

From: s22(1)(a)(ii)
To: [POTTICARY, Lok](#); s22(1)
Cc: s22(1)(a); s22(1)(a); s22(1)(a)
Subject: Planning Funding Proposal - South West Infrastructure Package (Planning)
Date: Friday, 17 January 2025 6:11:27 PM
Attachments: [image001.png](#)
[Draft Interim Planning Project Proposal Submission - South West Infrastructure package \(Planning\).docx](#)

Dear Lok, s22(1)(a)

As requested by Minister King in the 2024-25 MYEFO letter dated 17 December 2024, please find attached a Planning funding proposal for South West Infrastructure Package (Planning). This proposal aligns with our 2025-26 Annual Infrastructure Plan (10-Year Plan) and is submitted for consideration by the Australian Government as part of the 2025-26 Federal Budget.

In the absence of a planning proposal template from the Federal Department, we have adopted a template designed to address the requirements outlined in the updated *Notes on Administration* and is consistent with the draft delivery proposal template provided by the Department.

Should you have any questions or require further information, please don't hesitate to contact me or Mashrur at your convenience.

Kind regards,
s22(1)(a)(ii)

s22(1)(a)(ii)

Director Investment Priorities
Finance, Technology and Commercial Division

Transport for NSW

M s22(1)(a)(ii) E s22(1)(a)(ii) @transport.nsw.gov.au

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Interim Planning Project Proposal Submission Template

Context

As recommended by the 2023 [Independent Review of the National Partnership Agreement on Land Transport Infrastructure Projects](#), and outlined in the Notes on Administration for Land Transport Infrastructure Projects 2024–2029 (Notes) developed in accordance with the [Federation Funding Agreement Schedule \(FFAS\)](#), Australian Government decisions on larger projects (exceeding \$100 million) with more complex planning requirements will generally be separated into a 2-pass process:

- Planning (first pass): the decision to invest in the development of a project Business Case (BC) and/or a delivery proposal.
- Delivery (second pass): the decision to invest in project delivery or construction, and requires the submission of a BC.

This is to ensure that a Commonwealth decision to commit funding to the delivery of a project is based on assurance that the relevant planning required for successful outcomes has been undertaken.

Table 1: Cost thresholds for project proposal submission requirements extracted from the Notes on Administration

Project threshold	Submission requirements
Less than \$100 million <u>total project cost</u>	States <i>may</i> submit a proposal seeking <i>planning and delivery</i> funding at the same time, noting that the release of delivery funding will generally be conditional on planning outcomes.
\$100 million or more <u>total project cost</u>	A 2-pass process will generally apply to proposals. A separate project proposal submission is required for planning (first pass) and delivery (second pass) proposals.
For projects seeking \$250 million or more <u>of Commonwealth funding</u>	The 2-pass process applies, noting that states will need to also work with Infrastructure Australia (IA) as they develop the business case.

*States will also need to submit their options analysis to IA for consideration. Early involvement of IA will assist with timely consideration by IA of the business case at the second pass. The business case must also meet the requirements of IA's Stage 3 business case as per IA's [assessment framework](#) or equivalent as approved by IA. Refer to Term 10(b) of the FFA Schedule. Supplementary information may be required to ensure that the business case meets DITRDCA's minimum requirements.

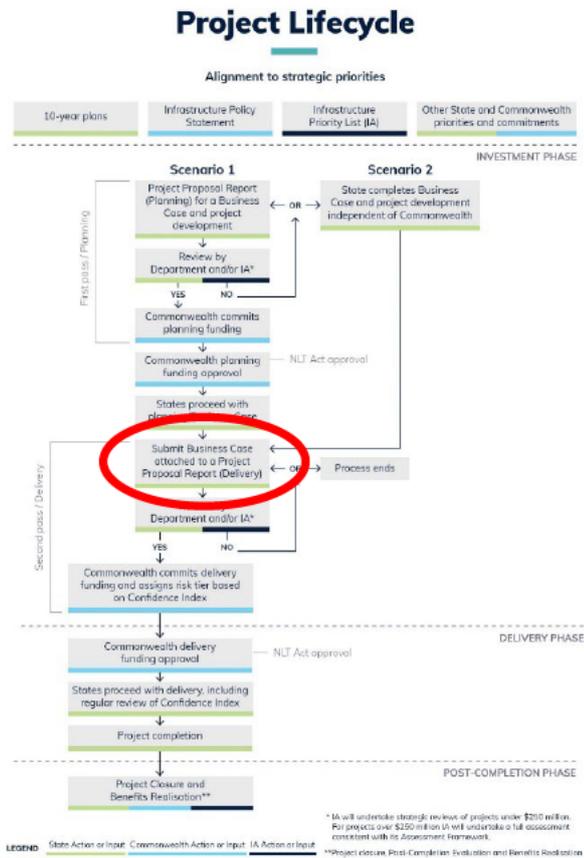
Purpose of the interim template

This interim template has been designed with a dual purpose to assist Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) officers to assess new project delivery proposals to support Australian Government decision making as part of the upcoming budget cycle in 2025, and subsequently to facilitate assessment and approval of agreed projects under the National Land Transport Act 2014 (NLT Act).

The submission of this template to inform Commonwealth decision-making on planning funding is expected to streamline project approvals once a commitment has been made.

This template will be updated after the 2025 budget process, taking into consideration lessons-learnt and feedback provided as part of the upcoming budget cycle; and as part of a package of new products that will be co-designed to ensure FFAS and Notes compliance.

Figure 1: Image extracted from the Notes indicating when the interim Delivery proposal template should be used



Application of the interim template

The interim template is based on the criteria included in Table 3 of the Notes: 'Criteria to address in a planning proposal (first pass)'. This template should be used to propose a project seeking commitment of planning funding under the IIP as part of the upcoming budget cycle in early 2025, and also to facilitate assessment and approval of existing committed delivery projects the NLT Act.

The information requested through the template is intended to allow the Commonwealth, as an investor, to satisfy its responsibilities, obligations and requirements as prescribed by the FFAS and Notes, as well as the [Public Governance, Performance and Accountability Act 2013](#) (PGPA Act) and the [National Land Transport Act 2014](#) (NLT Act).

This template has been designed to streamline project assessment and approval processes and reduce duplication by leveraging State assurance processes. This is facilitated by

- Allowing States and Territories (States) to reference information contained in their Business Case (BC), where a preliminary or strategic business case has been undertaken and the proposal is for funding to support a full business case.
- Targeting the requirements outlined in the FFAS and Notes for clarity.
- Providing dedicated template fields for proponents/funding recipients to include additional information.
- Providing guidance for proponents/funding recipients completing the template to meet specific FFAS, Notes and DITRDCA requirements.

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- Allowing for additional non-BC related documents to be provided as attachments to provide further information to be considered as part of the investment consideration.

It is recommended that officers refer to the Notes and FFAS when completing the template.

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Project overview (State to complete)

Proponent details

ENTITY NAME	Transport for NSW		
DOCUMENT VERSION	<i>Version number</i>	DATE SUBMITTED	<i>17 January 2025</i>
PRIMARY CONTACT	s22(1)(a)(ii)	Chief Transport Planner	s22(1)(a) @transport.nsw.gov.au
	<i>Phone</i>	<i>Mobile</i>	<i>Email</i>
ALTERNATIVE CONTACT 1	s22(1)(a)(ii)	Director Network Solutions	s22(1)(a) @transport.nsw.gov.au
	<i>Phone</i>	<i>Mobile</i>	<i>Email</i>

Project details

PROJECT NAME	South West Infrastructure package (Planning)		
PROJECT ID	<i>Please enter ID number from State funding table if an existing agreed project; if unavailable leave blank.</i>		
PROJECT PARTNERS			
LOCATION	South West Sydney including the following LGAs - Canterbury Bankstown, Camden, Campbelltown, Cumberland, Fairfield, Liverpool, Parramatta, Wollondilly		
CORRIDOR NAME	N/A		
FEDERAL BUDGET FUNDING REQUEST	Yes		
NLT ACT PROJECT APPROVAL REQUEST	No Yes		
NLT ACT APPROVAL REQUESTED BY [MONTH/YEAR]	<i>Month Year FTC to complete</i> <i>June 2025</i>		
ESTIMATED TOTAL PROJECT COST (\$M)	\$40M.		
<i>ESTIMATED FINANCIAL CONTRIBUTIONS (P90 \$M AND % FUNDING SPLIT)</i>	<i>COMMONWEALTH</i> <i>\$20M (50%)</i>	<i>STATE</i> <i>\$20M (50%)</i>	<i>OTHER</i> <i>0</i>
FUNDING STATUS	<i>Subject to 2025-26 Federal Budget and 2025-26 NSW Budget consideration. Funding status by the State has not been confirmed yet.</i>		
FUNDING APPROVAL	<i>June 2025</i>		

ELECTION COMMITMENT STATUS	No
FUNDING ELIGIBILITY	<p><i>Is the project eligible for funding under the NLT Act? States must consider and advise the Commonwealth whether an alternative funding arrangement is a feasible option to fund all or part of the project.</i></p> <p><i>A project is eligible for approval as an Investment Project if the project is for one or more of the following:</i></p> <ul style="list-style-type: none"> <i>(a) the construction of an existing or proposed road that is in a State or Indian Ocean Territory;</i> <i>(b) the maintenance of an existing or proposed road that is included in the National Land Transport Network;</i> <i>(c) the construction of an existing or proposed railway that is in a State or Indian Ocean Territory;</i> <i>(d) the maintenance of an existing or proposed railway that is included in the National Land Transport Network;</i> <i>(e) the construction of an inter-modal transfer facility in a State or Indian Ocean Territory;</i> <i>(f) the acquisition or application of technology that will, or may, contribute to the efficiency, security or safety of transport operations in a State or Indian Ocean Territory.</i>
ENGAGEMENT WITH INFRASTRUCTURE AUSTRALIA	<ul style="list-style-type: none"> a) Has the business case been discussed with or submitted to IA? Not applicable b) If submitted, when was the BC accepted by IA for evaluation? Not applicable c) Has IA advised a timeframe for its evaluation? N

Interim Planning Proposal requirements

The following criteria checklist is based on the requirements 1 to 9 outlined in Table 3: Criteria to address in a planning proposal (first pass) (P.19) in the Notes of Administration

1. A description of problems or opportunities that the proposal is addressing, including why funding is needed now for business case development.

Please provide the information below or reference the BC and/or other documents in the next column.	Page/Section reference if applicable (e.g. for BC or other document)
<p>Scope</p> <p>The following package of initiatives will provide a step change in accessibility, reliability and safety for Sydney’s South West, a region that is key for supporting national productivity and freight movements and for addressing the national housing crisis. It includes the following programs:</p> <ol style="list-style-type: none"> 1. <i>Outer South West Housing Enablement Development Program</i> – Fund to support project development on key initiatives enabling housing and reduce transport disadvantage in Outer South West Sydney, focusing on multi-modal infrastructure investments that have no current funding pathway. 2. <i>New Cumberland Line Program Preliminary Business Case (PBC)</i> – Program Preliminary Business Case for staged investments in transformative north-south rail connectivity, addressing disadvantage in South West Sydney and driving productivity and accessibility in Greater Parramatta, Bradfield and Liverpool. This program will also improve the capacity of the existing rail corridor to enable more frequent and reliable services and improve reliability for interstate freight. 3. <i>South and Inner West Rail Upgrade Program PBC</i> – Program Preliminary Business Case for staged investments to upgrade existing networks and expand fast, frequent and reliable metropolitan rail services into Sydney’s Outer South West, supporting housing growth and, connecting Wilton, Greater Macarthur and the Central and Eastern Cities. 	

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Problem statement

South West Sydney is one of the fastest growing regions in Australia, with Camden and Wollondilly the two fastest growing LGAs in New South Wales. It also has some of the most disadvantaged communities in the nation, with Campbelltown, Macarthur, Minto, Gilead, and parts of Camden classified as Quintile 1 (the lowest 20%) under the Index of Relative socio-economic Disadvantage (ABS). The region has the largest population of Aboriginal people in metropolitan Sydney (25,000 in 2021) – more than a quarter of which reside in the Campbelltown LGA and have significantly lower education rates than the general population, and double the national unemployment rate.

The economic disadvantage is further entrenched by poor access to public transport. While there has been significant investment and growth in the Western Sydney Aerotropolis and Greater Parramatta, investment in transport modes is lacking and private car usage and transport disadvantage is dominant, exacerbating economic and environmental issues including poor air quality. Three separate public Inquires in 2024 addressed the public transport needs and inequity in the region.

With the significant forecast growth in South West Sydney, the following existing issues become more pressing:

- Reliance on private vehicles for accessing jobs and services entrenches inter-generational disadvantage
- Poor connectivity between the centres in South West Sydney inhibits economic development and jobs growth closer to where people live
- While there are existing rail corridors, the services are often not frequent or too unreliable to make public transport a mode of choice
- Without a significant modal shift away from the private car, the population growth in the South West will overwhelm important freight routes on the National Land Transport Network and significantly add to carbon emissions.
- Inter-generational disadvantage exacerbated by poor access to alternative transport modes, jobs, education and services.

Opportunities and why funding is needed now

By investing in infrastructure for alternative modes there is an opportunity to:

- Unlock land for housing in both infill development and greenfield development
- Ensure sustainable travel modes are delivered ahead or at the same time as new housing to ensure the community has access to jobs and services
- Protect key elements of the freight network (Hume Motorway, M5 and M7) from exponential growth in private cars
- Avoid the need for investment in new corridors by getting more capacity from existing
- Limit transport emissions through enabling jobs closer to where people live and encouraging modal shift to more sustainable forms of transport
- Provide equitable access to jobs and opportunities for disadvantaged communities

The development is occurring now, and without a significant step change in passenger transport infrastructure, the problems identified above will become further ingrained. In addition, without a change of paradigm this community will not benefit from the significant Government investment in the Western Sydney Airport Precinct.

2. Outline the anticipated benefits and risks associated with the proposal.

<p><i>Please provide the information below or and reference any preliminary studies or business case development (where undertaken) or other documents in the next column.</i></p>	<p><i>Page/Section reference if applicable (e.g. for BC or other document)</i></p>
<p>Key expected benefits and outcomes of the project</p> <p>The Outer South West Housing Enablement Development program will:</p> <ul style="list-style-type: none"> • Enable more housing to be developed through either increased densities or enabling new precincts to be unlocked • Reduce the reliance on the private car and enable better access for all to jobs, education and services • Support economic development in South West Sydney by providing better connectivity between centres and access for workers. • Support modal shift resulting in benefits for emissions reductions, increased productivity and deferring investments in new corridors <p>New Cumberland Line program will:</p> <ul style="list-style-type: none"> • Enable more well located infill housing to be developed in communities along the existing rail corridor (approximately 75,000 new dwellings) • Provide the socio-economically disadvantaged communities along the Cumberland-Fairfield-Liverpool corridor increased access to jobs education and services in the Western Sydney Airport Precinct, Greater Parramatta and beyond • Significantly boost productivity and agglomeration benefits across Western Sydney by connecting key CBDs to each other and to workers • Improve the frequency, reliability and resilience of the T2, T5 and T1 Lines • Reduce emissions and defer investments in new corridors <p>South and Inner West Rail Upgrade Program will:</p> <ul style="list-style-type: none"> • Enable sustainable development of growth areas, via mode shift onto public transport for new and existing residents accessing employment and services. • Enable approximately 64,000 new dwellings along the existing T8 Airport & South Line corridor. • Address projected capacity constraints on rail services to Sydney’s South West and through the existing (Kingsford Smith) Airport Line. • Improve capacity and reliability of interstate rail freight through increased separation between freight and passenger services • Reduce growing congestion on key National Land Transport Network roads such as the Hume Highway and M5 South West Motorway <p>Risks and disbenefits</p> <p>This package is designed as three transformative programs of investments that will over 10+ years provide significant benefits for both communities in South West Sydney and the wider economy. The program approach has been used to provide flexibility in the roll out to optimise outcomes early and to fit within budgetary constraints. With program approaches there is a risk that the full scope and therefore benefits are not realised.</p> <p>Reference studies</p>	

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<p>This funding proposal is supported by the following recent strategies and studies that have prioritised the investment pipeline and identified the next key investments to unlock housing and human potential in South West Sydney.</p> <p>Outer South West Transport Structure Plan and Integrated Transport Plan (Dec 2024) – undertaken in collaboration with Councils to develop an evidenced base approach to prioritisation of all transport infrastructure and services in Outer South West Sydney (LGAs of Camden, Campbelltown and Wollondilly).</p> <p>Medium Term Integrated Rail Plan (MTIRP, 2023) is a roadmap for the development of the Greater Sydney heavy rail network, considering passenger and freight rail needs to, from, and within Greater Sydney. The plan identifies corridor upgrade and expansion programs towards a simpler, more attractive rail network, enabling frequent services throughout the day as well as meeting the more traditional peak period demand growth. Building on Future Transport and subsequent strategic planning documents, the MTIRP identified the Bradfield-Epping ‘New Cumberland Line’ Program (NCL) as a transformational opportunity for heavy rail network simplification and service uplift, supporting both the Central River and Western Parkland Cities. The NCL would be delivered in stages via both new heavy rail corridor and upgrades to existing.</p> <p>The MTIRP also identified a corridor upgrade program was required to better meet freight and passenger needs on the T8 Airport and South Line, and identified the need for further investigation into public transport to serve the growing Wollondilly region.</p> <p>Wilton to Campbelltown Rail Study (2024) built on this work to identify technically feasible rail options and initial rail infrastructure costs to inform further development work. This study considered a range of rail enhancement options and shortlisted three potential terminus locations in the Wollondilly region.</p> <p>Heavy Rail Prioritised Planning Pipeline (2024) updated the prioritisation of proposed heavy rail initiatives to reflect latest strategic and government priorities. The New Cumberland Line Program was identified as a high priority for further development, along with the South & Inner West Upgrade Program which combines the above T8 Airport & South Line corridor upgrades with Wilton to Campbelltown network expansion.</p> <ul style="list-style-type: none"> • New Cumberland Line early development (2020-2022) – early project development to support decision making on the Bradfield to Leppington link (see South West Sydney Rail Planning – Southern Corridor FBC) and support the protection of an underground corridor through the rapidly developing Parramatta CBD. The link to the outcomes of this work can be found at Greater Parramatta future underground infrastructure corridor Planning Portal - Department of Planning and Environment 	
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3. An explanation (500 words or less) of how the project aligns to your 10-year plan. If not featured in the 10-year plan, please explain why and why it is a priority for the State.

