

29 March 2024

Mrs Lynda Voltz MP  
Member for Auburn  
Chair  
Legislative Assembly Committee on Transport and Infrastructure  
NSW Parliament House  
Macquarie Street  
Sydney NSW 2000

**RE: Inquiry into Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis**

Dear Mrs Voltz,

The Urban Development Institute of Australia NSW (UDIA) is the state's leading development industry body. We represent the leading participants in the industry and have more than 450 members across the entire spectrum of the industry including developers, financiers, builders, suppliers, architects, contractors, engineers, consultants, academics and state and local government bodies.

UDIA invests in evidence-based research that informs our advocacy to state, federal and local government, so that development policies and critical investment are directed to where they are needed the most. Together with our members, we shape the places where people will live for generations to come and in doing so, we are city shapers. In NSW alone, the property industry creates more than \$581.4 billion in flow on activity, generates around 387,000 jobs and provides around \$61.7 billion in wages and salaries to workers and their families.

UDIA welcomes the opportunity to make a submission to the NSW Legislative Assembly Committee on Transport and Infrastructure's Inquiry into *Critical Transport infrastructure supporting the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis*.

Since 2014 industry has witnessed significant planning and rezoning announcements, with the Nancy Bird Walton International Airport developing on schedule. However, development in the other 9 precincts across the Aerotropolis has to date been

progressing slowly, largely due to uncertainty around the delivery of critical enabling infrastructure. Swathes of rezoned industrial land is still sitting vacant waiting for clarity on when the complex web of new or upgraded roads will be delivered and when the recycled stormwater scheme connecting industrial lands will be completed.

UDIA and our members have identified several areas of concern regarding the current transport connectivity of the Aerotropolis and its precincts, as well as associated plans. We stand ready to assist both the Departments overseeing the critical infrastructure delivery in the area in doing so, support the NSW Government to achieve the vision and connectivity of the Aerotropolis. The UDIA makes the following recommendations for the Committee's consideration:

### **Recommendations:**

- 1. The NSW Government prioritises funding for high priority roads in and around the Aerotropolis to support the delivery of new developments in the area.**
- 2. Upgrading Badgerys Creek Road must be made a priority, as it will defer the need for Eastern Ring Road and Bradfield Metro Link Road.**
- 3. That the NSW Government better consider interim measures for upgrades to priority roads, in order to reduce land acquisition, unlock investment and development and improve safety across the Aerotropolis.**
- 4. UDIA and its members recommend the NSW Government direct TfNSW to reconsider the staging of Elizabeth Drive to enable an initial central 4 lane upgrade without requiring the full extent of land acquisition and therefore aligning the initial upgrade funding allocation.**
- 5. That the NSW Government build and complete the Southwest Rail Link Extension by 2031 and the full North-South Rail link by 2035.**
- 6. UDIA recommends the NSW Government partner with industry to identify and deliver new rail-based Transit Oriented Development (TOD) centres in Leppington, Rossmore and Oran Park and to facilitate growth and support the existing strategic centres at Narellan, Parramatta and Penrith.**
- 7. The Government develops a whole of Government policy approach to works-in-kind agreements, through the Housing and Productivity Contributions Framework to support agreements between private developers and government which can unlock essential regional scale transport and enabling infrastructure.**
- 8. The NSW Government to allocate \$1.1B to forward fund the H&PC and catalyse a positive cycle of infrastructure delivery and housing delivery.**

- 9. The NSW Government should create a whole of government delivery authority to set and agree the infrastructure sequencing, delivery and funding strategy for the Aerotropolis and giving the private sector certainty on the timing for the delivery of key assets.**
- 10. That the NSW Government invest \$3 billion in the coming 2024/25 financial year specifically into key roads and water servicing infrastructure such as stormwater and sewer.**
- 11. Rapid bus services to WSA and Bradfield from Macarthur must be in place prior to airport operations in 2026.**
- 12. The NSW Government develop rapid bus transport routes and options in and around the Western Parkland City connecting priority precincts such as Penrith, Parramatta and Liverpool with the Aerotropolis and Bradfield centres.**
- 13. UDIA recommends the NSW Government urgently review the Southwest Growth Structure Plan, in order to better plan the future employment, housing and transport needs of growing communities better and strategically in and around the Aerotropolis.**

### **NextGen West Manifesto:**

The UDIA's NextGen West Manifesto is the summary of two years of work from UDIA's NextGen West Leadership Panel – represented by leaders from Local Government, State Government agencies and the development industry. NextGen West represents the voice for Greater Western Sydney and provides recommendations to ensure the region, cities and neighbourhoods emerge as desirable places to live and work. Implementation of our pillar recommendations, with the right investment and the right decisions that achieve better productivity and liveability outcomes, will ensure that the Aerotropolis and Western Parkland City emerge as a globally recognised growth area.

