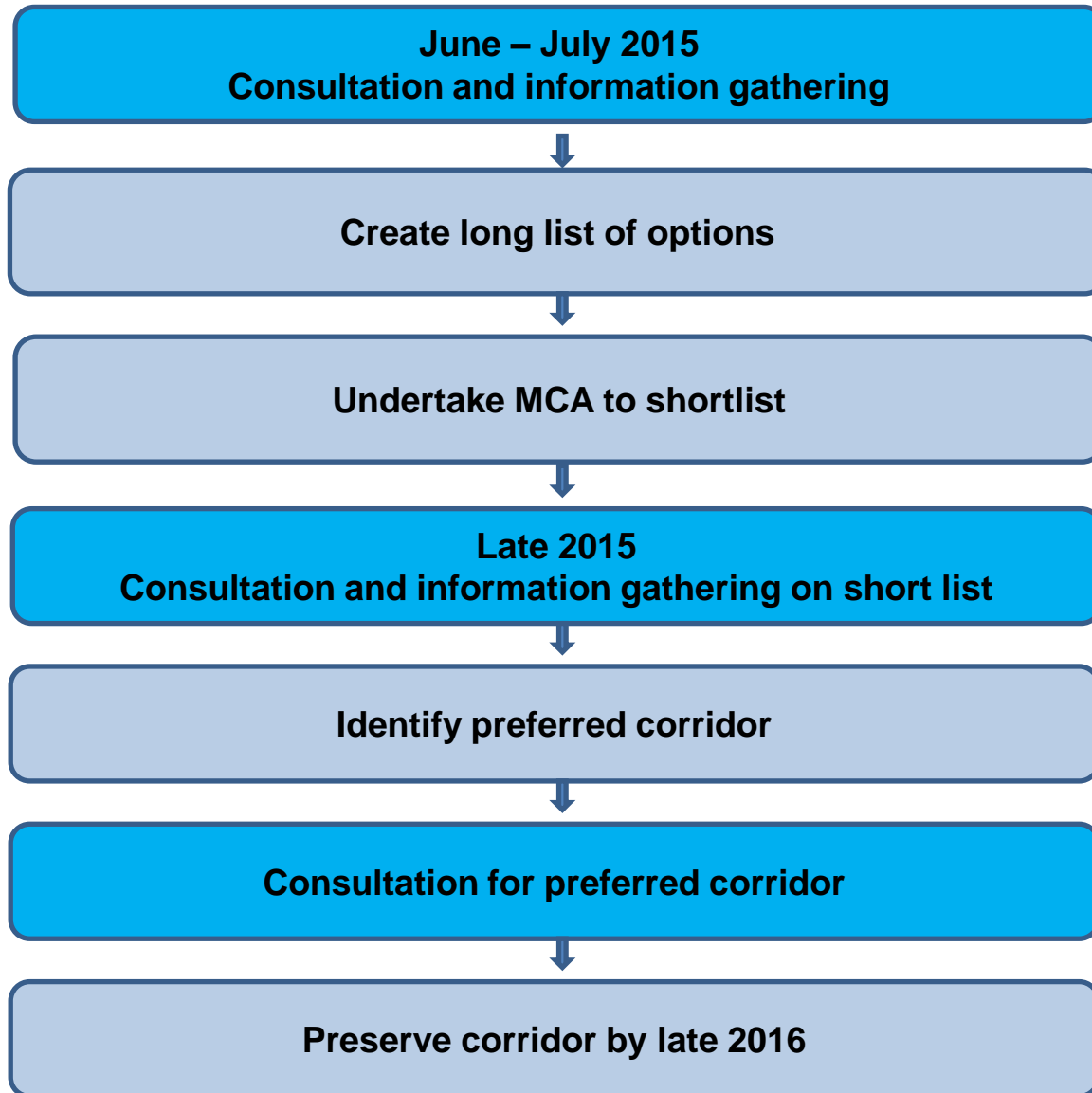
- **Purpose**

- Greater Western Sydney is growing rapidly and requires better connections to regional centres and employment areas
- Corridor preservation is a process to identify and preserve an area of land for future transport use
- Preserving a transport corridor now ensures land is available to deliver transport infrastructure in the longer term to support growth and improve transport access across Western Sydney, particularly in new urban areas within the Growth Centres
- Securing a transport corridor now would reduce the cost of providing transport infrastructure when needed
- Corridor preservation provides certainty for all stakeholders and informs land use planning around the transport corridor

