

3 Approvals framework

3.1 Introduction

The proposed airport is one of the largest infrastructure projects considered in Australia in recent years and would be the first major greenfield airport development in decades.

Development of the proposed airport will be subject to a Commonwealth environment and development approvals framework. Development at existing federally leased airports requires approvals under the Airports Act, through the approval of major development plans submitted by an ALC. An ALC has not been appointed for the proposed airport and the typical process under the Airports Act did not appropriately cater for development of an airport at a greenfield site.

The Australian Government therefore introduced into Parliament the *Airports Amendment Act 2015* (Airports Act amendment) which was passed by Parliament and then received Royal Assent on 30 June 2015. This amendment provides a single and transparent mechanism to authorise the Stage 1 development of the proposed airport. The Airports Act amendment provides for the Infrastructure Minister to determine an Airport Plan, as a transitional planning instrument to guide the development of the airport. The Airports Act amendment also strengthens the Environment Minister's role under the Act.

This EIS has been prepared under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). In determining the Airport Plan, the Infrastructure Minister must accept any environmental conditions proposed by the Environment Minister, taking into account this EIS.

A draft Airport Plan in the form proposed to be determined, will be provided to the Environment Minister. After considering the final EIS, the Environment Minister will then advise the Infrastructure Minister of any environmental conditions to be imposed in relation to the Stage 1 development. The Airport Plan, once determined, will set out details of developments that make up the Stage 1 development, while this EIS assesses the environmental, social and economic impacts associated with the Stage 1 development. Future development beyond the Stage 1 development will be subject to approvals under the Airport Act. The relationship between the EIS and the Airport Plan is shown in Figure 3-1.

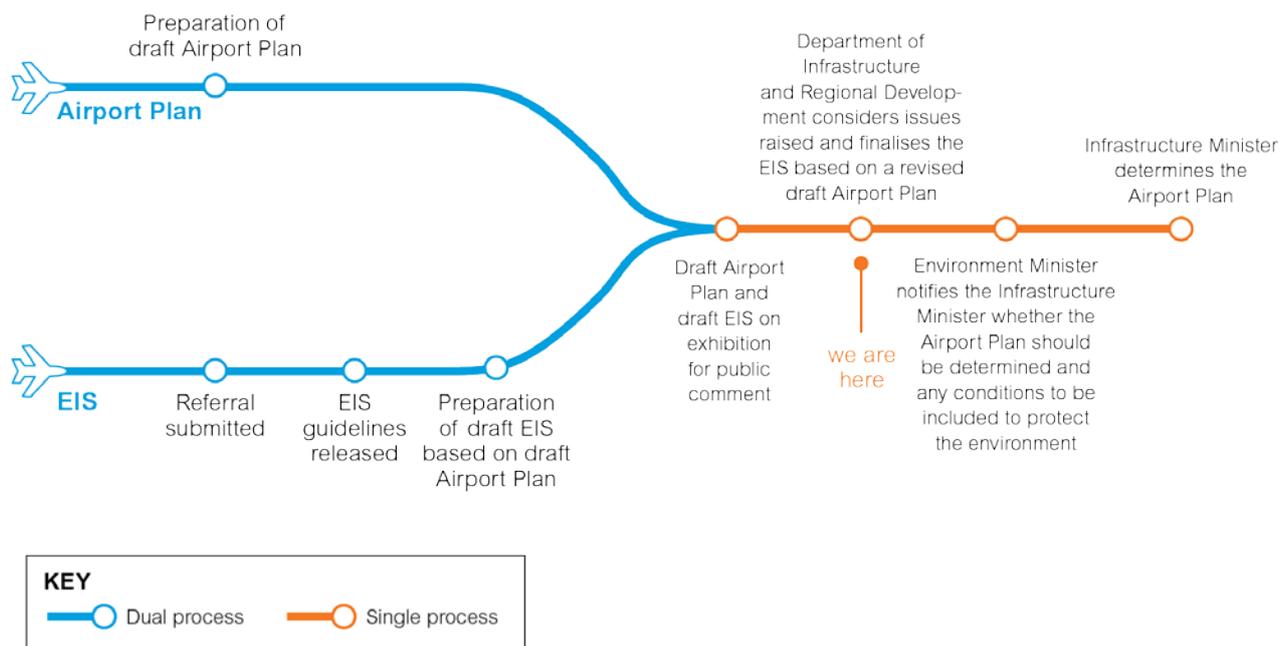


Figure 3–1 Western Sydney Airport approval process

3.2 Approval process for Stage 1

3.2.1 The Environmental Protection and Biodiversity Conservation Act

Introduction

The environmental assessment of the Stage 1 development commenced with a referral of the proposal under the EPBC Act. The EPBC Act is the national environment law that provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places, defined in the EPBC Act as matters of national environmental significance. These matters include:

