

Transport for NSW

Western Sydney Freight Line

Submissions Report



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The Australian and NSW Governments announced on 1 June 2020 the following:

Sydney Metro has been working with stakeholders and industry to create a project that will deliver a fast, safe and reliable metro and support the success of the future Western Parkland City.

The project includes six new metro stations at:

- St Marys, interchanging with the existing suburban railway station and connecting customers with the rest of Sydney's rail system
- Orchard Hills to service a future commercial and mixed-use precinct
- Luddenham to service a future education, innovation and commercial precinct
- two stations within the airport site, at the airport terminal and at the airport business park
- the commercial heart of the Western Sydney Aerotropolis.

Exact station locations are subject to ongoing investigations and project design work currently being undertaken.

The Australian and NSW governments have a shared objective of having Sydney Metro – Western Sydney Airport operational when Western Sydney International airport opens for passenger services.

Sydney Metro – Western Sydney Airport is a key part of delivering an integrated transport system for the Western Parkland City. The Western Parkland City covers parts of Greater Western Sydney including the established centres of Greater Penrith, Liverpool and Campbelltown-Macarthur.

All references within this submissions report to the North South Rail Line between St Marys and the Aerotropolis are considered part of the Sydney Metro – Western Sydney Airport project.

Community enquiries for this project can be directed to **sydneymetro@transport.nsw.gov.au** or by phone on **1800 717 703**.

For more information, visit the project webpage at **sydneymetro.info/westernsydneyairportline**.

Executive Summary

1.0 Executive Summary

It has never been more important to ensure NSW stays connected. Planning for infrastructure is critical to ensure the delivery of goods across communities in NSW. Having a reliable freight network means everyday items from groceries and household supplies, to the essentials required to keep businesses running, can be delivered safely and on time.

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.

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

The freight industry is the backbone of NSW and is worth \$66 billion to our economy every year, providing an essential service to communities and businesses across the state.

The NSW Government is planning for the long term transport needs of Western Sydney by identifying and protecting corridors of land that can be used to deliver transport infrastructure when needed in the future.

In 2018, Transport for NSW announced a recommended Western Sydney Freight Line corridor and invited the community to provide comments.

The Western Sydney Freight Line corridor is essential to the future prosperity of Western Sydney, Greater Sydney, and the people and businesses that rely on an effective and efficient freight network.

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.

Early planning and the process

The identification and protection of infrastructure corridors recognises the importance of understanding longer term (40+ years) planning scenarios. It is recognised that corridor identification and protection has direct implications for the landowners and communities who live or work in or near the corridor. Protecting the corridor now from future urban development will lessen disruption to people and the environment while making the best use of public resources.

The planning for the future growth of western Sydney is underpinned by the Future Transport Strategy 2056, the NSW Freight and Ports Plan, the Greater Sydney Region Plan and the Western City District Plan. These strategies identify the importance of transport infrastructure to support the growth and prosperity of Western Sydney, particularly Western Sydney Airport and five large priority growth areas including:

- Western Sydney Airport Growth Area
- South West Growth Area
- North West Growth Area
- Greater Macarthur Growth Area
- Wilton Growth Area.

In alignment with these draft strategies and plans, early planning activities to identify and shape the corridors, have been ongoing for a number of years. The planning process has included the following key activities:

- Comprehensive technical investigations for the corridors – these assessments have considered engineering requirements, environmental constraints, and future land uses.
- Draft Strategic Environmental Assessments (SEAs) for the corridor – the draft SEA sets out the strategic justification of the Western Sydney Freight Line corridor.
- Comprehensive communication and consultation programs – this involved seeking feedback from key stakeholders, local communities and the wider Sydney community. Feedback has been considered, responded to, and has informed the development of the recommended corridor.

The protection of the corridors is proposed to be achieved through a State Environmental Planning Policy (SEPP), an environmental planning instrument that addresses matters of state or regional environmental planning significance. After consideration of this submissions report, 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 SEPP.

This future transport link will help form the transport spine of the region, becoming the backbone for economic development and support NSW and Australia as it recovers from COVID-19.

The Western Sydney Freight Line corridor

This submissions report refers to the Western Sydney Freight Line corridor released for key stakeholder and community consultation between March and June 2018.

The Western Sydney Freight Line (Stage 1) is a dedicated freight line located between Horsley Park and Luddenham, passing through the Western Sydney Employment Area and Aerotropolis.

A future Stage 2 allows for the connection to the Southern Sydney Freight Line at Leightonfield, linking to Port Botany via the Metropolitan Freight Network (MFN). When both stages are completed, they will support a dedicated freight rail network through Western Sydney linking regional NSW with the Aerotropolis and Greater Sydney.

The Western Sydney Freight Line as a combination of stages 1 and 2 will allow the transport of goods by rail to the growing industrial areas and distribution centres in Western Sydney, and will provide a link from Western NSW to Port Botany for import and export opportunities.

Community and stakeholder participation

Between 26 March and 21 June 2018, Transport for NSW undertook a consultation and engagement program, including inviting submissions from stakeholders and the community, about the Western Sydney Freight Line corridor.

The objectives of the consultation activities were to:

- Accept submissions from stakeholders and the community to inform ongoing planning activities and assessments.
- Provide accurate and timely information about the proposed corridor to relevant stakeholders and the community.
- Raise awareness of the proposed corridor.
- Provide opportunities for stakeholders and the community to express their views about the locations of the proposed corridor.
- Understand and access valuable local knowledge from the community and stakeholders.
- Facilitate positive interactions with interested community stakeholders.
- Ensure a comprehensive and transparent approach.
- Establish communication channels so stakeholders are kept informed throughout the project.

A number of consultation opportunities, along with supporting communication material, were delivered including:

- Advertisements in local newspapers and posts on the Transport for NSW Facebook page.
- Brochures distributed to impacted properties, and emails and letters to stakeholders and directly impacted landowners.
- Key stakeholder and landowner meetings.
- Numerous community drop-in information sessions and public meetings.

Feedback summary and consultation outcomes

A total of 93 submissions were received during the consultation period about the Western Sydney Freight Line corridor.

Clear themes emerged from the feedback received during meetings, at the community drop-in sessions and in written submissions. Many recognised the importance of long term planning and transport corridor protection for Western Sydney.

The top five issues raised in submissions about the about the Western Sydney Freight Line corridor included:

1. **Alternative options** – this included suggested alternative alignments, upgrades to existing infrastructure, public transport projects and tunnelling.

A number of submitters made general recommendations and suggestions for alternative corridor alignments or changes to the corridor width to avoid impacts on the environment and properties.

2. **Corridor planning** – this included submissions that raised the need, potential benefits and corridors identification process, 2015/2018 consultation activities, and future staging of the protection investigations and corridors infrastructure.

Suggestions were made that further investigations be undertaken for the use of Government owned land situated north of the industrial areas in the Fairfield City Council area (associated with Prospect Reservoir). Submitters also requested more information on the types of freight that the corridor will support, and raised that the opportunity to provide input into determining the proposed corridor was insufficient.

3. **Social** – this included submissions that raised connection to place, lifestyle and amenity, health and safety, division of communities, and proximity of the corridors to residents and vulnerable members of the community.

Significant feedback from the community raised concerns about the corridor and disruption to peaceful neighbourhoods, residents' quality of life, mental/physical health and wellbeing.

4. **Property and acquisition** – this included questions and concerns about compensation for affected and adjacent properties, the acquisition process and timing, and property values.

Both directly and indirectly impacted properties owners noted that they need to understand all their options, and the timing of acquisition, and requested fair compensation.

5. **Cumulative impact** – this included submissions that raised impacts of other infrastructure projects in the area, how the project will be a catalyst for further development.

Submitters consistently raised concerns about the potential impact on existing development plans for the corridor and the potential for planning complexities, and the dependency of the Western Sydney Freight Line on other infrastructure upgrades around the future Western Sydney Airport being completed first.

Feedback received from key stakeholders such as councils, developers and some community members supported the proposed corridors and the need for a clear timeline of when the corridors will be finalised. This certainty will allow appropriate decision making on:

- renovations/improvements to property/businesses
- renewal of rental agreements
- some property owners had recently received approved development applications and were unsure if they should proceed.

Further information on submissions, including all issues raised, and responses by Transport for NSW, is provided in **Sections 5 to 17** of this report.

Next steps

Transport for NSW has considered the issues raised in submissions about the Western Sydney Freight Line corridor and responded in this report.

As a result of the submissions, Transport for NSW has made some refinements to the corridor that are included in a revised Strategic Environmental Assessment. This can be found on the Transport for NSW website. The land will be rezoned to Special Purpose (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.

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

The Western Sydney Freight Line corridor will help to underpin NSW Government's long term intentions for the growth of Western Sydney and the objective of an efficient freight network.

Western Sydney Freight Line

2.0 Western Sydney Freight Line

2.1 Background

As Sydney grows, the way we move around Sydney must change. A single CBD Sydney will not be sustainable in the long term and the NSW Government is planning for changes in how we work, live and travel in the future.

If Greater Sydney is to be a productive, liveable and sustainable city that offers more opportunities and better lifestyles for more people, we need to begin planning for it now. Western Sydney will drive much of this change as new communities flourish around the future of jobs and industry, stimulated by the opportunities of the Western Sydney Airport.

The NSW Government has recognised the need for a number of long term major infrastructure corridors to support this growth in Western Sydney. As outlined in *Future Transport 2056*, the *State Infrastructure Strategy 2018-2038* and the Greater Sydney Commission's *A Metropolis of Three Cities*, a whole-of-government approach is aligning policy and investment decisions to support the anticipated growth and need for infrastructure across the three cities.

Protecting these corridors now will minimise disruption to current and future landowners when construction starts, while providing certainty for landowners and land use planners. Planning work to secure these corridors has been underway for a number of years.

The Western Sydney Freight Line corridor was identified to:

- Support the separation of freight and passenger rail services to improve the reliability and capacity of passenger rail, and meet future rail freight needs and economic competitiveness.
- Decrease the number of truck movements on Greater Sydney's roads, with benefits for air quality and safety.
- Reduce road congestion and commute times .
- Boost economic growth and job creation.
- Facilitate improved east west and north south movements and connections between emerging employment centres in Western Sydney and growing urban areas in north west and south west Sydney.

Identifying and protecting land now for future infrastructure does not mean the land needs to be acquired immediately. Landowners and residents who live within the reserved transport corridors will be able to continue with current uses and currently permitted development can continue, subject to development consent.

Community and stakeholder feedback plays a key role in the early planning process. Community consultation on the four corridors was held between 26 March and 1 June 2018 to give residents and businesses the opportunity to inform the planning process. During this time, the community and stakeholders were invited to make a submission to Transport for NSW on potential issues and opportunities.

Given the considerable interest in the corridors, Transport for NSW continued to accept submissions until 21 June 2018.

2.2 Purpose of this report

The purpose of this Submissions Report is to:

- Outline the range of consultation and engagement process for the Western Sydney Freight Line (outlined in section 3.0 of this report) between 26 March and 21 June 2018.
- Present an overview of issues raised by stakeholders and the community in the 93 submissions received during this period about the Western Sydney Freight Line.
- Outline the changes made to the alignments in response to the submissions.
- Provide responses to key issues raised.

This report should be read in conjunction with supporting corridor communication material available at transport.nsw.gov.au/corridors.

2.3 Corridor overview

Between 26 March and 21 June 2018, submissions were accepted from stakeholders and the community on the Western Sydney Freight Line corridor.

The proposed Western Sydney Freight Line corridor will allow for a future dedicated freight rail connection located between Horsley Park and Luddenham, passing through the Western Sydney Employment Area and Aerotropolis.

When delivered, the Western Sydney Freight Line as a combination of stages 1 and 2 will allow the transport of goods by rail to the growing industrial areas and distribution centres in Western Sydney, and will provide a link from Western NSW to Port Botany for imports and export opportunities.

A future freight rail line will:

- Provide a freight rail connection between Port Botany and Western Sydney.
- Support the movement of container and bulk freight by rail across Greater Sydney.
- Provide freight rail connections to serve employment lands and future industries across the Western Sydney Priority Growth Area.
- Support the further separation of freight and passenger rail and the growth of the freight/logistics industry in Western Sydney.

Figure 1 shows the exhibited Western Sydney Freight Line Corridor.



Figure 1 - Exhibited Western Sydney Freight Line corridor

Consultation and Engagement Process

3.0 Consultation and Engagement Process

Consultation and engagement on the Western Sydney Freight Line corridor has been critical to the planning process. Community and stakeholder feedback received over a number of years has helped shape the transport corridors and inform Transport for NSW in its decision making.

This section of the report provides an overview of the comprehensive consultation and engagement process to date, and future planning phases.

3.1 Previous consultation and engagement overview

The Government has released a suite of strategic planning documents that has taken a long term view (40 plus years) of Greater Sydney's growth, including fully integrated land use and transport planning.

This process began 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 in the:

- Greater Sydney Region Plan: the draft 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 and draft 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 New South Wales.
- Five district plans: detailed plans for each of Greater Sydney's five districts to inform local-level planning and guide public and private investment.

The vision is also guided by the State Infrastructure Strategy (2016).

The strategic planning documents align with existing Government policies and collaborations, including:

- The Freight and Ports Plan, a supplement to Future Transport 2056, which builds on the 2013 Freight and Ports Strategy.
- The Western Sydney City Deal, between the NSW Government, Commonwealth Government and local councils.
- The Western Sydney Infrastructure Plan.
- Ongoing collaboration between state agencies and local government to identify suitable transport corridors.

The Corridor Projects align with existing policies and strategies by implementing the planning, collaboration, consultation and protection required for transport infrastructure in the medium to long term.

3.2 2018 consultation and engagement overview

On 26 March 2018, the Government announced the future Western Sydney Freight Line corridor.

Community consultation on the proposed corridor was held between 26 March 2018 and 1 June 2018. Residents, businesses, and key stakeholder groups such as community groups, councils, and representative bodies, were asked to provide feedback and make formal submissions during this time.

Although not publicly announced by Transport for NSW, submissions continued to be accepted, beyond the formal consultation period, up until 21 June 2018. This decision was made in recognition of the high level of interest shown throughout the consultation period.

3.2.1 Key consultation and engagement activities

Throughout the consultation period, 93 submissions were received about the Western Sydney Freight Line corridor, comments were left on the online mapping tool, and there were high levels of participation at community drop-in information sessions and attendance at one-on-one meetings.

Throughout the consultation period, Transport for NSW undertook the following consultation and engagement activities:

- Advertised in local newspapers and posted messages on the **Transport for NSW Facebook page**.
- Distributed brochures to impacted properties, and emails and letters to stakeholders and directly impacted landowners.
- Attended key stakeholder and landowner meetings.
- Hosted community drop-in information sessions and public meetings.

Details about each of these activities is described below.

Advertisements

In March and April 2018, advertisements were placed in local newspapers to inform the community about the proposed corridors and to ask for feedback, including in:

- The Western Weekender
- St Marys Mount Druitt Standard
- Hawkesbury Gazette
- The District Report
- Penrith Press
- Macarthur Chronicle
- Rouse Hill Times
- Liverpool Leader
- Blacktown Advocate
- Fairfield Advance.