<p>Please provide the information below or reference the BC and/or other documents.</p>	
<p><i>For context, please check Term 14 of the FFAS and 10-year plan related information on the Notes.</i></p>	
<p>a) Provide an explanation of how the project will contribute to (or support) economic, social and/or environmental objectives as defined by the jurisdiction’s current 10-year plan.</p>	
<p>Topic</p>	<p>Information</p>

Integrated economic and population planning	The South West Infrastructure Package aligns with the projected growth in population in South West Sydney, particularly in the Camden and Wollondilly LGAs, which are the fastest-growing regions in New South Wales. With the expected increase in population, the package directly addresses key demand drivers, such as housing supply and accessibility to essential services, through the Outer South West Housing Enablement Development Program. This initiative will unlock land for housing, reduce transport disadvantage, and support regional economic development. The investment will also cater to emerging industries and drive job creation through improved connectivity, ensuring sustainable economic growth in the region.
Integrated transport and land-use plans	The SWIP is closely aligned with the State's broader planning strategies, including the Medium Term Integrated Rail Plan (MTIRP) and the Outer South West Integrated Transport Plan. These plans emphasise the need for improved public transport infrastructure, particularly in regions with high growth and socio-economic disadvantage. The South West Sydney Rail Program, including the New Cumberland Line, is pivotal in addressing connectivity issues between the region's centres and providing a reliable alternative to private car use. The rail programs will enhance access to jobs, education, and services, reducing traffic congestion, emissions, and transport-related disadvantage in line with the State's strategic priorities of connectivity and sustainability.
Links to existing state plans and strategies – transport and other priorities	The SWIP integrates seamlessly with existing state priorities and strategies, including the Infrastructure Policy Statement and related transport and housing development initiatives. The inclusion of the New Cumberland Line and the South and Inner West Rail Upgrade Program will significantly improve access to key employment areas such as the Western Sydney Airport and Greater Parramatta. These projects support the State's objectives for increased housing development, economic productivity, and resilience to climate risks. They also align with key state policies addressing transportation gaps, particularly in areas with high levels of disadvantage, and foster a more sustainable and equitable transport system.
Cross-jurisdictional or national priorities where there is a role for the Commonwealth	The South West Infrastructure Package is aligned with national priorities as it supports the National Land Transport Network, particularly in terms of improving freight movement and capacity. With the inclusion of the New Cumberland Line, the program addresses national transportation needs, especially in reducing road congestion and improving the efficiency of freight corridors like the Hume Highway and M5 South West Motorway. Additionally, the focus on improving the resilience of transport corridors through climate adaptation strategies complements national sustainability goals.

b) Describe how the project fits into the jurisdiction's pipeline, including deliverability and sequencing.

- These initiatives were prioritised through the Outer South West Integrated Transport Plan (OSWITP) development which includes a place based approach to prioritisation.
- Initiatives recommended for inclusion in the OSWITP aim to balance supporting housing growth, addressing existing inequity in the region, and a constrained funding environment.
- Initiatives previously identified through Transport's prioritisation framework and those identified by Camden, Wollondilly and Campbelltown Councils were added to a long list and assessed against criticality and an outcomes framework.
- An Indicative sequence for prioritised initiatives over the short, medium and long term that address existing, emerging and future needs was developed.
- This approach ensures that projects are not only prioritised based on immediate needs but are also aligned with the long term vision, creating a more efficient, sustainable, and connected transport network for the Outer South West region.
- The first priority covers the most critical & highly ranked projects that additionally support housing development and will be used as inputs into Pipeline Planning and Transport for NSW's Asset and Services Plan.
- Outcomes of the prioritisation work have also been fed into NSW Department of Planning, Housing and Infrastructure's (DPHI) Urban Development Program's Infrastructure needs lists, to support housing and employment growth, and other government priority lists. State Government agency partners have been briefed on the work including DPHI, INSW and Sydney Water.

c) If this proposal is in response to unexpected and/or emerging priorities that do not align with the Jurisdiction's 10-year plan articulate why the Commonwealth should invest in the project.

4. An explanation (500 words or less) of how the proposal aligns to the Infrastructure Policy Statement (IPS). If not, please explain why.

For context, please check Term 13 of the FFAS and IPS related information on the Notes.

Tick applicable boxes if the project aligns with the theme of the **Infrastructure Policy Statement**

- Theme 1: Productivity and Resilience
- Theme 2: Liveability
- Theme 3: Sustainability

Please provide the information below and reference other documents.

The package includes three initiatives which, in alignment with the Infrastructure Policy Statement, are nationally significant projects that support resilience, productivity, liveability, equity and connectivity, safety and sustainability. Through deep and transparent engagement with local and state government partners, they have been identified as critical projects for both NSW and Australia. The delivery phase costs for each will exceed \$250m; the other criteria is articulated below.

Productivity and resilient supply chains and land transport infrastructure

- Reducing the complexity of the passenger rail network to increase its resilience, enable more frequent services and increase their attractiveness
- Improving patronage on passenger rail can reduce congestion on growth on key National land Transport roads (The Hume, The Northern Road, M5 and M7)
- Increasing the separation between freight rail and passenger rail movements to increase the capacity and reliability of interstate and regional freight rail
- Enhancing connectivity between the economic centres in South West Sydney to enable growth and investment, bringing jobs closer to the workforce

Liveability - Equity and connectivity

- Addressing significant transport and socioeconomic disadvantage through investment in alternative modes that connect people with jobs, education and services
- Improving wellbeing and health outcomes by bringing jobs closer to home and reducing commuting time.
- Improve economic outcomes by reducing costs associated with private car ownership (e.g. tolls, petrol, insurance, registration), which in most parts of the region is the only viable transport option

Sustainability - Reduce transport and infrastructure emissions

- Increasing sustainable travel options will have significant health and environmental benefits, including improvements to Western Sydney's poor air quality, from emission reductions.
- Increase capacity of existing transport corridors, deferring the need to invest in new corridors (thus also deferring embodied energy in new infrastructure).

Supporting National priorities

- Supports Closing the Gap outcomes for the significant Aboriginal community living across the region by providing connections to jobs, education, services and social opportunities.
- Enables delivery of critical infrastructure needed to support planned and future growth, which is being constrained by the lack of existing road network

- Provides confidence to industry partners and councils which are delivering the housing, open space and local services as part of the NSW Government’s housing delivery.

5. Proposed scope of planning activities and the type of business case(s) that will be prepared.

<i>Please provide the information below and/ reference other documents in the next column.</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
<p>a) <i>Outline the proposed scope of planning activities to be undertaken.</i></p> <p><i>Outer South West Housing Enablement</i> –A range of initiatives that support housing outcomes have already been assessed and prioritised as part of the Outer South West Sprint program, which produced a strategic vision, integrated transport plan and prioritisation. The initiatives would be identified and agreed through joint Australian and NSW Government governance. The initiatives may be stand alone project business cases, or project development that would enable an investment to be incorporated into another project or program. The focus will be on multi-modal infrastructure investments that have no current funding pathway and a go/no-go process will be developed to ensure alignment with the Infrastructure Policy statement and key NSW strategies.</p> <p><i>New Cumberland Line</i> – development activities and consideration of strategic options to enhance productivity, enable housing and address transport disadvantage along a central north-south axis connecting people in South West Sydney to and from key centres (Bradfield, Liverpool, Parramatta, Epping, Macquarie Park). Initial planning activities have developed a reference rail scope to create fast, high-capacity rail connections to meet growing north-south travel demand across Western Sydney, currently served primarily by private vehicle. The business case will consider options around infrastructure and technology scope, delivery timing, staging opportunities, precinct development and integration.</p> <p><i>South and Inner West</i>– development activities and consideration of strategic options to enable housing and address transport disadvantage while supporting growth in rail freight, along the rail corridor connecting Sydney’s Outer South West to the rest of the City. Initial planning activities have developed a reference rail scope which expands metropolitan services to Wilton, simplifies the rail network and increases corridor capacity to better support differing freight and passenger needs. The business case will consider options around infrastructure and technology scope, delivery timing, staging opportunities, precinct development and integration.</p> <p>b) <i>Indicate the type of business case that will be prepared (Note: Refer to the latest NSW Business Case Guidance applicable to Transport for NSW to confirm whether a preliminary and/or full business case is proposed).</i></p> <p>The two rail program business cases will be Preliminary Business Cases (Gate 1). The Outer South West Enablement Development Program will comprise of initiatives at various stages and may include both Gate 1 and Gate 2.</p>	

6. Funding requested for the business case(s) with an itemised breakdown of costs, by financial year.

<i>Please provide the information below and reference other documents in the next column.</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>

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<p>Estimated planning proposal cost, and Commonwealth and State financial contributions are as indicated above under 'Project Overview'.</p> <p>The following represents an indicative high-level breakdown of costs by financial year.</p> <p>s47B(a), s47B(b)</p> 	
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7. Timing for completion of the business case(s).

<i>Please provide the information below and reference other documents in the next column.</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
<p>The schedule for the South West Infrastructure Package will be developed under the guidance of the Joint Governance to enable alignment with Government priorities. The cashflow has been spread over four years. It is envisaged that the Outer South West Housing Enablement Program would run over the full four years. The two rail Program PBCs would run sequentially and each take two years. It is likely that the New Cumberland Line PBC would progress first so that it can feed into the South West Sydney Rail Planning – Southern Corridor PBC, which is already underway.</p>	

8. High-level strategic estimate of the total cost of project construction, if available.

<i>Please provide the information below, if available</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
<p>a) <i>What is the strategic cost estimate for construction of the project the business case(s) is assessing, if available. [NSW note: caution should be taken with project cost estimates as they are not reliable at this stage, consistent with the Information on Infrastructure Projects Guide]. Cost estimate for construction is not available due to being in early planning stage.</i></p> <p>b) <i>If a strategic cost estimate is not yet available, when (month/year) will it be available based on the project schedule at item 7.</i></p> <p>The schedule for the South West Infrastructure Package will be developed under the guidance of the Joint Governance to enable alignment with Government priorities.</p>	

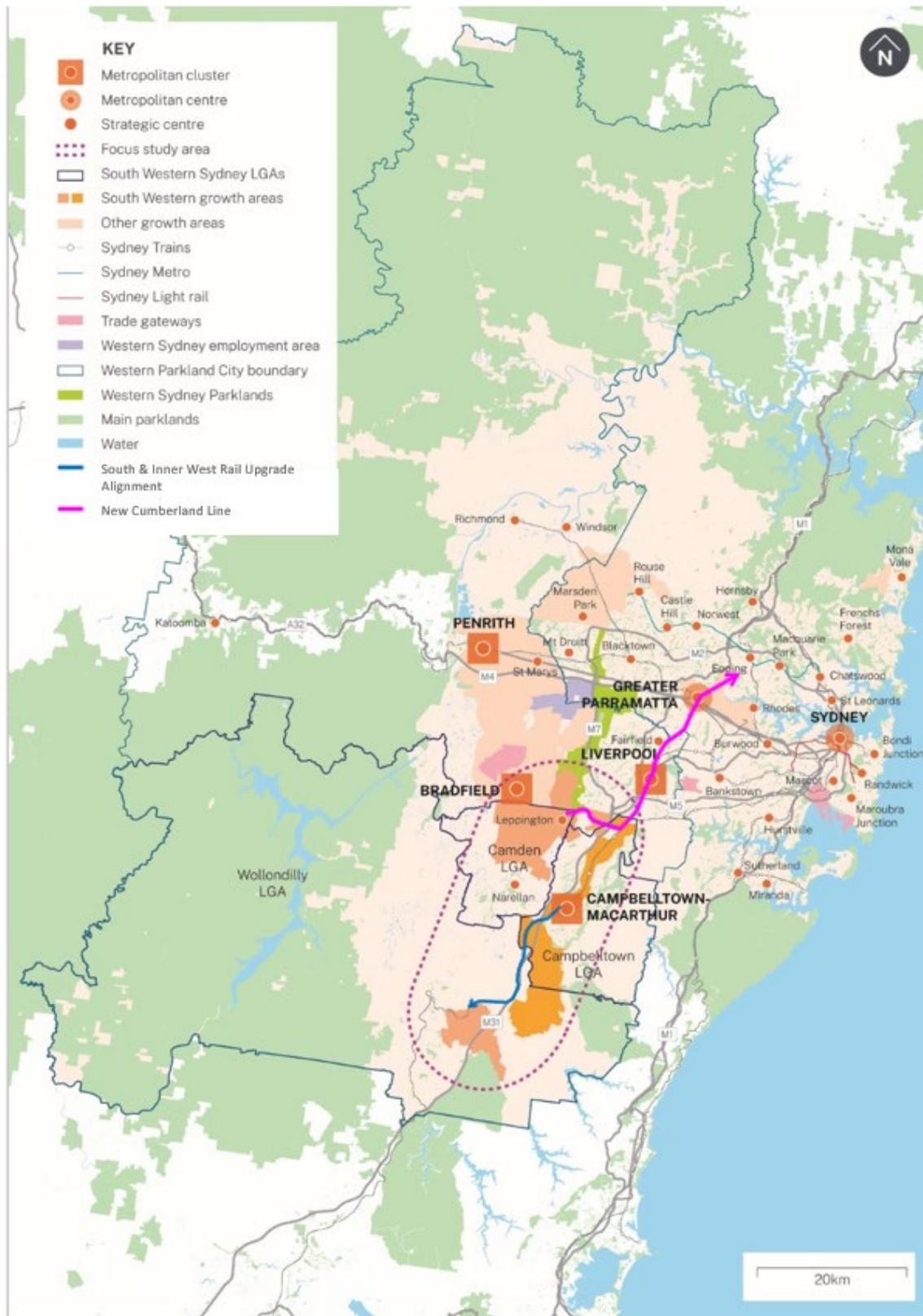
9. Outputs of any state gateway assessments.