NextGen West identifies the six critical areas necessary to ensure that Aerotropolis and Western Parkland City contributes to Sydney's growth and global competitiveness. NextGen West is a strategy designed to improve regional access and ensure that informed decision-making by government leads to infrastructure coordination and a significant increase in amenity. UDIA recommends the NSW Government incorporate best practice thinking outlined in the six pillars of NextGen West when considering the transport connectivity and infrastructure delivery options in the Aerotropolis. These pillars include:

- Developing essential Infrastructure that covers both city shaping and critical enabling infrastructure aimed at servicing future growth and better connections between commercial centres across the western suburbs.
- Placing downward pressure on housing affordability by ensuring the right balance of density and diversity across local government areas.
- Continue incorporating jobs and employment initiatives that create higher skilled jobs closer to home in Western Sydney.
- Simplify governance and planning pathways that assist the development industry in navigating planning decisions.
- Ensure environment and resilience measures are prioritised for communities to better withstand environmental challenges and which include biodiversity outcomes that are realistic, affordable, and achievable.
- Continue investment in social and cultural infrastructure to improve urban environments and public domain areas together with funding for arts and culture that will build upon the rich diversity in Western Sydney.

### **The Delivery of High Priority Roads:**

Landowners across Mamre Road and the Aerotropolis already pay the highest government costs to develop industrial land in the country. Their capacity to pay is starting to exceed the point where development is feasible. The current road network will not enable the delivery of future employment lands. The existing roads partially close in periods of heavy rain, and the lack of certainty regarding future upgrades is an impediment to attracting commitments from future Aerotropolis tenants. Currently there are no road connections between Western Sydney Airport, the Aerotropolis' employment use lands, the Liverpool CBD and the new Bradfield CBD. There are also no road connections between Western Sydney Airport (WSA), the Aerotropolis' employment use lands, the Liverpool CBD and the new Bradfield CBD. Discussions with Transport for NSW (TfNSW) indicate they have little or no funding for the design and delivery of the critical pieces of road infrastructure in this starter package, such as upgrades to Badgerys Creek Road, Elizabeth Drive and Fifteenth Avenue, nor does TfNSW believe a solution will be in place by the time the airport opens in 2025.

TfNSW has disclosed that they are unable to give any timing as to when the required Aerotropolis roads will be upgraded or constructed. Industry have been informed that there has been no NSW Government decision to invest in these roads and have unable to provide even an indicative timeframe for delivery. This is despite \$1 billion of funding being announced by the NSW Government in June 2021, which committed more than

\$900 million to fund enabling works on lands near Bringelly, including remediation and road infrastructure. TfNSW has also indicated that they do not believe there is any prospect of the necessary connector roads being constructed by the time the airport opens for cargo operations in late 2025. Enabling road transport infrastructure is described as the Aerotropolis Roads Package, which identified 6 key road and transport projects in the Aerotropolis Precinct including:

1. Upgrade of Elizabeth Drive,
2. Upgrade of Badgerys Creek Road,
3. Upgrade of Luddenham Road,
4. Extending 15th Avenue to Badgerys Creek Road,
5. Construction of the new Bradfield Metro Link Road and,
6. Construction of the new Eastern Ring Road.

Funding for the design and delivery of critical pieces of road infrastructure surrounding the Western Sydney Airport, such as, upgrades to Badgerys Creek Road, Elizabeth Drive and Fifteenth Avenue have not been announced, nor has a timeline for delivery of the projects been provided to industry or the community. This road funding package will help boost development pathways for first-mover industrial logistics and warehousing facilities at the Aerotropolis and help to address the current lack of industrial zoned land in Greater Western Sydney, which has vacancy rates at close to 0.3 per cent and a pipeline of serviced land supply at only one year.