Social media

Transport for NSW posted on departmental social media platforms, including Facebook [facebook.com/TransportForNSW](https://www.facebook.com/TransportForNSW), at regular intervals throughout the consultation and engagement period.

Social media posts were also utilised to encourage participation in the consultation process, and directed traffic to Transport for NSW's corridors webpage for more information.

Corridors brochure

On 26 March 2018, a corridors brochure was distributed to more than 1,500 properties, in close proximity to the four proposed corridors. The brochure was also included in information packs, provided to potentially impacted landowners and at community drop-in information sessions.

An online version of the brochure was created for each corridor and made available on the corridors webpage transport.nsw.gov.au/corridors. The online brochure for the Western Sydney Freight Line received 4,665 unique views.

Stakeholder email

At the commencement of the consultation and engagement period, a direct email was sent to a stakeholder list of 2,045 from Transport for NSW's email address – corridors@transport.nsw.gov.au, to advise them about the commencement of consultation and to direct them to Transport for NSW's corridors webpage, for more information and details of consultation.

The stakeholder list was compiled from interested parties who had previously registered interest in finding out more information about the corridors.

Doorknock to potentially impacted landowners

On 26 March, representatives from Transport for NSW conducted a doorknock of 16 potentially impacted landowners.

During the doorknock, landowners were provided with an information pack, containing a personalised letter, fact sheets, maps (i.e. specific to the location of the landowner’s property, illustrating potential corridor impacts), the details of community drop-in information sessions and all of the available channels to provide feedback during the consultation and engagement period.

Additionally, on 26 March 2018, 28 letters were sent to landowners providing information on the Western Sydney Freight Line corridor. The letters contained details of community drop-in information sessions and all available feedback channels.

One on one meetings with landowners

During the course of the consultation period, Transport for NSW offered directly impacted landowners the opportunity to meet one on one with representatives of the project team to discuss any concerns and ask questions. Approximately 6 meetings were held.

Community drop-in information sessions

Two community drop-in information sessions were hosted by Transport for NSW about the Western Sydney Freight Line during the consultation and engagement period.

At the community drop-in information sessions, corridor information and display materials, including corridor maps, were available. Technical specialists, including property consultants, and, representatives from the Department of Planning and Environment attended the sessions to answer questions from community members.

Notification about the community drop-in sessions was via an information pack provided to potentially impacted landowners, emails to registered stakeholders, hosted on the Transport for NSW corridors webpage and advertisements in local newspapers, including The Western Weekender, Hawkesbury Gazette, Penrith Press, Rouse Hill Times, Blacktown Advocate, St Marys Mount Druitt Standard, The District Report, Macarthur Chronicle, Liverpool Leader and Fairfield Advance.

Details of the community drop-in information sessions are summarised in **Table 1**.

Table 1 - Community drop-in information sessions

Venues	Dates	Corridors	Number of attendees (approximate)
Horsley Park	5 April 2018	Outer Sydney Orbital Western Sydney Freight Line	100
Guildford	3 May 2018	Western Sydney Freight Line	20

When attendance levels at community drop-in information sessions were high, Transport for NSW changed these sessions to a question and answer format which allowed the project team to speak to the audience collectively, providing them with an overview of the corridors and answering the questions raised.

3.2.2 Communication channels

Community and stakeholders were encouraged to have their say on the corridors through a variety of feedback channels. These channels are described below.

Community information phone line, email address and postal address

The community information line and email address were established and maintained by Transport for NSW during the consultation period.

Transport for NSW contact details were included on all written communications distributed or made available to the community.

During the consultation and engagement period, Transport for NSW received and responded to:

- Community information line - **1800 837 511**:
40 phone calls (not considered submissions).
- Email - **corridors@transport.nsw.gov.au**:
21 emails (submission-related emails considered as a submission).
- Post - PO Box K659, Haymarket, NSW 1240:
One letter (these were considered a postal submission).

Community drop-in information session feedback forms

At the community drop-in information sessions, community and stakeholders were invited to submit feedback by completing a feedback form. One feedback form was received. Transport for NSW has counted this as a postal submission.

Transport for NSW Corridors webpage

Information contained on Transport for NSW's corridors webpage located at **transport.nsw.gov.au/corridors** included:

- a summary of the proposed corridors
- draft strategic environmental assessments
- frequently asked questions
- maps for consultation
- information about how to provide feedback, including details of the community drop-in information sessions
- The following feedback channels for community members and key stakeholders during the consultation and engagement period:
 - a collaborative mapping tool, enabling location specific comments
 - a webform for providing submissions.

The **WSFL corridor webpage** had 4665 unique visitors to the site during the consultation and engagement period. Documents providing information on the corridor were made available on the **webpage**.

Downloads

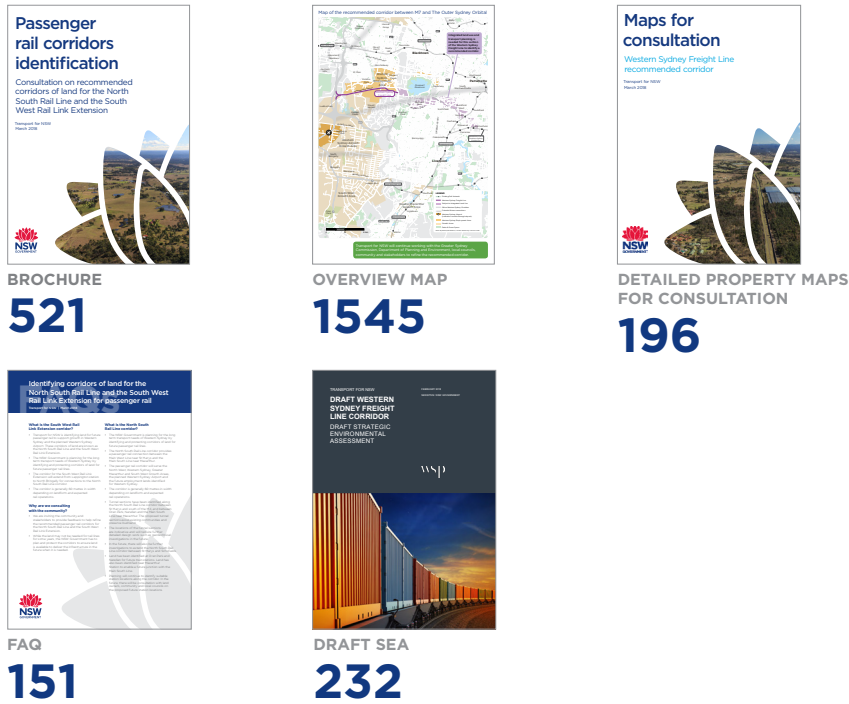


Figure 2 – Number of documents downloaded from the NSRL corridor webpage

Collaborative mapping tool

An online collaborative map, on the corridors webpage, enabled community members and key stakeholders to view the proposed corridor locations and provide feedback.

More than 45 comments were received from individuals via the online collaborative mapping tool.

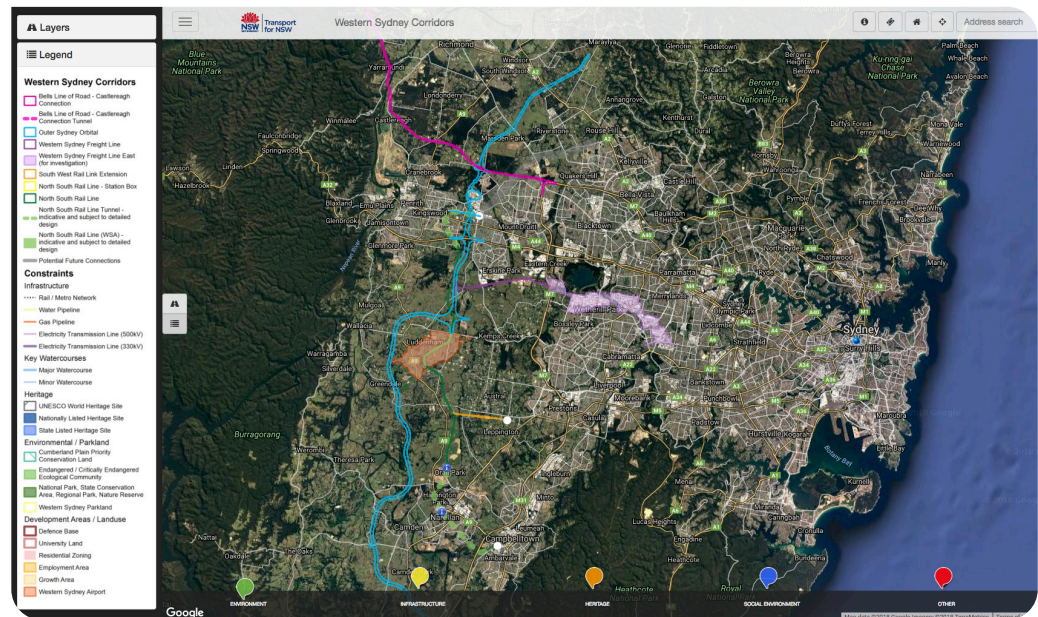


Figure 3 – Online collaborative mapping tool

Webform

26 webform submissions were received via Transport for NSW's corridors webpage. The webform captured the following information:

- enquiry type (provide feedback/subscribe to updates)
- corridor name
- stakeholder details, including address
- housing status (e.g. rent, owner occupier, business owner)
- issue type (e.g. social environment, infrastructure, heritage, environment, other)
- feedback on corridor via open text
- option to upload a document (e.g. submissions/photos).

Submissions Overview

4.0 Submissions Overview

During the consultation and engagement period, Transport for NSW received submissions from residents, including potentially impacted landowners, businesses, community and interest groups, local councils, government agencies and representative bodies.

Submissions were received through various feedback channels (refer to **Section 4.1.1**). **Table 2** below outlines these channels and how Transport for NSW counted the submissions.

Table 2 - Feedback channels

Feedback channels	Overview
One-on-one landowner meetings	Excluded from the submissions count. Considered by Transport for NSW's technical team, as part of the technical review process.
Stakeholder meetings including local councils, businesses, government authorities and agencies	Excluded from the submissions count. Considered by Transport for NSW's technical team, as part of the technical review process. Formal submissions received via other channels were included in the submissions count. Refer to Section 4.1 .
Written feedback forms handed in at community drop-in information sessions	Excluded from the submissions count. Considered by Transport for NSW's technical team, as part of the technical review process.
Verbal feedback provided at community drop-in information sessions	Excluded from the submissions count. Considered by Transport for NSW's technical team, as part of the technical review process.
Multiple submissions from the same person/ individual with the same content	Counted as one submission.
Multiple submissions from the same person/ individual with different content	Counted as separate submissions.
Multiple comments left on the interactive online mapping tool by the same person	Counted as one submission.
Submissions received after the formal consultation and engagement period ended on 1 June 2018, following the extension of the submissions period through to 21 June 2018	All submissions received up to 21 June were accepted and considered in the overall submissions count. Submissions received after 21 June were considered by the Transport for NSW technical team as part of the technical review process.
Submissions received following the announcement on 22 June 2018 about changes to two of the corridors following community feedback	Excluded from the overall submissions count. Considered by Transport for NSW's technical team, as part of the technical review process. Refer to Section 4.2 of this report for details.
Proforma (or form letter) submissions received containing the same content submitted by more than five individuals	Each proforma counted as one email submission.

Feedback channels	Overview
Verbal feedback provided via the community information line: 1800 837 511	Excluded from the submissions count. Considered by Transport for NSW technical team as part of the technical review process. Not considered a formal submission.
General email enquiries to Transport for NSW's project email address: corridors@transport.nsw.gov.au	Excluded from the submissions count as they were not considered a formal submission.
Submissions received by email: corridors@transport.nsw.gov.au	Each submission received by email counted as one email submission. Where one email was received with multiple submissions attached, each individual submission counted as one email submission.
Postal submissions to PO Box K659, Haymarket, NSW 1240	Each submission received by post counted as one postal submission.
Submission via webform hosted on Transport for NSW's corridors webpage	Each webform counted as one submission.
Submission referencing more than one corridor, e.g. North South Rail line and South West Rail Line Extension	Counted as one submission and included as one submission in the overall submissions count.

4.1 Number of submissions – overall and by corridor

A total of 93 submissions relating to the Western Sydney Freight Line were received. These submissions were made by 45 individual submitters.

4.1.1 Submission types

Transport for NSW received submissions through various feedback channels presented in **Table 3**.

Table 3 – Submissions by type

Submission type	Number of submissions received
Post	1
Email (including proformas)	21
Webform	26
Collaborative online mapping tool	45
Total	93

4.2 How submissions have been addressed

All submissions received during the consultation and engagement period were reviewed in detail, with issues and themes coded for further analysis, and summarised for a response to be developed.

Submitters who supplied legible contact details will be notified via post or email that this report has been published.

The issues and responses, and section references relevant to this report are presented by corridor in **Sections 5 to 16** of this report.

Submissions have been classified into two categories, stakeholders and community, as outlined below.

4.2.1 Stakeholders

For the purposes of this report, stakeholders are considered to be industry bodies/representatives, local councils, government departments and educational institutions. Stakeholders have been identified in this report.

It should be noted that a number of submissions were received from businesses and corporations however to maintain privacy and confidentiality, they are not identified in this report.

4.2.2 Community

Individuals, residents and community groups have been considered as community submissions.

All submissions received from members of the community have not been identified to maintain privacy and confidentiality.

4.3 Key issues raised

The top five issues raised in submissions were:

1. **Alternative options** – this included suggested alternative alignments, upgrades to existing infrastructure, public transport projects and tunnelling.
2. **Corridor planning** – this included submissions that raised the need, potential benefits and corridors identification process, 2015/2018 consultation activities, and future staging of the protection investigations and corridors infrastructure.
3. **Social** – this included submissions that raised connection to place, lifestyle and amenity, health and safety, division of communities, and proximity of the corridors to residents and vulnerable members of the community.
4. **Property and acquisition** – this included questions and concerns about compensation for affected and adjacent properties, the acquisition process and timing, and property values.
5. **Cumulative impact** – this included submissions that raised impacts of other infrastructure projects in the area, how the project will be a catalyst for further development.

A breakdown of issues raised in submissions about the Western Sydney Freight Line is presented in **Table 4** below.

Table 4 - Number of times issues were raised

Issue category	Number of times issue was raised
Corridor planning	33
Alternative options	37
Planning policy	9
Design	4
Environmental	15
Heritage	4
Economic	7
Social	31
Infrastructure	13
Cumulative impact	20
Property and acquisition	20

Issue: Corridor Planning

5.0 Issue: Corridor Planning

This section relates to comments on the future need for the corridor, the benefits it will provide, how the corridor was selected, the consultation effectiveness and staging of the infrastructure delivery.

5.1 Key Theme: Corridor need

Comments on the need for corridor planning.

5.1.1 Connecting rail networks and communities

Community/key stakeholder issue:

Community and stakeholders gave general support for the preservation of the Western Sydney Freight Line corridor in order to support the delivery of future freight connections to current and future intermodal terminals and NSW Ports.

Transport for NSW response:

Transport for NSW notes these views raised. The Western Sydney Freight Line corridor is to provide for a future freight rail service that will connect Port Botany and Western Sydney together with regions beyond Sydney, including Central Western NSW. This corridor, along with a suite of other long term strategic corridors for Western Sydney, will protect land from major redevelopment and provide certainty for land use planners and landowners, as the surrounding area along the corridor is planned and developed.