<i>Please provide the information below or reference the business cases(s) and/or other documents in the next column.</i>	<i>Page/Section reference if applicable (e.g. for business case or other document)</i>
<p>None of the initiatives included in this Package has been through an INSW Gate process.</p>	

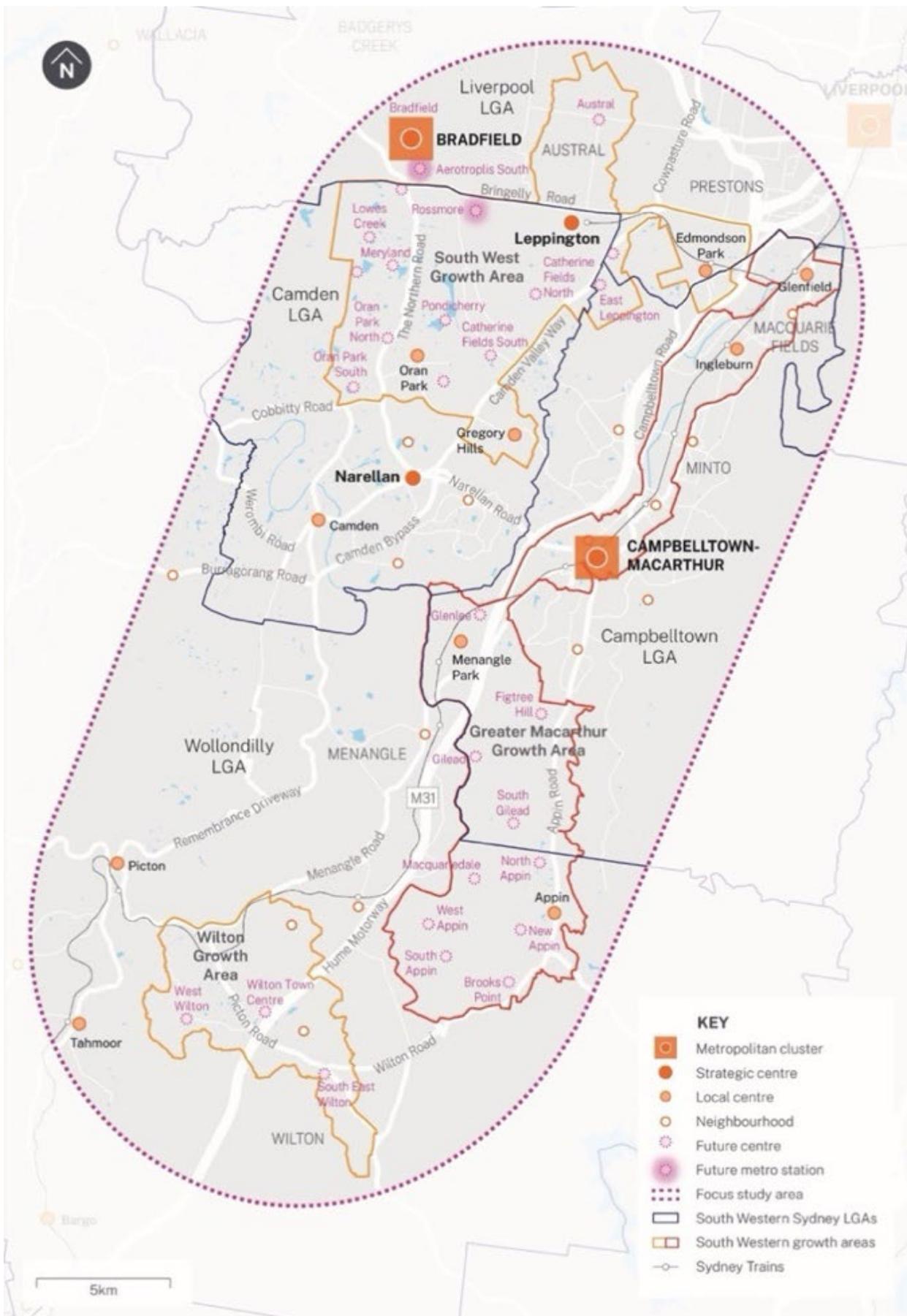
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Attachment 1: Location Plan

The initiatives within the South West Infrastructure package have been validated through the Outer South West Sprint Program’s prioritisation process. This work was focused on three core LGAs (Camden, Campbelltown and Wollondilly), but considered broader regional connections and included the two rail business cases.



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Attachment 2: Strategic context

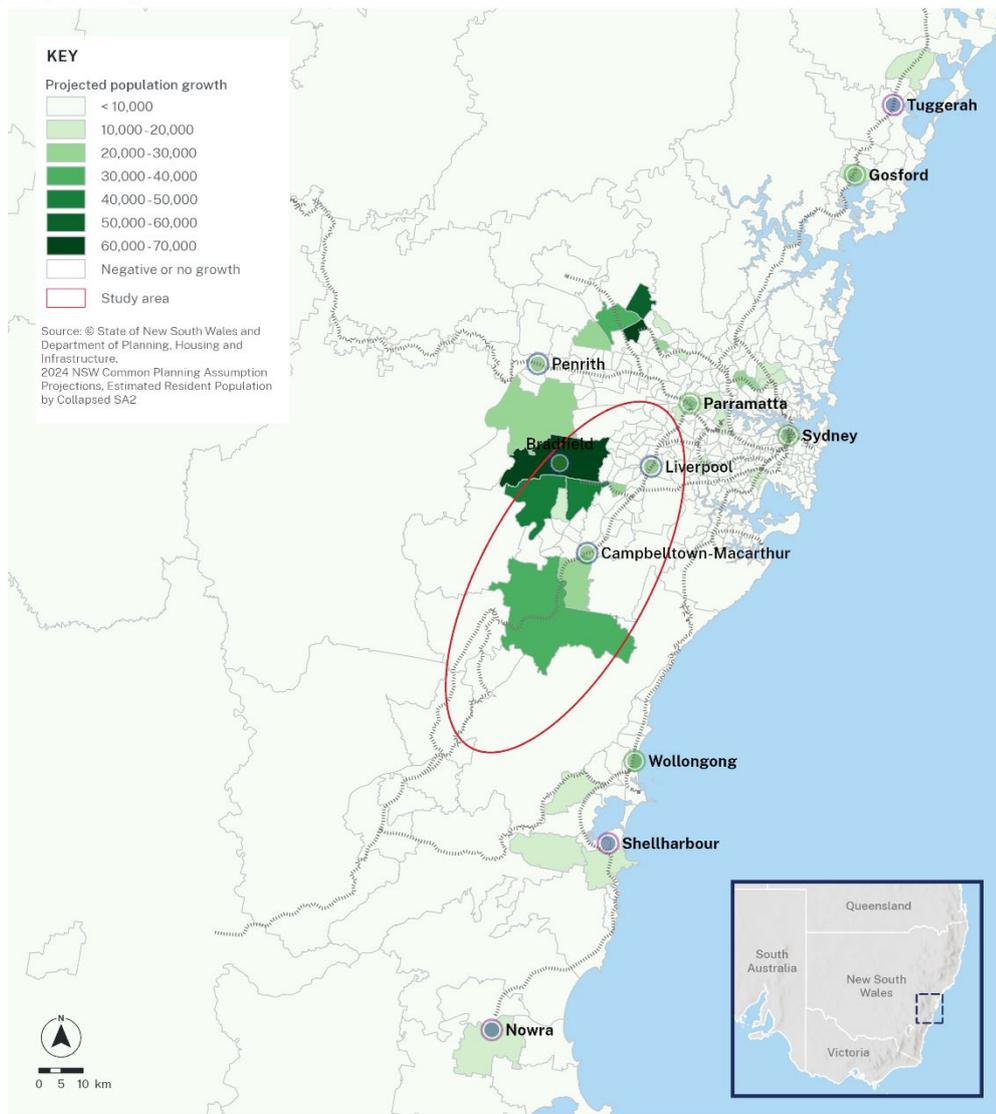
A region of national significance

The South West of Sydney is a rapidly evolving region that’s critical for addressing both the national housing crisis, and supporting national productivity through its freight linkages, particularly given its location between global gateways of Port Kembla and the new Western Sydney International Airport. The region has one of largest metropolitan Aboriginal populations in the country, with more than 1 in 25 people identifying as Aboriginal. It’s also known for its natural beauty and is home to one of NSW’s last disease-free koala colonies.

Growing communities with considerable socioeconomic and transport inequity

Home to 800,000 people, the region is expected to grow by 45% to 1.15 million by 2041. It has become an attractive location for those seeking affordable housing and a good lifestyle with nearby natural amenity. New development is well underway.

Projected Population Growth from 2021 to 2041



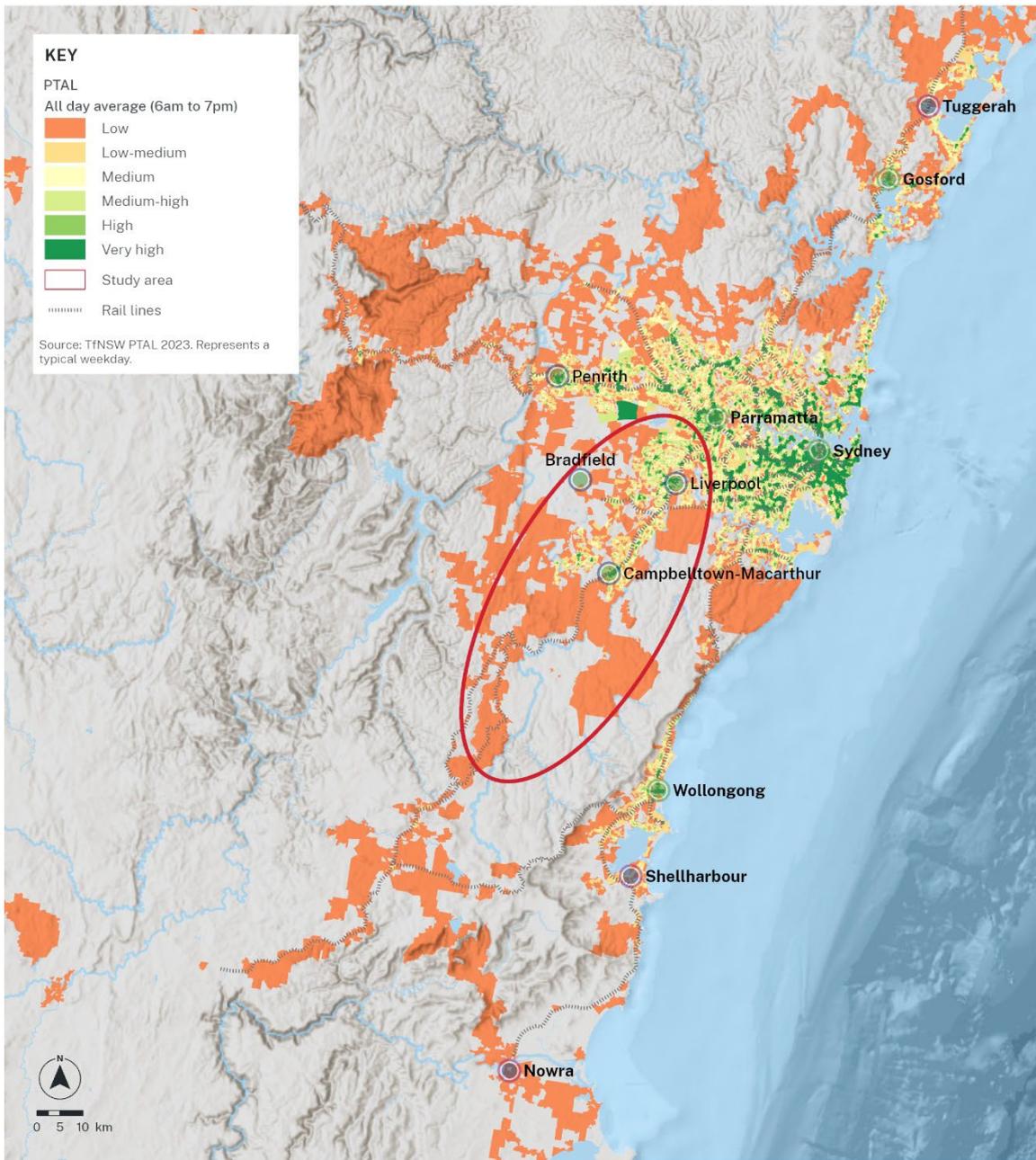
In 2021, more than 50% of the population lived in areas with very low public transport accessibility, creating a high dependency on private vehicles for all trips. Provision of public transport has been challenging due to

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large distances to cover for infrastructure and services and the lack of density and patronage needed for service provision – which has further entrenched car dependency. Car mode shares in Camden (86%), Wollondilly (78%), and Campbelltown (75%) far exceed the Greater Sydney average of 68%. This reliance is further reflected in the high average number of motor vehicles per dwelling—2.5 in Wollondilly, 2.2 in Camden, and 1.8 in Campbelltown, compared to 1.7 across Greater Sydney. However, without significant improvements to public transport, the percentage of people with low public transport accessibility is expected to rise to 56% by 2041, highlighting the urgent need for enhanced transport infrastructure in the region.

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Public Transport Accessibility Level (PTAL)

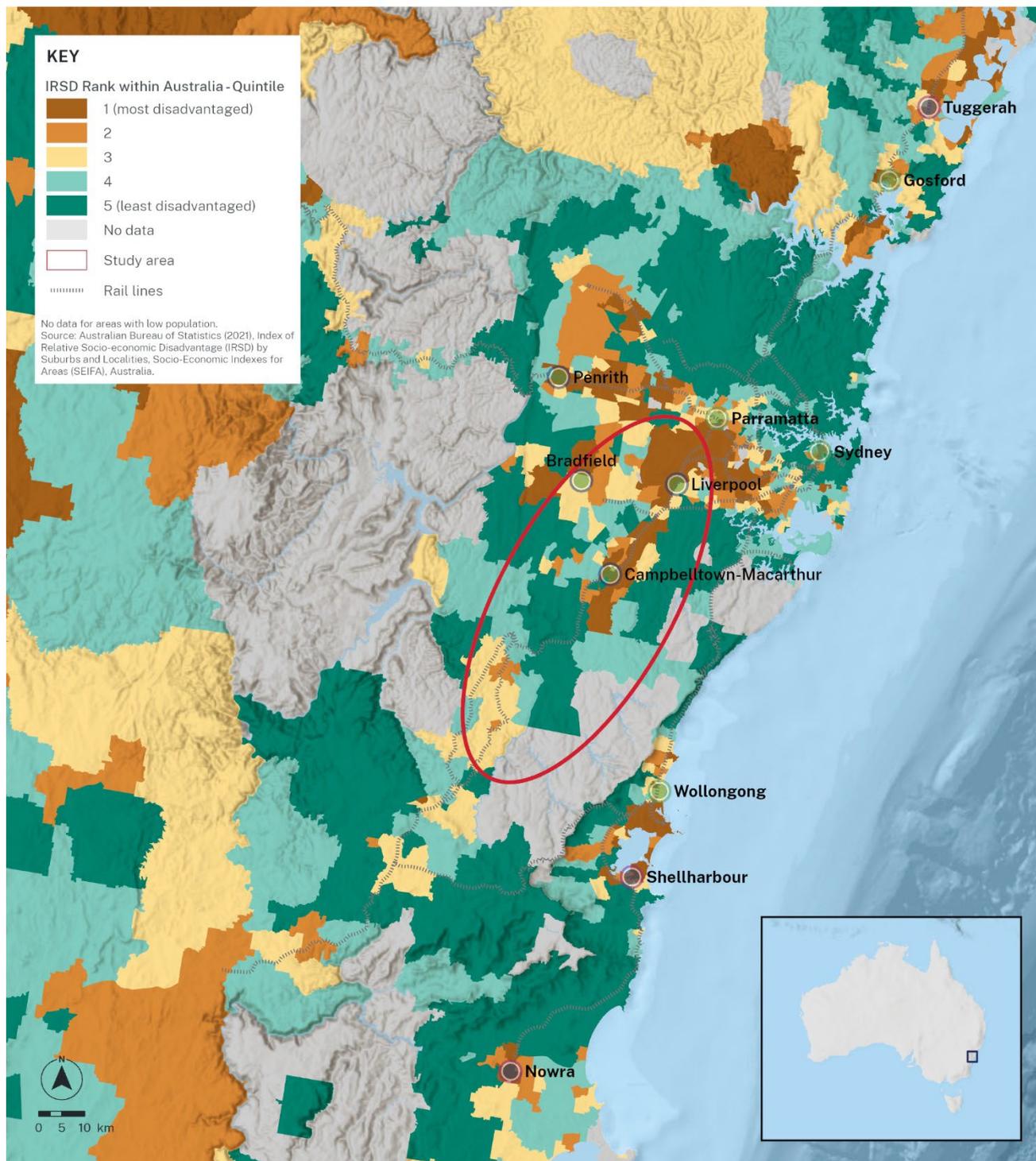


Created by Geospatial Analytics and Visual Comms | PMO | TP | PIP

OFFICIAL: Sensitive - NSW Government

South West Sydney also contains some of the most socioeconomically disadvantaged communities in Australia, with the disadvantage exacerbated by poor access to public transport. Additionally, there's a high proportion of young and older people which also need better transport options for connecting to key centres, facilities and services.

