

Western Sydney corridors

Summary document

Transport for NSW
March 2018



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1. Introduction

A growing population and transitioning economy is transforming the way Greater Sydney functions.

The city has generally looked east, with the transport system using the CBD on the harbour as its focus. This has led to increasing congestion, longer commutes and more expensive and inefficient freight movements.

As the city grows, its structure must change. The NSW Government wants Greater Sydney to be a productive, liveable and sustainable city that offers more opportunities and better lifestyles for more people. Western Sydney will be essential as the home of new communities and an exceptional catalyst for growth: the Western Sydney Airport.

The Airport motivates a new approach to the way Greater Sydney functions in terms of where people live, where they work and the places they visit. The *Greater Sydney Region Plan* identifies a Western Parkland City that will bring new, contemporary industries within easy access of diverse and sustainable communities, waterways and World Heritage-listed bushland.

With the Western Parkland City's growth, an unprecedented increase in the number of freight movements in and through Greater Sydney and throughout NSW will require connections between Western Sydney, regional NSW, and the freight network that includes the Port of Newcastle, Port Botany and Port Kembla. In Western Sydney alone, the total volume of freight with an origin or destination in the region is expected to more than double from 65 million tonnes in 2016 to 155 million tonnes in 2056.

A whole-of-government response is identifying corridors that will, in the longer term, provide for essential transport infrastructure to support Western Sydney's growth, provide better freight connections and service the growing population in Greater Sydney.

Protecting these corridors now will minimise disruption to current and future landowners when construction starts, while providing certainty for landowners and potential buyers that their current land uses can continue, possibly for many years.

Corridor protection is now essential in the face of rapid urban development in designated growth areas and other planned precincts. The South West, North West, Western Sydney Airport, Greater Macarthur and Wilton growth areas will each be home to vast new communities, transforming Western Sydney. These communities must have the infrastructure the corridors can provide for in the future; protecting the corridors now, and integrating the planning for the corridors and growth areas, will ensure a sustainable transformation.

1.1 About this document

This document summarises the findings of Strategic Environmental Assessments (SEAs) that set out the strategic justification for four Western Sydney corridors. It provides a top-level description of the growth and change in Western Sydney, Greater Sydney and regional NSW, what this means for transport planning, and the key processes and recommendations for each of the four corridors.

It has been released for public consultation alongside a Discussion Paper produced by the NSW Department of Planning and Environment that introduces the statutory instrument to protect the corridors, as well as the SEAs that this document summarises.

More information on the public consultation program and how to provide feedback is available in Chapter 5.

The work to identify and protect infrastructure corridors recognises the importance of understanding longer-term (40+ years) planning scenarios. This work also recognises that corridor identification and protection has direct implications for the landowners and communities who live or work in or near the corridors. The information in this document has been informed by consultation with landowners, communities and relevant stakeholders.

Looking south west from St Marys towards Orchard Hills

Image credit: Spatial Media



1.2 The corridors

We have identified four proposed long-term transport corridors, referred to as the Western Sydney corridors. These are the Bells Line of Road - Castlereagh Connection corridor; the Outer Sydney Orbital corridor; the North South Rail Line/South West Rail Link Extension corridors; and the Western Sydney Freight Line corridor.

The corridors protect land for future transport infrastructure that will offer different travel and transport options for different purposes to meet future demand. As either major motorway, passenger rail or freight rail infrastructure, the infrastructure will integrate with the arterial road network and planned and existing rail networks, and connect with local roads and other transport services such as bus networks and walking and cycling networks.

This will support:

- the separation of freight and passenger rail services to both improve the reliability and capacity of passenger rail and meet future rail freight needs and economic competitiveness
- a decrease in the number of truck movements on Greater Sydney's roads, with benefits for air quality, congestion and safety
- reduced road congestion and commute times
- economic growth and job creation
- east-west and north-south movements and connections to existing and growing areas of Western Sydney, including between the growth areas.

The Western Sydney corridors are, therefore, integral to the future prosperity of Western Sydney, Greater Sydney, and the people and businesses south to the Illawarra, and north through to the Central Coast and the Hunter Region.

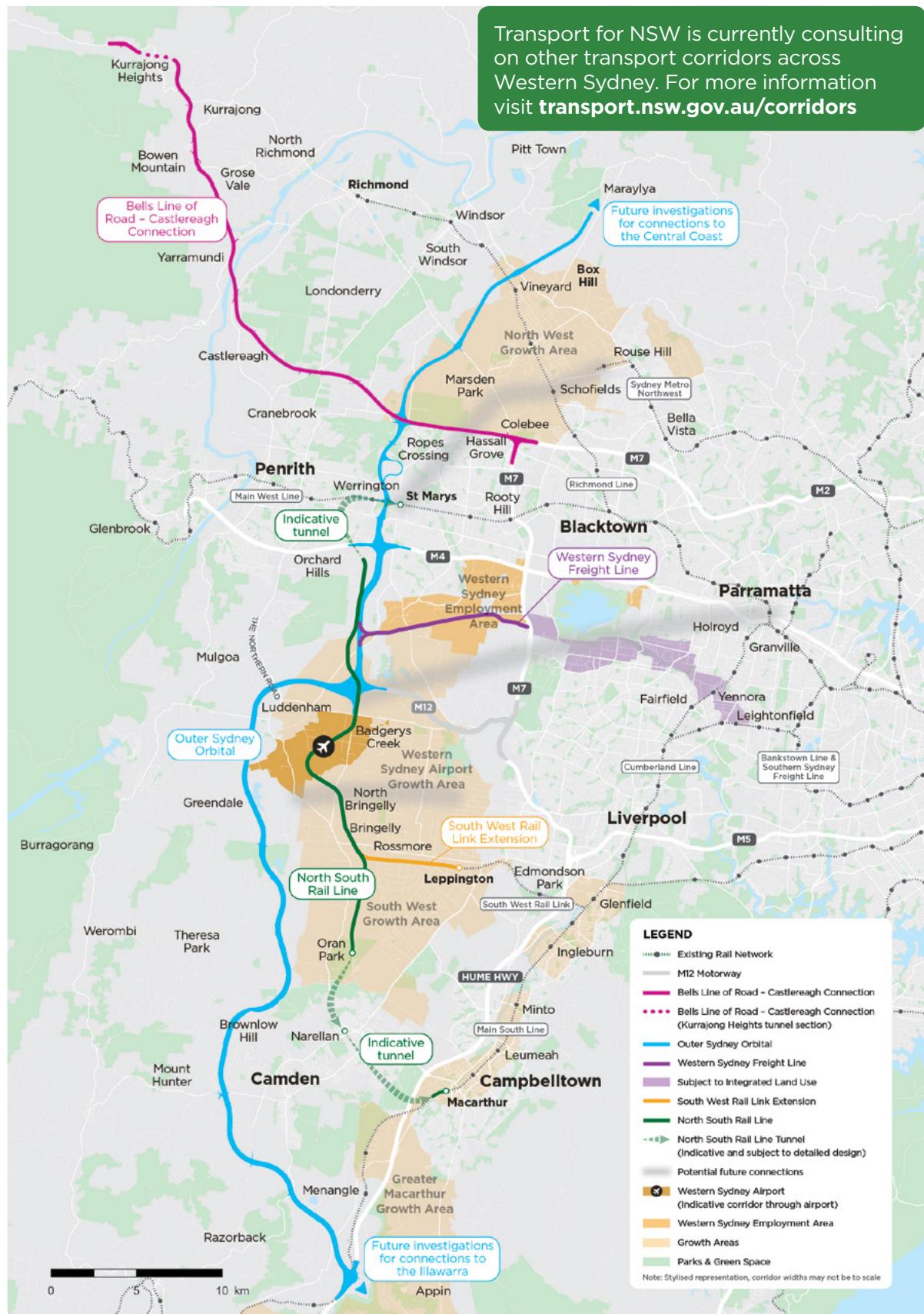
Collectively, they represent some 200 kilometres of new corridors, ranging from 40 to 300 metres wide depending on local conditions and requirements.



Looking north over Western Sydney towards Castlereagh and Ropes Crossing in the distance

Image credit: Spatial Media

Figure 1. The Western Sydney corridors



2. Corridor protection process

The development of new transport infrastructure can be complex and take many years. Protecting the corridors now from future urban development will lessen disruption to people and the environment while making the best use of public resources.

This is especially relevant given the pace of urban development – for example, Oran Park in the South West Growth Area was only released for precinct planning in 2007; in 2016 it was already home to more than 5,000 people.

While the land may not be built on for many years, protecting corridors now will ensure the communities of the future, and the Airport, are serviced by new transport infrastructure at the right time.

Corridor protection requires an understanding of forecast growth and requirements over a longer term planning horizon to influence planning decisions today. It also considers how current networks are used, identifying areas of congestion, times of travel, and where people and goods travel to and from.

With this knowledge, we can identify and protect transport corridors now, so that future generations can access efficient transport connections when needed.

The process for investigating corridors is detailed in Figure 2. This process includes significant consultation throughout, as well as detailed technical investigations in terms of engineering requirements, environmental constraints, and an understanding of future land uses.