The Western Sydney Freight Line as a combination of stages 1 and 2 will allow the transport of goods by rail to the growing industrial areas and distribution centres in Western Sydney, and will provide a link from Western NSW to Port Botany for import and export opportunities.

5.1.2 Reducing future costs

Community/key stakeholder issue:

In the community and stakeholder submissions, there was support for protection and early acquisition of seven corridors, including the Western Sydney Freight Line corridor, noting that Infrastructure Australia's modelling shows that the protection and early acquisition of several corridor (including the Western Sydney Freight Corridor could save Australian taxpayers a total of \$10.8 billion (year 2016 savings value) in land purchase and construction costs over time.

Transport for NSW response:

Transport for NSW notes these views. The suite of long term strategic corridors being established for Western Sydney can avoid the increased costs of acquiring land in the future for the provision of essential transport infrastructure, whilst minimising disruptions for local communities and businesses. Protecting the corridor from major intensive development also increases certainty for the community, local councils and industry that infrastructure can be provided in these corridors when it is required.

5.1.3 Meeting future demand**Community/key stakeholder issue:**

Comments by community and stakeholders about Australia's expected population growth and the related increase in road traffic, placing greater pressure on the transport network. It was also raised that with an estimated 88 per cent increase in motor vehicle movements by the year 2050, and increased vehicle stock of approximately 2.5 million trucks and light commercial vehicles, transport solutions will need to cater for increasing freight volumes.

Comments in submissions also acknowledged that the Western Sydney Freight Line corridor supports the Western Sydney Airport Growth Area.

Transport for NSW response:

Transport for NSW notes these views about the benefits of the Western Sydney Freight Line corridor.

Moving more freight on rail would improve efficiency by reducing traffic congestion from freight being transported on Sydney's roads and reducing transport costs. The Western Sydney Freight Line would support growth of Port Botany through improved network capacity for both road and rail. The infrastructure would provide better access for regional bulk commodities by avoiding one of the most congested sections of the Sydney Metropolitan Railway Network, result in improved travel times for freight and result in less freight volumes on Sydney roads lowering road maintenance costs. The Western Sydney Freight Line corridor would also provide regional freight with access to Sydney's dedicated freight network, enabling capacity for growth in passenger services and greater passenger rail reliability through key strategic centres in the Central City, Blacktown and Parramatta.

The Western Sydney Freight Line will also contribute to reduced air pollutants and greenhouse gas emissions as rail freight uses less energy than road freight.

5.1.4 Changes in technology reducing the need for transport corridors**Community/key stakeholder issue:**

Doubts were raised by community and stakeholders about the need for the transport corridor due to:

- Technological advancements in urban air vehicles, which will feature vertical take-off and landing vehicles, and be carbon-emission free.
- A transition away from coal mining and use of thermal coal, that will free up the Main Western Line in the Blue Mountains for future use.
- Society's desire for physical objects/products is decreasing and demand for more 'experiential' services will grow over the next 40 years.

Transport for NSW response:

Transport for NSW acknowledges that technological changes are occurring and transport modes are changing, however these changes will not occur within the timeframe required to meet demand and enable supply chain efficiency.

The need for movement of containerised freight to, from and within Western Sydney is growing rapidly, particularly in relation to imported freight travelling via Port Botany. The total forecast freight volumes that have their origin or destination in Western Sydney is expected to at least double from 18.5 million tonnes in 2014 to 41 million tonnes in 2041 (Transport for NSW, 2017). Containerised freight throughput at Port Botany is projected to grow significantly in the future, from a current 2.3 million TEU to 8.4 TEU by 2045 (NSW Ports, October 2015). In recent years, Port Botany has also recorded a significant growth in rail mode share (percentage of containers transported by rail), primarily driven by operational performance initiatives within the Port Botany Landslide Improvement Strategy, which focus on continued improvements to supply chain efficiency.

Additional demand for container throughput associated with commodities has also increased rail mode share at the port, partially due to the shift of commodities from bulk freight to containerised freight. Shipments from rural areas (where most bulk exports originate) are more likely to be transported by rail than road, and more freight is moving to metropolitan intermodal terminals as additional freight imports and exports are transferred to rail.

5.2 Key theme: Benefits of recommended final corridor

Comments on the potential direct benefits of the corridor.

5.2.1 Economic growth**Community/key stakeholder issue:**

In the community and stakeholder submissions, there was support for the Western Sydney Freight Line corridor to facilitate development of an intermodal facility, and support increased investment and employment opportunities in the area.

Transport for NSW response:

Transport for NSW notes the support for the Western Sydney Freight Rail corridor to provide future infrastructure that would further contribute to increased investment and economic activity in Greater Sydney, and in particular in Western Sydney. The Strategic Environmental Assessment for the Western Sydney Freight Line corridor project provides greater details concerning the economic benefits of the project once infrastructure is delivered.

5.2.2 Industrial benefits**Community/key stakeholder issue:**

Feedback by community and stakeholders stated that the Western Sydney Freight Line will only benefit industrial properties, therefore only industrial lands should be used, rather than residential land, to avoid residential areas such as Burley Road.

Transport for NSW response:

The Recommended Final Corridor has been refined to minimise impacts to residential lands and to dwellings in particular, as well as minimising impacts on industrial, agricultural and employment lands. A key benefit of the Western Sydney Freight Line will be additional employment within Western Sydney. Minimising impacts on employment lands by future corridors is an important consideration to ensure future delivery of local jobs. Increased local employment in Western Sydney will in turn reduce the numbers of people commuting long distance for work and resulting congestion on Sydney Roads and public transport networks.

5.2.3 Improved efficiency**Community/key stakeholder issue:**

There was support based on the community and stakeholder submissions for Western Sydney Freight Line corridor to reduce freight being transported on roads, remove congestion on the existing Main Western Rail Line, and increase the reliability of passenger rail for improved movement from east to west.

Further comments were raised regarding the Western Sydney Freight Line corridor contributing to the Greater Sydney Commission's vision of a '30 minute city' and an efficient freight network.

Transport for NSW response:

Transport for NSW notes stakeholder views about the benefits of the Western Sydney Freight Line corridor in achieving the vision for the three cities outlined in the Greater Sydney Region Plan released by the Greater Sydney Commission, including the planning of infrastructure to align with forecast growth, and to adapt to future needs. The draft Strategic Environmental Assessment for the project explains the need for the Western Sydney Freight Line to separate freight and passenger movements on the Sydney Rail Network to allow growth in services for goods and passengers.

5.3 Key theme: Corridor identification process

Comments on the decision making process for the identification of the corridor. This includes comments on the evaluation of route options, the choice of transport mode, the political drivers and funding allocation(s).

5.3.1 Use of Government owned land**Community/key stakeholder issue:**

Further investigations to be undertaken for the use of Government owned land situated north of the industrial areas in the Fairfield City Council area (associated with Prospect Reservoir) to run alongside existing infrastructure corridors such as the Sydney Water pipeline, the M4 Motorway and the Western Sydney Rail Line was suggested by community and stakeholders.

Transport for NSW response:

By locating the Recommended Final Corridor adjacent to the Warragamba Pipelines, severance and land use impacts have been minimised for most of the Recommended Final Corridor. The separation distance between existing community facilities on Bakers Lane and the recommended corridor have been maximised through its placement adjacent the Warragamba Pipelines.

The Recommended Final Corridor avoids directly impacting on existing large scale developed industrial facilities in Eastern Creek and Erskine Park. However, several development proposals for large scale warehousing and distribution will be impacted. The plans for these projects are progressing rapidly and generally do not take into consideration the recommended corridor. As such, the project has a short-term impact on the planning of these proposals. However, through consultation with the landowners and developers of those projects, there are opportunities to optimise transport and land use opportunities, including exploring opportunities for location of intermodal facilities and opportunities for direct rail sidings. At a broader level, the design of the final infrastructure would ensure adequate connectivity (including establishment of grade separated crossings of key roads and rail lines) to minimise potential severance impacts to impacted suburbs and communities in the area).

5.3.2 Collaboration in planning decisions**Community/key stakeholder issue:**

In the community and stakeholder submission, it was suggested that Transport for NSW should manage interagency construction works on agency owned land holdings via high level agreements.

Further suggestions included that Transport for NSW will need to collaborate and share forecasting data, analysis and assumptions with other government agencies to deliver a coordinated approach to infrastructure delivery.

Transport for NSW response:

In recent years NSW has gone through a step change in the integration of land use and transport planning. In particular, the Greater Sydney Commission, Department of Planning and Environment, and Transport for NSW have been working closely on the Greater Sydney Region Plan and Future Transport 2056. These plans were released in March 2018, and set out the Government's land use and infrastructure strategy and priorities for the next 40 years, including for South Western Sydney and regional areas. Other policies of Government such as the NSW Freight and Port Plan also include the Western Sydney Freight Line as a future action for investigation and delivery. Greater detail on the consistency of the Western Sydney Freight Line corridor project and other policies of Government is provided in the Strategic Environmental Assessment provided on the Transport for NSW website.

Transport for NSW will also continue to work with other agencies as required for planning and delivery of future infrastructure within the corridor.

5.3.3 Funding allocation

Community/key stakeholder issue:

The following issues were raised regarding the consideration of funding for provision of future freight infrastructure:

- Concerns were raised that industry should bear the cost of high volume freight transportation.
- Private sector investment needs to occur in close partnership with government for enhanced freight outcomes.

Transport for NSW response:

The protection of the Western Sydney Freight Line corridor is the first step in a process of investigation and funding of future freight rail infrastructure which is anticipated to be many years or a decade away. A funding model will be identified during the development of a business case for construction, and the government of the day will need to identify funding needs against other priorities at that time.

The Western Sydney Freight Line will provide substantial economic benefits for Greater Sydney and regional NSW by providing a vital transport link allowing for freight to be efficiently via rail to NSW Ports and other emerging freight facilities in Western Sydney. The full economic justification for the project is provided in the Strategic Environmental Assessment on the Transport for NSW project webpage.

5.3.4 Freight transportation considerations

Community/key stakeholder issue:

Following community and stakeholder feedback, it was suggested that Transport for NSW support improved outcomes for the freight industry through appropriate land use planning, zoning and site protection.

Community and stakeholders also raised that if freight lines are required to pass through an intermodal terminal, it will require coordination to ensure efficiency of operations. Planning for a future alignment should incorporate a spur connection from the Western Sydney Freight Line to an intermodal, to maximise the efficiency of freight transportation.

Transport for NSW response:

The Western Sydney Freight Line corridor has been planned to enable the construction of a future freight rail line that will connect to Sydney's other main rail freight routes, and beyond these to the wider State and national freight network.

Protecting the corridor will support opportunities by industry to service existing intermodal terminal sites (including the Yennora intermodal terminal), and support potential future Western Sydney Intermodal Terminals. The development of these intermodal terminals is considered to be a critical part of the rail freight supply chain, which have large land requirements and long lead times. Future Transport 2056 and the NSW Freight and Port Plan (2018-2023) provide further advice regarding the role of Government and the development of future intermodal terminal capacity in Greater Sydney.

5.3.5 Freight types

Community/key stakeholder issue:

Questions were raised by Horsley Park residents about the types of freight the Western Sydney Freight Line will support (for example, industrial, commercial or residential goods).

Transport for NSW response:

The Western Sydney Freight Line corridor is to provide for the future delivery of freight rail infrastructure to connect to the Western Sydney Employment area and potential intermodal terminal site. The corridor may not be required for many years, however, once freight rail infrastructure is constructed and operational, it could support the movement of a range of goods that may include manufactured goods, coal, grains, minerals, agricultural commodities, and consumer goods.

5.3.6 Freight movement

Community/key stakeholder issue:

Comments were raised by community and stakeholders about the transportation of goods for export, via heavy vehicles, should not traverse through busy cities. Instead, Newcastle should be NSW's export hub for air and sea freight.

Transport for NSW response:

The Western Sydney Freight Line corridor is to provide for a future freight rail line. Moving freight by rail will reduce the need to move freight by road, and also result in benefits to air quality and reduced emissions.

5.4 Key theme: 2018 consultation

Comments and questions on the effectiveness of the consultation process undertaken between March and June 2018.

5.4.1 Lack of detailed information and further community consultation

Community/key stakeholder issue:

Community and stakeholders made comments about the absence of any design details of the Western Sydney Freight Line infrastructure, it was considered unreasonable for a view to be formed on potential impacts to properties. Details of the likely design of the Western Sydney Freight Line were sought, and that the community provided the right to make a further submission once the details are provided.

Transport for NSW response:

The Recommended Final Corridor for the Western Sydney Freight Line has been released with a number of other strategic transport corridors. The purpose of these strategic corridors is to set aside land for future construction of major transport infrastructure before urban development removes the opportunity for this infrastructure.

Future freight rail infrastructure may not be required in the corridor for many years or decades. Further consultation on the future project development and planning approvals phase of the project will occur in the future. At this future stage of design development for the future rail infrastructure, additional details will be made available to the community.

5.4.2 Lack of community consultation

Community/key stakeholder issue:

Feedback from community and stakeholder submissions identified that the level of information provided during the community consultation period was inadequate, with some community members commenting that they learned about the potential impacts of the Western Sydney Freight Line corridor on television.

It was also identified that all impacted property owners should have been provided with copies of the draft State Environmental Planning Policy and discussions held at community drop-in sessions and in one-on-one meetings.

Transport for NSW response:

Between March 26 2018 and June 1 2018, Transport for NSW consulted with community members and groups, councils, representative bodies, businesses and other stakeholders in the broad study area for the Western Sydney Freight Line corridor. The community was advised of the consultation by an announcement, advertising in metropolitan and local newspapers, community newsletters, and email notifications. The consultation process included:

- Two specific community drop in sessions together with other drop-in sessions throughout the consultation period across Western Sydney.
- Comments were received and responses given via an interactive online mapping tool and by email.
- One-on-one meetings with impacted land owners were facilitated by Transport for NSW on request.
- Information provided on the webpage, where stakeholders and community members could provide comments via an online feedback form.

Transport for NSW acknowledges that consultation on the Western Sydney Corridors did not meet with the expectation of all land owners and as a result the formal exhibition period was extended and consultation with impacted land owners has continued through the project webpage, by email and one-on-one meetings. Transport for NSW will build on the lessons learnt from the Western Sydney Corridors engagement process.

5.4.3 Alignment with utilities infrastructure

Community/key stakeholder issue:

There was acknowledgement of consultation between Transport for NSW and TransGrid to align the Western Sydney Freight Line between the M7 Motorway and Luddenham Road, to ensure electrical and freight infrastructure can be safely maintained and operated.

Transport for NSW response:

Transport for NSW notes stakeholders' views about the consultation for the alignment of the Western Sydney Freight Line. Further consultation with key stakeholders including utility authorities will be a part of the future project development and planning approvals phase of the project, which is still many years in the development.

5.4.4 Consultation with utilities and service providers**Community/key stakeholder issue:**

Comments were raised by community and stakeholders regarding consultation with utilities and service providers, such as Sydney Water and Endeavour Energy, which was considered necessary to investigate the shared use of the corridor and to use the land more productively.

