

Outer Sydney Orbital and Bells Line of Road - Castlereagh Connection

Some commonly asked questions

Questions about both corridors

What is corridor preservation?

Corridor preservation is a process to identify and preserve an area of land for future transport use. A preserved corridor provides certainty for communities, businesses and land owners and reduces the cost of providing infrastructure in the long term.

Preserving a corridor does not mean construction is imminent, there are a number of steps between preservation and construction.

The outcome of consultation will be a preferred corridor to be established through a State Environmental Planning Policy and become part of council's Local Environmental Plan.

A corridor could be preserved for some time before a further decision is made or for any development/construction to occur. Examples include Castlereagh Corridor, Albion Park Rail bypass corridor and the F6.

Why have you identified a wide study area?

A wide study area will help the project team to identify suitable corridor options for further investigation to enable cross regional travel on various transport modes for the Outer Sydney Orbital.

Transport corridors will need to accommodate road and rail design requirements, which may require certain width, incline and enough room to create interchanges with existing roads, motorways, freight lines and passenger lines. Allowance also needs to be provided for earthwork, utility services and maintenance access.

For example:

- A freight line and motorway combined for Outer Sydney Orbital would need a 140m wide corridor.
- A passenger line would need a 60m wide corridor.
- A combined corridor for all three will be around 200m.
- The Bells Line of Road - Castlereagh Connection corridor would need a 70m corridor.

Also remember that roads and rail need to have certain maximum grades and certain minimum radii for efficient and safe operation.

What is the consultation for?

Transport for NSW has made a commitment to preserve a corridor for the Outer Sydney Orbital and the Bells Line of Road Castlereagh Connection by late 2016. This will provide certainty for communities, landowners and businesses. The longer it takes to do this, the more uncertainty exists for communities about possible impacts and making long term decisions.

Will the corridor support the Western Sydney Airport and complement the existing road and rail network?

Transport for NSW is coordinating and working closely with the planners for the Western Sydney Airport at Badgerys Creek and other agencies and authorities. This will ensure that the Outer Sydney Orbital corridor preservation process takes into consideration the developments of the future Airport. This includes working with Department of Planning and Environment to support new land release for employment and residential growth areas.

Will land be acquired once a corridor is preserved?

Corridor preservation does not necessarily lead to land or property acquisition, this happens when the infrastructure is to be built. However, there are some conditions under which Transport for NSW will consider acquisition.

Can development occur on preserved land?

Local council will assess and determine all requests for development on preserved lands. Generally, development near or within the preserved corridor will not be allowed to impact the viability of using the corridor for future transport use.

Why is the Government planning for more roads instead of investing in public transport infrastructure?

The Outer Sydney Orbital is a multi-modal transport corridor consisting of a motorway, freight rail and where practical passenger rail. The Outer Sydney Orbital study will also support the corridor investigation and preservation process for the South West Rail Link extension between Badgerys Creek and the Main Western Line.

Can I provide comments and feedback on the project?

There will be a number of consultation opportunities for you to get involved and have your say. All comments and feedback will be considered by the project team to help identify a preferred corridor option for preservation. Transport for NSW will engage with the local community, capturing valuable local knowledge of the area. Community feedback reports will be prepared and all feedback documented.

Will provisions be made for cycling and walking ?

The initial consultation process for the Outer Sydney Orbital and the Bells Line of Road - Castlereagh Connection will be to identify suitable corridors for further investigations and preservation. Feedback on cycling and walking pathways will be considered and documented in the planning phase, however we are currently only preserving a corridor for future use. In the future, once the corridor is approved for construction a detailed design process on the function of the corridor will be undertaken and presented for further consultation with the wider community.

What investigation studies will be undertaken?

Technical investigation studies will be undertaken and take into account important constraints such as environmental and ecological sensitive areas, heritage, flood areas, topography and potential social impacts. The investigation will also examine the feasibility of a corridor through engineering studies for rail and road.

Do councils support these studies?

Local Councils, Regional Organisation of Councils and related local government agencies will be consulted and involved throughout the corridor identification and preservation process. Transport for NSW will work closely with stakeholders and the wider community to identify constraints and capture feedback into possible corridor options for further investigations.

Questions about Outer Sydney Orbital

Why are we looking at a corridor when the Castlereagh Corridor already exists?

The Outer Sydney Orbital is a multi-modal corridor consisting of a motorway, freight rail and where practical passenger rail. The Motorway would be located to the west of the M7 providing a north-south access serving the rapidly growing areas of the South West and the North West Growth Centres and the Broader Western Sydney Employment areas. The Outer Sydney Orbital would enable regional travel via motorway with fast moving traffic and limited access. The Northern Road and Werrington Arterial facilitates both regional and local travel with opportunities for local access.