- **Process**

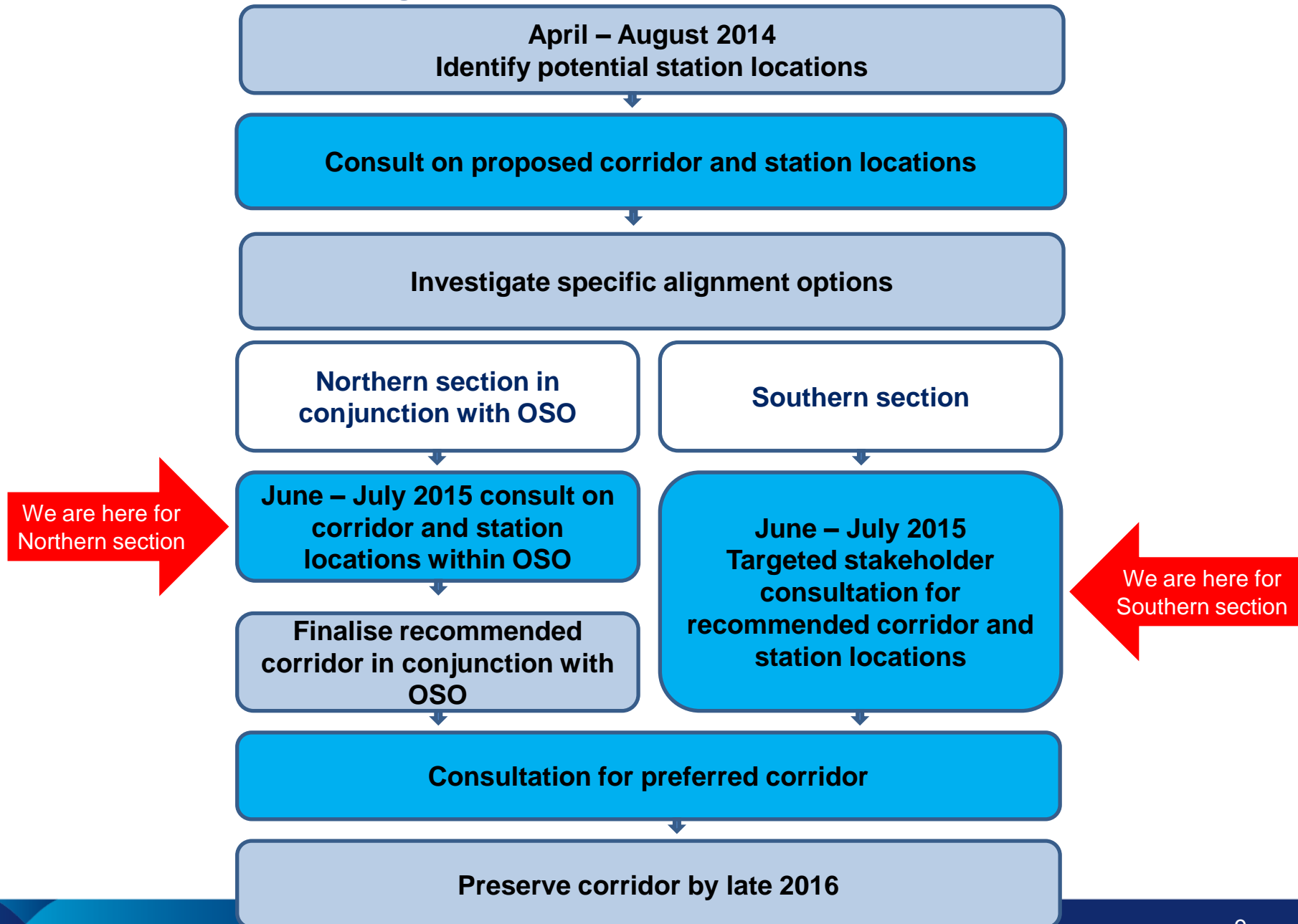
- Corridors will be preserved under the statutory processes of the EP&A Act 1979
- Corridors will be shown on LEPs and future development will be constrained
- Acquisition of affected land will not be required for many years until the start of construction

OSO & BLoR – CC consultation program



We are here for
OSO/BLoR-CC

SWRLE consultation program



BLoR – Technical requirements

- Corridor width of approximately 70 metres including
 - provision of a maintenance access of 3m at each boundary
 - a utilities corridor of 6m adjacent to the motorway boundary
- Vertical clearance of 5.4m minimum clear height
- Provision for an ultimate 3 lanes of traffic each way
- Posted speed to be 100kph
- Minimum grade of 0.5%
- Maximum grade of 6%
- Minimum radius 600m at the maximum superelevation
- Design flood level – 100 year ARI (Average Recurrence Interval)

BLoR – Interchanges

- Depending on the alignment, grade separated interchanges would be provided at:
 - M7
 - Richmond Road
 - Outer Sydney Orbital
 - The Northern Road
 - Londonderry Road
 - Castlereagh Road
 - Bells Line of Road

OSO – Technical requirements

Requirement	Motorway	Freight Rail	Passenger Rail
Corridor Width	74m	60m	60m
Vertical Clearance	5.4m	7.1m	6.5m
Posted speed	100kph	N/A	N/A
Minimum Grades	0.5%		1:30
Maximum grades	6%	1%	1:60 or 1.67%
Minimum radius	600m	1,500m	1,140m desirable (400m minimum)
Design flood level	100yr ARI	100yr ARI	100yr ARI
Electrification	N/A	No	Yes

- Freight Rail will connect to Main West Rail Line and Main South Rail Line and potentially an IMT
- Passenger Rail will connect to Main West Rail Line

OSO – Motorway Interchanges

- Depending on the alignment, grade separated interchanges would be provided at:
 - Windsor Road
 - Richmond Road
 - Bells Line of Road – Castlereagh Connection
 - Great Western Highway
 - M4
 - Southern Access Road (BWSEA)
 - Luddenham Road/M12/Elizabeth Drive/The Northern Road
 - Bringelly Road/Greendale Road
 - Camden Valley Way
 - M31 Hume Highway
 - Appin Road (future stage)