

BANKSTOWN CITY COUNCIL (BCC)/ BANKSTOWN AIRPORT LIMITED (BAL)
INFRASTRUCTURE AUSTRALIA SUBMISSION
INTEGRATED TRANSPORT AND ECONOMIC INFRASTRUCTURE PROPOSAL

10 October 2008

EXECUTIVE SUMMARY

Bankstown City Council and Bankstown Airport Limited in this joint submission propose construction of essential world-class sustainable economic and environmental integrated infrastructure for the Bankstown Airport - Milperra Specialised Centre ("The Centre"), promoting integration of existing major infrastructure assets and this nationally important economic and employment growth centre.

Development of this infrastructure will create a platform for future growth and prosperity in Western Sydney, one of the largest regional economies in Australia. It will support the Australian economy through the removal of infrastructure gaps and bottlenecks to growth and prosperity.

It comprises a coordinated package of infrastructure to be planned collaboratively between all levels of Government and the private sector. It includes large, medium and small projects to unlock economic and transport bottlenecks, promote a major specialised integrated economic centre in Western Sydney and facilitate potential major employment and economic growth in Western Sydney.

It will increase Australia's productivity and diversify economic capabilities by establishing infrastructure leading to efficiencies in the delivery of imports and exports and efficiencies for commercial and industrial development in Western Sydney. The Bankstown LGA alone is responsible for 8 percent of manufacturing jobs in Sydney.

The package of measures in this submission aims to promote economic and employment growth, productivity, environmental sustainability, and to improve socio-economic opportunities by:

- Establishing improved north south, east west links, regional, national and international freight links which will better deliver products to markets, reduce business input and export costs, and more efficiently connect nationally important companies to the global economy;
- Ensuring there is efficient freight movement within Western Sydney and to and from the region, with secure access to airports, while minimising the impact on local amenity;
- Ensuring the capacity and density of the region's road network is upgraded to reflect existing and future population needs and improve the regional and national economic connections to the greater metropolitan area, regional NSW and interstate transport routes;
- Modernisation and expansion of the transport gateways linking the "The Centre" (including the major parcel freight airport in Western Sydney) to NSW ports, railways, the intermodal terminal at Enfield, the Western Sydney urban heartland, regional Australia and the major east coast road transport routes;
- Establishing "The Centre" as an efficient and effective economic employment, and transport hub central to the efficient movement of freight in and out and across the Sydney metropolitan area, and improving employment self containment;
- Building a knowledge based Centre, creating high quality jobs by promoting an employment hub through value added industries, greenfield industrial development at "The Centre", production of low carbon goods, more sustainable manufacturing processes, industry cluster development, and enhanced links and access to the University of Western Sydney;
- Facilitating growth of the port precinct through better connections to Port Botany, "The Centre" and Western Sydney
- Enhancing heavy rail services which provide efficient long term, sustainable human transport services
- Building environmentally sustainable and secure infrastructure

WHY IS IT IMPORTANT

The economy of the Western Sydney is changing and the rapidly changing employment profile of the region will see significant technology based innovation employment moving into the region. Other growth employers include freight and logistics, food manufacturing /processing, business, community services and education.

"The Centre" is an important economic and employment generator and technical hub for the Sydney region and Australia. It is designated as a specialised centre in the State Government Metropolitan Strategy 2005 and the State Government draft West Central Sub Regional Planning Strategy 2006. "The Centre" currently employs about 15,400 people (22% of jobs in the LGA) with at least 20,000 to be employed by 2031.

"The Centre" is strategically located 20 km from the Sydney CBD, 12 km from Parramatta, 16 km from Sydney Airport, 13 km from Sydney Olympic park and 4 km from Bankstown CBD. It covers Bankstown Airport (330 ha), Milperra Industrial Precinct (231 ha) and Milperra Campus (UWS) (40 ha). It links Bankstown, the M5, the Hume Highway, Port Botany and Kingsford Smith Airport (KSA), and is a future centre of major national economic activity, including aviation manufacturing, logistics and education, which support an Australia wide demand.

Bankstown Airport – Economic Importance

Bankstown Airport is the economic employment hub for Western Sydney – it improves air traffic efficiencies in the Sydney basin, provides greater access to national and international freight services, expands high value aviation services, significantly grows skilled employment opportunities and increases the standard of living and amenity of people in Western Sydney.

The Airport has become Australia's Premier General Aviation Airport through growth of its aeronautical and non-aeronautical portfolio providing at the same time demonstrable benefit to local and regional economies. The Member for Blaxland noted on 28 May 2008 in Parliament that Bankstown Airport is the busiest airport in the Southern Hemisphere with more than 350,000 movements a year.

In 2007/8, over \$30M has been invested by Airport Leaseholders and customers in infrastructure and facilities and a further \$200M will be invested in the next 18 months. A key challenge is to integrate airport development planning with the development of essential off airport infrastructure. Already, Bankstown Airport contributes over \$700m annually to the NSW economy with considerable additional flow on benefits. It is the leading contributor to the economy of Western Sydney and supports over 6000 jobs (direct and indirect).