- world heritage properties;
- national heritage places;
- wetlands of international importance (listed under the Ramsar Convention);
- listed threatened species and ecological communities;
- migratory species protected under international agreements;
- nuclear actions;
- Commonwealth marine areas;
- the Great Barrier Reef Marine Park; and
- a water resource, in relation to a coal seam gas or large coal mining developments.

The EPBC Act also applies to actions that have a significant impact on the environment where the actions affect, or are taken on, Commonwealth land, or are carried out by a Commonwealth agency (Commonwealth action).

Referral of the process

The Department of Infrastructure and Regional Development submitted a referral under the EPBC Act for the development of the airport on 4 December 2014. The Department of the Environment, now called the Department of Environment and Energy, invited public comment on the referral.

On 23 December 2014, a delegate of the Environment Minister determined the proposed Western Sydney Airport to be a 'controlled action'. The referral decision instrument identifies the following controlling provisions under the EPBC Act as being relevant to this proposal:

- world heritage properties (sections 12 and 15A);
- national heritage places (sections 15B and 15C);
- listed threatened species and communities (sections 18 and 18A); and
- Commonwealth action (section 28).

At the same time, the delegate decided that the proposed airport development would be assessed by preparation of an EIS.

Tailored guidelines for the preparation of a draft EIS were issued on 29 January 2015. A copy of the guidelines is provided at Appendix B in Volume 4.

The EIS process

A draft EIS was prepared to address the requirements of the EPBC Act and the EIS guidelines and was released for public exhibition. Following public exhibition, the EIS is to be finalised and submitted to the Environment Minister as described in Section 3.2.3.

Scope of the environmental assessment

The proposed airport would be developed as outlined in the revised draft Airport Plan, which was prepared in accordance with the Airports Act (as amended in June 2015). Consistent with the proposal for a staged airport development, the revised draft Airport Plan includes a specific proposal for Stage 1 of the airport development. The proposed Stage 1 development is the subject of this EIS. The environmental impacts of the proposed Stage 1 development are described and assessed in Volume 2.

The revised draft Airport Plan also provides indicative design concepts for the long term development of the airport, setting out the Australian Government's strategic vision for the airport's development over time. Subsequent stages of development beyond Stage 1, including construction of additional terminal areas or supporting infrastructure to expand the capacity of the airport using the first runway or construction of a second runway, do not form part of the action subject to the current assessment process. It is expected that there would be a number of incremental stages of development before the airport approaches its potential long term capacity. Future stages of development beyond Stage 1 (as described in Part 3 of the revised draft Airport Plan) will be subject to the approval requirements in the Airports Act.

Although the long term airport development is not part of the current action, Volume 3 provides a preliminary assessment of the environmental impacts associated with a potential long term airport development concept, including indicative aircraft noise exposure levels.

3.2.2 The Airport Plan

The Airports Act provides a system for regulating certain federally-leased airports, including requirements for land use planning, building approvals and environmental management. Section 6 of the Airports Act provides for a 'Sydney West Airport' to be identified as an airport at a particular time, even if at that time it is only intended to be developed for use as an airport. The proposed airport is therefore deemed to be an airport for the purpose of the Airports Act. For the purposes of this EIS, Sydney West Airport is often referred to as the Western Sydney Airport. An airport lease would in due course be granted by the Commonwealth to an ALC, which would then become responsible for the airport site.

The Stage 1 development would be constructed and operated in accordance with the Airport Plan, as determined, which forms a transitional planning instrument under the Airports Act.

The revised draft Airport Plan consists of three main parts:

- Part 1 is the title section;
- Part 2 outlines the indicative concept design; and
- Part 3 details the specific developments that are authorised by the Airport Plan.