Providing space for essential utilities and services along the Western Sydney Freight Line corridor was raised, with coordination of delivery and construction programs to minimise disruption to the community.

Transport for NSW response:

Transport for NSW will undertake further coordination with utility and service providers for future planned infrastructure within the shared corridor at a future stage of the development of the project infrastructure.

5.5 Key theme: Future staging and process

Comments and questions about construction timing, staging and corridor sequencing, about the consistency of application of the selection criteria for future stages of the corridor (i.e. avoiding National Parks), and efficiency of the proposed connections for future stages.

5.5.1 Timing for corridor construction**Community/key stakeholder issue:**

Requests were made by community and stakeholders for the NSW Government to communicate timeframes for the construction of the Western Sydney Freight Line corridor.

Concerns were raised by Horsley Park residents in particular about the lack of certainty about the timing for the delivery of the corridors.

Transport for NSW response:

The strategic transport corridors are being protected for the delivery of future transport infrastructure.

The infrastructure in these corridors may not be required for many years or several decades, and while existing road and rail infrastructure is currently being upgraded, congestion is expected to reach a level where new infrastructure corridors will be required. If the corridors are not protected now, the delivery of future major transport infrastructure may not be possible, or at least would involve very significant social and economic disruption following the development of Western Sydney.

Future Transport 2056 and the NSW Freight and Port Plan provide further detail around timeframes for the detailed investigation and potential future provision of infrastructure within the Western Sydney Corridors.

5.5.2 Support for early corridor preservation

Community/key stakeholder issue:

Community and stakeholders raised the issue about the risk of failing to appropriately protect corridors which could lead to substantial costs and risks for the government and taxpayers caused by project delays, inefficient transport routes, and the need for more tunnelling. Early corridor protection and decision making will avoid incompatible development, provide the public and private investors with clarity and identify suitable transport connections for urban developments.

Transport for NSW response:

Transport for NSW notes stakeholders' views about the benefits of early corridor protection for the Western Sydney Freight Rail corridor. The Department of Planning and Environment has prepared a State Environmental Planning Policy (SEPP) for corridors in Western Sydney that provides Transport for NSW with concurrence powers over future development within and directly adjacent to a zoned infrastructure corridor. Transport for NSW will ensure that corridors are adequately protected for future provision of transport infrastructure.

5.5.3 Australian Logistics Council's Planning Principles

Community/key stakeholder issue:

The transport corridors should be designed in accordance with the high level principles contained in Attachment A of the Australia Logistics Council's Planning Principles to avoid inefficient land use.

Transport for NSW response:

The planning principles of the Australian Logistics Council are noted. Transport for NSW has worked closely with the Greater Sydney Commission and the Department of Planning and Environment to ensure that future infrastructure corridors in Western Sydney are integrated with land use including major growths centres in Western Sydney. The Western Sydney Freight Line corridor is consistent with the policies of the NSW Government including Future Transport 2056 and the NSW Freight and Port Plan (2018-2023).

Issue: Alternative Options

6.0 Issue: Alternative Options

This section relates to comments about alternative alignments to minimise environmental and property impacts. Suggestions to upgrade/improve existing infrastructure and public transport instead of the planned corridor, and to tunnel the corridor instead of a ground surface corridor.

6.1 Key theme: Alternative alignments

Suggestions around the consideration of alternative corridor alignments to avoid impacts on the environment and/or properties.

6.1.1 Water infrastructure corridors

Community/key stakeholder issue

Suggestions were raised by community and stakeholders that the Western Sydney Freight Line be realigned alongside Prospect Reservoir and Sydney Water infrastructure to avoid residential property impacts, as the area is already gazetted.

Other suggestions to minimise residential property impacts included:

- Running the corridor parallel to the 'pipeline' beyond the brickworks site and onto the adjacent property to enable immediate access to the freight line.
- Continuing the corridor beyond Wallgrove Road, through the brickworks site onto the eastern side of Wallgrove Road towards and running alongside Prospect Reservoir.

An additional suggestion was the corridor should not run in parallel to Sydney Water infrastructure as it will impact a proposed industrial estate. It was suggested that instead, the corridor should curve right, and cross property that runs alongside Reedy Creek, near Burley Road.

Transport for NSW response:

The Strategic Environmental Assessment for the Western Sydney Freight Line corridor is separately available on the Transport for NSW webpage. The assessment provides detail regarding the assessment of alternative corridor locations as recommended by the community in their submissions, including the extension of the corridor parallel to the WaterNSW Warragamba Pipeline toward the Prospect Reservoir.

The Recommended Final Corridor was ranked highest at the completion of the options development and Multi Criteria Analysis (MCA) process. It represents the best balance between engineering and constructability, avoiding complex structures such as significant tunnels or bridges/viaducts, and minimises impacts on the community, environment and land use planning and meets the objectives of the project.

6.1.2 Corridor width**Community/key stakeholder issue:**

From community and stakeholder submissions, it was suggested that the corridor be widened between Glenfield and Leppington to accommodate more freight tracks.

Further investigations were requested into the corridor width be made to reduce impacts on developable land and to generate better land use within the Western Sydney Employment Area. The following specific suggestions were made:

- Consider a broader investigation area than the current 60 metre wide corridor west of the M7 Motorway (in particular through properties along Burley Road, Horsley Park).
- Reduce the corridor to 40 metres along the northern boundary.
- Reduce the corridor to 40 metres near Oakdale West.

Transport for NSW response:

The future Western Sydney Freight Line is a dedicated freight line located between Horsley Park and Luddenham, passing through the Western Sydney Employment Area and Aerotropolis. Future staging of the Western Sydney Freight Line will allow for the connection to the Southern Sydney Freight Line at Leightonfield, linking to Port Botany via the Metropolitan Freight Network (MFN).

While Transport for NSW notes the recommendation to provide additional freight capacity between Glenfield and Leppington is noted the Southern Sydney Freight Line currently provides a dedicated freight rail connection between Macarthur and the Metropolitan Freight Network connecting to Port Botany. Future Transport 2056 and the NSW Freight and Port Plan provide further detail regarding future upgrades to the Southern Sydney Freight Line and the Port Botany Rail Line Duplication.

The Western Sydney Freight Line provides an important new east-west connection from the Main West Rail Line to the Southern Sydney Freight Line connecting Western Sydney directly with Port Botany and providing future connection to Port Kembla via the Southern Sydney Freight Line, Main South Rail Line and future Maldon to Dombarton Rail Line.

The Recommended Final Corridor for the Western Sydney Freight Line has been reduced from 80 to 60 metres in width between Luddenham and Ropes Creek in Horsley Park to reduce impacts on Western Sydney Employment Area lands and other land owners. The future design of infrastructure within the Western Sydney Freight Line corridor will need to further consider integration with existing and planned future development. Transport for NSW will continue to work with land owners along the corridor as applications for development are received.

6.1.3 Alignment adjustments

Community/key stakeholder issue:

In the event the Western Sydney Freight Line corridor is retained on the northern part of the Kemps Creek Precinct, it was requested that the potential impacts on the developable land be minimised and/or mitigated.

A comment was made that Eastern Creek is not a suitable location for intermodal terminals and concerns were raised that that a freight corridor would impact TransGrid property holdings in Eastern Creek and Orchard Hills.

Transport for NSW response:

The Recommended Final Corridor for the Western Sydney Freight Line corridor has been reduced from 80 to 60 metres in width between Luddenham and Ropes Creek in Horsley Park to reduce impacts on Western Sydney Employment Area lands and other land owners. The future design of infrastructure within the Western Sydney Freight Line corridor will need to consider integration with existing and planned future development. Transport for NSW will continue to work with land owners along the corridor as applications for development are received.

Protecting the corridor will support opportunities to service existing intermodal terminal sites (including the potential to connect to the Yennora intermodal terminal), and support a potential future Western Sydney Intermodal Terminal site. The development of these intermodal terminals is considered to be a critical part of the rail freight supply chain, which have large land requirements and long lead times. The location of a future terminal in Western Sydney is yet to be determined and further advice is provided in Future Transport 2056 and the NSW Freight and Port Plan (2018-2023).

Any impact to Transgrid property holdings will be managed in consultation with TransGrid during the development of designs for infrastructure within the Western Sydney Freight Line over the coming years and decades.

6.1.4 Minimising residential impacts

Community/key stakeholder issue:

Community and stakeholder feedback suggested that the Western Sydney Freight Line be realigned to minimise residential property impacts, including:

- Using industrial land, north of properties on Burley Road at Horsley Park to provide a buffer for residential areas.
- Using State Government land, north of industrial areas in Fairfield City Council.

Transport for NSW response:

The draft Strategic Environmental Assessment for the Western Sydney Freight Line corridor is separately available on the **Transport for NSW webpage**. The assessment provides detail regarding the assessment of alternative corridor locations as recommended by the community in their submissions, including the extension of the corridor parallel to the NSW Water Warragamba Pipelines toward the Prospect Reservoir.

The Recommended Final Corridor was ranked highest at the completion of the options development and Multi Criteria Analysis (MCA) process. It represents the best balance between engineering and constructability, avoiding complex structures such as significant tunnels or bridges/viaducts, and minimises impacts on the community, environment and land use planning and meets the objectives of the project.

6.1.5 Move the alignment to the east**Community/key stakeholder issue:**

It was suggested by community and stakeholders that the Western Sydney Freight Line corridor, be realigned to be constructed further east of the Luddenham Road corridor.

Transport for NSW response:

The Recommended Final Corridor for the Western Sydney Freight Line is a dedicated freight line located between Horsley Park and Luddenham.

Luddenham Road provides an important local and regional north-south road connection and the Western Sydney Freight Line will support the freight rail network through Western Sydney linking regional NSW with the Aerotropolis and Greater Sydney.

6.1.6 Move the alignment to the north**Community/key stakeholder issue:**

From community and stakeholder submissions, it was suggested that the corridor be realigned 50 metres to the north (running parallel to Burley Road in order to reduce land acquisitions and property access issues on the northern parts of properties.

Transport for NSW response:

The Recommended Final Corridor has been refined to minimise impacts to residential lands and to houses in particular, as well as minimising impacts on industrial, agricultural and employment lands. The corridor has reduced impacts to Burley Rd residential properties and avoided 3 residential properties in this area of Horsley Park.

6.1.7 Expanded investigation area

Community/key stakeholder issue:

Comments were made by community and stakeholders that alternate alignments for the Western Sydney Freight Line corridor have not been fully explored. It was suggested that the investigation area be expanded to include Fairfield City Council land, east of the M7 Motorway, to minimise impacts on industrial areas, residential areas and the broader community.

It was then requested by community and stakeholders that further investigations are made with regard to the potential co-location of the freight line with the South West Rail Line Extension corridor to minimise the impact on developable land and reduce corridor impacts to private properties.

Transport for NSW response:

The draft Strategic Environmental Assessment details the investigations undertaken by Transport for NSW into various corridor options and further refinements to the recommended final corridor in response to comments in public submissions. The draft Strategic Environmental Assessment explains that the proposed location for crossing the M7 Motorway represents the most viable connection point, where the Motorway will be cutting and will avoid other significant constraints east of the Motorway, including the existing Horsley Park Waste Management Facility.

At present there is a study area proposed for the Eastern Section of the Western Sydney Freight Line which includes consideration of an area encompassing Fairfield City Council Land. This suggestion will be considered in this next stage of development for the Eastern Section of the Western Sydney Freight Line Corridor.

The South West Rail Line Extension now forms part of a broader North South Rail Line connection between Macarthur and St Marys with future connection north to Schofields. The South West Rail Line Extension and the North South Rail Line have been publicly exhibited a number of times and do not include a freight rail component. The North South Rail Line inclusive of the South West Rail Line Extension will connect a number of existing and emerging major urban centres including the Aerotropolis and the Western Sydney Airport. It is the intention of the NSW Government to separate, where possible, freight and passenger services within urban areas, which is further explained in Future Transport 2056 and the NSW Freight and Port Plan (2018-2023).

6.1.8 Viable alternatives

Community/key stakeholder issue:

Further information was requested on the viable alternatives or shared corridors assessed in the multi-criteria analysis. It was suggested that the location of the western section may have been preferred due to convenience and proximity of the existing water infrastructure corridor, which runs east to west of the Kemps Creek Precinct.

Transport for NSW response:

The draft Strategic Environmental Assessment for the Western Sydney Freight Line corridor explains that co-location with the WaterNSW Warragamba Pipelines corridor has clear benefits in terms of reducing impacts on property and providing relatively level topography conducive for future rail freight infrastructure. The Strategic Environmental Assessment also includes advice regarding other corridor options investigated and the criteria used for selecting the exhibited and recommended final corridor.

6.2 Key theme: Public transport projects

Comments and suggestions for public transport projects instead of preserving the corridor.

6.2.1 Extending rail lines

Community/key stakeholder issue:

From community and stakeholder submissions, it was suggested that the Western Sydney Freight Line be extended and used to increase the capacity of passenger rail services for areas west of Penrith Station on the Main Western Rail Line and west of St Mary's for Penrith, Parramatta, Central and The Quarter Precinct.

Transport for NSW response:

The separation of freight and passenger services on the Main West Rail Line as a result of providing the Western Sydney Freight Line infrastructure will help deliver increased passenger rail capacity on the Main West Rail Line to the Central and Harbour Cities. The draft Strategic Environmental Assessment for the Western Sydney Freight Line corridor project provides further details regarding the future constraints on freight rail services using the Main West Rail Line and the continuing growth in passenger demand on the Main West Rail Line.

The provision of greater capacity passenger rail services on the Main West Rail Line passenger rail network is part of the More Trains More Services Program which is outlined in Transport for NSW's Future Transport 2056 plan.

6.2.2 Integrated transport linkages

Community/key stakeholder issue:

Suggestions were raised by community and stakeholders that transport linkages be integrated into the Western Sydney Freight Line design, including:

- An underground rail link to the Western Sydney Airport and Sydney CBD, via Sydney Metro West.
- T80 bus services to Western Sydney Airport and a rapid transport link to Parramatta.
- Additional fast and direct transport links to Parramatta.

Transport for NSW response:

An integrated network of transport linkages between the Western Sydney Airport, Parramatta and the Sydney CBD are initiatives outlined in Transport for NSW's Future Transport 2056. The integration of the Western Sydney Freight Line corridor with other public transport initiatives is considered in this document.

6.3 Key theme: Tunnelling

Suggestions for tunnels instead of above ground structures.

6.3.1 Support for tunnelling and tunnelling innovation to minimise impacts**Community/key stakeholder issue:**

Tunnelling would minimise the amount of land needed to construct the corridor, the number of property acquisitions and impacts on communities were suggestions in in community and stakeholder submissions.

Transport for NSW should consider technological innovations in tunnelling to minimise the impacts on future communities in terms of edge treatments and the extent of land acquisition required for the corridor was another suggestion made by community and stakeholders.

Concerns were also raised around the construction of a railway line through hills and mountains.

Transport for NSW response:

By protecting the Western Sydney Freight Line corridor, impacts on future development can be avoided together with significant disruption for businesses and communities and the significant cost and ongoing maintenance associated with tunnelling. A surface corridor with appropriate noise mitigation would be preferable as it will be more cost effective and likely to be delivered earlier than a more expensive tunnelled option.