In the coming years, Bankstown Airport will make an even greater contribution. It will significantly grow the economic prosperity of Australia, with greatly improved airfreight access, expanded aeronautical and non-aeronautical facilities and more skilled jobs that will provide the economic driver for this growth. It includes education clusters, aerospace industry, a flight training industry, and houses major aerospace companies - Boeing Qantas Defence Services, Hawker de Havilland, and Eurocopter. It is a significant supplier of flight training services and is recognized internationally as a facility of excellence. Due the global demand for pilots this sector of the industry has grown considerably over the past 24 months and shows no signs of abating. It is home for over a dozen flying schools catering for the international and Australian markets. Foreign earnings from overseas students adds significantly to income across the local economy as it extends to training costs, accommodation, household requirements, transport and communications services.

A recent Bankstown Airport Economic Impact study (Table A) based on the existing operations at Bankstown Airport has established the following outcomes for the Australian economy:

- Gross output impact from of all activities is \$733m in terms of direct impact.
- Gross output impact from of all activities generates \$1,376m after flow-on impacts.
- In value added terms the results indicate a total impact of almost \$700m.
- Household income impacts has been established at \$416M
- Employment impact in direct and indirect jobs of 6000

Table A Bankstown Airport Economic Impact May 2008

(\$'000)	Direct Effect	Flow-on Effects			TOTAL IMPACT
		Production Induced	Consumption Induced	Total Flow-on	
GROSS OUTPUT	733,714	329,740	312,692	642,431	1,376,145
VALUE-ADDED	406,825	132,347	160,217	292,564	699,389
HOUSEHOLD INCOME	287,315	67,114	61,704	128,818	416,133
EMPLOYMENT*	2,479	1,650	1,864	3,513	5,992

Further expansion of the air transport sector within the aviation related industry is expected to have an overall multiplier of 2.603 value added effect whilst any capital expenditure relating to air transport will have a multiplier of 2.436 value added effect.

Milperra Industrial Precinct – Economic Importance

The Milperra Industrial precinct is a 223 ha industrial precinct strategically adjacent to the airport and has a strong clustering of firms in wholesaling, construction and storage industries. It has relative specialisations in machinery and equipment manufacturing especially aircraft related manufacturing transport, logistics, and light manufacturing.

Development of the Milperra Industrial Precinct is integral to the employment and economic growth in "The Centre" and to the Canterbury Road - Milperra Road Enterprise Corridor which includes the Bankstown Airport, large industrial companies at the Milperra Industrial Precinct, the UWS campus, Bankstown Hospital, bulky goods retail complexes, the Bankstown-Padstow industrial precinct. This is a nationally important economic growth centre.

The precinct provides massive opportunities for a wider range of services to be developed. Development will attract hi-tech and employment industries to "The Centre", and will strengthen innovation value chains of advanced manufacturing, trade and logistics. The Enterprise Corridor is also part of a proposed Bankstown Liverpool strategic bus corridor.

Development of "The Centre" provides the potential for a collaborative approach between the private sector, UWS, Commonwealth, State and local Government in developing critical linked infrastructure of national and regional importance, and developing a knowledge economy. It will create new opportunities for employment an economic growth, increase living standards across western Sydney, and reduce the socio-economic disadvantage identified in Western Sydney suburbs by the recent Socio-Economic Indexes for Areas (SEIFA) report.

NSW Government Plans

Two key State Strategies highlight the importance of developing "The Centre" and identify key actions to be undertaken by the State Government which complement the infrastructure proposal being put

forward by Bankstown City Council/Bankstown Airport Limited: First, the Sydney Metropolitan Strategy, and second, the West Central Sub Regional Planning Strategy.

The Sydney Metropolitan Strategy classifies strategic centres as global Sydney, Regional Cities, Specialised Centres and Major Centres. It defines a Specialised Centre as areas containing major airports, ports, hospitals, universities, research and business activities that perform vital economic and employment roles across the metropolitan area. The Sydney Metropolitan Strategy specifically includes the Bankstown Airport Milperra Centre as a Specialised Centre with an employment capacity growth target of 22.5% from 16,325 in 2005 to 20,000 in 2031

Under Metropolitan Strategy State Government set the following key goals:

- Strong support for coordinated intergovernmental planning to manage growth and increasing the transport connectivity to support Specialised Centres. (B3.3.4)
- Preparation of a land use and development plan for the M5 corridor, covering employment land renewal and improving transport access to take advantage of major investment in the Orbital Motorway Network, to benefit the Sydney and national economy. (B 5.2.2)
- Planning for sufficient freight transport capacity in key corridors and to assess and evaluate proposals to improve the road connections between Port Botany and Western Sydney, including increasing the capacity of the M5/M5 East Motorway. (D 7.1.)
- Provision of suitable commercial sites and employment lands in strategic areas such as the major centres at Bankstown and Bankstown Airport. (A1)
- Protection and enhancement employment lands in the M5 Motorway Corridor and development of an infrastructure and services delivery plan for employment lands in the corridor. (A1.5.3)

The NSW Government's West Central Sub-Regional Planning Strategy (covering Bankstown, Parramatta, Auburn, Fairfield and Holroyd LGAs) aims to provide commercial sites and employment lands in strategic areas providing a framework for accommodating 61,000 new jobs by 2031.

Bankstown Airport, through its aeronautical and non-aeronautical development, has already provided new employment to the region, including (in the last 12 months) the location of TOLL Priority State head office and the doubling of the Turbomecca maintenance capacity. Through a balanced approach to aeronautical and non aeronautical developments, Bankstown Airport Limited will accelerate future employment growth to provide new skilled and semi skilled jobs for the people of Western Sydney.