Part 3 of the revised draft Airport Plan is concerned with Stage 1 of the proposed airport, which involves the development of a single runway located in the north of the airport site, a terminal and other relevant facilities to accommodate approximately 10 million domestic and international passengers per year as well as freight traffic. Over time, as demand grows, the airport is expected to expand to include more substantial terminal, support and commercial facilities and eventually a second runway.

Developments that are not included in Part 3 of the Airport Plan, as determined, will be subject to the general planning approval framework in Part 5 of the Airports Act. Further information about the provisions of the Airports Act is provided in Section 3.3.

The Airport Plan may be varied under the Airports Act. For the purposes of the EPBC Act, a variation of the Airport Plan is taken to be an authorisation of an action described in subsection 160(2) of the EPBC Act.

That is, it is treated like a major development plan, and the advice of the Environment Minister must therefore be sought on the variation before it is made. In addition, any condition or provision that the Environment Minister requires to be included in the Airport Plan to protect the environment may only be varied with the agreement of the Environment Minister.

3.2.3 Public consultation and determination of the Airport Plan

The draft EIS and draft Airport Plan were placed on concurrent public exhibition from 19 October to 18 December 2015. A number of communications channels were engaged to notify the public of the exhibition and invite comment, including national, metropolitan and local newspapers, and online at www.westernsydneyairport.gov.au. Further information is included in Chapter 8.

During the public exhibition period any person, group, corporation or agency was able to submit comment on the draft EIS or the draft Airport Plan to the Department of Infrastructure and Regional Development. All comments on either document were considered to be comments on the EIS. Volume 5 of this EIS contains a summary of the comments received and how those comments have been addressed in this EIS.

Finalisation of the EIS and determination of the Airport Plan

This EIS, together with copies of comments received during the public comment period, will be given to the Environment Minister in accordance with section 104 of the EPBC Act. It is expected that the Infrastructure Minister will then give Environment Minister a copy of the revised draft Airport Plan in the form proposed to be determined by the Infrastructure Minister under section 96B of the Airports Act. The Environment Minister would then consider the finalised EIS and revised draft Airport Plan from an environmental perspective and notify the Infrastructure Minister whether the Airport Plan should be determined and, if it is determined, whether any specific conditions or provisions should be included for the purpose of protecting the environment.

3.3 The broader planning framework

3.3.1 Airports Act – Land use planning and building controls

Airport Master Plan

Part 5 of the Airports Act requires an ALC to prepare an airport master plan to provide the strategic direction for the airport site for a period of 20 years. For the Western Sydney Airport, the ALC will be required to submit for approval a full master plan within five years of an airport lease being granted, or in such a longer period as allowed by the Infrastructure Minister. Part 2 of the Airport Plan will provide the planning framework for the airport until the first master plan is in place.

The master plan will include:

- development objectives and an assessment of future needs for civil aviation and other users, services and facility requirements;
- proposed land use and development for the airport site;
- flight paths at the airport;
- an Australian Noise Exposure Forecast (ANEF) and measures for managing aircraft noise;
- an environmental strategy including an assessment of key environmental issues and details of proposed management and monitoring;
- a plan for a ground transport system on the landside of the airport including linkages with the surrounding road and public transport network;
- information on proposed commercial, retail, community, office or other non-airport related developments over the first five years of the master plan; and
- the likely effects of proposed developments on employment levels at the airport and on the local and regional economy and the community.



Section 79 of the Airports Act requires an ALC to invite public comment on a preliminary version of a draft airport master plan for public comment. The ALC must provide copies of comments received on the preliminary version to the Infrastructure Minister and demonstrate that the company has had due regard to those comments in preparing the draft master plan.

Chapter 28 (Volume 2b) contains a more detailed discussion of the arrangements for transitioning from the Airport Plan to the first master plan.

Major development plans

The ALC will also be required to prepare major development plans (MDPs) for future major airport developments that are not covered by the Airport Plan. Major developments are defined in section 89 of the Airports Act to include items such as:

- constructing or modifying runways;
- constructing or modifying certain buildings (including terminals);
- constructing or extending taxiways;
- transport links such as road and rail;
- development that is likely to have significant environmental or ecological impact;
- development which affects an identified environmentally significant area;
- development likely to have a significant impact on the local or regional community; and
- certain sensitive developments.