Socio-economic Indexes for Areas (SEIFA), 2021



Created by Geospatial Analytics and Visual Comms | PMO | TP | PIP

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Lack of infrastructure highly scrutinised

The lack of transport infrastructure and services in the region has been the subject of several public inquiries in the past two years (*Current and future public transport needs in Western Sydney; Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis; Western Sydney Science Park and Aerotropolis developments*).

Additionally, there has been clear and consistent council, community and industry feedback on the need to address inequity, support growth, better connect the region to itself and to surrounding areas, better align internally and cross-Government, take a regional view when planning, and provide clarity on the Transport vision and priorities.

Councils and developers have also noted the region is expected to absorb a lot of growth but is not seeing the investment to support liveability outcomes, sustainable travel choices and reduce known congestion and safety issues.

Setting clear vision and priorities: the Outer South West Sprint Program

While there are a number of Transport projects in planning and development around Outer South West Sydney, there has been a critical need for further investment. However, there was no clear, single Transport vision or prioritisation for the region.

To address the needs of the community and support recommendations from the public inquiries, as well as clear Government priorities around housing, safety, jobs, Transport ran the Outer South West Sprint Program from June-December 2024.

The Sprint program produced a clear regional vision and developed an evidence-based prioritisation process to identify short to medium-term investment priorities. The initiatives in this document have been determined as priorities through this process.

Alignment with Federal planning and priorities

The initiatives also align with findings from Western Sydney Transport Infrastructure Panel's [Independent Panel Report](#) (2023).

The entire NCL line project, which will provide 30-minute connectivity between the North District, south-west Sydney, and key destinations including Greater Parramatta, Liverpool, and Bradfield, was identified as a high priority initiative.

The South and Inner West Rail Upgrade Program PBC was identified as a medium priority initiative for the rail network between Campbelltown and Wilton, including an investigation into rail electrification south of Macarthur, as it will enhance public transport connectivity in the South West Region by supporting sustainable travel modes and reduced dependence in private cars.

The investment in rail will mean people shift from road to rail, which will support the National Land Transport Network.

The additional initiatives to support housing outcomes, as identified through the Outer South West Sprint prioritisation work, are targeted at addressing equity and growth within a tight fiscal environment.

From: s22(1)
To: s22(1)
Cc: s22(1)(a) ; s22(1)(a)(ii) ; s22(1)(a)
Subject: RE: FOR ACTION: Due from 12 Noon 13/03 - Additional New Project / Cost Pressure products.
Date: Thursday, 13 March 2025 3:58:31 PM
Attachments: [image001.png](#)

~~PROTECTED, SH: CABINET~~

Yep, not much more we can do until we know more.

s22(1)(a)
(ii)

Director • NSW Urban | NSW & ACT Infrastructure Investment Branch
Land Transport Infrastructure Division

s22(1)(a) [@infrastructure.gov.au](mailto:s22(1)(a)@infrastructure.gov.au)

M s22(1)(a)(ii)

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 I recognise and respect their continuing connection to the land, waters and communities.
 I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islander people*

~~PROTECTED, SH: CABINET~~

From: s22(1)(a)(ii) @infrastructure.gov.au>
Sent: Thursday, 13 March 2025 2:42 PM
To: s22(1)(a)(ii) @infrastructure.gov.au>
Cc: s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>
Subject: FW: FOR ACTION: Due from 12 Noon 13/03 - Additional New Project / Cost Pressure products. ~~[SEC: PROTECTED, CAVEAT: SH: CABINET]~~

~~PROTECTED, SH: CABINET~~

Hi s22(1)
() (ii)

This one looks good to me. This project is basically three sub-projects covering a pretty broad geographical area. It certainly is a big circle, but I think it's fine at this point.

Cheers,

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s22(1)(a)(ii)

~~PROTECTED, CH: CABINET~~

From: LTID Communications <LTIDCommunications@infrastructure.gov.au>
Sent: Thursday, 13 March 2025 2:35 PM
To: s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>
Cc: s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>; s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>; s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>; s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>
Subject: RE: FOR ACTION: Due from 12 Noon 13/03 - Additional New Project / Cost Pressure products. ~~_____~~

~~PROTECTED, CH: CABINET~~

Hi team,

Please see South West Sydney Infra pkg planning map for review

s22(1)(a)(ii)

Strategy & Support • Land Transport Infrastructure Division (LTID)
LTIDCommunications@infrastructure.gov.au
 w: www.infrastructure.gov.au
 GPO Box 594 Canberra, ACT 2601

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~~PROTECTED, CH: CABINET~~

From: s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>
Sent: Thursday, 13 March 2025 11:31 AM
To: LTID Communications <LTIDCommunications@infrastructure.gov.au>
Cc: s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>; s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>; s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>; s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>; NSW&ACTCoordination <NSWACTCoordination@Infrastructure.gov.au>
Subject: FW: FOR ACTION: Due from 12 Noon 13/03 - Additional New Project / Cost Pressure

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s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>

Cc: LTID Communications <LTIDCommunications@infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>

Subject: FOR ACTION: Due from 12 Noon 13/03 - Additional New Project / Cost Pressure products. [REDACTED]

[REDACTED, SH: CABINET]

Good afternoon Teams!

The MO has confirmed a number of additional projects that will be funded through the 2025-26 Budget. We have prepared shells for both “New Project Fact Sheets” and “Q&A” documents, which will require completion by state teams.

At this stage, the following additional projects have been identified (Project details @ list attached):

NSW: 4 [additional projects](#).

s22(1)(a)(ii)

ACTION REQUIRED:

1. **Complete Documents:** Please access the project fact sheets and Q&A documents at the respective links above, and complete input against all headings. For cost pressures, you may have a bit more information on these – feel free to include the factsheets are likely not to be public, so we can include a bit more if we have it!
2. **Provide Mapping Guidance:** For all new additional projects, we require mapping guidance. Each team should provide the following mapping instructions **as a response to this email** - (Project Name – AGC \$ – Coordinates – Plotting Guidance – Inset map required Y/N) – The DSU team will input your instructions to the map tracker directly with the Geospatial team.

DUE DATES:

- **Fact Sheets / Q&A documents:** Complete and return confirmation via email by **COB Friday, 14/03.**
- **Mapping Instructions:** Provide mapping details by **12 noon tomorrow, 13/03.**

We appreciate this has been an unpredictable period with ongoing changes, so thank you all kindly for your ongoing adaptability as we swiftly approach the 2025-26 Budget.

Cheers.

s22(1)(a)(ii)

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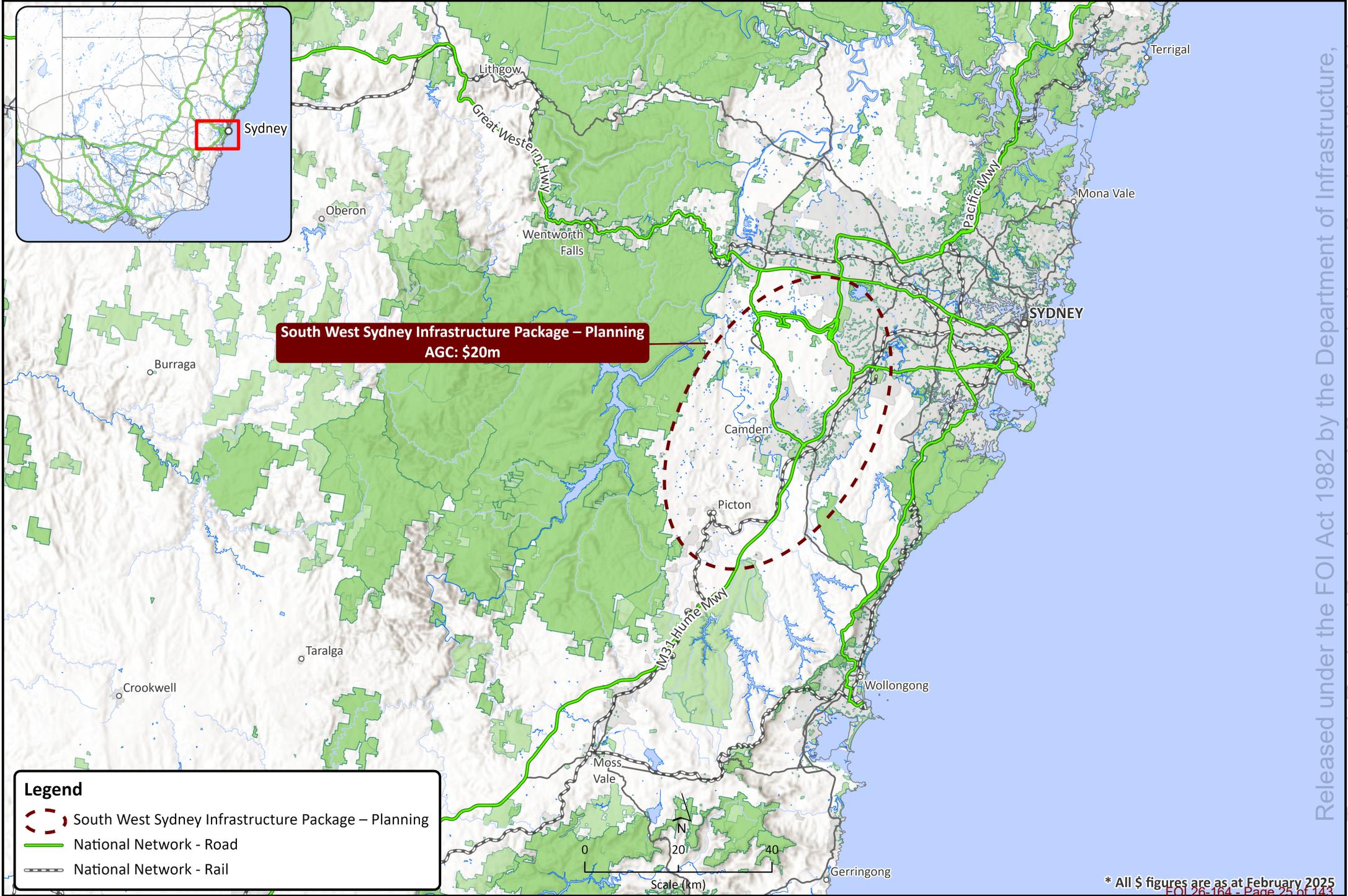
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~~PROTECTED, CH. CABINET~~

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INFRASTRUCTURE INVESTMENT PROGRAM

South West Sydney Infrastructure Package – Planning



South West Sydney Infrastructure Package – Planning
AGC: \$20m

Legend

- South West Sydney Infrastructure Package – Planning
- National Network - Road
- National Network - Rail



* All \$ figures are as at February 2025

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From: [POTTICARY, Lok](#)
To: s22(1) ; s22(1)(a) ; s22(1) ; s22(1)(a)
Subject: FW: South West Sydney Infrastructure Package - Planning: Name change request [SEC-PROTECTED, CAVEAT - SH: CABINET]
Date: Tuesday, 18 March 2025 3:03:18 PM

[SEC-PROTECTED, CAVEAT - SH: CABINET]

I'd appreciate views on the proposed name relative to the scope.

[SEC-PROTECTED, CAVEAT - SH: CABINET]

From: s22(1)(a)(ii) @mo.infrastructure.gov.au
Sent: Tuesday, 18 March 2025 2:50 PM
To: MILNES, Simon <Simon.Milnes@infrastructure.gov.au>
Cc: s22(1)(a)(ii) @infrastructure.gov.au; s22(1)(a)(ii) @infrastructure.gov.au; POTTICARY, Lok <Lok.Potticary@infrastructure.gov.au>; s22(1)(a)(ii) @MO.infrastructure.gov.au
Subject: RE: South West Sydney Infrastructure Package - Planning: Name change request [SEC-PROTECTED, CAVEAT - SH: CABINET]

[SEC-PROTECTED, CAVEAT - SH: CABINET]

Hi Simon,

Floating this one again, but with the name:

Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning

Can you have a look that this would cover the relevant things and satisfy NSW? Also questions below on how to action and timelines.

Cheers,

s22
(1)

[SEC-PROTECTED, CAVEAT - SH: CABINET]

From: s22(1)(a)(ii)
Sent: Friday, 14 March 2025 2:16 PM
To: MILNES, Simon <Simon.Milnes@infrastructure.gov.au>
Cc: s22(1)(a)(ii) @infrastructure.gov.au; s22(1)(a)(ii) @infrastructure.gov.au; POTTICARY, Lok <Lok.Potticary@infrastructure.gov.au>; s22(1)(a)(ii) @MO.infrastructure.gov.au

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Subject: RE: South West Sydney Infrastructure Package - Planning: Name change request

[SEC - PROTECTED, CAVEAT - SH: CABINET]

PROTECTED, SH: CABINET

Hold off – will come back to you shortly on this.

s22
(1)

PROTECTED, SH: CABINET

From: s22(1)(a)(ii)

Sent: Friday, 14 March 2025 2:08 PM

To: MILNES, Simon <Simon.Milnes@infrastructure.gov.au>

Cc: s22(1)(a)(ii) <[s22\(1\)\(a\)\(ii\)@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)>; s22(1)(a)(ii)

<[s22\(1\)\(a\)\(ii\)@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)>; POTTICARY, Lok <Lok.Potticary@infrastructure.gov.au>;

s22(1)(a)(ii) <[s22\(1\)\(a\)\(ii\)@MO.infrastructure.gov.au](mailto:s22(1)(a)(ii)@MO.infrastructure.gov.au)>

Subject: South West Sydney Infrastructure Package - Planning: Name change request

[SEC - PROTECTED, CAVEAT - SH: CABINET]

PROTECTED, SH: CABINET

Hi Simon,

The Minister has requested a name change to *South West Sydney Infrastructure Package – Planning* to better reflect the scope of the project. Could I propose the following please:

New Cumberland Line, South and Inner West Rail Upgrades – Planning

Can this be actioned through an administrative change? If so, what would the timing on that be?

If not, some advice on how to action would be appreciated.

Regards,

s22(1)(a)(ii)

Senior Advisor • Infrastructure

Office of the Hon Catherine King MP

s22(1)(a) <[s22\(1\)\(a\)@mo.infrastructure.gov.au](mailto:s22(1)(a)@mo.infrastructure.gov.au)>

M s22(1)(a)(ii)

Suite MG.46, Parliament House, Canberra ACT 2600

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From: [POTTICARY, Lok](#)
To: s22(1)(a)(ii) ; [MILNES, Simon](#)
Cc: s22(1)(a) ; s22(1)(a) ; s22(1)(a) ; s22(1)(a) s22(1)(a)(ii)
Subject: RE: South West Sydney Infrastructure Package - Planning: Name change request [REDACTED]
Date: Tuesday, 18 March 2025 4:33:45 PM
Attachments: [image001.png](#)

[REDACTED]

Hi s22(1)

As discussed, we are comfortable with the proposed name change and will action that within the department and ensure it flows through to all of the public facing material.

We have not tested the revised name with Transport for NSW and we will leave that with you to discuss at office level as required.

Cheers, Lok

Lok Potticary

Assistant Secretary • NSW and ACT Infrastructure Investment

Land Transport Infrastructure Division

lok.potticary@infrastructure.gov.au

P s22(1)(a)(ii) • M s22(1)(a)(ii)

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I would like to acknowledge the traditional custodians of this land on which we meet, work and live. I recognise and respect their continuing connection to the land, waters and communities. I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.