The West Central Strategy highlights the role and strategic economic and employment importance of "TheCentre" and reinforces the Metro Strategy commitments noting:

- Bankstown Airport is a key regional economic driver, providing opportunities for reasonable expansion of its operations to serve a wider commercial purpose.
- "The Centre" has potential to expand its existing aeronautical education and training into a learning city role, and has a unique opportunity for further expansion;
- Given the precinct's strategic importance, future planning for this precinct must focus on stimulating redevelopment for new employment land uses, and explore opportunities to leverage off the aviation industries at "The Centre".
- Bankstown Airport at Milperra provides a unique opportunity for further expansion of regional air transport services in addition to aeronautical engineering or research based industrial development.
- The State Government West Central Strategy has an employment capacity target of 61,000 additional jobs by 2031. Employment capacity targets are 4,000 jobs for Bankstown Major Centre; and 4,000 for "The Centre". 15,400 people are currently employed at the Centre, with 6000 at the airport, and the remainder in the Milperra Employment Lands Precinct and UWS
- Where councils or groupings of councils have undertaken studies and have generated credible proposals for cluster advancement, the State Government will provide support for further

development funding from State or Federal Government sources highlighting opportunities for investment in the cluster and/or for infrastructure investment.

2. WHAT ARE THE CURRENT PROBLEMS?

The Sydney West Central region is suffering from a series of major infrastructure gaps, deficiencies, impediments, bottlenecks along the cross regional transport networks.

The State Government's infrastructure audit submission (June 2008) notes container freight on Sydney roads will double from 900,000 freight movements to 1.8 million by 2021, with the greatest freight volumes around the State's key international gateways, particularly Sydney. Existing infrastructure will not cope with this level of freight movements.

In addition the greater use of intermodal terminals in the future such as Enfield, Chullora and Moorebank will lead to greater demands for a network of State roads able to move freight efficiently and safely. Pressure on local communities and local roads is increasing. Large freight vehicles are already damaging local roads, increasing costs to local ratepayers and diminishing community safety and amenity. Recently the NSW RTA, having failed to invest in State Road linkages and upgrades has been asking local Councils to take Higher Mass Limit Vehicles such as B doubles onto local roads. Given the long-term freight traffic projections this will have significant unfunded costs for local communities. The Sydney Metropolitan Strategy identified high growth for the Centre, but there are no significant public transport links.

3. WHAT ARE THE IMPACTS OF THESE PROBLEMS?

On 28 May 2008 the Member for Blaxland noted in Parliament that traffic congestion is costing the national economy \$16 billion and the Business council has predicted this will rise to \$30 billion by 2020. This is particularly evident in the Bankstown Airport – Milperra Centre, and West Central region generally where growth is suffocating under transport corridor restrictions that have resulted in:

- Urban congestion and clogged roads leading to more trucks on local roads
- Inefficient freight routes.
- Supply chain bottlenecks and reduce supply chain performance
- Poor interaction/interdependency between infrastructure systems with capacity constraints on roads affecting rail, airport and intermodal terminal efficiencies
- Slower import and export delivery, loss of markets, and reduced investment in new industry and business in the region, leading to a brake on economic and productivity growth and reduced Western Sydney GDP

As a result Western Sydney's huge economic impact to Australia's national economy will be severely constrained in the future without investment in infrastructure to address these issues.

4. HOW DID THESE PROBLEMS COME ABOUT?

For many years there has been insufficient investment in integrated transport infrastructure in the region, due to a lack of recognition of the importance of the connectedness in infrastructure, and consequent policy, planning and funding gaps. The former Commonwealth Government opted out of urban management, the State Government has not invested, local Government has been unable to fill the gaps, and the private sector has not invested.

As a result North South transport connections remain poor in road transport, and public transport, airport and inter-modal infrastructure has been developed and expanded without connecting infrastructure. The growth in road and rail transport demand from economic and population growth has also not been incorporated in long-term plans of funded infrastructure.

Despite the huge growth projections for freight traffic, no funding has been allocated from the Auslink program. Similarly no Commonwealth funds arising from the sale of Sydney and Bankstown airports was set aside for enhancing the regional economic infrastructure.

Despite State plans for metropolitan growth and identification of key employment, and economic growth centres, there has been inadequate attention to critical supporting infrastructure. This includes flood mitigation and stormwater infrastructure, digital infrastructure and utilities infrastructure in terms of planning, and funding of this type of infrastructure. In the 21st Century, the gaps in these less prominent areas of infrastructure pose risks to the security and efficiency of our national economy.

5. WHAT SHOULD BE DONE?

In the light of the above analysis Bankstown City Council and Bankstown Airport Limited propose six key integrated infrastructure projects that will have a substantial national economic, social, employment and environmental benefit. These are:

1. Bankstown Airport - Milperra Specialised Centre Road Connectivity Project
2. Hume Highway: North - South Corridors Development Project
3. M5 Development Project
4. Heavy Rail Services Expansion Project
5. Sustainable Physical and Digital Infrastructure Services & Utilities Project
6. Infrastructure Security – Stormwater and Flood Mitigation Infrastructure Project

A summary of each project is attached.