Consultation with state and local government authorities is required during preparation of a draft MDP. The draft MDP must also be publicly exhibited to allow comment prior to finalisation and approval by the Infrastructure Minister.

Under section 160 of the EPBC Act, the Infrastructure Minister is required to seek the advice of the Environment Minister before deciding to approve a draft MDP. The Environment Minister determines whether advice is required and the approach to assessing the environmental impacts of the proposal under the EPBC Act, and also provides advice on the suitability of the development for approval, including any recommended conditions. If the Infrastructure Minister is satisfied that the draft MDP meets the objectives defined in the Airports Act, the decision may be made to approve the plan.

It is expected that major development plans would be required for each of the stages of significant expansion of terminal and support facilities required to take the airport from the capacity provided by the Stage 1 development (approximately 10 million passengers per annum) to the capacity required for the first runway to operate at full capacity (indicatively approximately 37 million passengers per annum). A major development plan would also be required for construction of the second runway.

Building controls

Once the airport lease has been granted by the Commonwealth, most building activities on the airport site, including those authorised by Part 3 of the Airport Plan, require building approval and certification under the Airports (Building Control) Regulations 1996. Approval and certification is given by the Airport Building Controller and must be consistent with the relevant planning instrument (for example, the Airport Plan, master plan or major development plan).

3.3.2 Environmental management

Once an airport lease has been granted, the Airports Act and the Airports (Environment Protection) Regulations 1997 (AEPR) set out the framework for the regulation and management of activities at airports that could have potential to cause environmental harm. This includes offences relating to environmental harm, environmental management standards, monitoring and incident response requirements. The ALC for the proposed airport will be responsible for environmental management, including the responsibilities listed under Part 6 of the Airports Act.

The AEPR impose duties on operators of undertakings at airports to take all reasonable and practicable measures to prevent or minimise air, water and soil pollution, as well as offensive noise. There are also duties regarding the preservation of biota, ecosystems and habitats, threatened species and ecological communities, sites of indigenous significance, and aesthetic, cultural, historical, social and scientific values.

The AEPR also impose extensive monitoring and reporting requirements in relation to air, water and soil pollution, as well as noise levels. This regime will be oversighted by the statutory appointment of an airport environment officer, dedicated to the airport, who will have powers to issue environment protection orders in relation to matters such as pollution, noise and habitat preservation and powers to issue infringement notices for environmental contraventions.

Another source of regulation of environmental matters at the proposed airport will be the environment strategy in the airport's master plan. This strategy will cover a number of environment matters and, in particular, will detail the specific measures to be carried out by the ALC and others for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations. The ALC and others that carry out activities at the airport site will be required to take all reasonable steps to ensure the strategy is complied with. The environment strategy will be prepared as part of the master plan development process. Chapter 28 (Volume 2b) provides further detail on the arrangements for the transition from the Airport Plan to the first master plan.

3.3.3 Protection of airspace

The framework for the protection of airspace surrounding an airport is provided in Part 12 of the Airports Act. The regulations may provide for airspace to be 'prescribed airspace' if it is in the interests of safety, efficiency or regularity of existing or future air transport operations for the airspace to be protected. Activities that result in intrusions into this prescribed airspace – such as new buildings or other structures – are termed 'controlled activities' and require approval. It is expected that prescribed airspace will be progressively provided for in relation to the airport as relevant surfaces are defined. The prescribed airspace would include airspace above the Obstacle Limitation Surface (OLS), when it is declared, and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surfaces.

3.3.4 Aerodrome certification

Before the airport commences operations, the ALC will be required to obtain an aerodrome certificate from the Civil Aviation Safety Authority (CASA). Aerodrome certificates are granted under Division 139.B.1 of the Civil Aviation Safety Regulations 1998. To be granted an aerodrome certificate, the ALC will need to demonstrate that:

- the airport's facilities and equipment are in accordance with the applicable standards;
- the airport's operating procedures make satisfactory provision for the safety of aircraft;
- an aerodrome manual, in accordance with the regulations, has been prepared; and
- the ALC would, if the certificate is granted, be able to properly operate and maintain the airport.