[REDACTED]

From: s22(1)(a)(ii)@mo.infrastructure.gov.au>

Sent: Tuesday, 18 March 2025 2:50 PM

Duplicate of material in Document 6

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Pages 29-30 (Document 7) removed in their entirety under section 22(1)(a)(ii) of the FOI Act.

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Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications and the Arts

Minute

To: Lok Potticary
Assistant Secretary
ACT and NSW Infrastructure Investment Branch

Subject: Infrastructure Investment Program (New South Wales) – Project Administrative Variation at the 2025-26 Budget

Recommendation:

1. That you **Agree** to change the name of the ‘South West Sydney Infrastructure Package – Planning’ project to now be named ‘Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning’ project, **s34(3)**

Agreed / Not Agreed

s22(1)(a)(ii)

Director
NSW Urban Section
19/03/2025

s22(1)(a)(ii)

Lok Potticary
Assistant Secretary
ACT and NSW Infrastructure Investment
Branch
19/03/2025

Key Issues

1. As part of the 2025-26 Budget, the Australian Government committed \$20 million to the \$40 million South West Sydney Infrastructure Package – Planning project, on a 50:50 split with the NSW Government.
2. **s34(3)** the Minister’s Office requested to change the name of the project to better reflect the scope of the project.
3. Your agreement is sought to change the project name from ‘South West Sydney Infrastructure Package – Planning’ to ‘Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning’. As this project is not yet approved under the National Land Transport

~~PROTECTED: CABINET~~

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Minute

Act 2014, this change does not require a Project Variation Instrument to be signed, and there is no financial impact to the current Australian Government commitment.

s34(3)

Next Steps

5. Should you agree to the recommendation of this Minute, the NSW Urban team will change the name of the project in the Reporting and Program Management (RPM) system.

Attachments

s34(3)

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Active Projects - Investment Infrastructure Program Projects
 Table contains all specific major IIP projects either in planning, under construction or underway - as at 20 March 2025 with progress status updated 20 March 2025
 The table does not include projects in the Roads to Recovery, Black Spot, Heavy Vehicles Safety and Productivity, and Bridges Renewal Programs, or unallocated lines.
 *"Delivery" refers to start of construction for construction projects and start of planning for Planning/Business Case projects
 ^ In some projects, additional funds exist in alternate project lines not reflected below. Refer to Major Project tab, Project Count Code 2.

Project Name	State	Corridor	Project Status	Progress Report	Risks and Sensitivites	Total Project Cost^ (\$m)	Aus Gov Funding^ (\$m)	Aus Gov Funding Paid to Date^ (\$m)	Description	LGA List (where available)	Delivery* Start	Delivery* End	Progress Status
Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning	NSW					40.0	20.0		The project will support delivery of three key infrastructure planning priorities in South West Sydney: • Outer South West Housing Enablement Development Program • New Cumberland Line Program Preliminary Business Case • South and Inner West Rail Upgrade Program	Campbelltown City Council, Liverpool City Council, Wollondilly Shire Council	TBD	TBD	In Planning

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Infrastructure Investment Program of Works

This table lists every project in the Infrastructure Investment Program that is not in Roads to Recovery, Black Spot, Heavy Vehicles Safety and Productivity, and Bridges Renewal Programs. Includes Maintenance projects and unallocated lines.

Legend for "Project Count Code"	
1: Specific Infrastructure Project	5: Completed Prior to 2013-2014
2: Additional funding for specific infrastructure projects	6: Not for reporting
3: Unallocated to a specific project	7: Projects Completed before 31 May 2022
4: Administrative tracking outside RPM	8: Funding Reserved for Project Construction
	10: Cancelled, withdrawn, and obsolete projects

Filter Total		1									40,000,000	20,000,000	0	0	0	20,000,000	0
ID	Project Name	Project Count Code	March 2022-23 Budget (Y/N)	Package Name	Countable Packages	Package Identifier	Significant Infrastructure Projects	Sub Program	Commitment	State	Total Project Cost	Total State Funding	Total Other Funding	Council Contribution	Other Commonwealth Contribution	Total Aus Gov Funding	Total Aus Gov Other Funding (non-IIP)
130072-24NSW-NAT	Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning	1	No		N	0	0	Rail Investment	2025-26 Budget	NSW	\$ 40,000,000.00	\$ 20,000,000.00	\$ -	\$ -	\$ -	\$ 20,000,000.00	\$ -

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 Commercial In Confidence

20,000,000	0	0	0	0	0	0	10,000,000	10,000,000	0	0	0	0	0	0	0	20,000,000	20,000,000
Contingency (Difference between committed and approved Aus Gov Funding)	Approved Aus Gov Funding	Aus Gov Payments up to and including 23-24 (actual)	24-25 Payments	24-25 Underspend (Forecast minus Payments)	24-25 Forecast	25-26 Forecast	26-27 Forecast	27-28 Forecast	28-29 Forecast	29-30 Forecast	30-31 Forecast	31-32 Forecast	32-33 Forecast	33-34 Forecast	34-35 Forecast	10 Year Expenditure	11 Year Expenditure
\$ 20,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000.00	\$ 10,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000.00	\$ 20,000,000.00

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Description	Construction Start Date	Construction End Date	Approval Status	Announcement Status	Progress Status	Benefits (e.g. travel time savings, lights missed)	LGA List	Location Input	Australian Government share (per cent or capped amount)
The project will support delivery of three key infrastructure planning priorities in South West Sydney: • Outer South West Housing Enablement Development Program • New Cumberland Line Program Preliminary Business Case • South and Inner West Rail Upgrade Program	TBD	TBD	Unapproved	Announced	In Planning		Campbelltown City Council, Liverpool City Council, Wollondilly Shire Council	0	0

Under Acquittal

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ProjectState Subprogram ProjectName TotalAGCCost Payments2223 Payments2324 ProjectBudget2324 TotalProjectCost ProgressStatus ProjectType ProjectDescription RegionalSplit TransportMode JobsSupported ConstructionStartDate ConstructionEndDate

2025-26 Budget Announcements

List includes New Projects and Additional Funding for existing projects. Does not include Roads to Recovery, Black Spots Program, Heavy Vehicles Safety and Productivity, Bridges Renewal Programs, Safer Local Roads and Infrastructure Program, Active Transport Fund, and non IIP programs.

51 new projects, 12 funding increases \$ - \$ 20.00 \$ 20.00 \$ 40.00

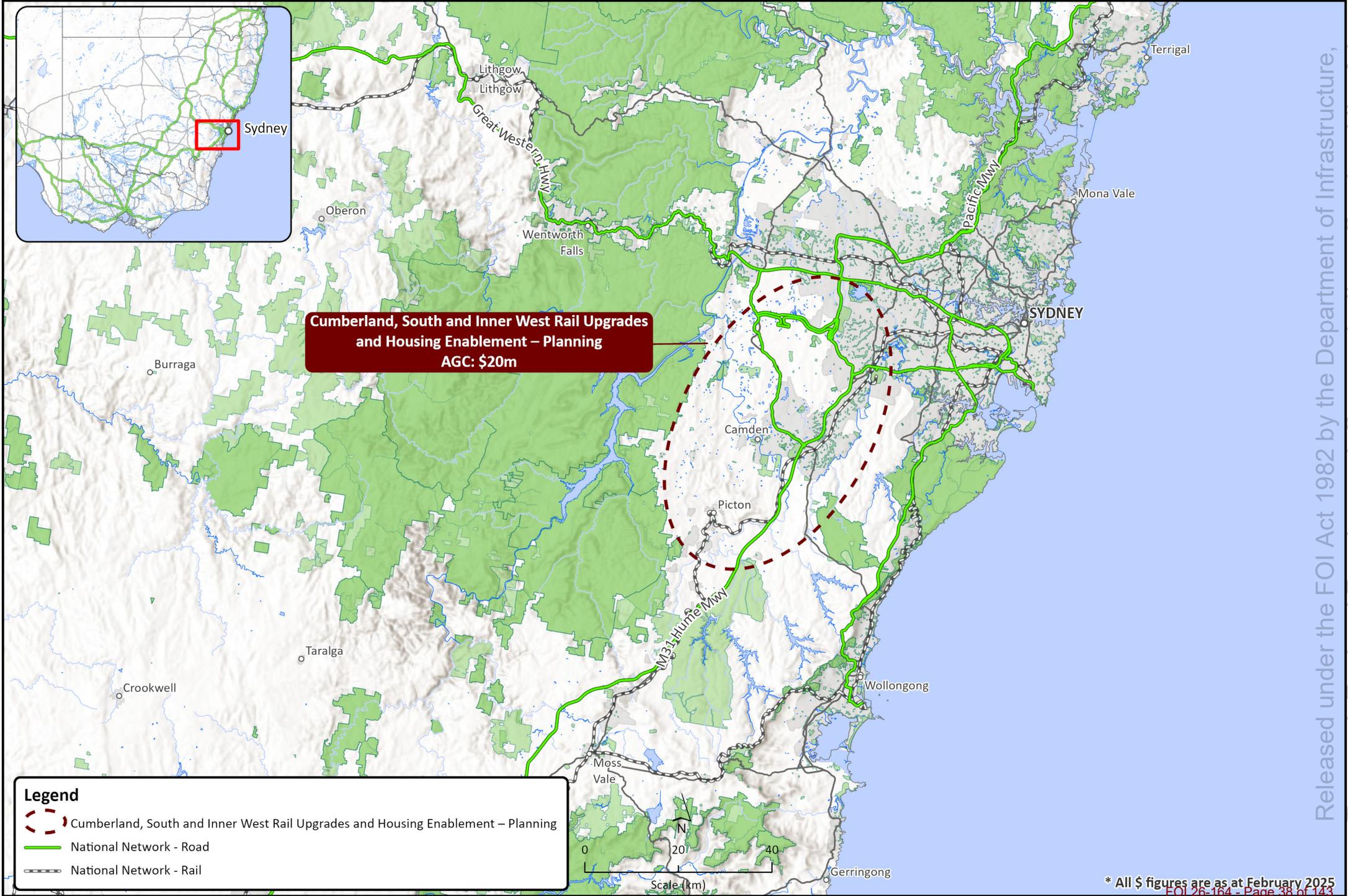
State	Corridor	Sub Program	Decisions	Project name	Previous/Existing AG funding (\$m)	New / Additional Funding (\$m) ^a	Revised AG funding (\$m)	2022-23 Payments	2023-24 Payments	2023-24 Budget	Total project cost	Progress Status	Project Type	Project Description	Regional or Urban	Road / Rail	Jobs Supported	Construction Start Date	Construction Finish Date
NSW		Rail Investment	New Project	Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning		20.0	20.0	0.0	0.0	0.0	40.00	In Planning	Planning	The project will support delivery of three key infrastructure planning priorities in South West Sydney: <ul style="list-style-type: none"> Outer South West Housing Enablement Development Program New Cumberland Line Program Preliminary Business Case South and Inner West Rail Upgrade Program 	Urban	Rail	TBD	-	-

Edits made for publication

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INFRASTRUCTURE INVESTMENT PROGRAM

Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning



Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning
AGC: \$20m

Legend

- Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning
- National Network - Road
- National Network - Rail



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Project: Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning

What is the project scope?

The project will support delivery of three key infrastructure planning priorities in South West Sydney:

- Outer South West Housing Enablement Development Program
- New Cumberland Line Program Preliminary Business Case
- South and Inner West Rail Upgrade Program

How is the project funded?

Total Commitment: \$40 million

Australian Government Commitment: \$20 million

NSW Government Commitment: \$20 million

How will this project benefit the community?

The Outer South West Housing Enablement Development Program component will support project development on key multi-modal infrastructure initiatives enabling housing and reducing transport disadvantage in outer South West Sydney.

Delivering a Program Preliminary Business Case for the New Cumberland Line will support consideration of future staged investments in transformative north-south rail connectivity, addressing disadvantage in South West Sydney and driving productivity and accessibility in Greater Parramatta, Bradfield and Liverpool.

Delivering a Preliminary Business Case for the South and Inner West Rail Upgrade line will support consideration of future staged investments to upgrade existing rail networks and expand fast, frequent and reliable metropolitan rail services into Sydney's Outer South West.

What are the next steps?

Delivery timeframes will be determined in consultation with the New South Wales Government.

Sensitivities

Nil

Related investment

This project supports, and it is supported by the Australian Government's existing commitment to infrastructure investment in Western Sydney, including \$5.3 billion for the Western Sydney International Airport and \$5.25 billion for the Sydney Metro – Western Sydney Airport.

The Australian Government's investment in Western Sydney will help underpin the shift of jobs and growth in Western Sydney, whilst delivering a number of benefits for the region, including:

- Increasing road safety and reducing traffic congestion on the existing road network;
- Supporting housing development and population growth;
- Improving connectivity within Western Sydney;
- Providing greater public transport capacity; and
- Improving freight efficiency/connectivity within the region and to Western Sydney Airport

~~PROTECTED~~

Australian Government

BUILDING AUSTRALIA



New South Wales

Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning

Infrastructure Investment Program



Released under the FOI Act 1982 by the Department of Infrastructure, Regional Development, Communications, Sport



Connecting Australians | Enriching Communities | Empowering Regions
Supporting priority land transport infrastructure projects

Project Scope

The project will support delivery of three key infrastructure planning priorities in South West Sydney:

- Outer South West Housing Enablement Development Program
- New Cumberland Line Program Preliminary Business Case
- South and Inner West Rail Upgrade Program

Funding

Total Commitment: \$40 million

Australian Government Commitment: \$20 million

NSW Government Commitment: \$20 million

Benefits

The project is for three key initiatives to support planning for future infrastructure investment in Sydney's South West that will improve the availability and efficiency of transport connections between where people live and work.

The Outer South West Housing Enablement Development Program component will support project development on key multi-modal infrastructure initiatives enabling housing and reducing transport disadvantage in outer South West Sydney.

Delivering a Program Preliminary Business Case for the New Cumberland Line will support consideration of future staged investments in transformative north-south rail connectivity, addressing disadvantage in South West Sydney and driving productivity and accessibility in Greater Parramatta, Bradfield and Liverpool.

~~PROTECTED~~

Delivering a Preliminary Business Case for the South and Inner West Rail Upgrade line will support consideration of future staged investments to upgrade existing rail networks and expand fast, frequent and reliable metropolitan rail services into Sydney's Outer South West.

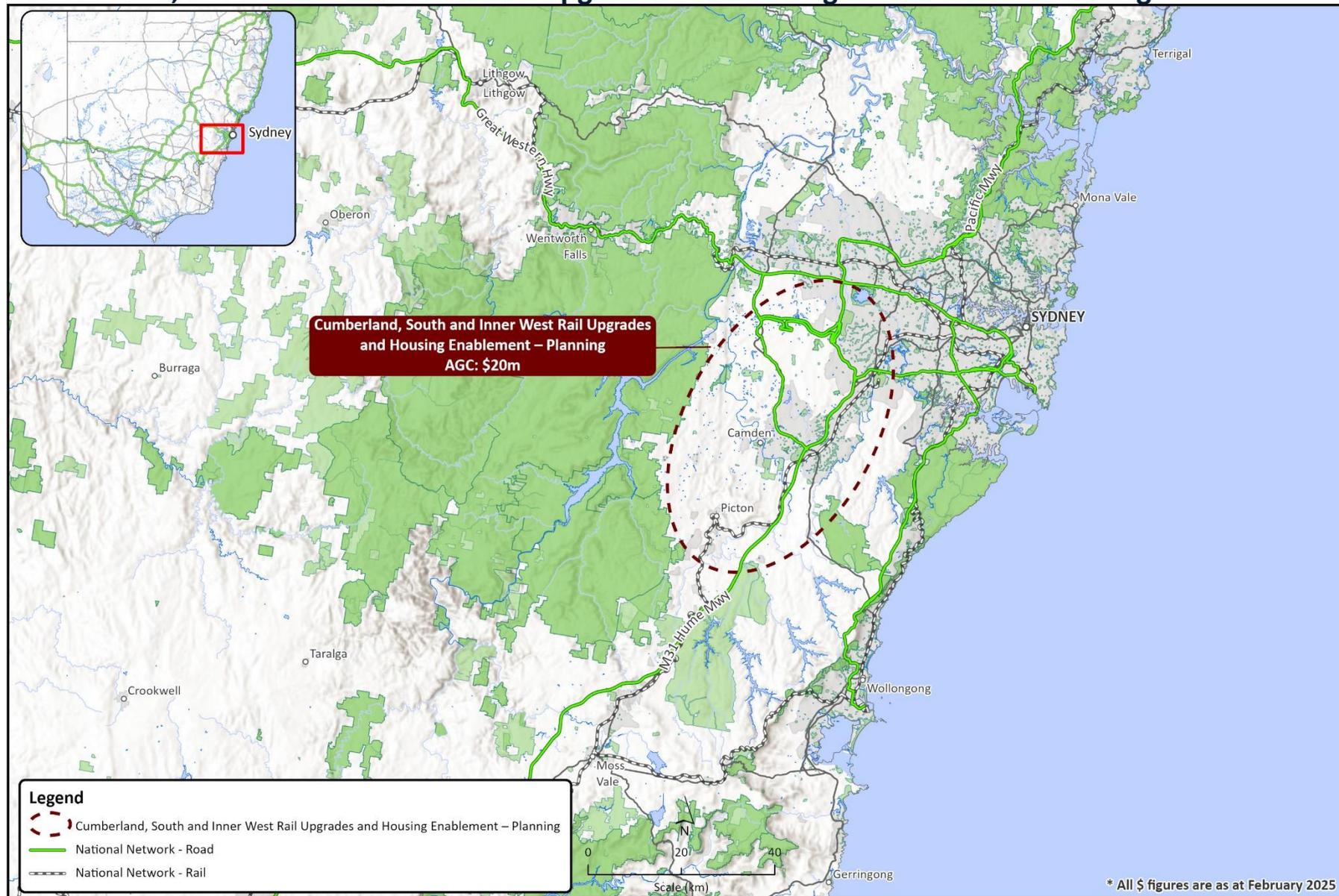
Delivery Timeframes

Delivery timeframes will be determined in consultation with the New South Wales Government.