It considers issues such as:

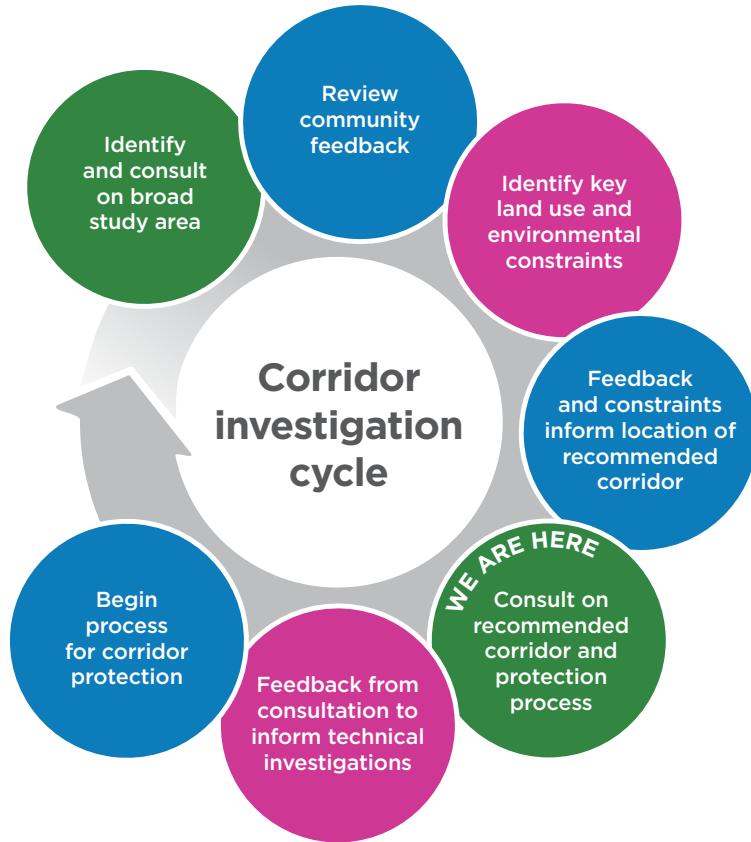
- land use and property impacts
- transport planning
- biodiversity

- Aboriginal heritage and non-Aboriginal heritage
- landscape character and visual amenity
- water quality and hydrology
- traffic and transport
- soils, geology and contamination
- noise and vibration
- socio-economic impacts.

In this regard, corridor investigation is influenced by objectives to, wherever possible:

- minimise impacts on communities and the environment
- minimise impacts on residential areas including villages, new communities and housing areas
- minimise the impact on ecologically significant areas
- protect rural amenity and heritage areas
- avoid heritage conservation lands and conservation areas
- minimise the impact on major facilities such as schools, universities, hospitals and critical public infrastructure including existing rail lines, motorways and roads, major power transmission lines, water pipelines and sewerage infrastructure.

Figure 2. Corridor investigation process



- Consultation and opportunity to provide your feedback

2.1 Future property acquisition

Extensive planning work, technical investigations, transport studies and community consultation will continue before any land is acquired in the Western Sydney corridors. Engagement with the community, representative bodies, State agencies and other stakeholders will help refine the recommended corridors.

Land acquisition generally occurs just before infrastructure is constructed, which may be many years or decades away. Existing land uses can continue until then.

When the Western Sydney corridors are confirmed and the process to protect them is complete, there is the ongoing opportunity for owner-initiated early acquisition under the *Land Acquisition (Just Terms*

Compensation) Act 1991 before the land is needed. This Act allows for a fair, consistent and transparent land valuation and acquisition process that equates with the value of the property, as assessed at the time of acquisition.

2.2 Next steps

Following the public consultation process, the recommended corridors will be refined and then be proposed for protection through the relevant environmental planning process managed by the Department of Planning and Environment. This will protect the corridors from incompatible future uses. More detail is included in Chapter 5.

3. Why the corridors are needed

The early identification of the Western Sydney corridors is a cost-effective and socially-responsible approach to future planning.

Corridor protection makes the best use of public resources to deliver future transport infrastructure, while also allowing government to plan for the most appropriate land uses around identified transport corridors.

This work reflects that Greater Sydney, and through it NSW, is at a major changing point. The Western Sydney Airport will reconfigure how the city functions. Population and economic changes will influence how goods and people move around the city, and move between Greater Sydney and regional NSW, including the Port of Newcastle and Port Kembla. Growth along the entire eastern seaboard also influences the transport and land use planning for Western Sydney, where congested rail or road networks impact inter- and intra-state movements.

As this occurs, Western Sydney is facing unprecedented population and housing growth, traditional economic functions are changing and liveability and sustainability expectations are increasing. People living in Western Sydney now and in the future need the right transport connections to make it easier for them to get to work, access services or visit friends. Corridor protection will help to achieve this objective.

There are also wider impacts on the entire freight network, with many freight movements going through Western Sydney, often on their way to other destinations. The efficiency of the region's transport network has direct impacts on the price paid for goods and the levels of congestion on Western Sydney's transport network.

The draft *NSW Freight and Ports Plan* notes that in the next 40 years, freight volumes are estimated to double in the Greater Sydney area and grow by a quarter in regional NSW. Already, Port

Botany, Port Kembla and the Port of Newcastle are managing increasing volumes of imported and exported goods – these goods often pass through Western Sydney. The Plan notes that these movements “require faster, more efficient road and rail access channels with our Sydney and regional NSW markets.” Corridor protection is a direct response to this need.

Corridor protection will also provide for more sustainable transport infrastructure and travel behaviour. The protection process acknowledges environmental and biodiversity impacts and aims to avoid, reduce or offset potential impacts. It helps to build Greater Sydney's resilience to future climate-related hazards such as flooding and reduces the city's reliance on carbon-emitting fuel sources by providing for more efficient movements of goods and people.

3.1 Existing policies and strategic planning

The process of identifying corridors draws on strategic land use planning from each level of government to understand where growth is expected to occur, and, subsequently, the most likely trip destinations, the type of trips and the modes of transport that will be used.

The Western Sydney corridors align with existing policies and strategies by putting in place the planning, collaboration, consultation and protection required for transport infrastructure in the medium to longer term.

Figure 3. Existing strategies and policies



In 2018, the NSW Government released a suite of strategic planning documents that take a long-term view of Greater Sydney's growth, and fully integrated the land use and transport planning.

This process began in 2016 with *Towards Our Greater Sydney 2056*, the Greater Sydney Commission's draft amendment to *A Plan for Growing Sydney*. This introduced the concept of the vision for Greater Sydney as a metropolis of three cities.

This vision is integrated into:

- *Greater Sydney Region Plan*: the regional plan for Greater Sydney, using a 20-year planning horizon within a 40-year vision for Sydney's growth that includes the emerging Western Parkland City
- *Future Transport 2056*, including the *Future Transport Strategy 2056*, the draft *NSW Freight and Ports Plan* and *Greater Sydney Infrastructure and Services Plan*: released in conjunction with the *Greater Sydney Region Plan*, bringing together integrated land use and transport planning for Greater Sydney and NSW

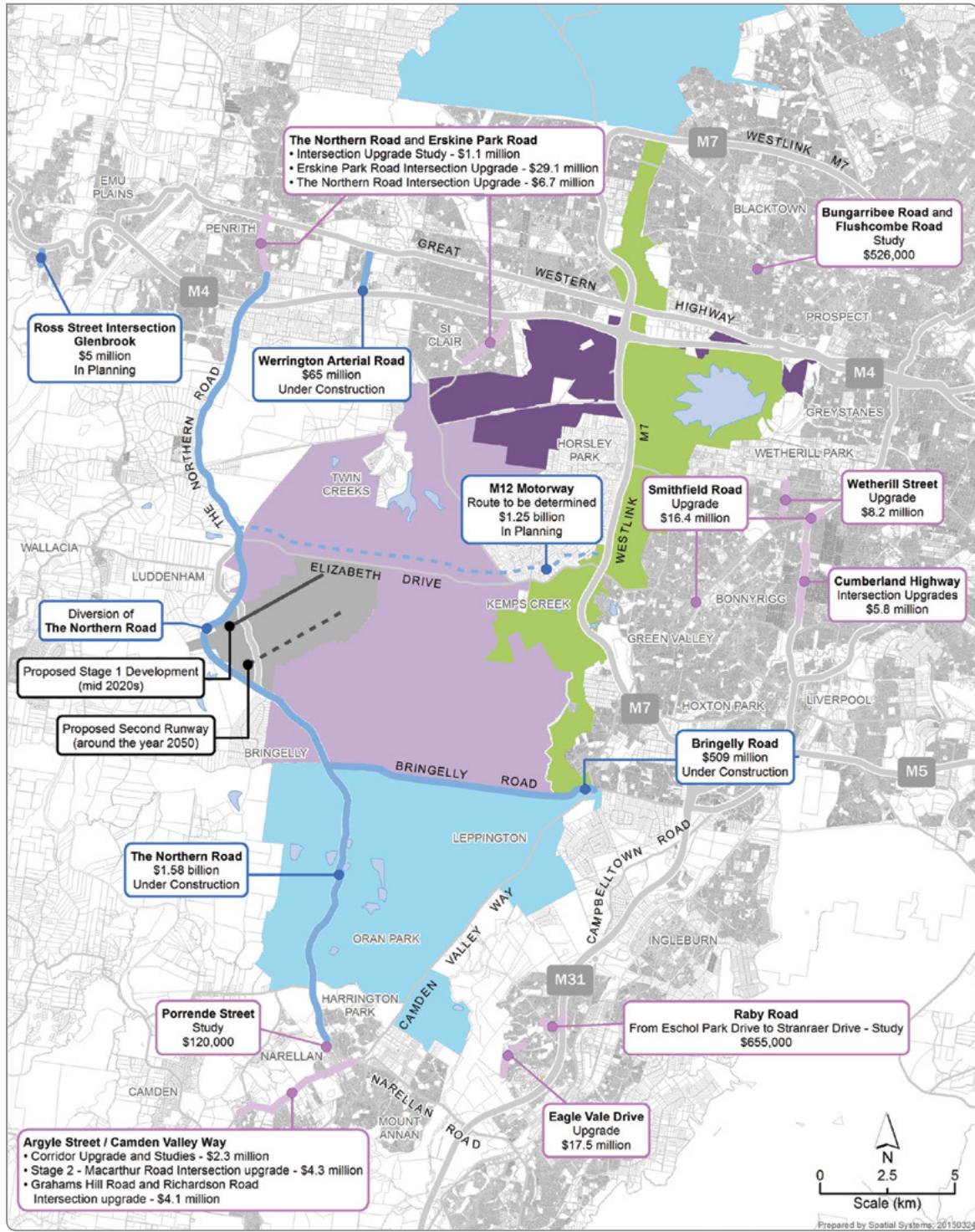
- five district plans: detailed plans for each of Greater Sydney's five districts to inform local-level planning and guide public and private investment.