What are the requirements for a multi-modal corridor?

The multi-modal corridor would need to have enough land in the future to build:

- **A motorway (2/4 lanes each way)** – a motorway is a main road for fast moving traffic, with limited access, separate carriageways for vehicles travelling in opposite directions, usually a total of four to eight lanes. A motorway provides a ‘through’ route for traffic.
- **A freight rail line (one track each way)** – a dedicated freight rail line operating freight trains for the transfer of goods including carrying containers, bulk material and cars.
- **Passenger rail line (two tracks each way with stations)** – a dedicated passenger rail line connected to the wider passenger rail network for cross regional and local travel.

How will you preserve a corridor with so much development underway?

Preserving a transport corridor now will ensure transport infrastructure can be delivered when it is needed to support growth across Greater Western Sydney. Transport for NSW will be working closely with other government agencies including key stakeholders to examine opportunities where the Outer Sydney Orbital will be able to cater to or serve major developments including the South West and North West Growth Centres, Sydney Science Park and Western Sydney Employment Area, including the Western Sydney Airport at Badgerys Creek.

It makes good transport and planning sense to identify and protect transport corridors before they are needed, to ensure the government is ready to deliver infrastructure and services in line with Sydney’s growth.

Securing a corridor now will reduce the cost of providing transport infrastructure in the future. It ensures a better fit between essential services such as transport and the design of town centres as well as the location of key community facilities such as schools.

Questions about Bells Line of Road - Castlereagh Connection

Why are we looking at a corridor when one already exists – the Castlereagh Corridor

The Castlereagh Corridor will be one of the corridors considered by the project team. We need to consider this corridor and whether it meets current requirements to cater for future growth across North West Sydney.

Why does the corridor preservation study only look at the section to Kurrajong Heights, what about further west?

The Bells Line of Road Strategic Corridor Study was an exhaustive study and the recommendation was for a connection between Kurrajong Heights and the Sydney Motorway Network. Work on safety upgrades further west of Kurrajong Heights is currently under way.

Will flooding be considered?

Any corridor preservation study will look at all elements of a corridor including flooding, a flood prone route will be avoided.

Will the Bells Line of Road be replaced by a freeway?

The Bells Line of Road Strategic Corridor Study identified what the future upgrades and treatments should be for this corridor. One of the recommendations was a connection to the Sydney Motorway Network, which is being investigated in this study.

Questions about South West Rail Link Extension

What is the current status of the South West Rail Link Extension corridor preservation project?

The corridor for the South West Rail Link Extension between Bringelly and the main Western Line (T1) will be considered in conjunction with the planning for the Outer Sydney Orbital corridor investigation process. Opportunities to accommodate road, freight rail and where practical passenger rail, will be considered as part of the corridor study.

The NSW Government will continue working with the Australian Government on corridor options to serve the Western Sydney Airport site as airport planning progresses.

Transport for NSW is inviting comments and feedback on the Southern Section of the South West Rail Link Extension. This includes:

1. The recommended corridor from Leppington to Bringelly and from Bringelly to Narellan.
2. The study area from Narellan to the main South Line (T2).

For project information and opportunities to participate in the consultation program visit the South West Rail Link Extension project web page at www.transport.nsw.gov.au/projects-swrl-extension-corridor-protection.

Will the South West Rail Link Extension Corridor Preservation become part of the multi-modal Outer Sydney Orbital corridor?

The South West Rail Link Extension and the Outer Sydney Orbital projects are investigating suitable corridor opportunities within the same region in order to provide a north – south transport connection.

Feedback provided by stakeholders and the community during the first round of consultation for the South West Rail Link Extension highlighted the importance of coordinating the South West Rail Link Extension with the Outer Sydney Orbital project.

While planning for the Outer Sydney Orbital progresses, the project team will look at opportunities for coordination between the multi-modal corridor and the South West Rail Link Extension to minimise community impacts.

Will the feedback provided on the South West Rail Link Extension Corridor Preservation be considered as part of the Outer Sydney Orbital consultation?

Yes, the project team for the South West Rail Link Extension Corridor Preservation and the Outer Sydney Orbital will continue to work together to coordinate both projects. Feedback provided on the South West Rail Link Extension relating to the passenger rail component of the corridor, specifically between Bringelly and the main Western Line (T1), will be shared with the Outer Sydney Orbital project team.