3.3.5 Airspace management

Airservices Australia assessed airspace implications and air traffic management approaches for Sydney region airspace associated with the introduction of services at the proposed airport. This analysis indicated there are no known physical impediments that would prevent safe and efficient operations for aircraft arriving at or departing. Following its analysis, Airservices Australia developed indicative flight paths to inform a preliminary assessment of airspace implications.

The indicative flight paths were also used to model and assess the impacts of aircraft operations in the EIS. The modelling focused on the safety and efficiency of operations as a first step before considering potential opportunities for minimising noise impacts. The indicative flight paths have nevertheless enabled assessment of the potential impacts of aircraft operations at the proposed airport. The EIS has provided the opportunity for the community and stakeholders to consider the design of the indicative flight paths and express views about their assessed impacts.

The Department of Infrastructure and Regional Development will be responsible for the flight path design for the proposed Western Sydney Airport, working in close collaboration with Airservices Australia and CASA. The proposed airspace design arrangements will be formally referred under the EPBC Act. CASA would ultimately approve the proposed airspace management arrangements, including the authorisation of final flight paths, before the commencement of operations.

The airspace management and formal flight path determination process is detailed in Chapter 7.

3.3.6 Aviation transport security

It is expected that the proposed airport will be a security controlled airport for the purposes of the *Aviation Transport Security Act 2004*. This Act, along with the Aviation Transport Security Regulations 2005, imposes extensive requirements relating to the security of airport premises.

3.3.7 Biosecurity

It is expected that the proposed airport will be a first point of entry for the purposes of the *Biosecurity Act 2015*. A first point of entry is required to comply with conditions imposed by the Agriculture Minister regulating matters such as the conduct of biosecurity risk management.

3.3.8 Other regulatory considerations

A number of other regulatory requirements apply to the operation of airports including requirements relating to matters such as:

- designation of international airports under the *Air Navigation Act 1920* and related regulations;
- customs and immigration;
- work health and safety;
- limitations on foreign and airline ownership of airport-operator companies;
- controls related to activities such as commercial trading, liquor licensing, vehicle movements, gambling and smoking; and
- economic regulation under the *Airports Act* and *Competition and Consumer Act 2010*.

3.4 NSW planning framework

The Western Sydney Airport would be located on land owned by the Commonwealth within the state of NSW. Section 96C(3) of the *Airports Act* provides for development of the airport in accordance with the Airport Plan and section 112 of the *Airport Act* provides that Part 5 of the *Airport Act* applies to the exclusion of any state law. Accordingly, NSW planning laws will not apply in relation to the proposed airport.

While the EIS guidelines form the primary guidance material for this EIS, consideration has also been given to relevant NSW legislation including environmental planning instruments, policies, and guidelines where considered appropriate. The Australian Government will continue to coordinate with the NSW Government to ensure integrated planning occurs around the airport site, including land use planning and transport infrastructure.

Table 3–1 following provides a brief summary of key elements of the NSW planning framework. Information on how NSW laws, planning instruments, policies and guidelines have been taken into consideration can be found in the relevant EIS chapters and technical studies.

Table 3–1 Brief summary of NSW acts and planning instruments

NSW legislation and planning instruments	Overview
Environmental Planning and Assessment Act 1979	The objects of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act) include the encouragement of proper management and conservation of natural and artificial resources and the promotion of the orderly and economic use and development of land in NSW. The EP&A Act also provides for the making of environmental planning instruments including State Environmental Planning Policies (SEPPs) and Local Environmental Plans (LEPs), which include land use controls, such as development standards applicable to the land within the area covered by each instrument.
State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)	The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across NSW.
State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)	The SRD SEPP identifies development that is State significant development (SSD) or State significant infrastructure (SSI) under the EP&A Act.