This vision is also guided by the *NSW State Infrastructure Strategy 2018-2038*, Infrastructure NSW's independent advice on NSW's infrastructure needs and priorities over the next 20 years.

This suite of strategic planning documents also aligns with existing NSW Government policies and collaborations. This includes the Western Sydney City Deal between the NSW Government, Australian Government and local councils which, in part, includes a commitment to connect the Western Parkland City with world-class road, rail, aviation and digital infrastructure.

The *Western Sydney Infrastructure Plan* (Figure 4), a 10-year, \$3.6 billion road investment program for Western Sydney, is jointly funded by the Australian and NSW governments. It incorporates interchanges and connections with the infrastructure being planned through the protection of the Western Sydney corridors.

Figure 4. Western Sydney Infrastructure Plan

**Legend**

- | | | |
|---|--------------------------------|--------------------------------------|
| Western Sydney Infrastructure Plan Projects | Western Sydney Parklands | North West & South West Growth Areas |
| Pink line | Purple area | Grey area |
| Local Roads Package Rounds 1 and 2 | Western Sydney Employment Area | Western Sydney Airport |
| | Light Green area | |

The Australian and NSW governments have undertaken a joint Scoping Study to identify a long-term Preferred Network that sets out a vision for passenger rail to service both Western Sydney and Western Sydney Airport.

This network will meet the needs of Western Sydney residents and support future growth of the region over the next 40 years. This network includes a new North South Rail Line and an extension of the South West Rail Line.

With freight volumes set to double in Greater Sydney over the next 40 years and grow by a quarter in regional NSW, ongoing investments in the Greater Sydney freight network will support the way goods are moved across the State, as well as nationally and internationally. This includes the development of the Southern Sydney Freight Line (SSFL) and the Northern Sydney Freight Corridor and supporting intermodal terminals across Sydney, and the implementation of efficiency improvements to the road and rail networks servicing Port Botany.

The Western Sydney corridors will also provide capacity to increase the movement of freight across Sydney using freight-only rail lines, reducing the need to share tracks with passenger trains and increasing the efficiency of essential freight movements. Freight rail connections will connect through the SSFL to the metropolitan freight network and Port Botany, and through the SSFL and Main South Line to a future Maldon to Dombarton Railway to provide a direct connection between Port Kembla and Western Sydney. This will allow freight rail to bypass much of metropolitan Sydney's congested rail network. It will provide a significant time advantage for interstate rail services while releasing capacity of future growth in passenger services.

These planned and current investments represent a new approach to planning for a transport system in Greater Sydney – instead of radial connections focused on the traditional CBD, we are looking for a higher-order networked approach that not only provides greater access and economic opportunities to people and businesses in Western

Sydney, but acknowledges Western Sydney as a gateway to the movement of goods to and from regional NSW.

Growth and change require a strategic planning focus on the emerging Western Parkland City and the productivity benefits that will come from the new Western Sydney Airport and the Western Economic Corridor, identified in the *Greater Sydney Region Plan*. The protection of the Western Sydney corridors is integral to this focus.

Understanding the strategic importance of the Western Sydney corridors requires an understanding of how Western Sydney will change over the next 20 to 40 years.

3.2 Western Sydney: the big picture

By 2056, Greater Sydney is expected to be home to 8 million people, up from 4.7 million people today and 6.4 million people in 2036. The *Greater Sydney Region Plan* sets out a planning framework that emphasises how Western Sydney will be key to meeting demand for an additional 725,000 homes between 2016 and 2036, and workplaces for an additional 817,000 jobs within that same period. The draft *NSW Freight and Ports Plan* notes that freight movements are set to double in the next 40 years.

Translating this demand to a spatial perspective introduces the idea of a 30-minute city – a city where more people will have public transport access to their closest metropolitan city or strategic centre within 30 minutes, enabling efficient access to workplaces, services and community facilities.

Strategic planning must also take into account the increase in freight movements. We know already, for example, that the Main West Line faces constraints with significant and ongoing growth in passenger demand; this impacts the movement of bulk commodities from regional NSW, such as coal and grains, that rely on the Main West Line to access markets.

The Western Sydney Airport and Badgerys Creek Aerotropolis will be the catalyst for a city cluster that will grow a strong and diverse economy

We also know that movements from outside Greater Sydney still travel through congested Western Sydney networks, and that there is currently no direct rail access from Western Sydney to Port Botany. An efficient and productive freight network for the future must, as best as possible, be disentangled from the passenger network, create stronger, more direct, connections to ports and provide the infrastructure that enables the market to respond with freight facilities, such as intermodal terminals.

The *Greater Sydney Region Plan*, supporting district plans and *Future Transport 2056* introduce the vision of the metropolis of three cities (Figure 5). These three cities are:

- The emerging **Western Parkland City**: The Western Sydney Airport and the supporting Badgerys Creek Aerotropolis will be the catalyst for a city cluster that will grow a strong and diverse economy underpinned, in part, by the future transport infrastructure being planned for now through the Western Sydney corridors

- The **Central River City**: With Greater Parramatta at its heart, it will capitalise on its location in the centre of Greater Sydney and with enhanced radial transport links will continue developing its world-class health, education and research institutions as well as its finance, business services and administration sectors to drive the economy
- The **Eastern Harbour City**: It will leverage its strong financial, professional, health and education sectors and extend its capabilities with an innovation precinct.

This vision is based on a greater breadth of opportunity for people across the Sydney Basin, and recognises that as the wider Greater Sydney population increases, and Western Sydney Airport spurs on extraordinary growth, Western Sydney will be the focus of most of the growth in population, jobs and housing. This will require a commensurate increase in efficient and sustainable transport connections for both passengers and freight.

Figure 5. Greater Sydney as a metropolis of three cities



Metropolitan City Centre	Transport Connectivity	Protected Natural Area
Metropolitan City Cluster	City to City Transport Corridor	Metropolitan Rural Area
Waterways	CBD Focus Mass Transit	Urban Area

Western Sydney

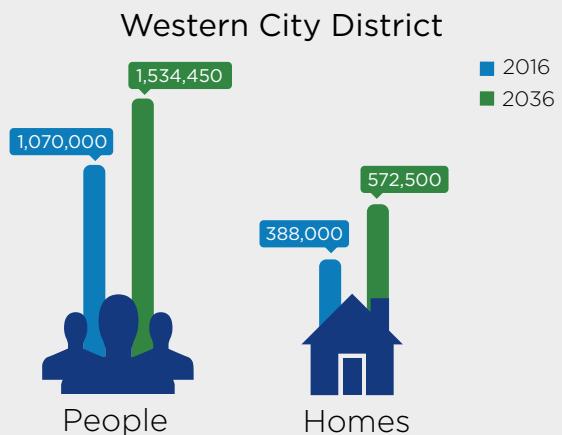
For the purposes of this document, we define Western Sydney as the Western City District (Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly local government areas).

We also note that the Western Sydney corridors will be influenced by the development of the North West Growth Area and nearby areas of growth, which includes parts of the Western City District, as well as Blacktown and The Hills local government areas.

Specifically, the *Western City District Plan* sets out the importance of integrated land use and transport planning for the future of the Western Parkland City:

Critical transport planning elements will enhance the efficiency and competitiveness of the freight sector, and enhance inter-regional transport connections and their integration with land use planning. Major transit connections, such as the first stage of a North South Rail Link and potential extensions to the north and south, Outer Sydney Orbital, Bells Line of Road-Castlereagh Connection and Western Sydney Freight Line, have the potential to create the structure for a more compact and connected Western Parkland City.