Issue: Planning Policy

7.0 Issue: Planning Policy

This section relates to comments about the corridor's alignment with existing planning, policies and strategies and the Department of Planning and Environment's discussion paper on the proposed Western Sydney corridors SEPP.

7.1 Key theme: Alignment with other Commonwealth, state, or local government plans, policies or strategies

Comments and questions regarding alignment with existing local or state planning, policies and strategies.

7.1.1 Kemps Creek Precinct

Community/key stakeholder issue:

Comments were raised by community and stakeholders about the impacts of the Western Sydney Freight Line corridor on the proposed rezoning of the Kemps Creek Precinct lodged with the Department of Planning and Environment, including:

- The Kemps Creek Precinct aligns with the Greater Sydney Region Plan and the Western City District Plan.
- The planning process for the Precinct has involved stakeholders including the Greater Sydney Commission, Penrith City Council, Transport for NSW and land owners.
- The 114 hectare land parcel is anticipated to provide employment and economic benefits by creating 2,500 jobs and increasing demand for goods and services.
- The Western Sydney Freight Line corridor does not align with the proposed Precinct and will impact future employment in the area and industrial operations.

Transport for NSW response:

The Recommended Final Corridor for the Western Sydney Freight Line is located to minimise impacts on existing and planned employment lands. The corridor is an action in current NSW Policies including the Greater Sydney Commission Sydney Regional Plan and Western District Plan and the recently released Land Use Infrastructure Implementation Plan for the Aerotropolis. The Western Sydney Freight Line is an important action in the NSW Freight and Port Plan (2018-2023) and will enable future growth of freight activities and associated employment in Western Sydney.

7.1.2 Proactive corridor preservation**Community/key stakeholder issue:**

The theme of proactive corridor preservation was raised by community and stakeholders in their submissions, it was raised that Transport for NSW's proactive approach to preserving corridors for future growth in Western Sydney aligns with existing plans such as the Future Transport Strategy 2056, the Greater Sydney Services and Infrastructure Plan, and Greater Sydney Commission's Western City District Plan.

Transport for NSW response:

Transport for NSW notes stakeholders' views about the alignment of the Western Sydney Freight Line corridor with NSW Government strategies and policies.

7.1.3 Penrith City Council**Community/key stakeholder issue:**

Transport for NSW should collaborate with Penrith City Council about their strategic implementation of the Western City District Plan's priorities which may assist with the corridor planning, preservation and design was a suggestion raised in submissions by community and stakeholders.

Transport for NSW response:

The recommended Western Sydney Freight Line corridor forms part of a suite of transport corridors in Western Sydney. The purpose of these strategic corridors is to set land aside now for future delivery of major infrastructure to enable urban development consistent with the vision and objectives in NSW Government policies including The Greater Sydney Region Plan, Western City District Plan and the Future Transport Strategy 2056.

Transport for NSW will continue to work closely with Penrith City Council, the Greater Sydney Commission and the Department of Planning and Environment to realise the identification and protection of major infrastructure corridors in Western Sydney.

7.1.4 Alignment with Sydney's identity

Community/key stakeholder issue:

Comments were raised by community and stakeholders that the corridor does not align with strategies and policies for the future of the Western Sydney region, including:

- The corridor does not align with Western Sydney's branding identity for creating great places.
- Sydney's unique green attributes and spaces should be considered and prioritised over infrastructure corridors during the decision making process.
- The corridor does not align with Sydney's identity for green infrastructure and great places.
- The Western Sydney Freight Line is inconsistent with broader planning, economic and place making objectives.
- The Western Sydney Freight Line corridor does not align with Government objectives or plans for South Creek, the Greater Sydney Region Plan and Western City District Plan. It is not part of an integrated approach to infrastructure and urban development and there is insufficient green appeal for business investment and jobs growth.
- The Western Sydney Freight Line should align with the Western City District Plan objectives.
- Information should be provided on the infrastructure's design and how it aligns with the Western Parkland City District Plan, responds to landscape values and impacts visual amenity.

Transport for NSW response:

The Greater Sydney Region Plan and Western City District Plan released by the Greater Sydney Commission in 2018 forecasts significant growth in population and employment for Western Sydney over the next 40 years. This unprecedented growth requires major transport infrastructure that connects key centres and expands on existing rail road networks to support trade and investment in Greater Sydney.

The plans also identify the importance of valuing green spaces and landscaping in the Western Parkland City, including South Creek. Future Transport Strategy 2056 identifies the Western Sydney Freight Line corridor as a future initiative for the Western District. The future design of infrastructure within the Western Sydney Freight Line Corridor will need to mitigate impacts on important environments such as South Creek. This can be achieved through sensitive design and other means including management of water quality.

7.1.5 Freight network

Community/key stakeholder issue:

Comments drawn from community and stakeholder submissions about the corridor's alignment with freight strategies include:

- The Western Sydney Freight Line should align with recent key government strategies for Sydney, including the 2013 Freight and Ports Strategy, to help service the freight industry's demands.
- Request that the corridor being co-located with the South West Rail Line Extension corridor and its planned extension to meet future freight transport needs.

Transport for NSW response:

The recommended corridor for the Western Sydney Freight Line aligns with the NSW Freight and Ports Plan 2018-2023, which is the current, updated strategy which sets out the NSW Government's priorities for the freight and port sector over the next five years. This will support Future Transport 2056, which identifies the need for planning to support the long term viability of the freight industry, and is consistent with the proposed Western Sydney Freight Line corridor.

7.2 Key theme: Western Sydney corridors State Environment Planning Policy (SEPP)

Comments on the Department of Planning and Environment discussion paper on the proposed Western Sydney corridors State Environment Planning Policy.

7.2.1 Corridor protection process

Community/key stakeholder issue:

From community and stakeholders submissions, comments raised about the proposed State Environment Planning Policy include:

- An environmental planning instrument is required to rezone land for corridors, as soon as practicable.
- Low level planning instruments in the Environmental Planning and Environment Act 1979 should be removed as the level of protection on transport corridors.
- The strength of the lowest planning instruments should be consistent with the statutory planning controls used to protect the preferred alignment.
- Corridor preservation will render land useless until 2030 when construction and property acquisition is expected to commence. If interim land use is not permissible based on the proposed State Environmental Planning Policy, landowners should be immediately compensated for their rates and land tax.
- There needs to be further consideration of the corridor protection process, including permissible land use activities and timing and compensation for land acquisition.

Transport for NSW response:

The exhibition of the Western Sydney Freight Line corridor from March to June 2018 was accompanied by a Department of Planning and Environment discussion paper that outlined the proposed State Environmental Planning Policy that would be used to rezone Western Sydney corridors. The Discussions Paper explains that Transport for NSW will have a concurrence role for certain development applications within and adjacent to future transport corridors.

Information provided on the Transport for NSW corridor project webpage explains that the acquisition of properties generally occurs following approval for the construction of the infrastructure and this could be years or decades in the future. In the intervening period, residents can continue to live in and/or use their properties. Further advice is also provided on the project webpage regarding property acquisition including the potential for 'early acquisition' given the long term nature of Western Sydney corridors.

7.2.2 State Environmental Planning Policy consultation**Community/key stakeholder issue:**

Comments raised by community and stakeholders about the consultation for the State Environment Planning Policy include:

- The State Environment Planning Policy should include requirements for consultation with communities and stakeholders to minimise delays and the cost of delivering essential infrastructure.
- All affected property owners should have received the final State Environment Planning Policy for discussion at community drop-in sessions or at one-on-one meetings.
- The State Environment Planning Policy should have been finalised prior to consultation on the corridors.

Transport for NSW response:

As part of the exhibition of four recommended corridors in Western Sydney, which included the Western Sydney Freight corridor, a proposed State Environment Planning Policy was exhibited, to give legal effect to the protection of the corridor and provide suitable controls for land within and adjoining the corridor.

The documentation outlined the purpose of the State Environment Planning Policy, what the State Environment Planning Policy would do, which land it would apply to, and other issues such as identification of the land acquisition authority.

7.2.3 Impacts of the State Environment Planning Policy on the Kemps Creek Precinct**Community/key stakeholder issue:**

From community and stakeholder submissions, comments raised about impacts of the proposed State Environment Planning Policy on the Kemps Creek Precinct included:

- The Western Sydney Freight Line corridor significantly impacts the Kemps Creek Precinct and the State Environment Planning Policy should not be progressed until these impacts are considered.
- The northern part of the Kemps Creek Precinct will be sterilised by the proposed State Environment Planning Policy controls. It will impact land value and limit land use capable of delivering employment, development and economic benefits within the next one to two years.
- The uncertainty of timing, funding and delivery for the Western Sydney Freight Line corridor means the Kemps Creek land will be unusable for an indefinite period of time, with no guarantee it will ever be used for its intended purpose.
- The final State Environment Planning Policy should incorporate a 'Schedule of Additional Permitted Uses' to allow temporary development at the Kemps Creek Precinct.
- Preserving corridors under the State Environment Planning Policy impacts the short and long term development of the Kemps Creek Precinct and other land in the Western Sydney Freight Line corridor.

Transport for NSW response

As detailed earlier in response to the strategic planning for the Kemps Creek Precinct, the long term strategic corridors proposed by Transport for NSW, including the Western Sydney Freight Rail corridor are to provide for infrastructure to support the delivery of the outcomes identified in NSW Government planning strategies, including the Greater Sydney Region Plan, and Future Transport Strategy 2056.

The recommended corridor for the Western Sydney Freight Line has followed a complex and detailed process including identification of key land use and environmental constraints, enabling a designated freight connection from the current freight network to the Western Sydney Employment Area, and following a route that reflects the topography of the area. The result is an alignment which best meets future infrastructure project requirements while minimising impacts on existing land uses and the natural environment.

7.2.4 Sydney Water requests

Community/key stakeholder issue:

Sydney Water made comments including:

- The proposed State Environment Planning Policy should confirm there will be no impact to Sydney Water's ability to self-determine plans for their infrastructure.
- Certain activities, including emergency, maintenance and minor work on existing infrastructure assets, can be undertaken in accordance with an agreed consultation protocol between Sydney Water and Transport for NSW.
- Sydney Water should receive the corridor location and extent in a geographic information system (GIS) format, to ensure access is maintained to existing infrastructure and future operations.

Transport for NSW response:

Transport for NSW included Sydney Water in the consultation workshops for establishing constraints and opportunities in the corridor study areas. Transport for NSW will continue to work with NSW Government agencies and authorities for the further study of integrated land use opportunities and as part of any environmental impact assessment for future infrastructure.

7.2.5 Warragamba Pipelines**Community/key stakeholder issue:**

WaterNSW has raised a number of matters for consideration by Transport for NSW and the Department of Planning and Environment relating to the Warragamba Pipeline, including concerns about changes to provisions relating to works that do not currently require consent under *State Environmental Planning Policy (Infrastructure) 2007*.

Transport for NSW response:

Transport for NSW will continue to work with WaterNSW to avoid impacts on the Warragamba Pipelines relating to the proposed State Environment Planning Policy, and any future infrastructure within the Western Sydney Freight corridor. Protecting the Warragamba Pipelines will be a critical consideration in the future design and environmental approval of rail freight infrastructure.

7.2.6 Acquisition process**Community/key stakeholder issue:**

Based on feedback from community and stakeholder submissions, commentary on this issue included:

- There is uncertainty about the corridor design, delivery and acquisition costs and the proposed State Environment Planning Policy does not include provisions for owner-initiated land acquisition.
- The State Environment Planning Policy must include provisions for owner-initiated land acquisition if the corridor is retained on the northern part of the Kemps Creek Precinct.
- The State Environment Planning Policy should include allowances to approve additional interim land uses until land is acquired for the corridor.
- There are objections to the proposed State Environment Planning Policy placing a limit on the capital investment value of developments within the corridor.
- Preserving corridors under the State Environment Planning Policy impacts the short and long term development of the Kemps Creek Precinct and other land in the corridor.

Transport for NSW response:

Land within the Western Sydney corridors, which includes the Western Sydney Freight Line corridor, will need to be acquired at some point in the future in order for the infrastructure to be constructed. When the State Environment Planning Policy is finalised, it will include a land acquisition map that identifies the land to be acquired, and an authority for land acquisition will also be identified.

The corridor is to be rezoned Special Purpose (SP2 Infrastructure) and identifies the land as being planned for future transport infrastructure. Prior to it being required for future infrastructure, existing uses can continue within the corridor, however where a development application is required to be lodged with the local council, and where the value of the proposed new development exceeds \$200,000, councils are obliged to refer the application to Transport for NSW for concurrence. Applications will be assessed on their merits and Transport for NSW will exercise its concurrence in accordance with provisions of the Environmental Planning and Assessment Act and the Corridor State Environment Planning Policy.

As mentioned in previous responses, the Transport for NSW Corridor Project webpage provides information on land acquisition including the potential for early property acquisition.

7.2.7 Impacts to development**Community/key stakeholder issue:**

Comments on this issue from community and stakeholders include:

- The current land zoning for land adjacent to and around the proposed corridor should remain.
- More detail about the changes to development controls on land directly outside the Western Sydney Freight Line should be provided.
- The Western Sydney Freight Line junction and its 24/7 freight movements will have significant adverse impacts on the development of adjoining land.

Transport for NSW response:

The proposed State Environment Planning Policy will only enable the rezoning of land directly within the Western Sydney Freight Line corridor for Special Purposes Infrastructure. The Discussion Paper prepared by the Department of Planning and Environment regarding the draft Corridor State Environmental Planning Policy states that the Department would provide further advice regarding the use of land adjacent to the Western Sydney Corridors including the Western Sydney Freight Line corridor.

Impacts of potential future transport infrastructure within the corridor, including hours of operation, noise and other potential amenity impacts would be assessed at the time that the proposed construction design is being considered.

8.0

Issue: Design

This section relates to comments and questions about the design of road intersections, infrastructure, tunnel ventilation and portals.

8.1 Key theme: Intersections and structures

Comments and questions on how road intersections, and other structures such as bridges and fly overs, will be designed to minimise safety risk.

8.1.1 Warragamba Pipelines

Community/key stakeholder issue:

Suggestions were made by community and stakeholders that adequate bridge elevation and/or gantry equipment needs to be provisioned to allow for ongoing maintenance of the Warragamba Pipelines. Concerns were raised that Transport for NSW representatives incorrectly believe the Warragamba Pipelines are level with the ground.

Transport for NSW response:

Transport for NSW will work closely with WaterNSW to ensure the provision of access to critical infrastructure during the development of designs for the Western Sydney Freight Line infrastructure. The location of the Warragamba Pipeline has been noted during the development of the Recommended Final Corridor for the Western Sydney Freight Line and ongoing consultation will continue with WaterNSW.

8.1.2 Potential design challenges and suggestions

Community/key stakeholder issue:

From community and stakeholder submissions, it was suggested that the underground and elevated rail line will present challenges with track grades. It was also requested that the corridor infrastructure be designed to support the vision and values of the Western Parkland City.

Transport for NSW response:

There are no tunnel sections along the Western Sydney Freight Line corridor.

The Western Sydney Freight Line will be designed to support the vision for the Western Parkland City, including visual amenity, and provide future employment opportunities through integration of transport and land use.