Project 1

Bankstown Airport-Milperra Specialised Centre Road Connectivity Project

Project Description

- Construction of a four to six lane road to replace the two lane State Road known as Henry Lawson Drive (HLD) from the M5 through "The Centre" to the Hume Highway at the intersection known as the "Meccano Set" - approximately 8km.
- Inclusion of dedicated bus corridor lanes connecting the Centre with heavy rail links, the Hume Highway and the M5 along with new efficient interchanges.
- Construction of an 4 - 6 lane bridge replacing the existing Milperra State Road/Newbridge State Road Bridge over flood prone land to provide direct access from the Bankstown Airport/Milperra Centre to the M5 and the Hume Highway
- Major upgrades of the Bankstown Airport entry and exits to Milperra State Road
- Major road improvements and intersection upgrades to Milperra State Road and Canterbury State Road to reduce traffic congestion at major State Road Intersections (Henry Lawson, Stacey, M5)

Why is this project important?

The area around Milperra/Bankstown Airport will experience significant employment growth. Transport access will be important for economic growth. There are no nearby railway stations to service this area, so accessibility by an efficient State and regional road system is essential.

The project will provide strategic benefit to employment and activity in the region, complement plans for development and build sustainable economic infrastructure for the national economy. It will provide and improve access from traffic between Bankstown, and "The Centre" to the other major centres and cities in the Western Sydney Region.

Henry Lawson Drive (HLD) is an important north south link between the major east west routes of Sydney. HLD links directly onto the M5, which provides access to the regional city of Liverpool. Milperra/Newbridge Road also provides access to Liverpool. To the north, HLD links directly to the Hume Highway (also providing access to Liverpool) and further north (at the end of Woodville Road, directly to the regional City of Parramatta and to the M4, giving access to the regional city of Penrith. Daily traffic volumes have been estimated at roughly 18,000 vehicles per day. This could quadruple over the next 25 years.

Inclusion of bus-based transitways (and possibly T2 lanes and cycleways) will provide an equivalent capacity to light rail system, at a fraction of the capital costs, and add to the longer-term capacity of the project to meet growth in transport.

What are the problems and what are their impacts?

Bankstown Airport's growth and national economic contribution is being limited by the poor quality of the existing road network. Economic growth in "The Centre" area including development of training and knowledge-based industries will be constrained by inadequate transport connections. Road access in and out of "The Centre" area and Bankstown generally is greatly hampered by HLD being a single road.

Milperra State Road and the M5 are major feeders into Henry Lawson State Road. Both are multiple lane State Roads, and are feeding increasing traffic into Henry Lawson State Road. Traffic is expected to increase rapidly over the next 25 years, and Henry Lawson State Road is already failing to accommodate traffic requirements. The project is critical to the success of any expansion of the M5 as traffic on the M5 also grows rapidly.

Traffic feeds into this single lane road from the M5, Hume Highway, Newbridge Milperra and Canterbury roads is causing massive traffic congestion. Widening will allow business more efficient access to the M5 and improve traffic flows and access to the Liverpool and the west

Industry has complained of significant cost pressures in respect of regional and national distribution associated with poor access to the M5, and anticipates this will worsen as distribution increases. HLD plays a significant role in the collection of freight into depots in the region and onwards distribution to Melbourne and south destinations

There is no alternative to road access to the Bankstown Airport - Milperra Centre. It is not located on a railway line. There is currently no public transport to the area although the NSW Ministry of Transport is proposing to include "The Centre" as part of the Bankstown-Liverpool strategic bus corridor.

Undertaking the project will reduce the adverse impact on local communities of increased passenger and freight traffic currently diverting through local roads because of the growing delays on State roads. It will reduce the negative impacts of damage to local roads, pollution, and risks to community safety.

How did these problems come about?

Auslink funding was sought in 2006 from the former Commonwealth Government with the strong support of local industry and Bankstown Airport Limited but it was rejected without reasons being given. The State Government has been unable to fund this important State Road infrastructure. Council representations to the State Government have been unsuccessful.

The RTA have confirmed that there are no immediate plans to upgrade either Milperra Road, HLD or the intersection of both, despite the fact that both roads and the intersection particularly are already significantly under-capacity and a major impediment to viable development within adjoining locales.

How might these problems be addressed?

The project is "quick win" project. For a relatively small investment it would provide integration between billion dollar infrastructure investments (i.e. the M5, Airport and the Hume Highway). These projects could be undertaken swiftly and do not involve either the scale, complexity or long term planning associated with very large infrastructure projects. From a cost benefit perspective they are extremely attractive. Total estimated cost is less than \$100 million.

A coordinated approach by all three levels of Government to implement this project is required. It is particularly important that the State Government recognise the importance of this north south transport connection in the context of integrated infrastructure approaches to support national economic development. Economic investment in major iconic east west infrastructure results has led to less efficient outcomes because of the failure to invest in the north south inter-connector routes or to recognise their importance (also a gap in the recent State Government Infrastructure Audit submission).

Infrastructure Australia could immediately initiate preparation of strategic modelling and a Master Plan for the project, and consider funding as a priority. Although the project involves State roads, it seems unlikely that the State Government will have funding for this project in the short to medium term.