Put simply, the Western Sydney corridors will help to underpin NSW Government's long-term intentions for the growth of Western Sydney and the objective of a sustainable, productive and liveable 30-minute city and an efficient freight network.



3.3 Western Sydney's centres and growth areas

3.3.1 Metropolitan city cluster

Much of Western Sydney's future growth will be focused on the metropolitan cluster: the existing centres of Greater Penrith, Liverpool and Campbelltown-Macarthur that will, in the longer term, connect to the Badgerys Creek Aerotropolis – the key supporting centre for the Western Sydney Airport – as well as the wider Western Sydney Airport Growth Area.

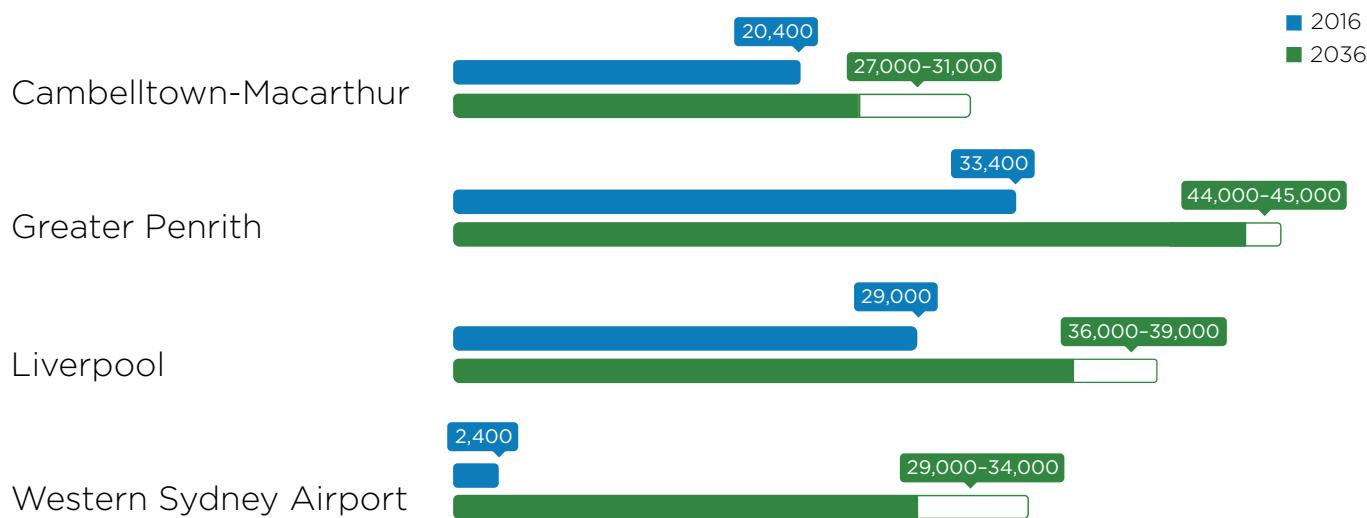
The Western Sydney corridors will provide for strong connections between the cluster and support economic opportunities.

The *Western City District Plan* notes that the potential to grow the four centres in the metropolitan cluster will be enhanced by investment and activities by government in health and education. This will diversify job opportunities, help to support the 30-minute city and meet a vision for the cluster as a ring of university cities with collaboration between the three levels of government and the university sector.

Other opportunities include the Sydney Science Park in the Western Sydney Airport Growth Area, which aims to deliver 12,000 knowledge-intensive jobs and provide an industrial research and development business park by 2020. It will also include a retail and entertainment precinct, education precinct and new residential areas.

Each centre will be the focus for access to goods and services; entertainment, leisure and recreational activities; as well as cultural and arts experiences.

Centre job target ranges



Looking east from The Northern Road over the Western Sydney Airport site

Image credit: Spatial Media

Western Sydney Airport

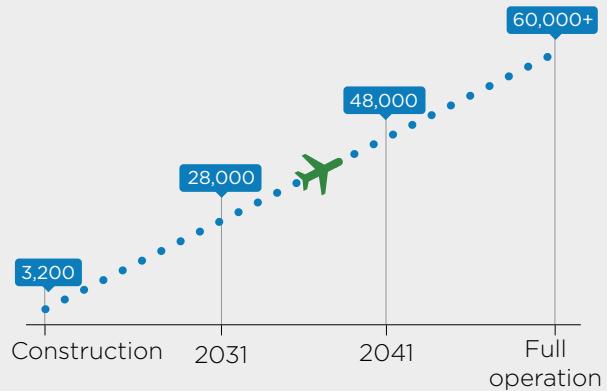
The Western Sydney Airport will deliver up to 3,200 jobs during construction and around 9,000 airport jobs during operation over the next 20 years. The Airport is expected to support around 28,000 jobs by 2031, which will grow to nearly 48,000 by 2041. This includes 5,600 jobs in manufacturing, 6,450 in retail and 5,600 in professional, scientific and technical services.

At full operation, the airport will create at least 60,000 jobs in logistics, trade, aerospace, defence, advanced manufacturing and tourism.

The ultimate ambition is for Western Sydney Airport to be the catalyst for the development of the Badgerys Creek Aerotropolis as a key element of the Western Parkland City. In this regard, an aerotropolis is described as having characteristics of a metropolitan region centred around an airport rather than a CBD.

As cross-government collaboration continues to support the delivery of Greater Sydney's premier airport, the Western Sydney corridors will protect the land needed for essential major infrastructure and allow this infrastructure to be provided at the right time.

Western Sydney Airport jobs



3.3.2 Strategic centres

Western Sydney is also home to a network of strategic centres. These are defined as places that will be the focus of public investment. Strategic centres include St Marys, Katoomba, Richmond-Windsor, Fairfield, Leppington, Narellan, Blacktown, Sydney Olympic Park, Norwest, Castle Hill, Rouse Hill, Mount Druitt, Marsden Park and Epping.

In helping to meet the vision of Greater Sydney as a 30-minute city, the centres in the metropolitan city cluster and the strategic centres will be places where many of Greater Sydney's new homes and places for people and businesses will be built, providing opportunities to renew places or make better use of existing transport infrastructure.

The Western Sydney corridors are designed to connect both growth areas (see 3.3.4) and strategic centres. The separation of freight and passenger rail services will also have benefits for services to the strategic centres.

3.3.3 Industrial lands

Greater Sydney's industrial, manufacturing, warehousing and distribution facilities are held on industrial and urban services land that also accommodates freight and logistics services, and advanced manufacturing. This land is essential to the economy and Greater Sydney's manufacturing outputs.

The Western City District alone is home to 3,792 hectares of industrial and urban services land, spread over 69 precincts (38 per cent of Greater Sydney's total). Around 37 per cent of this land is not yet developed. Of this land, the *Western City District Plan* identifies:

- the Western Sydney Employment Area, which attracts local, national and international businesses
- RAAF Base Richmond precinct and existing defence facility
- Western Sydney University Hawkesbury campus which, with TAFE NSW Richmond and Hurlstone Agricultural High School, will complement business activities around the Badgerys Creek Aerotropolis
- the corridor from Liverpool to Campbelltown and the Fairfield to Eastern Creek corridor, which includes Smithfield-Wetherill Park, Greater Sydney's largest industrial estate that employs more than 8,000 people
- proposed rezonings to industrial and urban services in Western Sydney Employment Area, Erskine Park, Western Sydney Airport Growth Area, Elizabeth Drive Enterprise Corridor, South West Growth Area and Greater Macarthur Growth Area.

The Western Sydney corridors, as well as other existing and planned transport initiatives will be essential to the District Plan's ambition to "[deliver] timely and cost-effective infrastructure [to] support the development and competitiveness of these lands, which compete with other Australian capital cities for large tenants like national distribution centres."

3.3.4 Growth areas

Western Sydney is also home to a number of identified growth areas. These are land release areas that will transition from current rural land uses to new neighbourhoods, suburbs and centres.

These land release areas include:

- Western Sydney Airport Growth Area, which surrounds the Western Sydney Airport and proposed Badgerys Creek Aerotropolis, and includes parts of the Western Sydney Employment Area and the planned Sydney Science Park
- South West Growth Area, which includes Leppington Precinct, precincts at Oran Park and Catherine Field and areas being investigated at Lowes Creek, Marylands and Pondicherry
- North West Growth Area, which includes the suburbs of Riverstone, Vineyard, Schofields, Rouse Hill, Kellyville, Marsden Park and Colebee, and which will be serviced by Sydney Metro Northwest from 2019
- Greater Macarthur Growth Area comprising the Glenfield to Macarthur Corridor, the Glenfield Precinct, Menangle Park, Gilead and Appin
- Wilton Growth Area comprising a new town centre and a diversity of homes and jobs across six precincts, including the already developed Bingara Gorge.

The *Greater Sydney Region Plan* also identifies a future investigation area from Greater Penrith to Eastern Creek to link existing areas and major infrastructure.