**Recommendation:**

- **The NSW Government prioritises funding for high priority roads in and around the Aerotropolis to support the delivery of new developments in the area.**

**Badgerys's Creek Road:**

The Western Sydney Airport will open for passenger operations in 2026 with no viable eastern orbital given the Eastern Ring Road is potentially 10 years away from construction and longer for completion and Badgerys Creek Road will be the interim eastern orbital for the foreseeable future connecting The Northern Road in the south to Elizabeth Drive in the north. As with the other existing roads, it is not suitable for this purpose given its degraded rural nature and is subject to flooding from time to time. Given the extensive delays in delivering new road infrastructure such as the Eastern Ring Road and the Bradfield Metro Link Road, the new city of Bradfield is totally dependent

upon Badgerys Creek Road as its only means of access. As a result, Badgerys Creek Road must be made a priority as it will defer the need for Eastern Ring Road and Bradfield Metro Link Road. An upgraded Badgerys Creek Road is the only cost-effective way of providing an eastern orbital around the airport and to connect Bradfield to the airport.

**Recommendation:**

- **Upgrading Badgerys Creek Road must be made a priority, as it will defer the need for Eastern Ring Road and Bradfield Metro Link Road.**

**Mamre Road:**

The upgrade of Mamre Road and Elizabeth Drive are both critical for the development of the industrial lands around the Western Sydney Airport and needs to be given the highest of priorities. The NSW Government and TfNSW should take learnings from previous shortfalls on regional infrastructure delivery throughout the Aerotropolis, an example being Mamre Road Stage 2. TfNSW's strategic design for Mamre Road Stage 2 included a 6-lane road upgrade with the outer 2 southbound and northbound lanes to be constructed first with the remaining central lanes constructed in the future. This arrangement required all land acquisition upfront and therefore required a significant upfront funding allocation. In November 2020, tier 1 developers funded and provided an unsolicited proposal to TfNSW demonstrating how an initial 4 lane upgrade of Mamre Road Stage 2 could be completed by constructing the central 4 lanes and therefore deferring the requirement to undertake the majority of initial land acquisition. This arrangement would allow for an initial Mamre Road Stage 2 upgrade with a significantly reduced initial funding allocation which would in turn improve safety and provide the same initial mid-block capacity throughout as the TfNSW strategic design. This proposal was acknowledged by TfNSW, though was never progressed. Now in 2024, following several major crashes along Mamre Road and one involving a fatality, it is understood from discussions with TfNSW that it is investigating a central design option for Mamre Road Stage 2 to enable an interim upgrade of the central 4 lanes, therefore deferring significant land acquisition to later stages. UDIA and its members supports this approach and sees it as a case study for delivery of initial upgrades throughout the Aerotropolis.

**Recommendation:**

- **That the NSW Government better consider interim measures for upgrades to priority road upgrades in order to reduce land acquisition, unlock investment and development and improve safety across the Aerotropolis.**

## **Elizabeth Drive:**

The Elizabeth Drive upgrade is fundamental to the development of all industrial zoned land in the Aerotropolis' northern corridor. Without it, temporary roadworks and intersections are needing to be planned and paid for by developers outside of any Works In Kind agreement. Securing funding and providing a reasonable programme and certainty for the works will assist to inform developers when they are able to provide any commitment to existing and future customers within the Aerotropolis and Mamre Road precincts.

Elizabeth Drive is a key infrastructure element to enabling development to progress throughout the Aerotropolis. Similar to Mamre Road Stage 2 strategic design, TfNSW initial design involves a 6-lane road upgrade with the outer 2 southbound and northbound lanes to be constructed first with the remaining central lanes constructed in the future. This arrangement will require all land acquisition upfront and therefore require a significant upfront funding allocation. UDIA and its members recommend the NSW Government direct TfNSW to reconsider the staging of Elizabeth Drive to enable an initial central 4 lane upgrade without requiring the full extent of land acquisition and therefore aligning the initial upgrade funding allocation to a level that industry and NSW Government can work collectively to deliver by end of 2026, which would ultimately be in line with opening of the Western Sydney Airport.