Project 2: Hume Highway: North - South Corridors Development Project

Project Description

Major upgrade of north south road transport infrastructure linking the M5, Bankstown Airport -Milperra Specialised Centre and the Hume Highway to enhance inter regional connectivity, road transport efficiency and the national economy. The project comprised three key integrated infrastructure components when combined will have a major net economic benefit. These are:

- Upgrade of the M5 -Hume Highway Arterial State Road Link (Stacey State Road) through to Canterbury Road and construction of an underpass at the intersection of Stacey Street and Hume Highway to connect Rookwood State Road to improve regional north south access between Bankstown and Parramatta.

- Construction of a grade separation at the Hume Highway effectively connecting Bankstown Airport-Bankstown - Parramatta through the "Meccano Set" intersection at Henry Lawson State Road, the Hume Highway and Woodville Road
- Dedicated bus corridor lanes connecting the Centre with heavy rail links, the Hume Highway and the M5 with efficient interchanges.

Why is this project important?

National Economic links: The Hume Highway is a national highway linking Sydney and Canberra and Melbourne, and is also a State Road providing an east-west connection between Sydney CBD and Liverpool. It also intersects with key regional north-south connections at:

- Stacey State Road and Rookwood State Road connecting Parramatta, the M5, and Sutherland, and
- Henry Lawson Drive connecting Bankstown airport and the Hume Highway Enterprise corridor.

Sydney North South Economic Links: These intersections are important north south regional links between the major east - west route (M5) giving access to the south west of Sydney, and the M4 which provides access to the west of Sydney. Stacey State Road links directly to the M5 and indirectly (via the Hume Highway and Centenary Drive) to the M4. The M4 provides access to the major centre of Liverpool and the M5 gives access to the major centres of Parramatta and Penrith. These links are essential if Parramatta is to act as an effective regional centre in the West Central Region linked to Bankstown Centre and the Bankstown Airport Milperra Specialised Centre.

Meeting growth requirements: Efficient road infrastructure will be required to support the projected increase in population and employment, and traffic (freight and passenger) associated with the future growth of the West Central Region and the Bankstown Airport - Milperra Precinct and is critical to the region's massive contribution to the national economy.

Access for freight and other heavy vehicles: Intermodal freight terminals (Enfield and Moorebank) in western Sydney will help move more of Sydney's freight by rail. This will mean an increase in heavy vehicle traffic in western Sydney as freight is unloaded and loaded onto these terminals by trucks and then moved by rail. Adequate regional road capacity for increased freight movements is critical.

Hume Highway Concept Strategy: The proposed infrastructure is a key component in revitalising the Hume Highway Economic Corridor from Villawood to Chullora that will support the growth of nationally important manufacturing industry.

What are the problems and what are their impacts?

Traffic saturation and congestion on the north south road network has been an issue since the late 1990s. Major parts of these State Roads have heavy traffic congestion and slow travel speed, and have an adverse impact on the road network efficiency and operating costs. Council has received many complaints about traffic congestion, safety and vehicular access issues. The local bottleneck impact and the adverse impact on Stacey State road as a connecting route from the Hume Highway and the M5 is severe.

On Stacey Street the Average Annual Daytime Traffic for 2002 was 49,110, up from was 46,956 in 1999. An annual growth rate of 1.5% was estimated in 2005. A 2005 traffic analysis by the NSW Roads and Traffic Authority (RTA) showed an unacceptably high degree of traffic saturation in parts of the road. Projections indicate serious deterioration with future traffic growth.

Poor north south State Roads are causing substantial through traffic, including freight trucks using local streets and regional roads. This costs shifts roads maintenance and traffic management from the State to local councils and reduces community amenity, and national economic efficiency. Because of the poor State road infrastructure the RTA is now seeking Council approval to allow heavy mass limit vehicles, such as B Doubles, (which otherwise operate on restricted routes), onto local council roads,

with all the financial and safety risks associated with such a move. This would not be necessary if these projects were implemented.

How did these problems come about?

Major east west road infrastructure has been constructed without effective north south road links, undermining the potential value of the economic contribution of these major assets.

The previous Commonwealth Government sold Bankstown, Camden and Hoxton airports for \$211 million, approved the Master Plans for the airports, and allocated no funds for infrastructure requirements under the new development outcomes in the Master Plan.

Local Members of Parliament have made representations to the State Government without success. The NSW Roads and Traffic Authority declined to fund. Bankstown City Council has asked the State Government for many years to address the infrastructure problems on the Stacey State Road link. Council formally resolved to urge the Minister for Roads to include the necessary appropriations in the 2000/2001 State Budget to overcome the increasingly dangerous condition of the road.

Council's Mayor wrote to the former Minister for Roads and the former Minister for Water Utilities about these issues, the need for coordination between Sydney Water, and the RTA in July 2006 – but no replies were received from the former Minister for Roads. Council sought RTA cooperation in jointly submitting a proposal for Auslink funding but the RTA declined to support. A Council submission for Auslink funding in 2007 was not supported by the former Federal Government.

How might these problems be addressed?

The project is “quick win” project. For a relatively small investment it would provide integration between billion dollar infrastructure investments (i.e. the M5 and Hume Highway). These projects could be undertaken swiftly and do not involve either the scale, complexity or long term planning associated with very large infrastructure projects. From a cost benefit perspective they are extremely attractive.

A coordinated approach by all three levels of Government to implement this project is required. The importance of this north south transport connection needs to be recognised in the context of integrated infrastructure approaches to support national economic development. Economic investment in major iconic east west infrastructure results has led to less efficient outcomes because of the failure to invest in the north south inter-connector routes or to recognise their importance (also a gap in the recent State Government Infrastructure Audit submission).