As these growth areas develop, land uses will change substantially. This has clear implications for every level of the passenger transport network and how freight will be moved between new areas, the Airport and to regional NSW and interstate.

3.4 Transport implications

Greater Sydney's freight is forecast to more than double over the next 40 years. Since most of Greater Sydney's freight is moved on the road network, congestion results, which not only negatively impacts freight operations and increases business costs, it also increases commute times and impacts quality of life.

Rail-based freight movements are restricted as many freight trains need to operate on rail lines that are shared with passenger services. Population and housing growth, particularly the growth of new communities in Western Sydney, will increase passenger rail patronage and exacerbate this issue.

How, where and when freight is moved has consequences for the entire transport network. The draft *NSW Freight and Ports Plan* notes that:

The State's future economic growth and prosperity are built on the safe, efficient and reliable movement of goods. Delivering a more efficient transport system that facilitates this reliably is fundamental to the economic prosperity of the State, and achieving savings for consumers of those goods.

The Western Sydney corridors are being protected to ultimately provide both road and rail solutions, and passenger and freight solutions, that integrate with the existing and planned network and land uses.

To meet the ambition for a 30-minute city while still efficiently moving freight between suppliers and customers requires:

- planning for a north-south and east-west transport structure
- integrating transport networks with current commitments and projects under construction
- working to separate passenger and freight rail services

- understanding the city-shaping influence of a potential north-south train link together with a future motorway and freight rail connection as part of the Outer Sydney Orbital corridor
- understanding how the functionality of Western Sydney's freight and passenger transport networks influence movements outside Greater Sydney
- prioritising the identification and protection of infrastructure corridors.

Projections indicate that by 2056 the combined population of Greater Sydney, Newcastle and Wollongong will be approximately 10 million people. Improving the north-south transport connections between Greater Sydney, Newcastle and Wollongong will enable economic efficiencies and opportunities, particularly for the Western Parkland City where the Outer Sydney Orbital, the Bells Line of Road - Castlereagh Connection and the Western Sydney Freight Line converge.

Improved regional transport connections to Port Botany, Port Kembla and the Port of Newcastle and to regional NSW will facilitate more efficient import and export of significant volumes of container and bulk freight such as coal, motor vehicles and movement of domestic agricultural products. Efficient movements reduce the impact on the passenger network and reduce the costs of supply – directly translating to better prices for consumers. Alongside this, the connections between Greater Sydney, the Illawarra, the Central Coast and the Hunter will give residents access a wider range of job opportunities and enhance business-to-business links – connections that are increasingly a characteristic of other cities across the world.

This strategy is particularly important given the emergence of a new international airport for Greater Sydney and new economic agglomerations. The *Western City District Plan* specifically supports a north-south train link as a catalyst for a new Western Economic Corridor for Greater Sydney.

Efficient north-south and east-west transport links will connect people to jobs and places to support the Western Economic Corridor

Improved north-south links would:

- maximise the opportunity to have major centres on the north-south train link, taking advantage of local economic activity created when more than 1.5 million people live in the Western Parkland City by 2056
- facilitate east-west transport connections to these centres
- provide connections to the Sydney Metro Northwest, which would provide connections to the health and education assets at Campbelltown-Macarthur and the existing centres to:
 - enhance the opportunities for economic activity at Marsden Park
 - create a range of development opportunities at a likely interchange with the Richmond rail line at Schofields
 - give residents access to tertiary education and knowledge intensive jobs along the Sydney Metro Northwest corridor
 - further connect economic activity and access for labour to a wider number of jobs.

Existing urban areas to the east of the potential north-south train link, particularly in Fairfield and Liverpool local government areas, are transitioning in terms of housing and jobs. Efficient north-south and east-west transport links will connect people to jobs and places to support the Western Economic Corridor. This will provide greater education, employment and business opportunities, and improve the efficiency of freight.

The Western Economic Corridor will also draw on the Western Parkland City's large supply of manufacturing, transport, distribution, warehousing and intermodal terminals that underpin global value chains, which in turn supports trade growth through Port Botany and Sydney Airport.

The identification of the Western Sydney corridors alongside other significant investments gives the area the potential to become a nationally significant freight and logistics hub through its connections to the national and regional NSW transport networks.

The Western Sydney Freight Line, the Outer Sydney Orbital and a potential intermodal terminal will set the structure for freight movements and guide strategic planning for employment and industrial land uses within the Western Sydney Airport Growth Area. The Western Sydney Freight Line will also improve freight access and economic opportunities in existing industrial areas including Wetherill Park, Smithfield and Yennora.

The *Future Transport Strategy 2056* and the *Greater Sydney Services and Infrastructure Plan* identify the Western Sydney corridors and note their protection forms part of an integrated land use and transport strategy to:

- provide greater certainty to landholders, the development industry and local councils
- enable significant cost savings to the NSW Government in the future
- provide for more efficient and effective private sector investment in infrastructure.

3.5 General constraints

Environmental and developmental constraints influence all strategic planning for transport infrastructure or new land uses. As the Western Sydney corridors will be protected to address forecast growth and change, their proposed locations are constrained by a number of factors, including:

- the proposed location of the Western Sydney Airport, and associated development controls in terms of airspace (aircraft noise and obstacle limitations, as well as other constraints such as navigation aid visibility); access (freight and passenger, and rail and road); and economic considerations (including associated employment agglomerations and freight handling sites)
- the need to protect existing waterways and biodiversity values, especially those associated with Cumberland Plain Woodland and South Creek, and to protect views, productive rural areas, heritage areas and open spaces
- the full extent of potential flooding and risks associated with development in flood affected areas and evacuation routes
- existing development patterns in both new and existing urban areas including the need to minimise traffic noise and pollution and other impediments to wellbeing and liveability.

4. The corridors and their components

4.1 North South Rail Line and South West Rail Link Extension corridors

These passenger rail corridors consist of two sections:

- The North South Rail Line offers the ability to provide passenger rail between the Main West Line near St Marys and the Main South Line near Macarthur, with stations planned in Oran Park, Narellan and Macarthur
- The South West Rail Link Extension is planned to connect Leppington Station to North Bringelly (site of the proposed Aerotropolis), allowing an interchange to the North South Rail Line.

Both corridors are being protected now to provide for passenger transport for new communities in the North West, Western Sydney Airport, Greater Macarthur and South West growth areas, as well as Western Sydney Airport and future employment lands.

4.1.1 Consultation

The need to protect the South West Rail Link Extension and the North South Rail Line for passenger rail services was identified in the 2012 *Long Term Transport Master Plan*.

In 2015, we consulted with community members and groups, councils, representative bodies, businesses and residents on:

- a recommended corridor between Leppington, Bringelly and Narellan
- a broader corridor between Main West Line near St Marys and Bringelly
- a study area between Narellan and the Main South Line.

Looking east along Bringelly Road towards South Creek and Leppington in the distance

Image credit: Spatial Media



Over a 10-week exhibition period, we held meetings with people who owned land within the recommended corridor and study areas, conducted workshops with community groups and also held four community drop-in sessions. In all, we received more than 1,560 submissions.

This process allowed us to gain a better understanding of:

- environmentally sensitive areas that may offer opportunities for wildlife to move around
- the area's rural characteristics and influences
- existing housing and established communities.

4.1.2 Consideration of constraints

Additional technical investigations have built on existing work and the ongoing feedback. The recommended corridors are based on the following constraints:

- Existing developed areas: particularly between St Marys and Orchard Hills
- Future land use planning: particularly the Western Sydney Airport and Badgerys Creek Aerotropolis, the Western Sydney Airport Growth Area (which includes the planned Sydney Science Park at Luddenham), the further development of the South West Growth Area, and other lands with special uses such as defence land or land for educational uses
- Ecological constraints: including Cumberland Plain Woodland and River Flat Eucalyptus Forest which are classified as endangered under both State and Commonwealth legislation, gazetted open space, and other areas identified for conservation
- Heritage issues: including both Aboriginal heritage, which is likely to have landscape sensitivities along watercourses, and non-Aboriginal heritage places, such as St Marys Station, the Orielton State Heritage site and Mamre House

- Scenic views and topography: including both views across the landscape south of the M4 Motorway and towards the Scenic Hills, as well as the content of the landscape itself, namely geological constraints
- Watercourses: including areas such as South Creek that is subject to flooding in parts.

4.1.3 Recommended corridor and rationale for decision

While the need to minimise impacts is vital, it must be balanced with the ability to ensure that future passengers transport connections have the functionality that serves projected population and economic growth in Western Sydney, while also providing regional links.