## **Recommendation:**

- **UDIA and its members recommend the NSW Government direct TfNSW to reconsider the staging of Elizabeth Drive to enable an initial central 4 lane upgrade without requiring the full extent of land acquisition and therefore aligning the initial upgrade funding allocation.**

## **Transport Connectivity in the Aerotropolis:**

The prioritisation, funding and delivery of enabling infrastructure remains the biggest single roadblock to the delivery of development within the Aerotropolis and indeed across the Western Parkland City. In a fiscally constrained environment, which many developers are currently operating in, we must develop a framework to do more with less. The focus must be moved away from the initial capital cost and reframed to highlight the housing, employment and place making opportunities that are unlocked and the long-term economic return, including the contributions and charges that Government will receive by unlocking new employment and housing developments.

The Western Parkland City and Aerotropolis more specifically is set to emerge as the third major city in Greater Sydney, with up to 184,500 new homes and 200,000 new jobs by 2036. Inadequate public transport is evident across the West, with on average 1 rail station per 30,000 people in Western Sydney, compared to 1 every 15,000 people in the Eastern suburbs. The scale of public transport infrastructure needed to service Western Sydney is significant and will therefore take time to deliver. The obvious gaps in the current network in the Southwest growth precincts is the Leppington connection to the Aerotropolis and the North-South Metro line termination at Bradfield. While there are plans to join Leppington to Bradfield by rail, and to extend the Metro line from Bradfield to Macarthur via Oran Park and Narellan, there has been little commitment to timing or budget by the Government since its announcement in 2018.

The UDIA believes that the Committee should support the southern extension of the Metro line from Bradfield to Leppington and onwards to Oran Park, as part of its final report recommendations. This vital piece of infrastructure will better serve the substantial population growth being realised in this part of Western Sydney. Extensive residential and employment areas will be opened east and west of the Northern Road in the next decade, adding to existing residential and employment populations. While there is a commitment to investigate extending the Metro rail network from Bradfield to Leppington, there is no such commitment for any southern extension of the route to Oran Park and beyond. The scale of public transport infrastructure needed to service Western Sydney is significant and will therefore take time to deliver.

**Recommendation:**

- **That the NSW Government build and complete the Southwest Rail Link Extension by 2031 and the full North-South Rail link by 2035.**

**Changing nature of public transport needs**

Housing typologies are changing at a rapid pace, with Sydney recording the highest percentage of the population in high density housing, at 23%. Intergenerational living is on the rise as a direct result of affordability issues, as well as growing cultural diversity. These diverse impacts are having a direct effect on public transport services, which are more in demand than ever before and needed more frequently and reliably across the network. Users of public transport require convenience if they are to be encouraged to utilise transport services over travel by car. Convenience for transport users will likely



mean enhanced use of smart technologies in trip planning such as train and bus tracking, ensuring an appropriate service capacity, and matching user demand.

An opportunity exists for both industry and government to partner to deliver several new rail-based Transit Oriented Development (TOD) centres in Leppington, Rossmore and Oran Park and to facilitate growth and support the existing strategic centres at Narellan, Parramatta and Penrith. These centres will be required to support the significant residential and employment growth planned for the near future in and around the Aerotropolis. It is becoming more apparent that significantly more transport orientated development and housing density will be required than has previously been projected in these areas to provide affordable housing options and this will have a direct effect on the needs and use of transport across communities located within Western Sydney. The Government should also be investigating the opportunity to increase the number of stations on existing and proposed rail lines, heavy and Metro. This was recommended by UDIA and Professor David Levinson in our research report 'Southwest Sydney Rail Link extension – An Accessibility Oriented Case for City Shaping Infrastructure' and would bring NSW in line with international best practice providing increased accessibility while providing greater opportunity for housing growth and place outcomes.

Planning for the timely delivery of these centres and associated rail projects will underpin a better structured and more sustainable approach to growth, with greater housing supply, increased housing diversity, more local employment and better community facilities. As planning for these centres' advances, and a vision for the communities around the centres emerges, strategic planning for bus networks and active transport, integrated with rail services will flow. This can however only be achieved through planning controls and coordinated action by State Government Agencies and local councils to ensure the delivery of the right type of housing which supports appropriate density in and around transport supported centres.