Project 3: M5 Development Project

Project Description

Duplication of the M5 East Tunnel that connects Kingsford Smith Airport, Port Botany and Western Sydney, and widening of the M5 west of the tunnel. The M5 Corridor links Bankstown Airport Milperra Centre with Padstow Industrial Precinct, KSA, Port Botany, Liverpool, M7 and Western Sydney

Why is this project important?

The project would have the following benefits: increasing national economic and employment growth through increased and more efficient economic activity, less traffic congestion, faster delivery of goods and services, increased economic investment, reduced freight on local roads, Increased efficiency of parcel freight transfers through Bankstown Airport and improved access for nationally important aviation training, charter and maintenance activity.

The *NSW Government Infrastructure Audit Submission* in June 2008 to Infrastructure Australia identifies as key priorities road networks connecting the international gateways of Port Botany and Sydney Airport with Sydney's West and improving the motorway network connectivity, particularly alleviating congestion on the M5 corridor and other roads supporting Port Botany and Sydney airport through expansion of the M5. It argues:

- M5 expansion would help alleviate congestion at Port Botany, KSA. 81% of container throughput at Port Botany is transported by road.

- M5 expansion is critical to meet the forecast increase in traffic, including the growth in the volumes of containers moving between Port Botany and distribution centres around Sydney which place pressures on the existing road network. If the transport network is not improved around KSA and Port Botany congestion will limit the level of economic benefits from these two precincts
- Sydney's rail and road networks are increasingly constrained by the increase in passengers and freight to KSA, leading to significant congestion impacts on the M5 and other roads.

What are the problems and what are their impacts?

The M5 East Tunnel opened in December 2001. Annual vehicle movements have increased from 73,000 per day in 2002 to 95,000 in 2006 per day. In 2002 a Transport report from the Greater Sydney Western Economic Development Board noted that trips p.a. on the M5 had increased from 4 million in 1992 to almost 25 million in 2001, with high levels of peak congestion. It noted Interlink had indicated its intention to add a third lane each way with construction to commence upon RTA approval in 2003. The GWSEB supported a third lane along the entire F5-M5 corridor.

In an April 2007 submission to IPART the NRMA commented that the M5 East is a good example of the problems caused when roads are not planned adequately to accommodate future traffic flows and the need for independent traffic and land use assumptions and predictions. The NRMA 2007 submission cites the M5 East bottleneck as a capacity constraint on the efficient movement of people and goods in the orbital road network. It also expresses strong reservations about the RTA's continued reliance on two lane tunnels compared to three lane road tunnels in Victoria.

How did these problems come about?

The previous Commonwealth Government did not use the approximately \$6 billion funds generated from the sale of Sydney KSA and Bankstown Airport to fund expansion of the M5 or other appropriate national infrastructure.

How might these problems be addressed?

The State Government is reportedly planning to issue a broad options paper on the M5 East Tunnel duplication. As the M5 West is a private toll road the State Government and Infrastructure Australia will be required to negotiate the expansion with Interlink. A Feasibility study is underway. The Commonwealth has contributed funding for a feasibility study and the NSW Government is convening a Task force to manage the assessment. However recent reports suggest that the capacity of the State Government to invest in this project may be limited. Investment and project leadership by Infrastructure Australia will therefore be critical.

Project 4: Heavy Rail Services Expansion Project

Project Description:

1. Heavy Rail Line Extension: Development of a new heavy rail link extending the East Hills line from Revesby - then underground via Bankstown Airport to Liverpool, to provide rail services to Bankstown airport, then to Liverpool CBD, and manufacturing centres to the West of the Sydney CBD. The project would use the existing rail line to East Hills and current heavy rail networks, rolling stock and supporting infrastructure. (Estimated Cost \$100 million)
2. Heavy Rail Capacity Increase: Continuation of the planned State Government investment in two construction projects for the East Hills line. First, the turnback with one platform at East Hills to be replaced by a turnback with 2 platforms at Revesby. Second, the expansion of the two track section between Kingsgrove and Revesby to four tracks. These projects will allow all stations services originating from Revesby to be segregated from the limited stop service originating from Campbelltown and Macarthur, in effect forming two separate lines. (Existing State Government funding and commitment at risk) (\$450 million)

Why is this project important?

Heavy Rail Expansion

The East Hills line provides an important connection to the Bankstown/ Milperra region from the Sydney CBD, Sydney Airport and to residential areas throughout Sydney. An extension of this line to include the nationally important aviation centres of Bankstown/Milperra and the Liverpool CBD will provide a long-term sustainable transport link for passengers and freight.

The extension of the East Hills heavy rail line beyond Revesby will:

- Provide significant national economy benefit providing fast, efficient and cost effective transportation for passengers and freight from the Bankstown Airport/ Milperra Centre to the Liverpool growth areas, Sydney CBD, Sydney Airport and Port Botany
- Support the growth of new aviation businesses, create new foreign income opportunities and improve freight connectivity between Bankstown Airport and Port Botany.
- Improve employment opportunities for people in western Sydney, reduce pollution and relieve existing congestion on road links and public transport.
- Reduce vehicle emissions by reducing the need for private vehicle and bus transport
- Provide multiple benefits through the interaction between different types of infrastructure
- Provide an environmentally sustainable transport connection between the economic hub of the Sydney CBD, aviation hub of Sydney airport, the freight hub of Port Botany and the manufacturing/industrial of Bankstown Airport /Milperra
- Support the nationally important manufacturing growth corridor and will provide a long-term environmentally sustainable infrastructure asset.