8.1.3 Impact on Luddenham Road

Community/key stakeholder issue:

Comments from community and stakeholders in relation to Luddenham Road included:

- Concern regarding the elevation and height required for a Western Sydney Freight Line crossing over Luddenham Road via an overpass.
- Suggestions to elevate Luddenham Road to allow vehicles to travel over the Western Sydney Freight Line.
- An elevation embankment may be required to be built in close proximity to residential properties to allow Luddenham Road to rise above the Western Sydney Freight Line.
- Concern about the Western Sydney Freight Line obstructing access to residential properties alongside the corridor and the potential widening pushing embankments further towards residential properties.

Transport for NSW response:

It is intended that a future Western Sydney Freight Line would be grade separated above Luddenham Road and also the adjacent Warragamba Water Pipeline. The Western Sydney Freight Line will form a junction, which is elevated at this location above the Warragamba Pipelines. The height and design of these crossings, including embankments, will be determined in consultation with Water NSW and adjoining land owners.

8.1.4 Transmission towers and powerlines

Community/key stakeholder issue:

Concerns were raised by community and stakeholders about the potential for train derailments near future high voltage lines and suggestions that the Western Sydney Freight Line infrastructure, including powerlines, should run underground.

Transport for NSW response:

Transport for NSW will protect critical high voltage tower infrastructure and will consider appropriate treatments for powerlines in consultation with TransGrid and Endeavour Energy during the development of designs for the Western Sydney Freight Line infrastructure.

Issue: Environment

9.0 Issue: Environment

This section relates to comments and questions about the environmental impacts of the corridor, including air quality, biodiversity, bushfire, flooding and evacuation, landscape, terrain and topography, noise and vibration and waterways.

9.1 Key theme: Air quality and pollution

Comments and questions about air quality impacts of future projects within the corridor.

9.1.1 General concerns about pollution

Community/key stakeholder issue:

Concerns were raised by community and stakeholders that pollution from the Western Sydney Freight Line will impact surrounding communities, residents and the environment. Suggestions were made that the Western Sydney Freight Line run parallel to the Warragamba Pipelines all the way to the M7 Motorway to avoid these impacts.

Transport for NSW response:

Emissions from the future Western Sydney Freight Line will be assessed during a future phase of project development and their regulation will form part of the planning approval for construction and operation of a freight rail line.

The draft Strategic Environmental Assessment for the Western Sydney Freight Line corridor is available on the Transport for NSW Project webpage and detailed the assessment of alternative corridor options including the extension of the Recommended Final corridor along the Warragamba Pipelines to the M7 Motorway. Under this option, a significant bridge structure above the M7 Motorway would be required and is likely to result in similar, if not greater, noise and visual impacts when compared with the final report recommended corridor that involves limited bridge structures and sections of corridor in cutting.

- Potential air pollution impacts associated with the operation of the Western Sydney Freight Line are also addressed in the Strategic Environmental Assessment.

9.2 Key theme: Biodiversity

9.2.1 Protection of Cumberland Plain Woodland, South Creek and Western Sydney Parklands.

Community/key stakeholder issue:

From community and stakeholder submissions, comments were made that it is important that Transport for NSW protect the biodiversity values of the Cumberland Plain Woodland and the South Creek riparian corridor. Elevating the Western Sydney Freight Line above the flood levels in South Creek would also protect the biodiversity of the South Creek corridor and the Western Sydney Parklands.

Transport for NSW response:

Rezoning the Western Sydney Freight Line corridor will not in itself create impacts on biodiversity. A detailed assessment of the impacts of the Western Sydney Freight Line will be completed during the future planning and assessment phase of project development.

Transport for NSW appreciates the suggestion to elevate the Western Sydney Freight Line above South Creek and will consider this as part of the future design of the infrastructure.

9.3 Key theme: Flooding and evacuation

Comments and questions about the impact on, and exacerbation of, flood levels and flood evacuation routes.

9.3.1 Flood risk to the Western Sydney Freight Line

Community/key stakeholder issue:

Concerns were raised by community and stakeholders about the flood risk to the Western Sydney Freight Line track alignment around the South Creek floodplains and Western Sydney Parklands. Suggestions were made to elevate the western section above Luddenham Road as well as existing infrastructure, such as the M7 Motorway and Mamre Road, to avoid flooding.

Transport for NSW response:

Transport for NSW notes that the flood levels of South Creek flood plains will form a requirement for the design of the future WSFL infrastructure within the Recommended Final Corridor.

Transport for NSW appreciates advice regarding the impact of future flood levels and the elevation required for the future Western Sydney Freight Line infrastructure.

9.3.2 Worsening of local flooding

Community/key stakeholder issue:

The design of the Western Sydney Freight Line consider the heavy rainfall that floods areas in Horsley Park and that allowances be made to effectively drain overflows, not worsen localised flooding was requested by community and stakeholders. Concerns about the potential for the Western Sydney Freight Line to increase flooding in flood-prone industrial and residential areas within the Fairfield Local Government Area.

Transport for NSW response:

A future Western Sydney Freight Line will be designed to avoid increasing flooding impacts.

9.3.3 Planning and design to reduce flood impacts

Community/key stakeholder issue:

A coordinated approach to development of linear infrastructure in flood prone areas such as the South Creek floodplain is needed to avoid negative socio-economic outcomes due to water quality and flooding impacts was requested by community and stakeholders. It was suggested that water sensitive urban design can be used to reduce stormwater impacts, and reduce run-off treatment volumes.

Transport for NSW response:

Transport for NSW adheres to best practice in the development of projects, which includes water sensitive urban design, to minimise impacts as far as practicable.

9.4 Key theme: Noise and vibration

Comments and questions about the potential noise and vibration impacts of the project both during construction and operation of the Western Sydney Freight Line.

9.4.1 Noise and visual impacts and mitigation

Community/key stakeholder issue:

The loss of amenity from the noise of diesel trains running 24 hours a day, seven days a week in Fairfield Council residential areas, and particularly in Smithfield and Burley Road, Horsley Park was a concern raised by community and stakeholders. It was suggested that the high volumes of noise from these large trains will be magnified in the rural area of Horsley Park.

The visual impacts on surrounding properties, due to the current alignment was also raised as a concern.

Requests were made for the installation of sound barriers along the corridor and questions were asked about the type of noise barriers or fencing that will be erected near residential properties bordering the corridor.

It was suggested that residential properties bordering the Western Sydney Freight Line be rezoned for industrial uses to minimise noise impacts.

Transport for NSW response:

The suggestions for installation of noise attenuation are appreciated and will form part of future considerations to mitigate potential noise impacts associated with rail freight operations within the Western Sydney Freight Line Corridor. These operations will require an environmental approval and will need to meet relevant noise and emission standards.

Further suggestions include land fronting Burley Road and adjacent to the Western Sydney Freight Line Corridor be rezoned for industrial purposes has been communicated to the Department of Planning and Environment and Fairfield City Council for their consideration as the relevant planning authorities.

The future phases of design and environmental assessment of future infrastructure within the corridor will provide further opportunities to examine how impacts on existing land uses and businesses can be avoided or reduced.

9.4.2 Compensation**Community/key stakeholder issue:**

Questions were asked about how Smithfield residents will be compensated for constant train noise.

Transport for NSW response:

Transport for NSW has indicated that planning for the Western Sydney Freight Line corridor, east of the M7 Motorway will require detailed discussions with the local community, businesses and key local councils to identify feasible options for a future freight rail corridor. The issue of rail noise will be a key consideration in the identification of corridor options with the community and other key stakeholders.

9.4.3 Warragamba pipelines**Community/key stakeholder issue:**

Concerns were raised for the impact of vibration on the Warragamba Pipelines caused by construction of the Western Sydney Freight Line and freight train movements. The pipelines have been in place since 1960 and additional work may be needed to ensure the pipelines can withstand vibration caused by the Western Sydney Freight Line.

Transport for NSW response:

The design of the infrastructure will ensure that construction and operation of the Western Sydney Freight Line near the Warragamba Pipelines is done safely without impacting this vital infrastructure, through vibration or other potential impacts. It is noted that industrial activities and other road infrastructure presently operate in close proximity to the pipeline and in places cross over the pipeline.

9.5 Key theme: Waterways

Comments and questions about the impacts on waterways.

9.5.1 Concerns for creek lines in Fairfield LGA

Community/key stakeholder issue:

Community and stakeholder raised their concerns about the impact on creek lines and open spaces along the northern sections of Fairfield LGA.

Transport for NSW response:

The Recommended Final Corridor for the Western Sydney Freight Line will need to bridge a number of existing creek systems including South Creek. No other active recreational areas are impacted by the Recommended Final Corridor. The design and environmental assessment of creek crossings will be a future stage in the delivery of the Western Sydney Freight Line.

East of the M7 Motorway, the Western Sydney Freight Line Corridor has not been defined and will require further co-design with the local community, businesses and other key stakeholders including local councils. As part of this design process, various corridor options and other initiatives will be developed with the community and key stakeholders and will fully consider the potential impact of a corridor on open space and other important environments.

9.5.2 Impacts on South Creek and Western Sydney Parklands

Community/key stakeholder issue:

Concerns were raised by community and stakeholders that the Western Sydney Freight Line corridor will impact the Western Sydney Parklands, the South Creek corridor and the Hawkesbury River. Sydney Water noted it is important that the Western Sydney Freight Line corridor avoid any potential impacts to the South Creek riparian corridor, including impacts to existing dams, and lands that mitigate flood impacts. The future health of this waterway and the Hawkesbury River will be under pressure with further development. Other factors such as road runoff will further contribute to impacts on water quality and flooding (e.g. erosive flows that destabilise the channel and contribute to water pollution).

Transport for NSW response:

The future design of the Western Sydney Freight Line will further examine potential impacts to the South Creek corridor and other waterways together with impacts for water quality. Avoiding and reducing impacts on these important systems will be fully considered as part of this future infrastructure design and approval stage.

The Western Sydney Parklands is located to the east of the M7 Motorway and part of the next stage in corridor identification for the Western Sydney Freight Line. The integration of the Western Sydney Freight Line corridor within the Western Sydney Parklands will be an important consideration for this next stage of corridor investigation. It is noted that the Recommended Final Corridor will cross the M7 Motorway in a location which supports a mix of waste management and agricultural activities (market gardens). This location also includes a significant 330kv electricity easement and other utility corridors.

9.5.3 Water sensitive urban design

Community/key stakeholder issue:

Sydney Water encourages Transport for NSW to design and implement best practice water sensitive urban design approaches, to reduce stormwater impacts, reduce run-off treatment volumes and to keep water in the environment.

Transport for NSW response:

Transport for NSW appreciates the comment by Sydney Water regarding implementation of best practice in water sensitive design for the future Western Sydney Freight Line infrastructure. Water sensitive design will be part of the environmentally sustainable design for the future infrastructure.

10.0

Issue: Heritage

This section relates to comments and questions about the impact on Aboriginal and Non-Aboriginal heritage, land ownership and history

10.1 Key theme: Aboriginal heritage and land ownership

Comments and questions about the impact on Aboriginal heritage.

10.1.1 Inclusion of water and wastewater services in assessments and permits

Community/key stakeholder issue:

Aboriginal assessments and Aboriginal Heritage Impact Permits should include the construction of water and wastewater related services within the corridors was a suggestion made by community and stakeholders in their submissions.

Transport for NSW response:

Rezoning land for the Western Sydney Freight Line will not in itself create new impacts for known or potential Aboriginal heritage sites.

Transport for NSW has sought to identify and protect known areas of Aboriginal heritage in the development of the Recommended Final Corridor. The Strategic Environmental Assessment on the Transport for NSW corridor projects webpage outlines how Aboriginal heritage was assessed through the corridor identification process, which includes:

- review of the Aboriginal Heritage Information Management System database
- review of relevant studies and reports.

A detailed assessment of the environmental impacts of the construction and operation of the future Western Sydney Freight Line on the natural and built environment will be completed during a future development phase of the project to obtain planning approvals.

10.2 Key theme: Non-Aboriginal heritage and history

Comments and questions about the impact on European heritage, including comments about colonial history.

10.2.1 Heritage listed building

Community/key stakeholder issue:

The potential impacts to 'Southridge', a heritage listed building built in 1859 on Wallgrove Road, Eastern Creek was a concern raised by community and stakeholders.

Transport for NSW response:

The Final Recommended Corridor for Western Sydney Freight Line will not impact the heritage-listed 'Southridge' property.

Issue: Economic

11.0 Issue: Economic

This section relates to comments and questions about the impact on agricultural business and food production, local businesses, and tourism

11.1 Key theme: Agriculture and food production

Comments and questions about the impact of the corridor on agricultural businesses and food production.

11.1.1 Food production

Community/key stakeholder issue:

Views and comments received by community and stakeholders included:

- The Western Sydney Freight Line corridor will significantly impact the fertile agricultural lands responsible for the supply of much of Sydney's fresh food. This land should be preserved to maintain Sydney's manufacturing and food production volumes.
- A study by the Institute of Sustainable Studies predicts Sydney's farms will produce just six per cent of the city's food supply by 2031. These predictions are likely to decline further due to the Western Sydney Freight Line corridor.

Transport for NSW response:

Rezoning land for the Western Sydney Freight Line will not in itself constrain existing agricultural activities. While the Recommended Final Corridor will impact some of Sydney's agricultural lands, it will also provide the option for additional freight transport of perishable produce and other regionally supplied goods in the future. It is noted that the majority of land impacted by the Recommended Final Corridor do not presently support agricultural activities and has been identified in current planning policies for future employment including industrial development.

11.1.2 Land prioritisation

Community/key stakeholder issue:

Comments were made by community and stakeholders that the land in western NSW should be used to produce secondary industry products, such as textiles or products for engineering or construction, rather than for the production and exportation of primary goods and products.

Transport for NSW response:

The Western Sydney Freight Line will be required for the export of both primary production goods, and secondary industry goods within Sydney and regional NSW.

11.2 Key theme: Local business

Comments and questions related to the impact of the corridor on local businesses (excluding agriculture), including businesses operating from residential properties.

11.2.1 Local manufacturing operations

Community/key stakeholder issue:

Comments were received from local businesses, including:

- Manufacturing and quarrying operations, especially brick manufacturing operations at Horsley Park will be impacted by the Western Sydney Freight Corridor, posing a significant risk to the supply of construction materials for the NSW housing industry.
- The relocation of quarrying and brick making operations is not feasible due to the availability of local quarry materials that would lead to increased transport costs associated with sourcing these materials from outside the Sydney Basin.
- Narrowing the width of the Western Sydney Freight Line corridor would avoid impacts to both local employees, and business operations for existing and future manufacturing sites.

Transport for NSW response:

Alternative corridor options and further refinements to the Recommended Final Corridor have been assessed in the draft Strategic Environmental Assessment, which is provided on the Transport for NSW corridor project webpage. The Recommended Final Corridor has further reduced impacts on existing businesses and employment land including impacts on existing quarrying and brick making activities. In particular, the Recommended Final Corridor has been reduced from 80 to 60 metres in width. The design of future infrastructure within the Recommended Final Corridor will consider opportunities to further reduce impacts on existing land use and businesses. Transport for NSW will continue to work with land owners to reduce the impact of future infrastructure within the Western Sydney Freight Line corridor.