**Recommendation:**

- **UDIA recommends the NSW Government partner with industry to identify and deliver new rail-based Transit Oriented Development (TOD) centres in Leppington, Rossmore and Oran Park and to facilitate growth and support the existing strategic centres at Narellan, Parramatta and Penrith.**

## **Innovative Funding Models:**

To deliver new transformational outcomes, it is clear NSW must take bold action, acknowledging that the existing processes and structures are not working, and that a new way of thinking is required. NSW needs to turbocharge upfront investment in water, sewer and roads infrastructure so long awaited and planned investment can be unlocked within the Aerotropolis. By making an upfront investment in road and water infrastructure, the NSW Government can unlock much needed investment sooner and recoup its investment later when developers pay contributions once developments are completed.

UDIA believes that Works-in-Kind Agreements (WiK) are crucial for an efficient planning system for Local and Regional State infrastructure. WiK provides the opportunity to shorten the timeframe to deliver planned infrastructure and provide greater industry certainty to support development within the Aerotropolis, Mamre Road precinct and indeed across the Western Parkland City. Works-in-kind and land dedication provides a guarantee of delivery of infrastructure directly related to the development. It may also present opportunities for a developer to forward fund and accelerate the delivery of a particular item of infrastructure in advance of Government's procedural business planning and budgetary activities. This has added public interest benefits and may achieve broader social, economic and other objectives sooner than by relying solely on traditional Agency funding models.

The introduction of the Housing and Productivity Contributions (H&PC) framework offers further opportunities to make WiK a reality by providing a funding source to reimburse "first mover" developers who deliver in kind infrastructure which unlocks multiple development sites. In this model the first mover would deliver the infrastructure at their own expense and be reimbursed for expenditure incurred beyond its own development contributions from the H&PC fund. The H&PC fund would then be replenished as contributions are received from later commencing developments. This model provides an innovative way to get regional infrastructure moving quickly and most importantly, at little upfront cost to the Government while also accelerating infrastructure delivery and development where it is needed most. The Government could ensure costs are agreed up front and in doing so avoid overruns, while benefiting from the financial upside of collecting property taxes and development contributions sooner than if it had waited for agency funding to be available to deliver the infrastructure.

The NSW Government should also consider committing seed funding to the H&PC to allow delivery of critical infrastructure such as roads and water services in the Aerotropolis where lead developers are not able to deliver via works in kind. By implementing measures where Government investment can occur up front for critical infrastructure projects and the cost is then recovered after the fact via developer contributions, we can unlock development and employment opportunities earlier. The introduction of the Housing and Productivity Contribution (H&PC) scheme has created an opportunity for industry and government to partner to create a fit for purpose WiK framework, which should be leveraged to better support infrastructure delivery across the mega region. The process is still limited as government must wait for land to be subdivided or apartments, industrial or commercial premises to be built before contributions are collected and funds are allocated to infrastructure projects. A key recommendation of the UDIA is for Government to allocate \$1.1B to forward fund the H&PC and create a positive cycle of infrastructure delivery and housing delivery. \$1.1B could be funded via a reprioritisation of the \$400m announced for housing enabling infrastructure in the NSW 22/23 Budget, which has not been spent to date and \$700m being the amount which is expected to be levied from contributions under the H&PC in the coming years.

### **Recommendation**

- **The Government develops a whole of Government policy approach to works-in-kind agreements, through the Housing and Productivity Contributions Framework to support agreements between private developers and government which can unlock essential regional scale transport and enabling infrastructure.**
- **The NSW Government to allocate \$1.1B to forward fund the H&PC and catalyse a positive cycle of infrastructure delivery and housing delivery.**

### **Single Coordination Authority for the Aerotropolis:**

While the Department of Planning, Housing and Infrastructure (DPHI) and the Cabinet Housing Office are leading the states response to the National Housing Accord there are several other agencies which have a significant impact on the efficiency and effectiveness of the NSW planning system and indeed the delivery of key road and water infrastructure across Western Sydney. While many of these agencies are focused on infrastructure delivery, a number play a significant role in the strategic planning of major precincts such as the Aerotropolis. The repeal of the Greater Cities Commission and the

absorption of the Western Parkland City Authority (WPCA) into DPHI should enable the more efficient use of staff and the reprioritisation of resources to where they are most needed in the Aerotropolis. There are however significant infrastructure challenges which are still impacting the ability of the development industry to deliver the surrounding Western Sydney Airport Aerotropolis precinct and in doing so, realising the vision for a precinct which can support over 17,000 ongoing and 200,000 jobs across the Western Parkland City.