NSW legislation and planning instruments

Overview

State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP)	The Western Sydney Employment Area (WSEA) was established to facilitate the use of land within the Western Sydney region with land for industry and employment. The WSEA SEPP provides a range of development controls and standards for development within the WSEA.
State Environmental Planning Policy 19 – Bushland in Urban Areas (SEPP 19)	The purpose of SEPP 19 is to protect and preserve bushland within urban areas due to its inherent aesthetic, recreational, educational, scientific and natural heritage values.
State Environmental Planning Policy 44 – Koala Habitat Protection (SEPP 44)	SEPP 44 aims to encourage the proper conservation and management of areas of natural vegetation that provide habitat for Koalas to ensure a permanent free-living population over their present range and reverse the current trend of Koala population decline.
State Environmental Planning Policy 33 – Hazardous and Offensive Development (SEPP 33)	SEPP 33 presents a systematic approach to planning and assessing proposals for potentially hazardous and offensive development for the purpose of industry or storage.
State Environmental Planning Policy 55 – Remediation of Land (SEPP 55)	SEPP 55 provides for a statewide planning approach to the remediation of contaminated land and aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.
State Environmental Planning Policy 64 – Advertising and Signage (SEPP 64)	SEPP 64 aims to ensure signage (including outdoor advertising) is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high quality design and finish.
Liverpool Local Environmental Plan 2008 (Liverpool LEP)	The Liverpool LEP provides local environmental planning controls and standards for land in the Liverpool LGA in accordance with the relevant standard environmental planning instrument under section 33A of the EP&A Act.
Protection of the Environment Operations Act 1997	The <i>Protection of the Environment Operations Act 1997</i> aims to protect, restore and enhance the quality of the environment, having regard to the need to maintain ecologically sustainable development.
Threatened Species Conservation Act 1995	The <i>Threatened Species Conservation Act 1995</i> provides for the conservation of NSW-listed threatened species, populations and ecological communities of animals and plants. The Act does not generally apply to fish.
Fisheries Management Act 1994	The <i>Fisheries Management Act 1994</i> aims to conserve, develop and share the fishery resources of NSW for the benefit of present and future generations, including conserving fish stocks and fish habitat and promoting ecologically sustainable development.
National Parks and Wildlife Act 1997	The <i>National Parks and Wildlife Act 1997</i> covers a number of different areas including reserving lands, managing certain reserved lands, the protection of Aboriginal objects and places, the protection of fauna and the protection of native vegetation.
Heritage Act 1977	The <i>Heritage Act 1997</i> makes provisions for the conservation of NSW's non-Aboriginal environmental heritage.
Water Management Act 2000	The <i>Water Management Act 2000</i> is intended to ensure that NSW water resources are conserved and properly managed for sustainable use benefitting both present and future generations.
Contaminated Land Management Act 1997	The main objective of the <i>Contaminated Land Management Act 1997</i> is to establish a process for notifying, investigating and (where appropriate) remediating land which the Environment Protection Authority considers to be significant enough to warrant remediation.

Roads Act 1993	The <i>Roads Act 1993</i> governs the opening, operation and management, and closure, of public roads in NSW.
Waste Avoidance and Recovery Act 2001	The <i>Waste Avoidance and Recovery Act 2001</i> promotes waste avoidance and resource recovery.
Noxious Weeds Act 1993	The <i>Noxious Weeds Act 1993</i> aims to reduce the negative impact of weeds on the economy, community and environment.

3.5 Related actions and proposals

This section provides an overview of actions and proposals related to transport planning, site preparation and other activities that are outside the scope of the Airport Plan and this EIS.

3.5.1 Demolition of buildings

As part of the day-to-day management of the airport site, the Australian Government is demolishing and removing vacant buildings and other structures that present a health or safety hazard. Day-to-day management of the site prior to construction and operation of the proposed airport is outside the scope of this EIS.

3.5.2 Realignment of utilities

A range of utility infrastructure assets, such as electricity transmission lines, telecommunications lines and water mains, are located on the site and are considered incompatible with the airport proposal. Relocation of utility infrastructure to alternative locations is not considered as part of the action being assessed by this EIS. However, as these utility assets are the responsibility of private or state-owned owners and operators, any off-site works to relocate them would be subject to a separate process.