11.2.2 Fairfield Local Government Area

Community/key stakeholder issue:

Key Stakeholder comments included:

- The levels of unemployment in the Fairfield Local Government Area are higher than in other Sydney suburbs. Industrial land in the area is relied upon to provide local job opportunities, and the loss of such land may lead to further unemployment.
- Industrial areas within the Fairfield Local Government Area would be degraded and disrupted with the construction and operation of the Western Sydney Freight Line.

Transport for NSW response

Transport for NSW has developed the Recommended Final Corridor for the Western Sydney Freight Line to minimise impacts on employment lands in the Fairfield Local Government Area. The assessment of alternative corridor options considered the impact of a future Western Sydney Freight Line on existing businesses and future employment lands.

East of the M7 Motorway are extensive industrial lands in Wetherill Park, Smithfield, Yennora and around Villawood and Leightonfield. These areas provide a mix of critical local employment within the Fairfield Local Government Area. Protecting local employment and providing new opportunities for growth will be an important consideration in the next stage of corridor identification for the Western Sydney Freight Line. This process will be a co-design effort with the community and key stakeholders such as local councils.

During construction and operation of a future Western Sydney Freight Line significant employment, both directly and indirectly will be generated. It will also provide further growth opportunities for the industrial areas of Western Sydney, by improving accessibility, and reducing the cost of moving physical items.

11.2.3 Ropes Creek Area

Community/key stakeholder issue:

Concerns were raised by community and stakeholders that the northern boundary of the Western Sydney Freight line would impact the existing warehouses and buildings within the Ropes Creek area.

Transport for NSW response

Transport for NSW has developed a Recommended Final Corridor for the Western Sydney Freight Line that will reduce impacts to the existing warehouses and future warehouse developments along the corridor. The Recommended Final Corridor has been reduced from 80 to 60 metres in width that will avoid a large area of employment land.

Potential future impacts to the warehouses will be addressed as part of future detailed design and environmental approval of infrastructure within the Western Sydney Freight Line corridor.

11.2.4 Western Sydney Employment Area

Community/key stakeholder issue:

In the community and stakeholder submissions, comments were made that the Western Sydney Freight Line corridor would have an impact on areas near the Western Sydney Employment Area and Sydney Science Park that are suitable for urban development.

Transport for NSW response:

In developing the Recommended Final Corridor for the Western Sydney Freight Line, Transport for NSW has worked to minimise impacts to both residential and industrial properties in and around Western Sydney Employment Area and Sydney Science Park by aligning the Recommended Final Corridor to the Warragamba Water Pipeline. Transport for NSW does, however acknowledge that the Western Sydney Freight Line corridor is located on lands within the Western Sydney Employment Area and Sydney Science Park, which also includes the South Creek Catchment. Importantly, planning for the Aerotropolis and areas surrounding the Western Sydney Airport includes the Western Sydney Freight Line corridor and other Western Sydney Corridors such as the North South Rail Line.

11.2.5 Impact on brickworks

Community/key stakeholder issue:

Impacts to the brickworks and that the corridor will divide the site and there will be business and cost implications was a concern raised by community and stakeholders. It was suggested that the location of the corridor be reconsidered to avoid the quarry site and minimise impacts to infrastructure on the site.

Transport for NSW response:

The Recommended Final Corridor for Western Sydney Freight Line has considered property severance and minimised this wherever possible. Transport for NSW acknowledges that the future corridor infrastructure alignment crosses an area actively mined by the extractive industries but does not impact the built infrastructure of the site.

11.2.6 Business disruption

Community/key stakeholder issue:

Comments were received about the disruption that would be caused to local businesses in the area, both directly and indirectly as a result of the Western Sydney Freight Line.

Comments in relation to the impacts caused by business disruption included:

- Insufficient space for existing businesses to continue operating as they currently are, resulting in reduced operations, and less opportunities to provide available parking, or to maintain assets on private properties.
- Loss of confidence and financial viability of local businesses.
- Loss of viability for certain businesses into the future.
- Limited ability for attracting long term investment and renewal in industrial area.

Requests were also made for further consultation in regards to business disruptions, property acquisition and impacts to existing tenancies.

Transport for NSW response:

Transport for NSW has proposed a Recommended Final Corridor for the Western Sydney Freight Line which seeks to address concerns that this infrastructure will degrade and disrupt general industrial areas. The construction and operation of the Western Sydney Freight Line will provide employment and growth opportunities for existing and future industrial areas across Western Sydney, which is highlighted in recent NSW Government Policies including Future Transport 2056, the NSW Freight and Port Plan and in planning for the Aerotropolis and Western Sydney Airport.

The rezoning of land for the Western Sydney Freight Line Corridor does not mean that existing uses will immediately cease or need to relocate. The operation of freight rail within the Recommended Final Corridor is still many years away.

It is recognised that some existing operations will experience future disruption when infrastructure is developed within the Recommended Final Corridor. The future acquisition of land by Transport for NSW will involve compensation for land owners for property and business impacts. The future design and environmental approval of infrastructure within the Recommended Final Corridor will also consider how impacts for property owners and businesses can be further mitigated. This design stage will precede any compulsory acquisition of land by Transport for NSW and will enable land owners to manage this change.

12.0

Issue: Social

This section relates to comments and questions about the impacts on people's rural amenity, community connection, lifestyle, health, wellbeing and safety, including vulnerable community members.

12.1 Key theme: Connection to place, lifestyle and amenity

Comments about the impacts the corridor will have on rural amenity and on the 'feel' of neighbourhood and rural areas. This includes comments regarding the area's rural lifestyle, and visual and amenity impacts of the corridor.

12.1.1 Impacts on amenity and lifestyle

Community/key stakeholder issue:

Comments received by community and stakeholders included:

- The Western Sydney Freight Line will adversely impact residents of Burley Road, and areas surrounding Walworth Road, Arundel Road and Delaware Road as a result of the deviation at Eastern Creek, Horsley Park. Impacts raised included: disruption to peaceful neighbourhoods, residents' quality of life, acoustic and visual amenity, and air quality.
- Long term residents of Horsley Park, Badgerys Creek and Burley Road (east), who have lived in the area for more than four decades, will be impacted.
- The corridor location will help reduce noise and sleep impacts for nearby residents.

Transport for NSW response:

Early planning for future transport connectivity is important to ensure land use planning can proceed with certainty and future impacts to residents are minimised. Proximity of the corridor to residents was considered in the development of the Recommended Final Corridor, which was refined where possible to reduce noise impact on existing residences.

It is noted that under the Greater Sydney Commission Western District Plan Horsley Park and adjacent areas have been identified for future urban investigations. Pending the outcome of these investigations by the Greater Sydney Commission with other key stakeholders, these areas may change to accommodate different urban uses including employment lands.

The amenity impacts of future infrastructure within the Western Sydney Freight Line corridor will be considered during detailed design, including provision for noise barriers and visual landscaping. These mitigation measures will be required to meet environmental regulations and will be developed with input from the community.

12.2 Key theme: Health and safety

Comments and questions regarding the impact on community members' physical and mental health e.g. concerns regarding air pollution, and impacts to community and individual wellbeing caused by uncertainty.

12.2.1 Mental health and wellbeing

Community/key stakeholder issue:

From the community and stakeholder submissions, comments received included:

- The uncertainty of timeframes and property acquisition and restrictions on their development rights, ability to sell, and the personal and financial stress on families until acquisition occurs is causing stress and anxiety for landowners.
- Residents will experience mental health impacts from living near the rail line and want to understand how they will be compensated.
- The uncertainty of land acquisition and decreasing land values are disadvantaging elderly landowners who want to downsize or sell their property.

Transport for NSW response:

Transport for NSW acknowledges that the corridor preservation process has caused uncertainty in the community and for land owners directly impacted by Western Sydney Freight Line and other Western Sydney Corridors. Land acquisition is not expected to occur for many years and residents can continue to use their properties in the interim. At the time of acquisition, the Government will pay the market value for land in accordance with the *Property Acquisition (Just Terms Compensation) Act*. The Transport for NSW corridor project webpage provides further information regarding property acquisition and the potential for land owners to request early acquisition. Information about compensation for affected and adjacent properties is also provided in **Section 15.2** of this report.

12.2.2 Pedestrian and cycle networks

Community/key stakeholder issue:

It was noted from community and stakeholder submissions, that the existing pedestrian and cycle networks (shared paths) traversing the northern sections of the Fairfield Local Government Area will be impacted.

Transport for NSW response:

At present there is a study area proposed for the Eastern Section of Western Sydney Freight Line, which includes areas such as Wetherill Park within the Fairfield Local Government Area. The next stage of the Western Sydney Freight Line corridor investigations east of the M7 Motorway will involve the community and key stakeholders to identify feasible corridor options. This process will further consider local constraints and opportunities including consideration of existing of creek lines, open spaces and cycle networks.

12.3 Key theme: Proximity to residents and vulnerable members of the community

Comments and questions regarding the proximity of the corridor to residential areas and vulnerable members of the community (e.g. schools and aged care facilities).

12.3.1 Corridor's proximity to residential housing

Community/key stakeholder issue:

In the absence of information regarding alternative corridor options and assessments, the proximity of the Western Sydney Freight Line to Horsley Park residents, particularly Burley Road, requires further review.

Transport for NSW response:

The proximity of the Western Sydney Freight Line to residents and vulnerable members of the community has been considered in the development of the Recommended Final Corridor. The further refinement of the Recommended Final Corridor has resulted in three rural-residential properties in Horsley Park being avoided and reduced impacts on additional residential properties, schools and aged care facilities.

The Recommended Final Corridor and assessment of alternative options is addressed in the Strategic Environmental Assessment available on the Transport for NSW corridor project webpage transport.nsw.gov.au/corridors/wsfl.

12.3.2 Impacts to community facilities

Community/key stakeholder issue:

The corridor's proximity to children's play areas and a youth centre that provides support options for lower socio-economic areas in Greystanes and Holroyd.

Transport for NSW response:

East of the M7 Motorway the process to identify feasible corridor options for a future Western Sydney Freight Line will involve the community and key stakeholders. Transport for NSW has acknowledged that identifying a corridor east of the M7 Motorway will require careful review of land use and environmental impacts.

Transport for NSW will continue to work with the Department of Planning and Environment, Greater Sydney Commission, local councils and other stakeholders to ensure impacts arising from the corridor protection and from the future infrastructure are appropriately mitigated and managed, including in relation to sport and recreation facilities.

Issue: Infrastructure

13.0 Issue: Infrastructure

This section relates to comments and questions about the impacts on existing and associated infrastructure, and local and non-local traffic congestion.

13.1 Key theme: Impacts on existing infrastructure

Comments and questions about the impacts on existing road, power and water infrastructure and access. Includes comments and questions about the impact on traffic congestion.

13.1.1 Electrical infrastructure

Community/key stakeholder issue:

Queries and comments regarding electrical infrastructure raised by community and stakeholders included:

- The proposed corridor will affect electrical infrastructure assets and a TransGrid bulk supply point. Existing high voltage transmission lines in the area may cause electrical induction and clearance problems for the Western Sydney Freight Line.
- There are two high voltage towers located within the proposed corridor. If these towers need to be relocated, will more land be required and how will services access the towers once the Western Sydney Freight Line is operational?

Transport for NSW response:

Design and construction of the future Western Sydney Freight Line will ensure that construction under or near the transmission lines will be done safely and without impacting this vital infrastructure.

A coordinated approach will be developed with TransGrid to relocate any transmission towers if required by future design for the Western Sydney Freight Line infrastructure.

13.1.2 Water infrastructure

Community/key stakeholder issue:

Comments were raised that the Western Sydney Freight Line will present electrical induction safety issues for rail workers as the alignment runs adjacent to and includes parts of the Warragamba Pipelines corridor west of Luddenham Road to east of Old Wallgrove Road.

Transport for NSW response:

Construction of the Western Sydney Freight Line will ensure that construction over or near the Warragamba pipelines is done safely without impacting this vital infrastructure. The future design of the Western Sydney Freight Line will also carefully consider the safety of operational personnel maintaining the Warragamba Pipelines and a future Western Sydney Freight Line.

13.1.3 Road network benefits in the Fairfield Local Government Area (LGA)**Community/key stakeholder issue:**

Questions were raised whether the Western Sydney Freight Line will improve existing levels of road freight, or address future impacts to the road network, within the Fairfield Local Government Area.

Transport for NSW response:

The Western Sydney Freight Line will provide future transport infrastructure for Western Sydney which will provide alternatives to road transportation in the Fairfield City region. Protecting the corridor will support opportunities to service existing intermodal terminal sites (including the potential to connect to the Yennora intermodal terminal), and support a potential future Western Sydney Intermodal Terminal site. The development of these intermodal terminals is considered to be a critical part of the rail freight supply chain, which have large land requirements and long lead times. This issue is further addressed in the draft Strategic Environmental Assessment provided on the Transport for NSW corridor project webpage transport.nsw.gov.au/corridors/wsfl.

13.1.4 Industrial areas**Community/key stakeholder issue:**

From the community and stakeholder submissions, comments were received about the construction and operation of a freight line will lead to the degradation of industrial areas.

Transport for NSW response:

The Recommended Final Corridor for the Western Sydney Freight Line seeks to address concerns that this infrastructure will degrade and disrupt industrial areas. The construction and operation of the Western Sydney Freight Line will provide employment and growth opportunities for the industrial areas of Western Sydney. For example the construction of a Western Sydney Freight Line would provide opportunities to improve rail freight access to the existing Yennora Intermodal Terminal. Other key economic benefits of the project for Western Sydney are addressed in the draft Strategic Environmental Assessment provided on the [Transport for NSW corridor project webpage](https://transport.nsw.gov.au/corridors/wsfl).

13.2 Key theme: Associated infrastructure upgrades

13.2.1 Road network upgrades and connections

Community/key stakeholder issue:

It was suggested by community and stakeholders that:

- A ramp be constructed on the M4 Motorway at Erskine Park to ease congestion at the Mamre Road and the M7 Motorway intersections.
- Other infrastructure upgrades, including The Northern Road and entry/exit ramp upgrades on the M4 Motorway are not being prioritised due to construction of the Western Sydney Freight Line corridor.
- Burley Road be connected to Wallgrove Road in Horsley Park to improve traffic flow through the area.

Transport for NSW response:

The Recommended Final Corridor does not impact the existing and proposed road networks in Western Sydney as future the Western Sydney Freight Line infrastructure will be grade separated from the road network. Future development of the Western Sydney road network will provide increased connectivity. Western Sydney road upgrades being developed and delivered by Transport for NSW are detailed on their webpage. Transport for NSW appreciates these suggestions and will forward them to Fairfield City Council for consideration.

Issue: Cumulative impacts

14.0 Issue: Cumulative impacts

This section relates to comments on the cumulative impacts of other infrastructure projects and the Western Sydney Airport.

14.1 Key theme: The corridor and other Western Sydney growth infrastructure

The cumulative impacts of other infrastructure projects (e.g. property developments) in the area were raised. Comments and questions related to how the project will act as a catalyst for further development and/or impact the environment or people.