The NSW Government should create a whole of government mechanism to expedite solutions to existing issues facing the community, industry and local government in realising jobs and housing in the Aerotropolis. The fast tracking of strategic delivery and servicing of existing zoned land around the Aerotropolis must be prioritised. UDIA recommends that the NSW Government invest \$3 billion in the coming 2024/25 financial year specifically into key roads and water servicing infrastructure such as stormwater and sewer. The above-mentioned figure represents an average yearly spend in line with the Governments total infrastructure spend for the Aerotropolis and broader Western Parkland City, which is currently estimated at \$120 billion over the next 20-30 years.

Western Sydney's growth precincts measure 650 square kms. This is the same urban footprint as Adelaide. The scale of planning represents a contemporary new city, not 'bolted on' urban expansion. Natural and built characteristics (topography, environment, hydrology, roads, rail) create an effective boundary and framework to efficiently plan and develop a focussed, distinctly independent but well-connected urban precinct. Large landholdings and motivated private sector, appropriately guided, can offer expertise and experience to implement the vision and present opportunities for partnerships. Existing shortages of employment lands and unprecedented vacancy rates below 1% in Sydney for industrial properties means the Aerotropolis success and delivery is more critical than ever.

There are multiple Planning agencies with responsibility for Aerotropolis and multiple convoluted planning steps and pathways to pass through. Before developers are able Environmental issues have emerged that are still holding up development and awaiting resolution, this includes the South Creek riparian corridor, Wastewater disposal, bio certification and maximum permissible flood levy. The UDIA and its members believe that these issues will persist unless a new approach is levied. The UDIA believes models such as the NSW Olympic Coordination Authority (OCA) are exemplars which could be adopted by the Government to deliver a coordinated response via TfNSW, Planning, Sydney Water and other agencies reporting to the Premier or Senior Minister within Government. The OCA was established by the Carr Government to end lack of

coordination between the various Government Agency Silos that started to deliver the Olympics in a conventional sense.

The London Docklands Development Corporation had a similar mandate to the OCA in the 1980s and 1990s. It was tasked by the British Government to redevelop the derelict docklands in East London (Canary Wharf etc) after multiple Government Agency failure to deliver. However, it also had a broader remit as part of that role. It funded and constructed new roads (e.g. the East India Dock Road), new infrastructure (e.g. Thames Water Wapping Pumping Station), built new and refurbished existing public housing and undertook intense place promotion and marketing. As outlined above it was also self-approving and delivered works in partnership with the private sector. The UDIA recommends the Government consider reorganising relevant parts of agencies & utilities into a vertically integrated Western Sydney Aerotropolis Development Corporation

The Western Sydney Aerotropolis Development Corporation would have responsibility for:

1. Planning, funding and delivery of all infrastructure (roads, rail, sewer, water etc.).
2. Land pooling (including purchase, sale and compulsory acquisition).
3. State and Local infrastructure contributions (multi focussed and co-ordinated to deliver a common goal).
4. Fulfil the role of strategic planner for the precinct, including finding a collaborative approach to resolve South Creek environmental corridor.
5. Coordinating and approving statutory planning frameworks (e.g. streamlined agency consultation & approvals delegated to a Planning Panel with membership from the relevant LGAs).
6. Collaboration with the private sector to deliver built outcomes.
7. Partnerships with the public services sector to deliver social outcomes (employment & training initiatives, affordable housing etc).

**Recommendation:**

- **The NSW Government should create a whole of government delivery authority to set and agree the infrastructure sequencing , delivery and funding strategy for the Aerotropolis and giving the private sector certainty on the timing for the delivery of key assets. That the NSW Government invest \$3 billion in the coming 2024/25 financial year specifically into key roads and water servicing infrastructure such as stormwater and sewer.**