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INFRASTRUCTURE INVESTMENT PROGRAM Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning

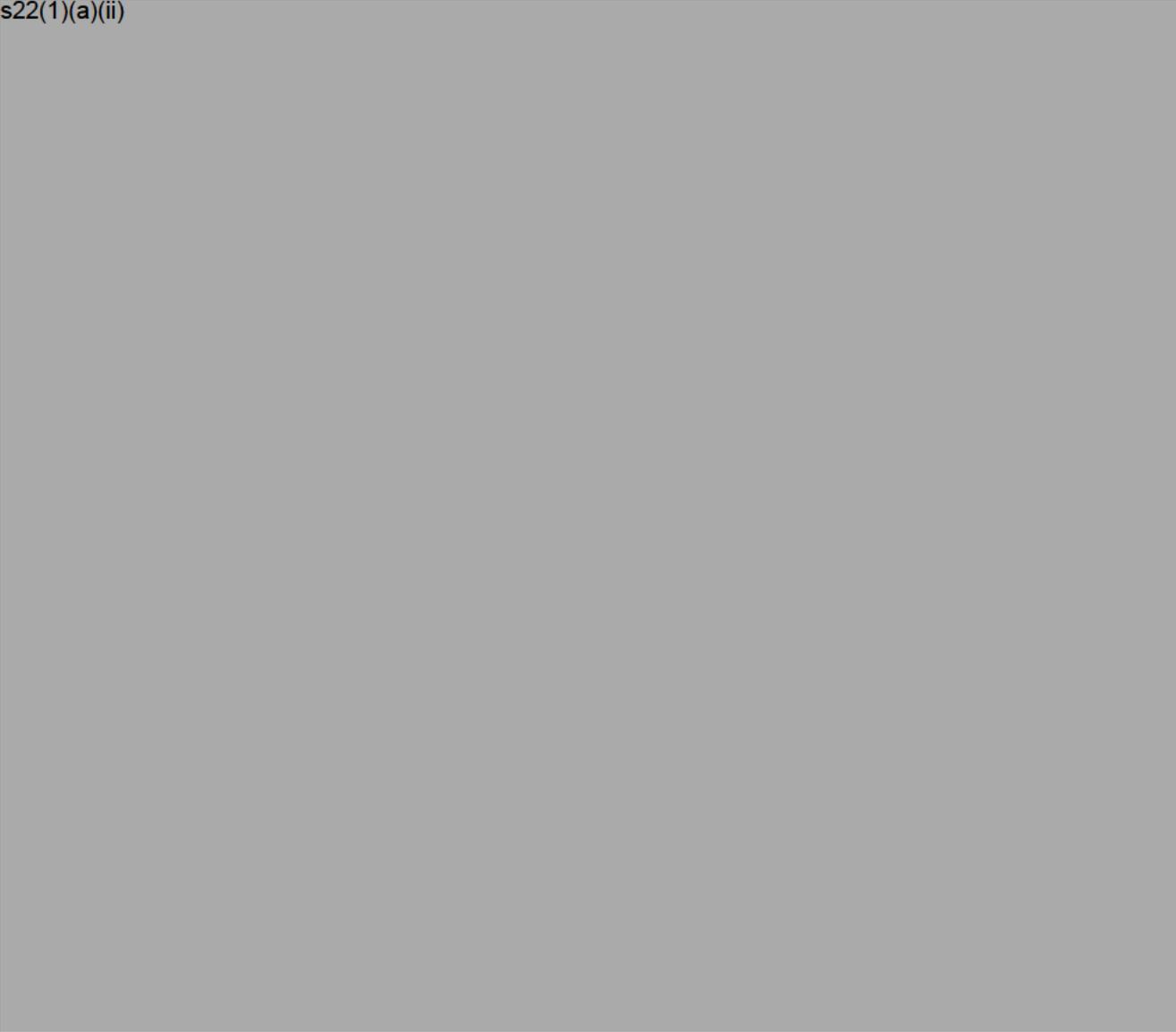
Australian Government
Department of Infrastructure, Transport,
Regional Development, Communications and the Arts



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NSW Factsheet

s22(1)(a)(ii)



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Project Name	Commitment	Description	Risks and Sensitivities	Total Project Cost^ (\$m)	Aus Gov Funding^ (\$m)	Progress Status	Delivery* Start	Delivery* End
Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning	2025-26 Budget	The project will support delivery of three key infrastructure planning priorities in South West Sydney: <ul style="list-style-type: none"> Outer South West Housing Enablement Development Program New Cumberland Line Program Preliminary Business Case South and Inner West Rail Upgrade Program 	Nil	40.0	20.0	Not Started	TBC	TBC

s22(1)(a)(ii)



This table provides a summary of any Infrastructure Investment Program projects announced since the 2024-25 MYEFO, and any Active Projects with Australian Government Commitments greater than \$100 million, as at 2025-26 Budget. The table is sorted in order of most recent commitment.

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Pages 46-54 (Document 13) removed in their entirety under section 22(1)(a)(ii) of the FOI Act.

New South Wales

Federation Funding Agreement Schedule on Land Transport Infrastructure Projects (FFAS): 2025-26 Budget Funding Table

The conditions applying to projects under this Funding Table are as listed in the FFAS, the *National Land Transport Act 2014*, Notes on Administration and other relevant legislation. Where projects have other specific conditions attached they are listed below. Agreed funding splits between governments for each project are reflected in the Funding Table.

ID	Project Name	Sub-program	Total Project Cost	Total State Funding	Total Other Funding	Total Australian Government Funding	Aus Gov Payments up to 2023-24 (actual)	24-25 Forecast	25-26 Forecast	26-27 Forecast	27-28 Forecast	28-29 Forecast	29-30 Onwards Forecast	Project-specific Conditions
130072-24NSW-NAT	Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning	Rail Investment	40,000,000	20,000,000	-	20,000,000	-	-	-	10,000,000	10,000,000	-	-	

Planning Projects
s22(1)(a)(ii)

s22(1)(a)(ii)

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Pages 56-57 (Document 15) removed in their entirety under section 22(1)(a)(ii) of the FOI Act.

As at March 2025

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ATTACHMENT A

s22(1)(a)(ii)



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Pages 59-63 (Document 16) removed in their entirety under section 22(1)(a)(ii) of the FOI Act.

s22(1)(a)(ii)



Comparison of the Western Sydney Projects funded at the 2025-26 Budget vs recommendation from the Expert Panel

s22(1)(a)(ii)



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As at March 2025

OFFICIAL

New planning projects	AG \$m	TPC \$m	Recommended by the Panel?	Is the scope the same?	AG committed scope	Scope recommended by the Panel	Difference
Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning	20.0	40.0	Partially	Different	The project will support delivery of three key infrastructure planning priorities in South West Sydney: <ul style="list-style-type: none"> - Outer South West Housing Enablement Development Program - New Cumberland Line Program Preliminary Business Case - South and Inner West Rail Upgrade Program 	Prioritise funding for Strategic Business Case (SBC) development to identify investment opportunities for an enhanced Cumberland Line (spanning from Schofields in the north, to Leppington in the south, via Parramatta).	The panel recommended funding for the development of a Strategic Business Case for the New Cumberland Line only.

s22(1)(a)(ii)



s22(1)(a)(ii)



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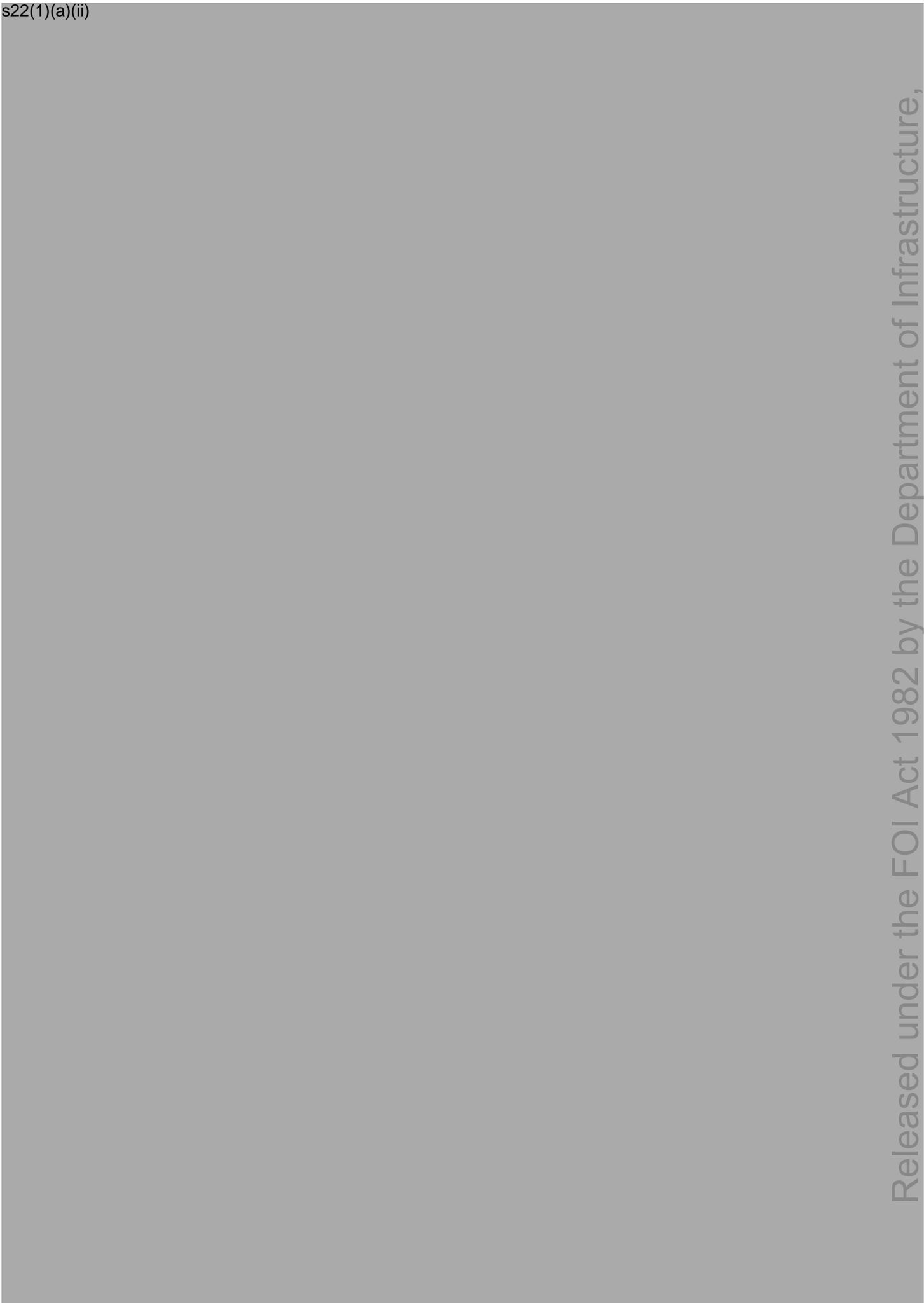
NSW Factsheet

s22(1)(a)(ii)



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s22(1)(a)(ii)



Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

Project Name	Commitment	Description	Risks and Sensitivities	Total Project Cost^ (\$m)	Aus Gov Funding^ (\$m)	Progress Status	Delivery* Start	Delivery* End
Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning	2025-26 Budget	The project will support delivery of three key infrastructure planning priorities in South West Sydney: <ul style="list-style-type: none"> • Outer South West Housing Enablement Development Program • New Cumberland Line Program Preliminary Business Case • South and Inner West Rail Upgrade Program 	Nil	40.0	20.0	Not Started	TBC	TBC



s22(1)(a)(ii)

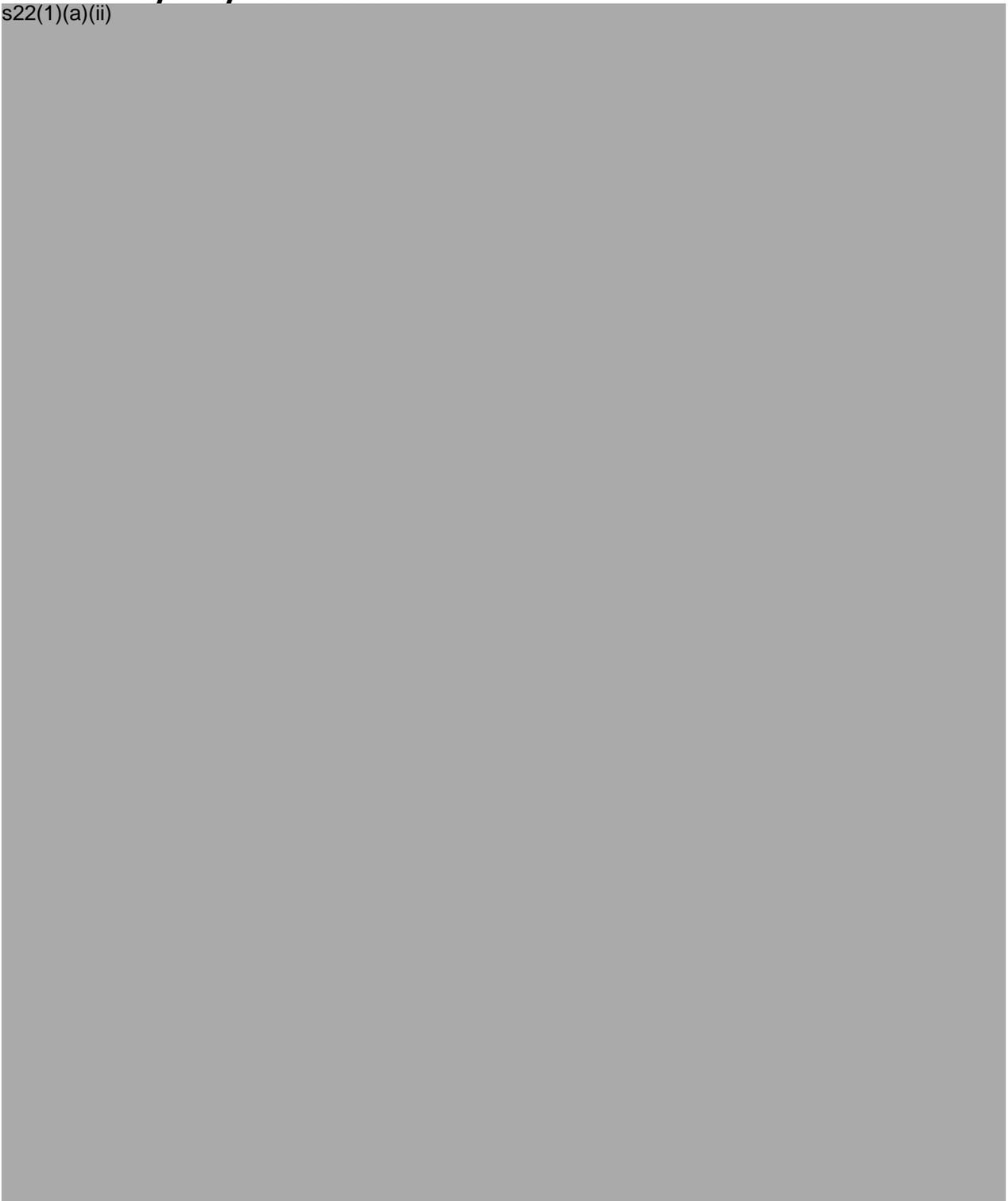
Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

This table provides a summary of any Infrastructure Investment Program projects announced since the 2024-25 MYEFO, and any Active Projects with Australian Government Commitments greater than \$100 million, as at 2025-26 Budget. The table is sorted in order of most recent commitment.