14.1.1 Local business, employment and population impacts

Community/key stakeholder issue:

Concerns were raised by community and stakeholders around the potential for the Western Sydney Freight Line to negatively impact local businesses and job security in Western Sydney, while also increasing the population in an overpopulated area.

Transport for NSW response:

The Western Sydney Freight Line will create jobs throughout the delivery and operation of the project for Western Sydney. At operation, the Western Sydney Freight Line will also reduce the impact of additional freight transport on local road networks within Sydney, which will have a positive impact on local business by reducing the growth in road congestion and related transport costs.

A key objective of planning for the Western Sydney Freight Line corridor has been to support the substantial growth anticipated for Western Sydney by integrating the potential delivery of future transport infrastructure with land use planning. The Greater Sydney Commission's plans anticipate significant changes in many places in Western Sydney as they become increasingly urbanised to accommodate the need for more homes, new commercial and industrial development, more parklands, and other land use changes.

The benefits of a future Western Sydney Freight Line for local employment and economic growth are further addressed in the Strategic Environmental Assessment provided on the Transport for NSW corridor project webpage transport.nsw.gov.au/corridors/wsfl.

14.1.2 Transmission lines

Community/key stakeholder issue:

Questions were raised around what impacts there may be to transmission lines in the area as well as concerns about the proximity of the Western Sydney Freight Line transmission networks to residential properties.

Transport for NSW response:

Construction of the Western Sydney Freight Line will ensure that construction under or near the transmission lines will be done safely without impacting this vital infrastructure.

Further to this, Transport for NSW has considered residents' concerns in development of the Recommended Final Corridor. The corridor has avoided three rural-residential properties (in Horsley Park) and reduced impact on additional rural-residential properties.

14.1.3 Existing development plans

Community/key stakeholder issue:

The project's potential impact on existing development plans for the corridor and the potential for planning complexities was noted as a concern raised by community and stakeholders.

Transport for NSW response:

The Recommended Final Corridor has sought to minimise impacts on adjoining properties to the greatest extent possible and therefore reduce the project's impact on existing development plans.

14.1.4 Freight line to Yennora

Community/key stakeholder issue:

To secure the long-term sustainability of the area, a dedicated freight rail line to Yennora is suggested.

Transport for NSW response:

Transport for NSW will consider the potential for connection of the Western Sydney Freight Line corridor east of the M7 Motorway to the existing Yennora Intermodal Terminal for dedicated freight rail.

14.1.5 Funding commitments and project timeframes

Community/key stakeholder issue:

A lack of funding commitment from the Government, uncertainty about project timeframes, and lack of alignment between the completion of the Western Sydney Freight Line and the opening of the Western Sydney Airport in 2026 were concerns raised by community and stakeholders.

Transport for NSW response:

The NSW Government's commitment to the Western Sydney Freight Line aligns with the Western Sydney Airport opening in 2026 as outlined in Future Transport 2056. The preservation of a corridor for a future Western Sydney Freight Line is the first step in a process to secure infrastructure funding.

14.1.6 Prioritisation of existing road upgrades

Community/key stakeholder issue:

Concerns were raised by community and stakeholders around the dependency of the Western Sydney Freight Line on other infrastructure upgrades around the future airport being completed first. There is concern that existing infrastructure upgrades and expansions (such as The Northern Road and M4 Motorway entry/exit ramps at Orchard Hills to Narellan) would not be completed ahead of the Western Sydney Airport opening.

Transport for NSW response:

The program of infrastructure planning and delivery in Western Sydney is addressed in Future Transport 2056, Greater Sydney Services and Infrastructure Plan and other supporting plans including the NSW Freight and Port Plan. Identifying and protecting long term transport infrastructure corridors is an important part of this infrastructure program.

14.1.7 Traffic congestion

Community/key stakeholder issue:

Traffic congestion will be an issue for residents travelling near the Western Sydney Airport during construction was a concern raised by community and stakeholders. There were positive comments to the effect that the Western Sydney Freight Line will reduce congestion along the T1 Western (train) Line.

Transport for NSW response:

Transport planning to mitigate traffic congestion during construction phases will be part of future stages in planning for this necessary infrastructure.

Transport for NSW notes that without the Western Sydney Freight Line, rail freight would increasingly shift onto Western Sydney roads from around the mid-2020's, which is likely to increase traffic congestion on Sydney roads throughout Greater Sydney.

14.1.8 Connectivity to the Western Sydney Airport

Community/key stakeholder issue:

Comments were made by community and stakeholders concerning the importance of connecting the Western Sydney Airport with surrounding suburbs as well as suggestions to extend the Sydney Metro to Rouse Hill and to build a tunnel to connect public transport services between Western Sydney Airport and the Sydney CBD.

Transport for NSW response:

The connectivity between the Western Sydney Airport and surrounding suburbs form considerations within the Future Transport 2056 list of 0-10 year initiatives and supporting infrastructure plans.

Future transport planning for extensions of Sydney Metro to Rouse Hill and to the new Western Sydney Airport via Ropes Crossing has been considered in the Western Sydney Rail Needs Study. This public submissions process has considered the passenger rail connectivity of Western Sydney.

14.1.9 Western Sydney intermodal terminal

Community/key stakeholder issue:

More information was requested about the location for the future Western Sydney intermodal terminal to better understand network operations.

Transport for NSW response:

Protecting the corridor will support opportunities to service existing intermodal terminal sites (including the potential to connect to the Yennora intermodal terminal), and support a potential future Western Sydney Intermodal Terminal site. The development of these intermodal terminals is considered to be a critical part of the rail freight supply chain, which have large land requirements and long lead times.

Issue: Property and acquisition

15.0 Issue: Property and acquisition

This section relates to comments on compensation for acquired and adjacent properties, the compensation timing and process, and property values.

15.1 Key theme: Compensation for acquired properties

Comments and questions about the method, type and amount of compensation that will be given to affected property owners. This included questions about partial and total acquisition, and potential buy-back of land.

15.1.1 Determination of property values

Community/key stakeholder issue:

Residents raised concerns that they will not be fully compensated and receive market value for their properties. More information on the process to determine property values was requested.

Transport for NSW response:

Compensation for properties acquired by the Government must be determined in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* (the Act) and justly compensate the landowner for the acquisition of the land.

Market value is the amount that would have been paid for the land if it had been sold at that time by a willing seller to a willing buyer, disregarding (for the purpose of determining the amount that would have been paid):

- a. Any increase or decrease in the value of the land caused by the carrying out of, or the proposal to carry out, the public purpose for which the land was acquired.
- b. Any increase in the value of the land caused by the carrying out by the authority of the State, before the land is acquired, of improvements for the public purpose for which the land is to be acquired.
- c. Any increase in the value of the land caused by its use in a manner or for a purpose contrary to law any special value to the former owner.

When valuing a property, the Valuer will look to recent sales of similar properties in the area to help determine the price.

They will also consider the size of the property, location, quality of improvements and current zoning, other market conditions and any pest or building inspections that may need to be carried out to assess the buildings structure and condition.

Further information regarding property acquisition is provided on the Transport for NSW corridor project webpage.

15.1.2 Utility adjustments

Community/key stakeholder issue:

Customer agreements required for utility adjustments to TransGrid's infrastructure should be paid for by the proponent.

Transport for NSW response:

A coordinated approach will be developed with TransGrid for any adjustments to TransGrid's infrastructure if required by future design for the Western Sydney Freight Line infrastructure. At this time, in the future, a Customer Agreement will be entered into with TransGrid to reimburse such utility adjustment charges as applicable.

15.2 Key theme: Compensation for properties adjacent to the corridor

Comments and questions about what properties adjacent to the corridor may receive in compensation including method, type and amount of compensation.

15.2.1 Compensation for adjacent properties

Landowners with properties adjacent to the corridor requested information about how they would be compensated for the devaluation of their properties, adverse health impacts and noise impacts.

The construction and operation of the railway line will occur in close proximity to properties. Concerns were raised that the noise impacts associated with these activities will devalue homes and properties. Landowners want to know if they will be compensated for decreased property values as a result of the corridor impacts.

Transport for NSW response:

The Government currently has no intention to purchase land outside the designated corridors, however, Transport for NSW has heard the communities concerns and has presented the matter to the Government for its consideration.

Regardless of this, every effort will be taken to minimise the impacts of the future infrastructure when it is built, including noise barriers and visual landscaping. A detailed assessment of the environmental impacts of the construction and operation of the future Western Sydney Freight Line on the natural and built environment will be completed during a future development phase of the project to obtain planning approvals.

15.3 Key theme: Timing and process

Comments on the acquisition process, what it involves, how long it will take, and the approval restrictions placed on designated land. This also includes comments on the perceived fairness and consistency that is applied to different property owners.

15.3.1 Timing of the corridor and land acquisition process

Community/key stakeholder issue:

Questions were asked about when land acquisition will commence and if landowners can initiate acquisition discussions and negotiate agreements once the corridor is protected.

Transport for NSW response:

There is no intention or need to immediately acquire land or property for the Recommended Final Corridor. The acquisition of land generally occurs following approval for the construction of the project which is still many years into the future.

Once a corridor has been rezoned, property owners have an opportunity to initiate early acquisition under the *Land Acquisition (Just Terms Compensation) Act 1997* before the land is needed by the government. Following a decision to protect a corridor, and if property owners wish to pursue early acquisition, property owners can approach Transport for NSW to further discuss property acquisition. Further information on early acquisition and other property acquisition matters are provided on the Transport for NSW corridor project webpage.

Following this, the Acquiring Agency will instruct a qualified and independent Valuer to carry out an inspection of the property and determine its market value and other entitlements under Section 55 of the *Land Acquisition (Just Terms Compensation) Act 1997*. This information is used to prepare a valuation report, which will be provided to the Acquisition Manager for review. Importantly, the market value (at time of sale) will be negotiated with land owners under the legislation. As noted previously, the market value is determined as if the corridor does not impact the property.

15.3.2 Partial property acquisitions

Community/key stakeholder issue:

Questions were asked by community and stakeholders about Transport for NSW's position on properties being partially acquired for the Western Sydney Freight Line corridor. It was also suggested that acquisition of whole properties, rather than partial land acquisitions, would be preferred.

Transport for NSW response:

There are many instances where the future infrastructure footprint may only cover a portion of a property and a partial acquisition may occur. Property owners may request that the Acquiring Agency purchase the entire property, however the decision to agree to a full purchase is at the discretion of the Acquiring Agency at the time of acquisition.

In determining whether a full or partial acquisition will proceed, Transport for NSW will consider a number of things including total lot size and size of the remaining lot, location of structures, street access, utility placement and current use of the property. Where the effect of the proposed project on the remaining property is considered significant, it may warrant full acquisition. Where part of a property is acquired, the Acquiring Agency will discuss with the owner and agree what property adjustments are needed to be undertaken as a result of the acquisition, such as modifications to driveways or fencing.

15.3.3 Notice to vacate properties

Requests were made that residents be given sufficient notice to leave their properties.

Transport for NSW response:

Transport for NSW has no intention of acquiring impacted land in the short term. The next stages of investigation for the Western Sydney Freight Line will occur over the next 10 years in consultation with impacted land owners and the community more broadly.

Following a decision by Government to construct the Western Sydney Freight Line, land acquisition will generally occur within the next 12-18 months following the announcement.

15.3.4 Interim use of land

Community/key stakeholder issue:

Concerns were raised that due to the uncertainty about the delivery of the future Western Sydney Freight Line, it is unreasonable to constrain the use of properties in the short-medium term. As a result, property owners were concerned that they will be unable to sell their property until such time as the Government decides whether or not to acquire the land.

Transport for NSW response:

The Strategic Environmental Assessment plus the proposed State Environmental Planning Policy provides details of the implications for land uses within and adjacent to the protected corridor.

The corridor is to be rezoned Special Purpose (SP2 Infrastructure) and identifies the land as being planned for future transport infrastructure. Prior to it being required for future infrastructure, existing uses can continue within the corridor, however where a development application is required to be lodged with the local council, and where the value of the proposed new development exceeds \$200,000, councils are obliged to refer the application to Transport for NSW for concurrence. In many cases, Transport for NSW will not oppose the new development. If the proposed new development is deemed to be an unacceptable impediment to future use of the corridor for transport purposes, then Transport for NSW will not provide its concurrence and councils will be asked to not approve the development application.

Examples of development that would usually be deemed acceptable include house extensions, swimming pools, sheds, and granny flats.

Further examples of development that would usually be deemed unacceptable include major residential intensification of use of the site through subdivision, strata units, major commercial or industrial works, or development which would make relocation of the proposed land use difficult, such as community facilities, cemeteries, places of worship, and major utilities.

Development immediately adjacent to the corridor which would involve excavations will also need to be considered by Transport for NSW. Excavations which run the risk of undermining the integrity of the corridor or future infrastructure in the corridor would need to be very carefully considered.

The aim of identifying the Western Sydney Freight Line corridor is to provide certainty for adjoining land use development. Development can proceed on the basis that the transport infrastructure will be provided at some time in the future. Land use can be designed around the corridor and impact mitigation measures can be applied during the design of the land use.

Conclusion

16.0 Conclusion

Community and stakeholder feedback on the Western Sydney Freight Line corridor has been assessed by Transport for NSW and responded to in this report.

Although the existing land uses will be able to continue in the interim, rezoning ensures that new development does not inhibit the delivery of the 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.

Future proposal to build and operate infrastructure in the recommended corridor would be subject to a comprehensive environmental assessment in accordance with the provisions of the *Environmental Planning and Assessment Act 1979*. 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 as part of an environmental impact statement.

Future construction of infrastructure in the recommended corridors would involve detailed design and environmental approvals. This work is not required now and would be the subject of a future business case based on the need for infrastructure and available funding. Land acquisition is also not expected to occur for many years and residents can continue to use their properties in the interim.

A limited window of opportunity exists to protect a future Western Sydney Freight Line corridor between Horsley Park and Luddenham before it is entirely developed. The cost of protecting a corridor will increase over time, as will the disruption to communities and businesses affected by the construction of the future Western Sydney Freight Line. Identifying and protecting a Western Sydney Freight Line corridor now provides increased certainty for the community, local councils and industry that future infrastructure provision can be provided when it is required.

More investigation is required to identify a recommended corridor of land between the existing Southern Sydney Freight Line at Leightonfield near Villawood, and the M7 Motorway. This area will be subject to integrated land use and transport planning to understand how the future freight rail line can serve employment lands and stimulate more employment opportunities in the future. Transport for NSW will continue to collaborate with the Greater Sydney Commission, Department of Planning and Environment and Councils. A separate consultation process with landowners, community and stakeholders will be undertaken for the remaining section of the Western Sydney Freight Line corridor.

The recommended Western Sydney Freight Line corridor has been selected following a comprehensive process that has involved a comprehensive consultation program, exploration of multiple alignments and the input of a number of technical experts. Protection of the recommended Western Sydney Freight Line corridor ensures appropriate rail solutions are planned for the Western Sydney Priority Growth Area, including the Western Sydney Airport and surrounding employment lands, which will be a catalyst for generating a range of new jobs. The corridor balances infrastructure benefits and opportunities with land use and environmental impacts and meets the stated objectives of Australian and NSW strategic policies.

Transport for NSW is committed to stakeholders and the community informed as the planning for the corridors and rail infrastructure progresses.



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