Heavy Rail Capacity Increase

The Kingsgrove to Revesby Quadruplication line project will provide two additional tracks from Kingsgrove to Revesby to separate local and express services on the East Line. It includes construction of 10 new rail bridges. It will increase capacity to run all stops and express services on the East Hills line to meet anticipated future growth in the south-west. The NSW Minister for Planning gave approval in June 2008. Construction is scheduled to commence in 2008. The State Government has approved capital funding. The project is essential to provision of any heavy rail expansion beyond Revesby and to the Bankstown airport.

What are the problems and what are their impacts?

Heavy Rail Expansion

The areas west and north of East Hills station have no heavy rail services and rely almost exclusively on private motor vehicles or local bus services. These services are congested, have limited carrying capacity and are not environmentally sustainable.

Lack of an adequate heavy rail service has limited growth opportunities of manufacturing training and passenger services at Bankstown Airport, the Milperra region and Liverpool. It also limits the effectiveness of the East Hills line in providing an effective alternative for passengers wishing to use international and domestic air services at Sydney Airport. Currently, the lack of an effective rail link to Bankstown Airport/ Milperra means that:

- Roads and bus transport are congested
- Employees cannot easily get to western Sydney Manufacturing areas of national significance
- Passengers cannot easily get to Bankstown Airport
- There is no public transport connection between Bankstown airport, Sydney Airport and Sydney CBD
- Inaction on this essential infrastructure will limit growth these essential national growth corridors and opportunities

Heavy Rail Capacity Increase

There is a risk that the Revesby Quadruplication project could be put on hold under the State Government review of its capital program. It is essential it proceeds according to plan.

How did these problems come about?

Heavy Rail Expansion

The extension to the East Hills line through Bankstown Airport and to the West has been discussed. There has been no action due to a lack of funding, and other more pressing heavy rail priorities.

How might these problems be addressed?

Heavy Rail Expansion

Significant long term planning and investment is required by both Governments and the private sector. To begin with it is recommended Infrastructure Australia work with the State Government and the private sector, including Bankstown Airport Limited and Airport Link, to undertake immediate feasibility, environmental and cost benefit studies.

Heavy Rail Capacity Increase

Infrastructure Australia should liaise and assist the State Government, if required, in ensuring the Kingsgrove to Revesby Quadruplication Project proceeds and is not deferred.

Project 5: Sustainable Physical and Digital Infrastructure Services & Utilities Project

Project Description:

Coordination, construction and supply of the Bankstown Airport - Milperra Specialised Centre with a long term services and utilities infrastructure base to enable economic development and growth and establishment as an employment, knowledge and technology hub for an economic centre of over 20,000 employees by 2031.

It requires significant new environmentally sustainable infrastructure in the short, medium and long term, including physical and digital infrastructure covering electricity supply and transmission, potable water, sewerage and recycling plants, and modern data lines. It will require an investment of at least \$100 million over the next 10 years.

Why is this project important?

The Centre is transforming from a traditional manufacturing based economy to an integrated multidimensional precinct based on advanced manufacturing, high technology, knowledge based and services economy. Projected output and contribution to the national economy will be significant over the next decade.

Long term assured physical and digital infrastructure and investment is required to enable the national economic contribution of "TheCentre" to be delivered. The centre is critical to continuing regional and national economic and employment growth.

As a relatively "Greenfield" site in an existing industrial centre with enormous geographical economic advantages the opportunities to maximise the sustainability of this new economic precinct will be considerable if additional investments are made in "green" infrastructure.

What are the problems and what are their impacts?

All existing physical and digital infrastructure in this area is run down, inadequate, and unable to cope efficiently with the existing economic growth demands, let alone the future demands of the centre. Electricity supply to the area is already unreliable and is adversely affecting output. The current capacity of other services, such as broadband and optic fibre infrastructure, will not support the projected economic gross output forecast. Electricity substation capacity is at critical capacity and outages are being experienced. Whilst Energy Australia have demonstrated an acknowledgement of the future demands, with the commencement of a significant upgrade of the Milperra substation, there is still a need for further amplification of Electricity supply from the Bass Hill substation to the area which is at capacity. Sydney Water supply amplification for the Milperra Reservoir Zone is also required for new development at "The Centre".

Goods and services cannot be produced efficiently without reliable and cost efficient services and utilities. Unless new investment is made, growth and employment will be constrained, and new industries will look elsewhere, including offshore. New utilities need to be developed in a sustainable way such as capturing and reusing stormwater and provision of a decentralised energy supply. There is no overall plan or whole of Government approach to the provision of services and infrastructure.

How did these problems come about?

There has been significant lack of adequate infrastructure investment by Governments and government enterprises in the area, and there has been no medium or long term infrastructure planning or financial forecasts undertaken. There is a current lack of government-industry planning and capacity to coordinate connectedness in these more complex developments.

How might these problems be addressed?