Pages 69-77 (Document 17) removed in their entirety under section 22(1)(a)(ii) of the FOI Act.

Western Sydney Factsheet

s22(1)(a)(ii)



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Project Name	Commitment	Description	Risks and Sensitivities	Total Project Cost (\$m)	Aus Gov Funding (\$m)	Progress Status	Delivery Start	Delivery End
s22(1)(a)(ii)								
Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning	2025-26 Budget	The project will support delivery of three key infrastructure planning priorities in South West Sydney: <ul style="list-style-type: none"> • Outer South West Housing Enablement Development Program • New Cumberland Line Program Preliminary Business Case South and Inner West Rail Upgrade Program	Nil	40.0	20.0	Not Started	TBD	TBD
s22(1)(a)(ii)								

Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

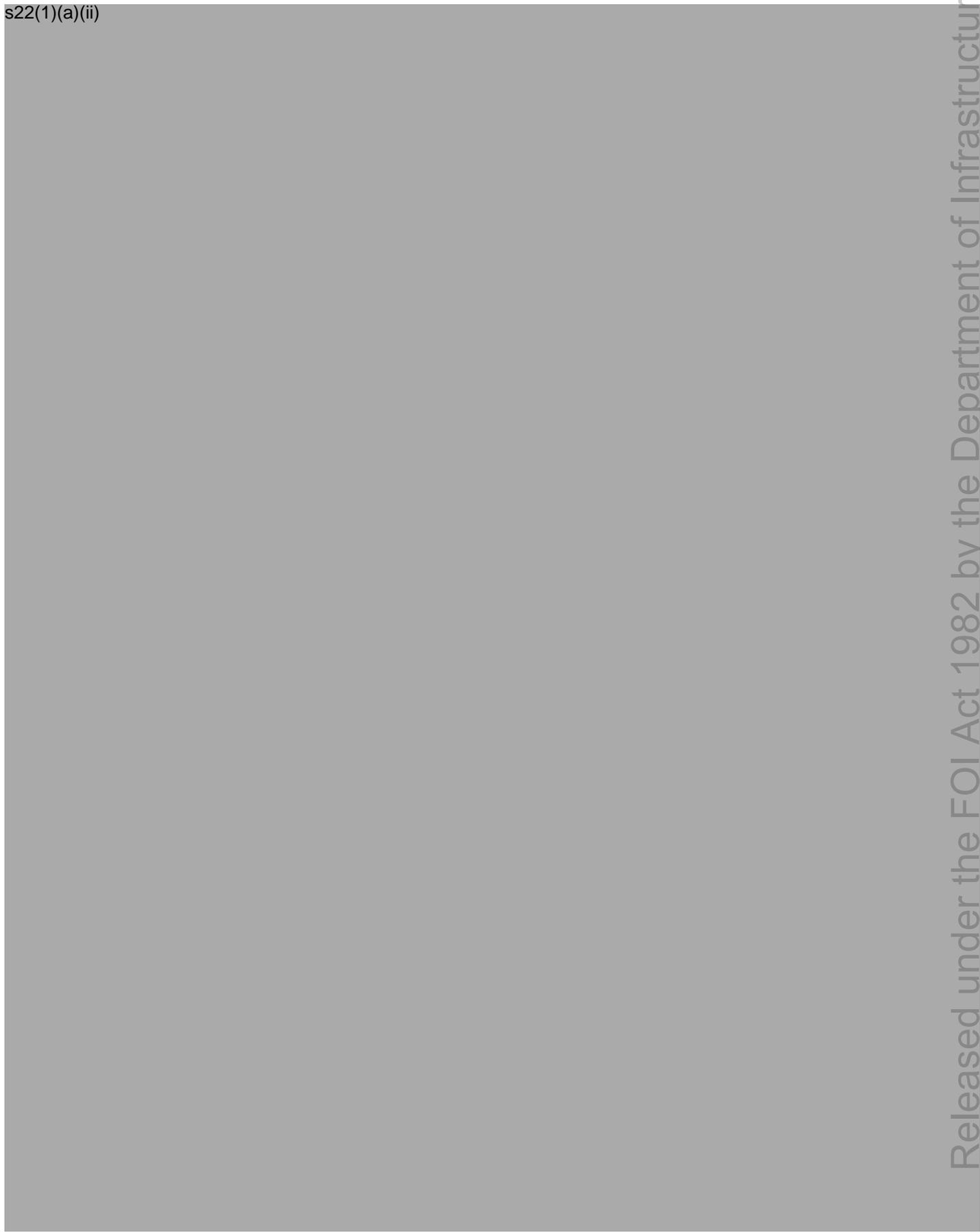
This table provides a summary of Active Projects in the Infrastructure Investment Pipeline with Australian Government Commitments, as at 2025-26 Budget . The table is sorted in order of most recent commitment.

Pages 80-94 (Document 18) removed in their entirety under section 22(1)(a)(ii) of the FOI Act.

WSI First Assistant Secretary and Assistant Secretary Governance Committee Meeting

Thursday 12 June 2025, 10:00am – 11:00am

s22(1)(a)(ii)



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s22(1)(a)(ii)



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s22(1)(a)(ii)



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2025-26 BUDGET PROJECTS

s22(1)(a)(ii)



Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning

- \$20 million towards the Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning.
- This project consists of initiatives to support delivery of three key infrastructure planning priorities in South West Sydney:

-
- Outer South West Housing Enablement Development Program
 - New Cumberland Line Program Preliminary Business Case
 - South and Inner West Rail Upgrade program
 - The preliminary Business Case for the New Cumberland line will provide Government with a road map to improve transport between Greater Paramatta, Fairfield, Bradfield and Liverpool.
 - The preliminary Business Case for the South and Inner West Rail Upgrade line will consider investments to upgrade existing rail in Sydney's Outer South West.

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s22(1)(a)(ii)



From: POTTICARY, Lok <Lok.Potticary@infrastructure.gov.au>
Sent: Monday, 16 June 2025 10:30 AM
To: s22(1)(a)(ii) @mo.infrastructure.gov.au; s22(1)(a)(ii) @MO.infrastructure.gov.au
Cc: s22(1)(a)(ii) @MO.infrastructure.gov.au; BOURNE, Andrew <Andrew.Bourne@infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au; s22(1)(a)(ii) @infrastructure.gov.au
Subject: FW: NSW Budget - Cwth-funded roads measures [SEC=OFFICIAL:Sensitive]
Importance: High

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OFFICIAL:Sensitive

Hi s22(1)

s22(1)(a)(ii)

Also included is a table of projects funded by the AG in the 2025-26 Budget and PEFO that are not mentioned elsewhere.

Cheers, Lok

s22(1)(a)(ii)

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Pages 101-103 (Document 20) removed in their entirety under section 22(1)(a)(ii) of the FOI Act.

s22(1)(a)(ii)



The following 2025-26 Budget and PEFO projects have not been included in the tables above:

Item	Funding	Departmental comments
s22(1)(a)(ii)		
Cumberland, South and Inner West Rail Upgrades and	\$40m (50:50 split)	This project was included in

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Housing Enablement -
Planning

the NSW 10-year
Infrastructure Plan (as
South West Infrastructure
Package – Planning) with a
forecast total project cost of
\$40m and a request for AG
funding of \$20m.

s22(1)(a)(ii)



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Transport, Regional Development, Communications, Sport and the Arts

Summary of 2025-26 Budget and PEFO 2025 IIP Project Decisions

New project decisions:

State	Project	Corridor	Total Project Cost (\$m)	State Ask AGC(\$m)	Dept. proposed AGC (\$m)	Dept. Advice	IA Advice	Ministerial Decision	Final outcome from ERC / Cabinet / HL (2025-26 Budget unless indicated, funding split AG:state)	Project Conditions
s22(1)(a)(ii)										
NSW	Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning	N/A	40.0	20.0	20.0	s47C			Agreed 50:50	N/A
s22(1)(a)(ii)										

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Pages 107-115 (Document 22) removed in their entirety under section 22(1)(a)(ii) of the FOI Act.

~~PROTECTED~~

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Attachment B.1

NSW MYEFO Requests and project updates

s22(1)(a)(ii)



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~~PROTECTED~~

Pages 117-121 (Document 23) removed in their entirety under section 22(1)(a)(ii) of the FOI Act.

~~PROTECTED~~
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Attachment B.1

Other advice and requests from NSW Government

Project name <i>(current funding)</i>	Issue/comment	Department comments/actions
<p>s22(1)(a)(ii)</p>		
<p>Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning</p> <p>(TPC \$40m; AG \$20m)</p>	<p>General comments: State matched funding was not confirmed in the 2025-26 NSW State Budget. NSW advise matching funding will be requested in future NSW State Budgets and that planning activities are deferred.</p>	<ul style="list-style-type: none"> • For noting.

s22(1)(a)(ii)

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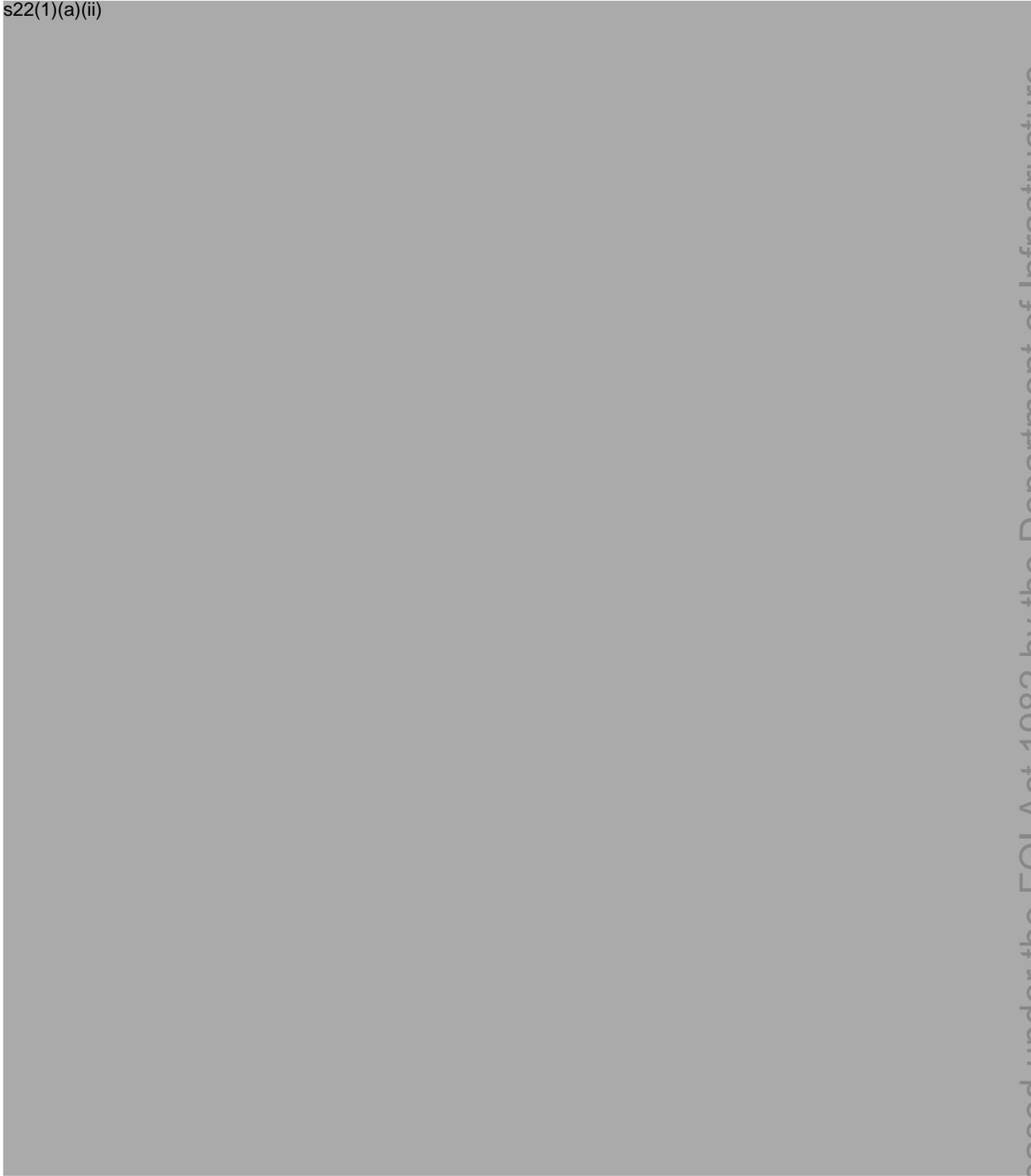
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s22(1)(a)(ii)



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s22(1)(a)(ii)



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NSW

Please only edit cells that are this colour		38,931,678,004	14,564,425,000	56,029,842	0	0	24,311,223,162	14,373,811,251	6,999,277,252	3,035,547,521	3,308,141,657	3,035,547,521	-272,594,136	2,947,735,810	2,882,164,602	317,160,000	Description	57,425,000	Description	337,058,354	Description	106,192,987		
ID	State	Project	Total Project Cost	Total State Funding	Total Other Funding	Council Contribution	Other Commonwealth Contribution	Total Australian Government Funding	Approved AG Funding	Payments to 30 June 2024	2024-25 Payments	24-25 Forecast@ 2025-26 Budget	Revised 24-25 Forecast	Movement	25-26 @ 2025-26 Budget	Revised 25-26 Forecast	July Milestone Amount	July Milestone Description	August Milestone Amount	August Milestone Description	September Milestone Amount	September Milestone Description	October Milestone Amount	
130072-24NSW-NAT		Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning	40,000,000	20,000,000	-	-	-	20,000,000	-	-	-	0	0	0	0	0								

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Description		420,230,989		Description		177,381,414		Description		587,953,469		Description		48,919,465		Description		162,683,177		Description		237,662,374		Description		429,497,374		Description		-65,571,208		2,405,184,335		2,395,901,600		-9,282,735		2,375,892,191		2,419,112,869		43,220,678		2,956,735,949		2,136,280,617		-820,455,332		2,001,739,968		2,293,968,999	
Milestones (claimed in the following month's report)																																																					
October Milestone Description	November Milestone Amount	November Milestone Description	December Milestone Amount	December Milestone Description	January Milestone Amount	January Milestone Description	February Milestone Amount	February Milestone Description	March Milestone Amount	March Milestone Description	April Milestone Amount	April Milestone Description	May Milestone Amount	May Milestone Description	Movement	26-27 @ 2025-26 Budget	Revised 26-27 Forecast	Movement	27-28 @ 2025-26 Budget	Revised 27-28 Forecast	Movement	28-29 @ 2025-26 Budget	Revised 28-29 Forecast	Movement	29-30 @ 2025-26 Budget	Revised 29-30 Forecast																											
															0	10,000,000	10,000,000	0	10,000,000	5,000,000	-5,000,000	0	5,000,000	5,000,000	0	0																											

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	292,229,031	1,041,606,000	1,397,369,701	355,763,701	105,910,000	259,260,000	153,350,000	0	34,140,000	34,140,000	169,000,000	169,000,000	0	0	289,200,000	289,200,000	-1	-1		
Movement	30-31 @ 2025-26 Budget	Revised 30-31 Forecast	Movement	31-32 @ 2025-26 Budget	Revised 31-32 Forecast	Movement	32-33 @ 2025-26 Budget	Revised 32-33 Forecast	Movement	33-34 @ 2025-26 Budget	Revised 33-34 Forecast	Movement	34-35 @ 2025-26 Budget	Revised 34-35 Forecast	Movement	Check revised forecast (must be zero)	Check of movement (must be zero)	Check of YTD Payments (must be Ok)	Supporting comments	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	OK State matching funds not approved and to be requested in future State Budget, defer planning activities	

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~~PROTECTED CABINET~~ (until the announcement of the 2025-26 Budget)

2025-26 Budget - IIP Major Projects: New Projects

State / Terr.	Project name	Corridor	Regional Status	Total Project Cost (\$m)	AGC (\$m)	State (\$m)	Other (\$m)	Funding Split
s22(1)(a)(ii)	[Redacted]							
NSW	Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning		Urban	40.0	20.0	20.0		50:50:0
s22(1)(a)(ii)	[Redacted]							

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~~PROTECTED CABINET~~ (until the announcement of the 2025-26 Budget)

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Attachment X

IIP Projects unlocking housing potential

City	Project Name	Project Description	Commitment	Project Cost (\$m)	AG Funding (\$m)	Status	LGA
s22(1)(a)(ii)							
Sydney	Cumberland, South and Inner Rail West Upgrades and Housing Enablement – Planning	The project will support delivery of three key infrastructure planning priorities in South West Sydney: <ul style="list-style-type: none"> - Outer South West Housing Enablement Development Program - New Cumberland Line Program Preliminary Business Case - South and Inner West Rail Upgrade Program 	2025-26 Budget	40.0	20.0	In Planning	Campbelltown City Council, Liverpool City Council, Wollondilly Shire Council

s22(1)(a)(ii)

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Pages 130-131 (Document 26) removed in their entirety under section 22(1)(a)(ii) of the FOI Act.