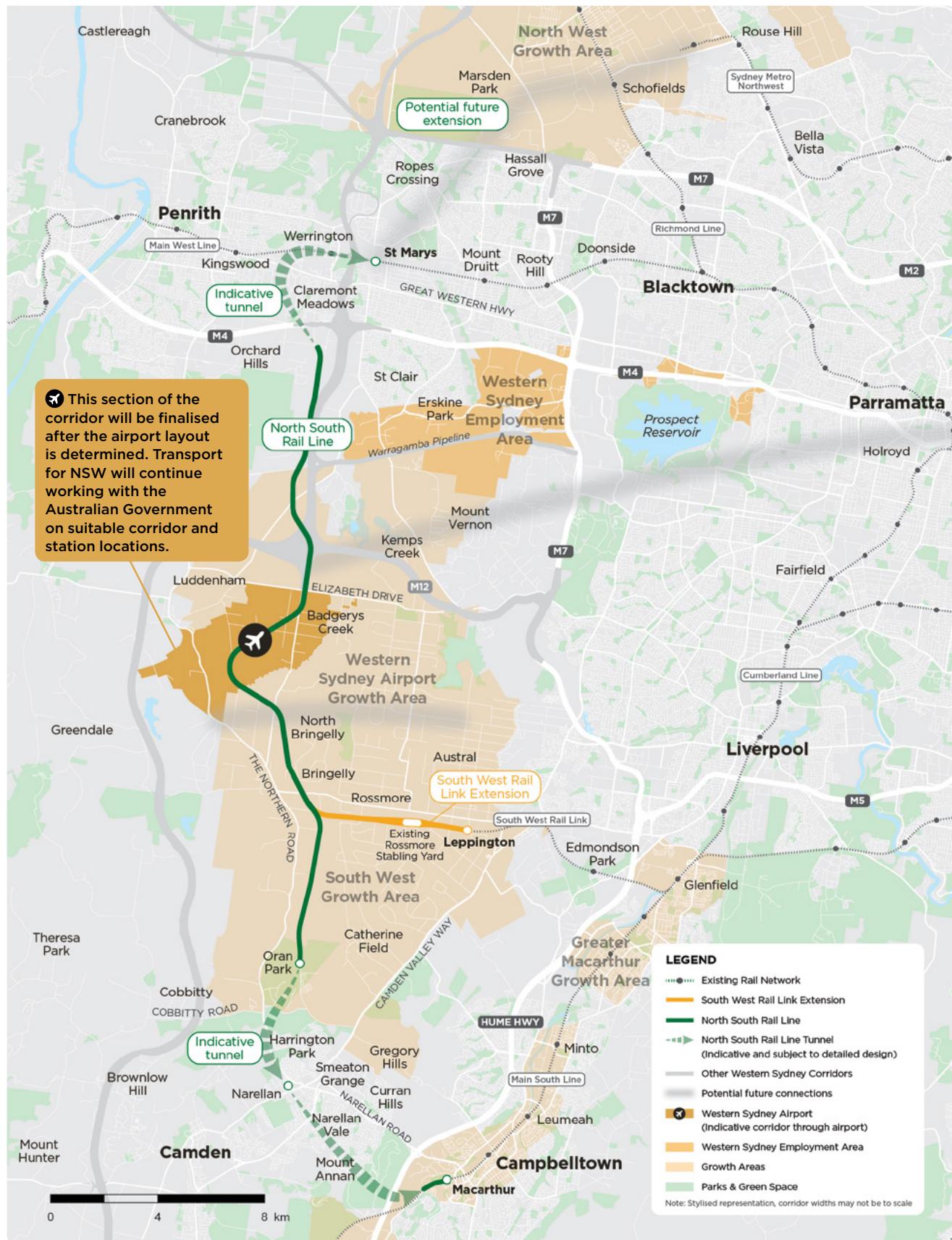
The feedback we received during the consultation, in addition to work with the Department of Planning and Environment, the Greater Sydney Commission, local councils and land use planners, have informed the following refinements to the corridor since 2015:

- The South West Rail Link Extension corridor at Rossmore has been realigned and straightened to better accommodate future rail operations.
- The corridor north of Oran Park has shifted west to better serve Oran Park Town Centre.
- A tunnel section for the North South Rail Line has been identified between Oran Park and Narellan and the Main South Line south of Macarthur to avoid existing built-up areas, heritage features and bushland.
- A tunnel section has also been identified between St Marys and south of the M4 Motorway to avoid built-up areas, heritage features and bushland.

The recommended corridors are shown on Figure 6.

Both corridors are generally between 40 to 60 metres wide, depending on landform and expected rail operations. The eventual North South Rail Line tunnel locations will require further detailed design work.

Figure 6. The recommended corridors



4.1.4 Potential of protected corridor

The *Greater Sydney Region Plan* identifies the North South Rail Line, and its ability to connect with a future link from St Marys to the North West Growth Area, as the impetus for the development of a Western Economic Corridor. The Western Economic Corridor will “connect the Western Sydney Airport and Badgerys Creek Aerotropolis as well as the Sydney Science Park to St Marys, and potentially to Marsden Park and Rouse Hill in the north and to Oran Park, Narellan and Campbelltown-Macarthur in the south and create opportunities for new centres.”

The final corridor alignment through the planned Western Sydney Airport will be informed by the final airport layout which will be determined later in 2018. The NSW Government will continue working with the Australian Government to identify a suitable corridor and station locations to serve the Western Sydney Airport and the surrounding suburbs.

Ongoing planning and consultation will investigate and identify other station locations, as well as the longer-term potential for connections from St Marys to Schofields.

4.2 Outer Sydney Orbital

The Outer Sydney Orbital corridor will provide for a future motorway and freight rail connections between Box Hill in the north, and the Hume Motorway near Menangle in the south, and eventually a connection between the Illawarra, Port Kembla, the Hume Motorway, Central Coast and Port of Newcastle.

The Orbital offers an integrated transport solution to support the unprecedented population and economic growth in Western Sydney.

Elizabeth Drive looking east from Luddenham to Badgerys Creek

Image credit: Spatial Media



4.2.1 Consultation

The Outer Sydney Orbital was identified in the *Long Term Transport Master Plan* in 2012, and its importance was reiterated in the 2013 *NSW Freight and Ports Strategy*, which noted it offered the “means to address the significant industrial development occurring in the west of Sydney” and “the potential to improve mobility between emerging suburbs and employment locations on Sydney’s fringe [while acting as] a key enabler in progressing the separation of the passenger and freight rail networks in the Sydney metropolitan area.”

In 2015, we consulted on a study area for the Outer Sydney Orbital corridor between Box Hill in the north and the Hume Motorway near Menangle in the south.

Over a two-month period, we consulted on both the Outer Sydney Orbital and the Bells Line of Road – Castlereagh Connection (see section 4.3). This included 12 pop-up community information stalls and six community drop-in sessions. We received more than 1,200 submissions on both the Orbital and the Bells Line of Road – Castlereagh Connection. We also consulted with local councils, State agencies and industry stakeholders.

From this work, we gained an understanding of issues such as:

- what areas are environmentally sensitive and allow for the movement of wildlife
- rural characteristics and amenity, including areas where there is small-scale farming and agricultural lands
- significant heritage areas
- existing housing and communities
- where there might be both opportunities and constraints around South Creek, The Northern Road, the Werrington Arterial and the Western Sydney Airport site.

4.2.2 Consideration of constraints

Additional technical investigations built on existing work and the ongoing feedback. Specifically, the Outer Sydney Orbital was assessed in terms of:

- Existing developed areas: including the need to protect existing and future land release areas along nearly the entire 80-kilometre recommended corridor
- Heritage protection: minimising impacts to local and state listed heritage items, including the State heritage-listed Clydesdale House
- Watercourses and flood plains: protecting these areas when construction occurs, in particular South Creek and Nepean River
- Environmental issues: protecting biodiversity values (primarily threatened ecological communities) and avoiding the impacts on Key Priority Conservation Areas
- Rural values: including the transition from rural areas of Western Sydney, as recognised in the *Greater Sydney Region Plan*, and rural townships, villages and communities, including those west of the North West Growth Area
- Future land use planning: including future links to major roads, rail infrastructure (including the Main West Rail Line and Main South Rail Line corridor), the Western Sydney Airport, the future infrastructure that will be provided in the recommended Bells Line of Road-Castlereagh Connection corridor and the recommended Western Sydney Freight Line corridor, and the connections between the growth areas
- Economic potential: supporting and stimulating development of the growth areas, while complementing the future road and freight rail network through the Western Sydney Airport Growth Area that will support investment and development of the Broader Western Sydney Employment Area and the Western Sydney Airport.

Figure 7. The recommended Outer Sydney Orbital corridor



4.2.3 Recommended corridor and rationale for decision

The recommended Outer Sydney Orbital corridor extends between Box Hill in the north and the Hume Motorway near Menangle in the south over a total distance of approximately 80 kilometres (Figure 7).

The recommended corridor varies between 200 metres and 300 metres wide to accommodate the likely future motorway and freight rail lines, including maintenance access; utilities corridors; all proposed motorway interchanges and freight rail junctions; environmental treatments; and modifications to the local road and rail network.

It is generally wider in the south where the topography is more challenging and where supporting earthworks and slope stability are key design considerations.

4.2.4 Potential of protected corridor

The *Greater Sydney Services and Infrastructure Plan* notes that the Outer Sydney Orbital will ultimately provide an outer bypass of Greater Sydney by connecting the Central Coast, the Western Parkland City and the Illawarra. The first stage will connect the North West Growth Area, the Great Western Highway near St Marys, the South West Growth Area and the Greater Macarthur Growth Area with the Airport and Aerotropolis, boosting access to the Airport and the jobs surrounding it as it develops.