## **Options for Public Transport Infrastructure:**

The NSW Government and its Agencies responsible for the coordination and strategic direction of the Western Parkland City need to take on greater accountability for coordinating urgent investment in roads infrastructure in and around the Aerotropolis Precinct. This will ensure bus services and rapid transit corridors are ready for use as population growth is supported in the area. The UDIA is a strong advocate for intergenerational investment in rail and rapid bus transit to rival other globally competitive cities like Singapore, Hong Kong, London, and San Francisco. We believe there is a need for major city-shaping transport infrastructure to support the Western Parkland City servicing greater Parramatta. Rapid Bus services was first identified as a project under the 2018 Western Sydney City Deal, however progress towards delivery has stalled, with many Western Sydney Councils still strongly advocating for the NSW Government to commit to finalise the business case and identify the preferred bus route options across the Western Parkland City. Communities have no access to public transport to Western Sydney Airport. Rapid bus services to WSA and Bradfield from Macarthur must be in place prior to airport operations however this relies heavily on the UDIA's earlier recommendation to upgrade the existing Badgerys Creek Road, otherwise the trip length is needlessly extended nearly 10km via Northern Road. Necessary connector roads being constructed by the time the airport opens for cargo operations in late 2025 is increasingly looking unlikely and this will impact greatly on the ability for buses and public transport options to run via surface roads across the Aerotropolis when the airport opens in 2026.

There are currently no road connections between Western Sydney Airport (WSA), the Aerotropolis' employment use lands, the Liverpool CBD and the new Bradfield CBD Western Sydney Airport. As an interim solution, Fifteenth Avenue can be extended to Badgerys Creek Road and connect both the WSA and Bradfield. Public transport access to these jobs by residents of Southwestern Sydney will be limited to relatively limited geographic coverage of proposed express bus routes from Campbelltown, Liverpool and Penrith. Higher order public transport opportunities are required, particularly via staged delivery of additional rail links and timely development of supporting bus networks in new growth areas over time. Improved public transport particularly important for key workers likely to be working in the Aerotropolis and WSA jobs who are likely to be disadvantaged in that regard. The ability to integrate the existing manufacturing and service sector jobs to new opportunities in the Aerotropolis needs to be a driving factor shaping future investment decisions on new public transport links.

### **Recommendation:**

- **Rapid bus services to WSA and Bradfield from Macarthur must be in place prior to airport operations in 2026.**
- **The NSW Government develop rapid bus transport routes and options in and around the Western Parkland City connecting priority precincts such as Penrith, Parramatta and Liverpool with the Aerotropolis and Bradfield centres.**

### **Other Related Matters:**

The land use planning framework in the Southwest Growth Centre has not been updated since 2006, resulting in a planning framework which fails to adequately integrate with and take advantage of the opportunities associated with WSA and the Aerotropolis. The 2022 update of the Southwest Growth Structure Plan was a status quo update, not a forward-looking update. This situation urgently needs to be addressed to drive better planning outcomes and unlock up to 60,000 new homes. UDIA urges the NSW Government to urgently review the Southwest Growth Structure Plan to plan the future employment, housing and transport needs of growing communities better and strategically in and around the Aerotropolis.

### **Recommendation:**

- **UDIA recommends the NSW Government urgently review the Southwest Growth Structure Plan, to better plan the future employment, housing and transport needs of growing communities better and strategically in and around the Aerotropolis.**

### **Conclusion**

UDIA members want the Aerotropolis and Western Parkland City vision to fully develop over the coming years. The broader Aerotropolis and Western Sydney region would benefit from greater cooperation and partnership between Government and the private sector. Coordinating the delivery of priority road, water and public transport infrastructure in order to unlock much needed development, including areas surrounding the new Western Sydney Airport are urgently needed. A combination of current supply shortages, expensive operating conditions, slow progress in delivering serviced land, and complex governance arrangements has led to low investment confidence. Fortunately, the Aerotropolis is made of large landholdings and a motivated private sector that can offer expertise and experience to implement the vision and

present opportunities for partnerships. With major planning policies for the Aerotropolis now completed, industry is keen to shift the focus to the delivery phase.

Please reach out to **Director – Greater Western Sydney, Charles Kekovich** at [ckekovich@udiansw.com.au](mailto:ckekovich@udiansw.com.au) or call via 0409 776 588 if you would like to discuss these matters further.

Kind regards,

A handwritten signature in black ink, appearing to read 'G. Melvin', with a long, sweeping horizontal stroke extending to the right.

**Gavin Melvin**  
**Acting Chief Executive Officer**  
**UDIA NSW**