- s22(1)(a)(ii)

-

-

-

-

Kind regards

s22(1)(a)(ii)

Project Officer • ACT and Regional NSW • Land Transport Infrastructure Division

s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)

Ps22(1)(a)(ii)

GPO Box 594 Canberra, ACT 2601

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s22(1)(a)(ii)

From: s22(1)(a)(ii) @infrastructure.gov.au>

Sent: Friday, 21 November 2025 3:04 PM

To: POTTICARY, Lok <Lok.Potticary@infrastructure.gov.au>; s22(1)(a)(ii)

s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>

Cc: s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii)

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s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii)
 s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>;
 s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)
 s22(1)(a) @infrastructure.gov.au>

Subject: ACT and NSW Uber Table - Softcopy FINAL - 21 November 2025

OFFICIAL

Hi all

Please find attached the softcopy versions of the uber tables for ACT and NSW from today's FINAL cut of the [flashcard](#) produced from RPM.

I have [saved these documents into SharePoint](#). Any additional changes will now need to be made manually on the documents themselves in SharePoint.

I have handed s22(1)(a) hard copies of both the ACT and NSW uber tables today. @POTTICARY, Lok, I have left hardcopies of both tables on your desk. @s22(1)(a)(ii), I have left a hardcopy of the NSW table on your desk.

Kind regards

s22(1)(a)(ii)

Project Officer • ACT and Regional NSW • Land Transport Infrastructure Division

s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)

Ps22(1)(a)(ii)

GPO Box 594 Canberra, ACT 2601

Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts
CONNECTING AUSTRALIANS • ENRICHING COMMUNITIES • EMPOWERING REGIONS

infrastructure.gov.au



I would like to acknowledge the traditional custodians of this land on which we meet, work and live. I recognise and respect their continuing connection to the land, waters and communities. I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.

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Name	Project / Corridor Label	Commitments	Progress Status	Delivery Start and Finish Date	Project Description	Notes for AS	LGA	Financials	10 Year Profile
Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning	No Corridor associated with Project	2025-26 Budget	In Planning	N/A - N/A	The project will support delivery of three key infrastructure planning priorities in South West Sydney: <ul style="list-style-type: none"> Outer South West Housing Enablement Development Program New Cumberland Line Program Preliminary Business Case South and Inner West Rail Upgrade Program 	<p>Current status:</p> <ul style="list-style-type: none"> The NSW Government did not commit to its portion of the total project cost at the 2025-26 NSW State Budget. <p>Next steps:</p> <ul style="list-style-type: none"> The department is awaiting further advice from NSW on allocation of project funding. <p>If asked:</p> <p>The project includes three key initiatives to support planning for future infrastructure investment in Sydney's South West that will improve the availability and efficiency of transport connections:</p> <ol style="list-style-type: none"> The Outer South West Housing Enablement Development Program component will support project development on key multi-modal infrastructure initiatives that enable new housing and transport links in outer South West Sydney. The Preliminary Business Case for the New Cumberland Line will support consideration of a future staged investment for the New Cumberland Line. The business case will provide Government with a road map for future investments in transformative north-south rail links to improve public transport between Greater Parramatta, Fairfield, Bradfield and Liverpool. The Preliminary Business Case for the South and Inner West Rail Upgrade line will support consideration of future staged investments. The Preliminary Business Case will consider investments to upgrade existing rail networks and expand fast, frequent and reliable rail services into Sydney's Outer South West. 	Campbelltown City Council, Liverpool City Council, Wollondilly Shire Council	<p>Total Project Cost: 40.0</p> <p>AG Funding: 20.0 (Approved): 0.0</p> <p>State Funding: 20.0</p> <p>Other Funding: 0.0</p> <p>Funding Split Ratio: 50:50:0</p> <p>Payments until 21/10/2025: 0.0</p> <p>Current FY Payments: 0.0</p> <p>Past FY Payments: 0.0</p> <p>Latest Payment Amount and Date: No payment has been made</p>	s47B(a), s47B(b)

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Project Number	State	Name	Project / Corridor Label	Commitments	Approval Status	Progress Status	Subprogram	Project Type	Delivery Start and Finish Date
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130072-24NSW-NAT	NSW	Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning	No Corridor associated with Project	2025-26 Budget	Unapproved	In Planning	Rail Investment	Planning	N/A - N/A
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Project Description	Notes for AS	Urban / Regional	LGA	Project Owner	Financials	10 Year Profile
<p>The project will support delivery of three key infrastructure planning priorities in South West Sydney:</p> <ul style="list-style-type: none"> • Outer South West Housing Enablement Development Program • New Cumberland Line Program • Preliminary Business Case • South and Inner West Rail Upgrade Program 	<p>Current status:</p> <ul style="list-style-type: none"> • The NSW Government did not commit to its portion of the total project cost at the 2025-26 NSW State Budget. <p>Next steps:</p> <ul style="list-style-type: none"> • The department is awaiting further advice from NSW on allocation of project funding. <p>If asked:</p> <p>The project includes three key initiatives to support planning for future infrastructure investment in Sydney’s South West that will improve the availability and efficiency of transport connections:</p> <ol style="list-style-type: none"> 1. The Outer South West Housing Enablement Development Program component will support project development on key multi-modal infrastructure initiatives that enable new housing and transport links in outer South West Sydney. 2. The Preliminary Business Case for the New Cumberland Line will support consideration of a future staged investment for the New Cumberland Line. The business case will provide Government with a road map for future investments in transformative north-south rail links to improve public transport between Greater Parramatta, Fairfield, Bradfield and Liverpool. 3. The Preliminary Business Case for the South and Inner West Rail Upgrade line will support consideration of future staged investments. The Preliminary Business Case will consider investments to upgrade existing rail networks and expand fast, frequent and reliable rail services into Sydney’s Outer South West. 	<p>Urban</p>	<p>Campbelltown City Council, Liverpool City Council, Wollondilly Shire Council</p>	<p>s22(1)(a)(ii)</p>	<p>Total Project Cost: 40.0 AG Funding: 20.0 (Approved): 0.0 State Funding: 20.0 Other Funding: 0.0 Funding Split Ratio: 50:50:0 Payments until 21/10/2025: 0.0 Current FY Payments: 0.0 Past FY Payments: 0.0 Latest Payment Amount and Date: No payment has been made</p>	<p>s47B(a), s47B(b)</p>

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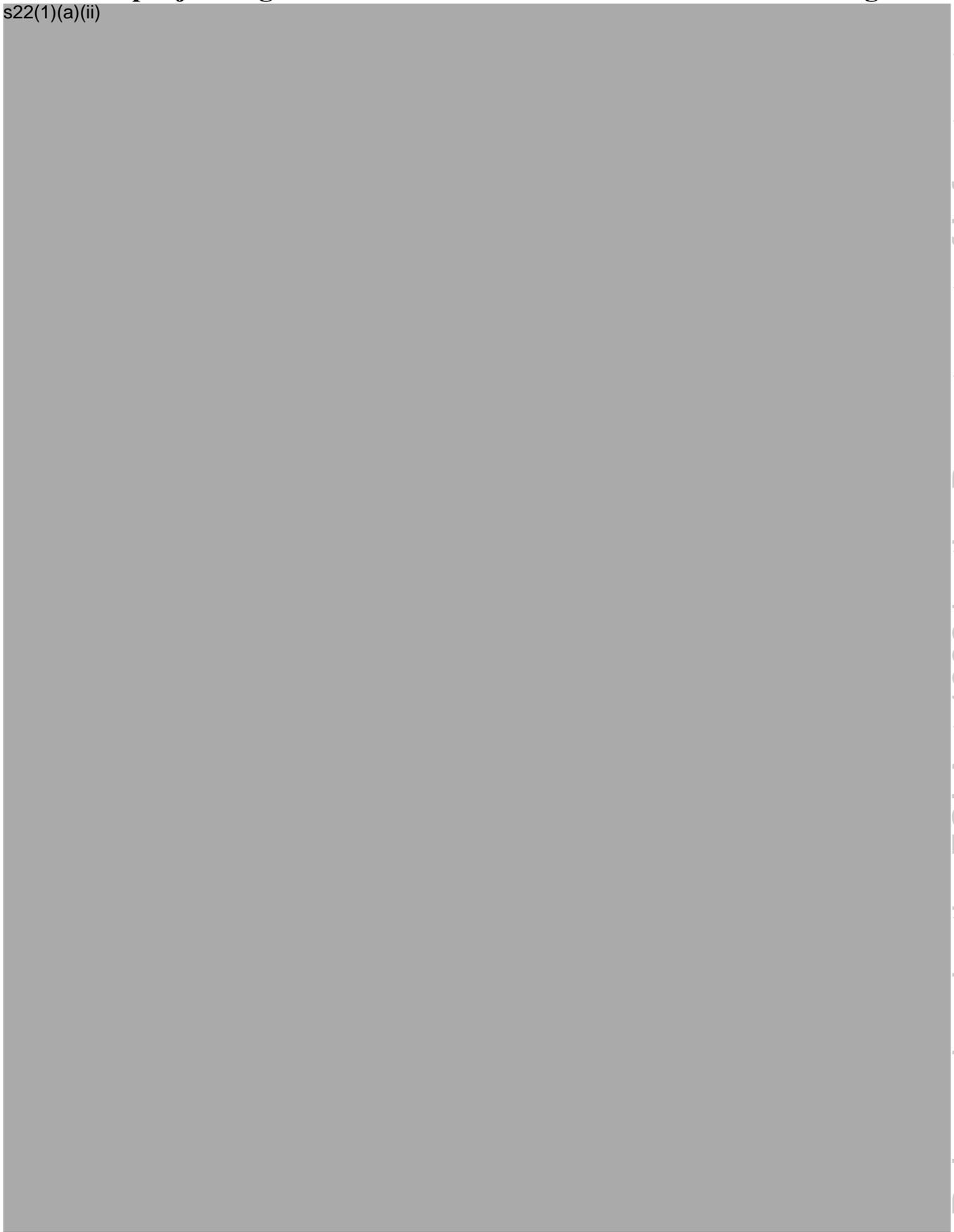
Pages 138-140 (Document 28) removed in their entirety under section 22(1)(a)(ii) of the FOI Act.

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Attachment B

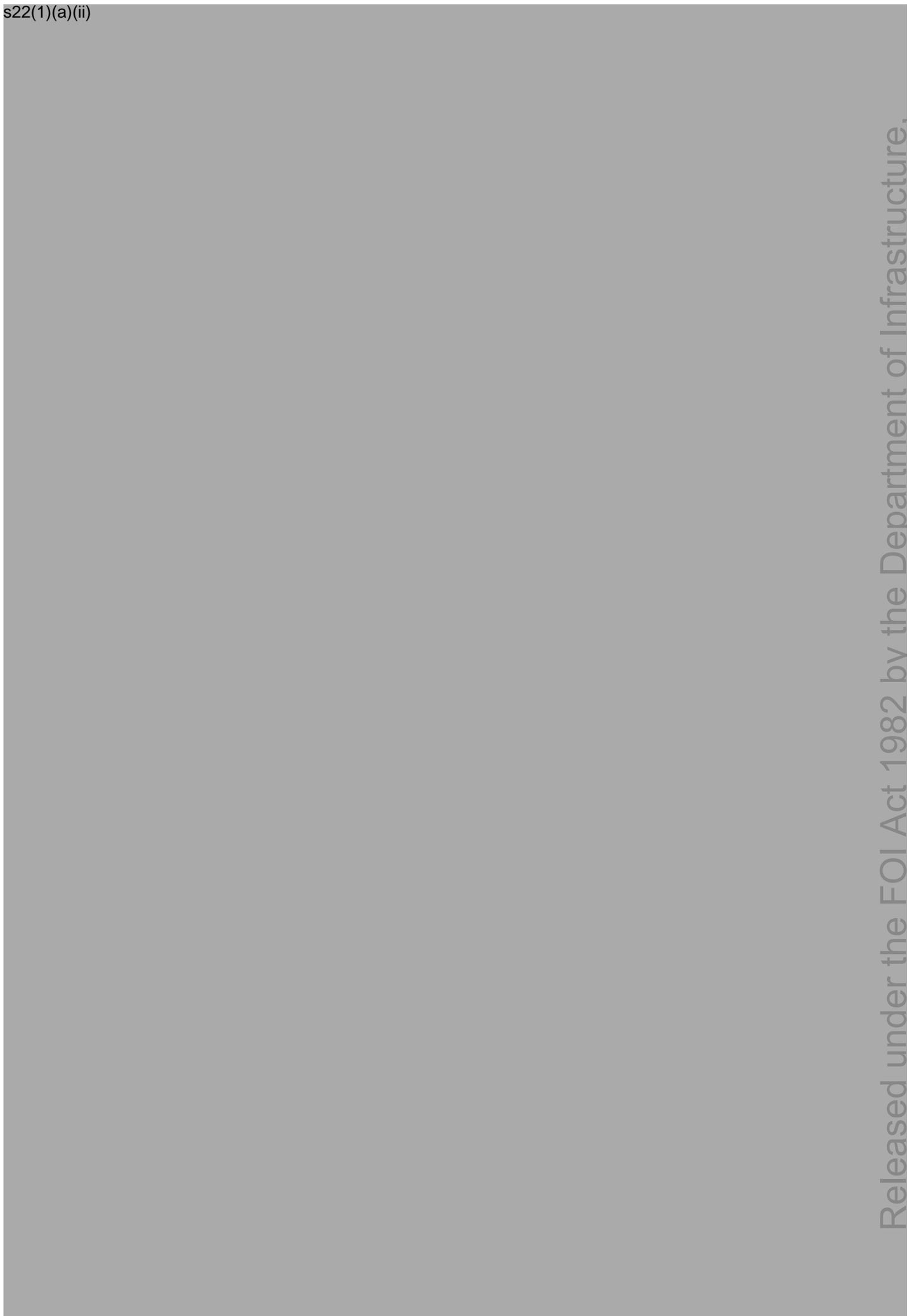
New IIP projects agreed at the 2024-25 MYEFO and 2025-26 Budget

s22(1)(a)(ii)



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s22(1)(a)(ii)



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Attachment B

Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning

- The Australian Government has committed \$20 million towards this \$40 million project, at a 50:50 funding split with the NSW Government. This project will support delivery of three key infrastructure planning priorities in South West Sydney:
 - a. Outer South West Housing Enablement Development Program
 - b. New Cumberland Line Program Preliminary Business Case
 - c. South and Inner West Rail Upgrade Program.

s22(1)(a)(ii)



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