The *Greater Sydney Region Plan* also describes Orbital's economic potential by enabling better accessibility for the Western Parkland City with Greater Sydney and regional NSW through boosting freight and logistics activities and providing direct connections to existing freight networks and Port Botany from Western Sydney.

The recommended corridor assumes the Orbital will eventually be a motorway with up to four lanes in each direction that will interchange with:

- M4 Western Motorway
- M31 Hume Motorway
- the proposed M12 Motorway
- the future Bells Line of Road – Castlereagh Connection Motorway
- arterial roads: Windsor Road, Richmond Road, Great Western Highway, The Northern Road, Greendale Road, Cobbitty Road and Burragorang Road.

It will also provide two freight lines with rail junctions with the Main West Rail Line, the Main South Rail Line and the proposed Western Sydney Freight Line.

4.3 Bells Line of Road – Castlereagh Connection

The proposed corridor will provide for a connection between the Bells Line of Road at Kurrajong Heights and the existing motorway network at the Junction of Richmond Road and the M7 Motorway at Colebee.

By providing for interchanges with other major roads, the new road infrastructure, once developed, will support the residents and businesses of Western Sydney and provide connections with other key centres and between Greater Sydney and regional NSW.

4.3.1 Consultation

The Bells Line of Road – Castlereagh Connection was identified in the *Long Term Transport Master Plan* in 2012.

In 2015, we consulted with the community, local government, State agencies and other stakeholders on a study area for the corridor between Kurrajong Heights and the Sydney motorway network near the M7 Motorway at Colebee.



Grose Vale Road, Kurrajong, looking east

Over a two-month period, we consulted on both the Bells Line of Road – Castlereagh Connection and the Outer Sydney Orbital. This included 12 pop-up community information stalls and six community drop-in sessions. We received more than 1,200 submissions on both the Bells Line of Road – Castlereagh Connection and the Outer Sydney Orbital. We also consulted with local councils, State agencies and industry stakeholders.

From this work, we gained an understanding of issues such as:

- environmentally sensitive areas and environmental corridors that enable wildlife movements
- rural amenity and significant heritage areas
- existing housing and established communities
- small-scale farming and agricultural lands
- opportunities to use the previously identified Castlereagh Freeway corridor and the Driftway at Londonderry.

A Castlereagh Freeway corridor between the M7 Motorway and Wianamatta Nature Reserve had previously been identified in 1951. Parts of this are included in the recommended Bells Line of Road – Castlereagh Connection corridor; however, much of it is no longer considered feasible for future transport connection due to the large number of endangered species now inhabiting the Castlereagh Freeway corridor.

The recommended corridor follows the southern edge of the Cumberland Plain Key Priority Conservation Areas to avoid remnant bushland and endangered wildlife.

4.3.2 Consideration of constraints

Additional technical investigations have built on existing work and ongoing feedback. The recommended corridor is based on the following constraints:

- Future and existing land uses: including land currently committed to a range of uses and development, such as residential and employment zones that support the development of the North West Growth Area. However, the Shanes Park Precinct in the Growth Area is not yet released, and while the transport infrastructure would reduce its suitability for future residential development, the area has low residential targets due to flood-prone land
- Traffic, noise, visual and hydrology impacts: including the generation of noise that would impact housing areas, schools and child care centres, the effect of the motorway on views, the need to clear vegetation and the influence of flood-prone areas

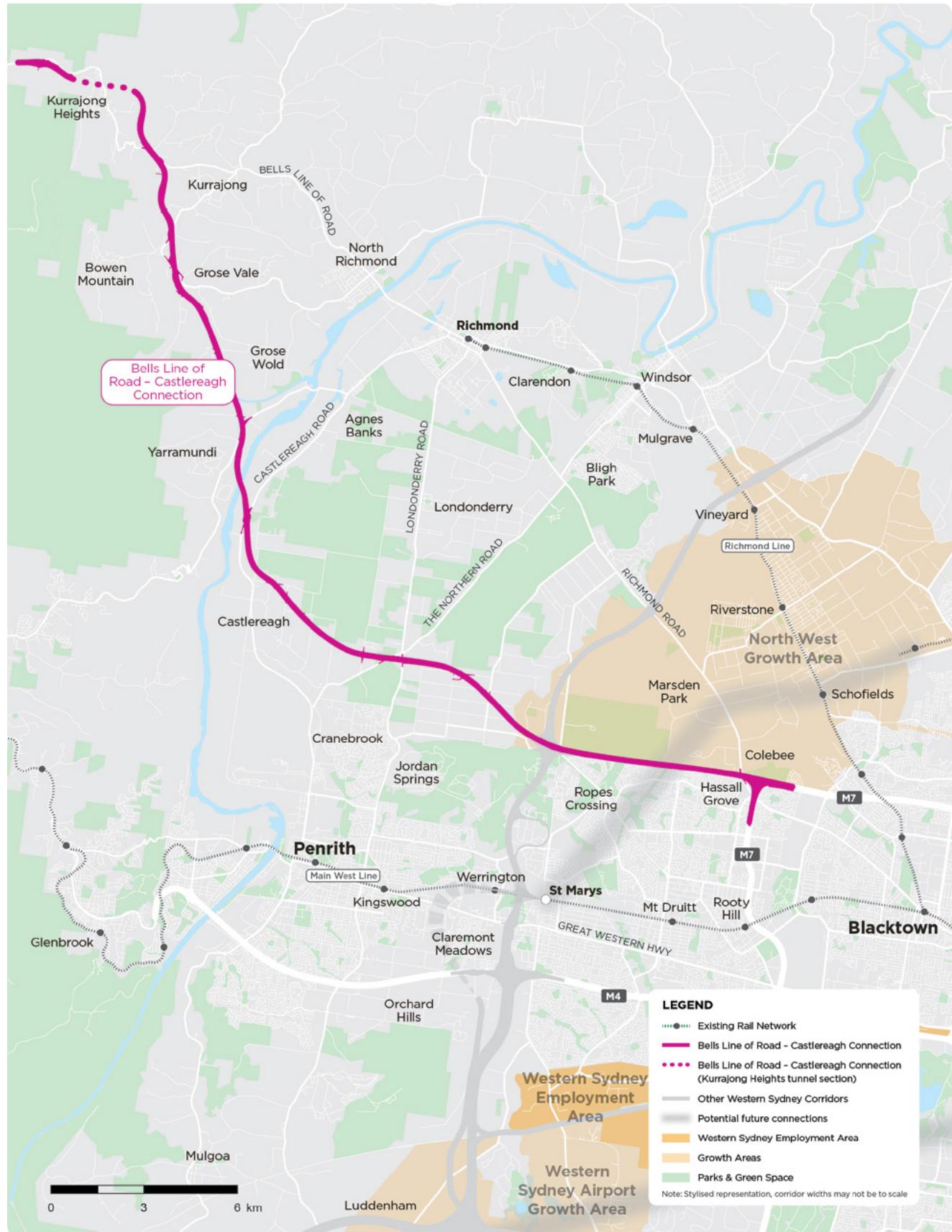
- Biodiversity: including major biodiversity impacts to threatened ecological communities (such as Cumberland Plain Woodland), nature reserves, and riparian and remnant vegetation associated with the Hawkesbury-Nepean River
- Heritage: including the State-listed Colebee and Nurragingy Land Grant, the Blacktown Native Institution and Commonwealth-listed Llandilo International Transmitting Station, and Shale Woodland on the former Air Services Australia site at Shanes Park
- Rural areas: including prime agricultural land around Llandilo and Castlereagh.

4.3.3 Recommended corridor and rationale for decision

The 40-kilometre recommended corridor extends through Blacktown, Hawkesbury and Penrith local government areas, and is between 80 metres to 140 metres wide (Figure 8) depending on topography.

It commences at the M7 at Dean Park and proceeds along the existing Castlereagh Freeway reserve before crossing The Northern Road and Cranebrook Road, then Castlereagh Road and the flood plain of the Nepean River. After crossing the Grose River it runs parallel to Grose Wold Road before running in a tunnel parallel to the existing Bells Line of Road to Kurrajong Hills.

Figure 8. The recommended Bells Line of Road-Castlereagh Connection corridor



4.3.4 Potential of protected corridor

The *Greater Sydney Region Plan* notes that the road infrastructure that can be delivered through the protection of the Bells Line of Road Corridor – Castlereagh Connection is integral to the economic efficiencies and opportunities that will come from better north-south transport connections between Greater Sydney, Newcastle and Wollongong.

The *Greater Sydney Services and Infrastructure Plan* states that it will boost the safety and efficiency of journeys between Greater Sydney and regions to the west.

Once developed, the corridor will provide for interchanges with major roads like the M7 Motorway, the proposed Outer Sydney Orbital, Richmond Road, The Northern Road, Londonderry Road, Castlereagh Road and Grose Vale Road. This will make it easier to move across the wider road network and to access to the Western Sydney Airport (via the Outer Sydney Orbital corridor).

As a motorway-standard connection, it will improve traffic capacity, reduce existing congestion on key arterial roads such as Richmond Road, improve travel times and increase the efficiency of freight movements. It would also provide an additional option for flood evacuation.