3.5.3 Western Sydney Infrastructure Plan

The proposed airport is supported by the Australian and NSW Governments' Western Sydney Infrastructure Plan (WSIP), which is a \$3.6 billion investment over 10 years in major road infrastructure upgrades in Western Sydney. The WSIP will connect the airport site with Sydney's road network, ensure transport connections are capable of handling future traffic growth in Western Sydney and will deliver the major road upgrades and transport linkages required to service the proposed airport. These include:

- upgrade of The Northern Road to a minimum of four lanes from Narellan to Jamison Road, South Penrith, including realignment around the western boundary of the airport site;
- construction of a new four lane motorway (the M12), including access to the site, between the M7 Motorway and The Northern Road, generally to the north of Elizabeth Drive;
- upgrade of Bringelly Road to a minimum of four lanes between The Northern Road and Camden Valley Way;
- Werrington Arterial Road linking the M4 and Great Western Highway;

- upgrade of Ross Street and Great Western Highway intersection at Glenbrook; and
- a \$200 million package for local road upgrades.

With the exception of activities associated with the demolition of parts of the section of The Northern Road currently bisecting the site, these projects are outside the scope of the revised draft Airport Plan and this EIS. The NSW Government is responsible for delivering these projects as operator of the road network. This will include undertaking any environmental impact assessments that may be required.

3.5.4 NSW Planning – Priority Growth Areas

The NSW Government has declared priority growth areas to encourage development in Western Sydney – including the North West Priority Growth Area and the South West Priority Growth Area. The purpose of these priority growth areas is to provide capacity for residents, dwellings, employment precincts and town centres.

The North West Priority Growth Area covers an extent of about 10,000 hectares within The Hills, Blacktown and Hawkesbury local government areas about 20 kilometres north-east of the airport site. The priority growth area will add capacity for 200,000 residents; 70,000 dwellings; three employment precincts; and a town centre at Rouse Hill. The South West Priority Growth Area covers an extent of about 17,000 hectares within the Liverpool, Camden and Campbelltown local government areas. The priority growth area will add capacity for 300,000 residents; 110,000 dwellings; two employment precincts; and a town centre at Leppington.

More recently, the NSW Government has announced the Western Sydney Priority Growth Area around the airport site. This priority growth area is in an earlier stage of planning but similarly aims to provide homes, jobs, infrastructure and services to residents in the region, incorporating parts of the Liverpool and Penrith local government areas. Another key objective of the growth area is to enhance regional connectivity between the centres of Liverpool, Penrith and suburban developments around the proposed airport.

3.5.5 Western Sydney Employment Area

The NSW Government declared the Western Sydney Employment Area underpinned by the State Environmental Planning Policy (Western Sydney Employment Area) 2009. The employment area is intended to provide businesses in the region with land to facilitate employment, including transport logistics, warehousing and office space. The employment area is expected to support more than 57,000 jobs over the next 30 years. The employment area is adjacent and complementary to the Western Sydney Priority Growth Area discussed above.

3.5.6 Rail in Western Sydney

Joint Scoping Study into rail needs for Western Sydney

The Australian Government and NSW Governments are undertaking a Joint Scoping Study on the rail needs for Western Sydney, which includes the proposed airport. The study will consider the best options for future rail links, including decisions about timing and rail service options, both directly to the airport site and within the Western Sydney region.

A specific alignment or station location for the airport rail link is yet to be confirmed, however planning for the airport preserves flexibility to accommodate several possible rail alignments. This would be resolved as part of the future design and planning for the proposed airport in conjunction with Transport for NSW and DP&E. Figure 3–2 depicts potential rail approaches to the airport site.



Figure 3–2 Indicative rail alignment options connecting to the airport site

South West Rail Link Extension

The NSW Government is in the process of protecting a future public transport corridor that would extend the South West Rail Link. The proposed corridor extends from Leppington to Bringelly and then heads in two directions: south to Narellan and north to the Western Line near St Marys. As part of the northern extension, the corridor is expected to provide a station at the airport site.



Outer Sydney Orbital

Transport for NSW is investigating suitable corridors for the Outer Sydney Orbital. The Outer Sydney Orbital would provide a north-south connection for a future motorway and freight rail.

The proposed airport development is to the immediate east of the corridor investigation area. Transport for NSW has committed to take into consideration the development of the future airport by coordinating and working closely with relevant government agencies in assessing corridor options for the Outer Sydney Orbital.

The corridor provides the opportunity for multimodal linkages for employment, freight and passenger movements directly related to the proposed airport.



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