This project will require cooperation from all levels Government as well as the private sector. Significant integrated investigation, infrastructure planning and investment is required across all forms of utilities infrastructure to ensure the national economic, employment and environmentally sustainable contribution is achieved.

Project 6: Infrastructure Security – Stormwater and Flood Mitigation Infrastructure Project

Project Description:

Construction of flood and stormwater mitigation infrastructure for the Bankstown Airport - Milperra Specialised Centre as recommended by the Milperra Floodplain Management Study (2006-7). This integrated project aims to reduce the risk of flooding and stormwater damage, and to promote development and investment on the Centre employment lands. It includes:

- Channel Widening Works - Milperra Drain Widening to reduce upstream flooding and reduce peak flood levels in regular storm events, and improve the quality of water discharging to Georges River;
- Construction of a Floodway through Milperra Industrial Properties to control the surcharge of floodwaters for events larger than regular storm events;
- Construction of improvement to floodways from Milperra State Road to the Milperra Drain. to assist flooding conditions along Milperra Road for minor events and nuisance floods
- Culvert and channel replacement and amplification to reduce the magnitude of floods

Why is this project important?

Stormwater management and in flood mitigation infrastructure is often underestimated in terms of its importance to industry, economy and employment. But the recent damage to economies from flooding and storms in many parts of Australia and the world, highlight the short-sightedness of not investing in this often “hidden infrastructure”.

Milperra Catchment includes the entire Bankstown Airport-Milperra Specialised Centre site of over 225 hectares. A large part of the catchment is drained through the Milperra Drain, much of which is natural and of limited holding capacity.

These integrated projects will reduce flooding, reduce the damage to industry and employment by unexpected climate change events, reduce community safety risks, and increase employment, asset and industry security in a centre planned to employ 20,000+ people.

The project will reduce the flooding risks for major link roads, damage to industry and other property, limit interruptions to business, employment, and to freight traffic. It will limit costs to the insurance industry and increase the overall efficiency of the Centre. It will reduce the risk of interrupted operations to Bankstown Airport during emergency events.

What are the problems and what are their impacts?

Flooding of industrial properties bordering the Milperra Drain is an ongoing problem, even when the drain is flowing at half capacity. Major drainage works are essential to prevent flooding of future industrial parks and the airport development lands.

The recently completed Milperra Catchment Flood Catchment study highlights the flooding risks for the area. Milperra Roads flood every five years. The impact of related Georges River flooding is also significant in the catchment as it borders the east bank of the river for over 4 kilometres. The Study highlighted significant flooding risks including:

- Potential flooding in the upper reaches exceeds pipeline capacity during 5 year storm events and floodwaters flow overland in a number of areas
- Potential flooding of properties to the east of Bankstown Airport for a 2-year storm event.
- Milperra State Road affected by overland flooding during events of 2 year ARI and larger
- During 5 year ARI storm events overland flow enters industrial properties
- Georges River flooding extends up the Milperra Drain during certain storm events.
- During storm events in the Georges River catchment, water levels in the river rise and inundate Henry Lawson Drive, Milperra Road and the lower reaches of Milperra Drain.

Georges River Floodplain Risk Management Study and Plan 2004 also found many residential properties and commercial properties in the Airport-Milperra areas may experience above floor inundation in a 100 year ARI Georges River flooding. A number of residential properties and commercial properties will also experience above floor inundation in a 20 year ARI Georges River flooding. It found that the filling carried out in the Bankstown Airport site is estimated to lead to an increase of 30 to 40 mm in the 100-year peak flood level over a distance of some 8 km along Georges River, - the increases are large at and adjacent to the airport site.

Flooding along Milperra Drain is mainly due to the low bed slope of the drain, where Milperra Drain discharges to the Georges River, over a distance of approximately 4.5 kms. Low bed slopes in combination with constrictions downstream reduce the conveyance capacity of the Milperra Drain.

Why has no action been taken to date?

The LGA has huge flooding and stormwater management issues. Council has funded the Milperra Catchment Study because of the importance of this issue. The stormwater/flood mitigation infrastructure in the LGA amounts to more than \$214 million. Council has raised a special 10-year levy to address these issues but there is no State or Federal funding for this "hidden infrastructure" yet the risks to the national economy far outweighs the costs of investment (e.g. the loss due to the failure to investment in levees in New Orleans)

Bankstown City Council recently commenced raising a special ratepayer levy to fund a 10-year program of stormwater and flood mitigation works. These works in this project could not be funded in Year 9-10 of that program, (if then) given the many urgent other priorities to be funded. But that places the economic, commercial and employment development at the Centre at risk and may prevent significant economic and investment opportunities.

How did these problems come about?

The previous Commonwealth Government did not use the \$6 billion funds from the sale of KSA to fund strategic critical infrastructure. The State Government has made no allocations for stormwater and flood prevention infrastructure. Council applied to the NSW Department of Environment and Climate Change for financial assistance for investigations and design in 2007, but no response was received.

How might these problems be addressed?

During 2007 Council advised affected property owners that the Flood Study had found their properties would be affected in large floods. A series of community consultations was held and consultations were held with industry. The local community strongly supports the proposed mitigation measures.

A commitment for funding from Infrastructure Australia could enable the Council to carry out this economic security project within a five-year period rather than allowing further delay. A \$10 million investment would result in a "quick win" and enable the planning and development of industrial and employment sites in the Centre to commence earlier and with greater security.