4.4 Western Sydney Freight Line

The proposed Western Sydney Freight Line corridor will allow for a future dedicated rail freight connection from industrial lands around the Wetherill Park and M7 Motorway to the planned Outer Sydney Orbital's freight rail corridor near Luddenham.

When delivered, the Western Sydney Freight Line will provide regional freight access to Greater Sydney's dedicated freight network while releasing capacity to enable passenger services through Blacktown and Parramatta to increase. It will also help to shift freight movements from road to rail transport.

At this stage a recommended corridor is only identified between the M7 Motorway and the Outer Sydney Orbital corridor. East of the M7 Motorway, further work is required to establish the best corridor through to the Yennora, Wetherill Park and Smithfield industrial and employment areas.

A limited window of opportunity exists to protect a future Western Sydney Freight Line corridor before the area of land is developed. Doing so now increases certainty for the community, local councils and industry that future infrastructure can be provided when it is required.

Looking west over Erskine Park and the Warragamba Pipeline towards Luddenham and Orchard Hills



4.4.1 Consultation

The Western Sydney Freight Line was identified in the *NSW Freight and Ports Strategy* in 2013 as having the potential to connect the trade gateway of Port Botany with Western Sydney, delivering dedicated rail capacity that will help to reduce pressure on Greater Sydney's motorway network.

Most recently, the Western Sydney Freight Line corridor was identified in 2017 as part of the broader consultation for *Future Transport 2056*, district plans and *Greater Sydney Region Plan*. The recommended corridor also draws on the earlier feedback received on the *NSW Freight and Ports Strategy*. This process included consultation with State agencies, local councils, industry groups and peak bodies.

The recommended corridor for the Western Sydney Freight Line has been identified in collaboration with the Greater Sydney Commission and Department of Planning and Environment.

We will undertake more investigation and consultation before we can identify a recommended corridor of land for the remaining Western Sydney Freight Line corridor between Leightonfield, Yennora and the M7 Motorway (referred to as the eastern section), in acknowledgement of the area's established communities and potential employment opportunities.

This will include integrated land use and transport planning to understand how the future freight rail line can best serve employment lands and stimulate more employment opportunities.

4.4.2 Consideration of constraints

Technical investigations built on this work and addressed the following constraints:

- Land use and development: including the type of development within the wider study area, with residential and community land uses considered a greater constraint on the land, and employment land considered to offer greater opportunity to integrate with, and benefit from, a future freight line
- Infrastructure: including the Warragamba Pipeline, the M7 Motorway, the future Outer Sydney Orbital, the opportunity for connections to the Southern Sydney Freight Line to provide a dedicated freight link to Port Botany, and larger environmental assets such as Western Sydney Parklands and Prospect Reservoir
- Biodiversity: including areas of high ecological value in the western section, especially between Old Wallgrove Road and the M4 Motorway to the west of Ropes Creek
- Heritage: avoiding or minimising impacts to items or sites listed on any federal, State or locally significant registers where possible, with several Aboriginal and non-Aboriginal items of significance that will require further consideration during design development
- Topography: avoiding steep topography to meet a business requirement for the future rail operations within the corridor at a maximum grade of one per cent to ensure efficient operations while avoiding unnecessary emissions and increased noise
- Flooding and hydrology: considering three flood-prone creeks in the western section (South Creek, Ropes Creek, and Reedy Creek) and Eastern Creek, Prospect Creek and Orphan School Creek to the south-west of Yennora Station in the eastern section.

4.4.3 Recommended corridor and rationale for decision

The Western Sydney Freight Line corridor is defined as:

- a western section, extending from the future Outer Sydney Orbital in Luddenham at its western end to the M7 Motorway
- an eastern section, extending from the M7 Motorway to the connection with the Southern Sydney Freight Line at Villawood.

The recommended corridor for the western section (Figure 9) was determined to best meet future project requirements while minimising impacts on existing land uses, as well as biophysical and geophysical environments. It starts west of Luddenham Road and ends at the M7 Motorway.

The corridor is generally 60 metres wide subject to landform and expected freight rail operations.

As noted earlier, identifying a recommended corridor for the eastern section will be subject to additional technical investigations and land use and transport studies.

4.4.4 Potential of protected corridor

The Western Sydney Freight Line corridor will ultimately connect the SSFL near Leightonfield and the proposed Outer Sydney Orbital near Luddenham, which includes a freight rail line and connection to the Main West Line near St Marys. East of the M7 Motorway, we anticipate that a future Western Sydney Freight Line will run through existing industrial areas in Wetherill Park, Smithfield, Yennora and Leightonfield.

This will offer an east-west rail freight corridor in Western Sydney and extension of the dedicated freight rail network. Rail freight operators will have access to more options for regional freight movements, the burgeoning range of employment uses on land within the Western Sydney Airport Growth Area will have appropriate transport solutions, and there could be overall benefits to both motorway congestion and passenger rail services as the future Western Sydney Freight Line contributes to targets to increase the proportion of containers on rail moved through NSW ports.

Added benefits of moving freight to rail include lowering emissions and noise, and easing congestion around Port Botany and Sydney Airport.

Figure 9. The recommended corridor between the M7 and the Outer Sydney Orbital



5. Engagement

We invite the community and stakeholders to provide feedback on the four recommended corridors.

During the engagement period, we'll be in contact with property owners and people living in the corridor both by post and direct visits.

Property owner and community drop-in sessions will be advertised at transport.nsw.gov.au/corridors

You can find out more about the corridors, including the draft Strategic Environmental Assessments, by visiting transport.nsw.gov.au/corridors

5.1 Providing feedback

You can provide your comments and feedback on the recommended corridors by 18 May 2018.



Visit the website for more information
transport.nsw.gov.au/corridors



Use the interactive online map
to see the corridor location and
to provide your feedback
transport.nsw.gov.au/corridors



Email
corridors@transport.nsw.gov.au



Write
Corridor Investigation Office
Transport for NSW
PO Box K659
Haymarket NSW 1240



Call
1800 837 511



This document contains important information about transport investigations in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on **131 450** and ask them to call the Corridor Investigation Office on **1800 837 511**. The interpreter will then assist you with translation.

5.2 After consultation

While the land may not be used for some years, confirming these corridors will allow us to ensure land is available to deliver the infrastructure in the future when it is needed.

Community and stakeholder feedback on the recommended corridors will be assessed by Transport for NSW and the corridors refined and confirmed. The recommended corridors will also be assessed by the Department of Planning and Environment and considered for statutory planning protection.

After considering submissions, and at the request of Transport for NSW, the Department of Planning and Environment is expected to make a recommendation to the Minister for Planning on the protection of the corridors within a State Environmental Planning Policy (SEPP). If a SEPP is made, the land will be rezoned to SP2 Infrastructure – Reserved Infrastructure Corridor and new planning controls will apply.

Although the existing land uses will be able to continue in the interim, this will ensure that new development does not inhibit the delivery of the major infrastructure when required in the future.

Once protected, planning authorities will ensure that land use and transport planning processes around the recommended corridors are integrated and coordinated. Any future proposal to build and operate infrastructure in the recommended corridors would be subject to a comprehensive environmental assessment in accordance with the provisions of the *Environmental Planning and Assessment Act 1979*.

At that time, environmental impacts including in relation to noise, air quality, biodiversity and visual amenity, would be subject to technical expert assessment in accordance with the State Significant Infrastructure procedures. This will require an environmental impact statement.



6. Conclusion

With anticipated population and economic growth in Western Sydney, improved transport connections are essential to the NSW Government's vision for a 30-minute city – where people live within 30 minutes of their jobs, education and health facilities, services and great places – and to an efficient freight network.

The Western Sydney corridors will be key north-south and east-west transport links that will connect people to jobs and places, provide greater education, employment and business opportunities to support the Western Economic Corridor, and ease congestion and constraints on the broader freight network.

Appropriate provisions made now will meet the future transport needs of Western Sydney and the wider Greater Sydney region. Identifying and protecting the recommended corridors now will make the best use of government resources by making sufficient land available in the future for construction of road and rail infrastructure when it is needed.

This will reduce disruption to communities and businesses when the infrastructure is constructed. It will provide certainty for future land use planning, avoid redundant development, and enable consideration of the future rail infrastructure during land use planning so that impacts can be avoided, or appropriate mitigation measures can be implemented. Protection of the recommended corridors also provides opportunities for land use and economic development that would perhaps not otherwise be realised.

Identifying and protecting land for the recommended corridors is vital now, before development in the region reduces future opportunities for such infrastructure. It will also provide clarity for the Department of Planning and Environment, councils and developers, and provide greater certainty for existing and future residents in the area.

The recommended corridors have been selected following a comprehensive process that has involved community consultation, exploration of multiple alignments and the input of a number of technical experts. Following extensive investigations into existing natural and built constraints in study areas as well as initial public consultations, we selected the recommended corridors to avoid environmental, social and economic impacts as best as possible.

This is an integrated transport solution that balances infrastructure benefits and opportunities with land use and environmental impacts. It meets the stated objectives of Australian and NSW strategic policies.

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