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27 July 2017

Mr Mike Mrdak AO  
Secretary  
Freight and Supply Chain Inquiry  
Department of Infrastructure and Regional Development

Email: [freightstrategy@infrastructure.gov.au](mailto:freightstrategy@infrastructure.gov.au)

Dear Mr Mrdak,

**Inquiry into National Freight and Supply Chain priorities - submission**

Please accept this submission to the Inquiry on behalf of Blacktown City Council.

**About Western Sydney**

Western Sydney's rapidly growing population and economy are driving the demand for goods – especially imports moved by containers – and putting increasing pressure on existing rail and road networks. By 2031, the broader Western Sydney Employment Area will be a key destination for cargo arriving at Port Botany.

Western Sydney already plays an important role in the freight task, claiming almost 50% of imported containers from Port Botany with the remaining destined for other areas within the Sydney Metropolitan region.

Western Sydney is Australia's third largest economy, and the region is experiencing more rapid population growth than the rest of Sydney. By 2031, there will be 1 million more residents living to the west of Homebush.

Growth will place increasing pressure on Western Sydney's transport infrastructure, which is less well served by Sydney's historically radial public transport network, dispersed settlement patterns and poor north-south integration between precincts. These challenges require many residents to travel across town to access high-skilled jobs, and are a deterrent to commercial development in Western Sydney centres.

**About Blacktown City**

Blacktown's 9 employment areas are ideally placed to service Western Sydney with close access to the M7, M4 and M2 Motorways, and also the future Outer Sydney Orbital - a combined road and rail transport corridor linking to the proposed Western Sydney Airport.

The industries of transport and logistics, storage, warehousing and distribution form a major industry cluster. This is a long recognised strength with as many as 17 of Sydney's top 25 transport companies having their corporate headquarters or main facility located in Blacktown.

Blacktown has about 3,000 hectares of employment lands with about 50% still available for development. Our employment lands are a popular location for Distribution Centres (DCs) to store and distribute product both nationally and internationally. Many of the DCs operate as advanced logistic centres or 'fast moving' storage facilities. The industrial parks of Arndell Park, Minchinbury, Huntingwood and Glendenning have emerged as some of the world's most notable transport and logistics centres.

Manufacturing also makes a vital and significant contribution to the economy with approximately 1,100 manufacturers operating in Blacktown. The manufacturing sector employs over 13,000 people and contributed almost \$2 billion of economic activity to Blacktown in 2012.

The construction sector employs almost 6,000 people. Blacktown, home of the North-West Growth Centre, has been able to maintain a strong construction sector producing almost \$600 million in Gross Regional Product.

#### **Blacktown City Recommends:**

1. Urgently protecting and reserving key road and rail transport corridors serving Blacktown and Western Sydney, including:
  - Outer Sydney Orbital (OSO) with access to Marsden Park Business Park
  - North West Metro extension to Marsden Park and St Marys (Option 2, Map 7)
  - Fast express east west from WSA to Sydney with a new station in Blacktown (Option 4, Map 7)
  - Western Sydney Airport Rail Line (Option 2, Map 7)
  - Western Sydney Freight Line
  - Western Sydney Fuel Pipeline
  - 2 new north south rail lines with duplication of the Richmond Rail Line, new east west light rail and rapid bus connections (Map 7)
  - Castlereagh Freeway – M7 to Kurrajong with a link to Marsden Business Park
  - Werrington Arterial Road Stage 2 link Great Western Highway to Castlereagh Freeway
2. Developing and funding a 20-year road and rail infrastructure plan for Western Sydney to improve road and rail access and freight movement to Blacktown and Western Sydney
3. Provision of funds for the upgrade of road infrastructure to employment lands to remove access constraints to the operation of high productivity vehicles, including B-triple trucks.

## **Scope of the inquiry for a national freight and supply chain strategy:**

- 1. Establishing the capacity of the key national ports, airports and intermodal terminals in comparison to international markets with similar characteristics, identifying trends occurring in the global supply chain and reviewing the adequacy of investment planning to efficiently meet forecast growth to keep Australia's position with its trading partners;**

At present there are major concerns about Sydney being a more balanced, more equitable, and a well-connected city particularly with respect to jobs, transport and infrastructure. Sydney's freight capacity is limited by the location of Sydney Airport and Port Botany on the eastern edge of the Sydney basin, where road and rail networks are clogged and freight must negotiate heavily congested routes to reach their destination. New industry growth is urgently needed to build a new innovative economy to support and maximise investment around the future airport, and simulate the growth of more higher-paid jobs closer to the homes of Western Sydney residents.

Current transport capacity in Western Sydney is limited by a lack of road and rail infrastructure. The Badgerys Creek Airport provides the opportunity to build new supply chain efficiencies with the air freight industry, and to potentially build new additional intermodal terminals at Eastern Creek, and ultimately at Badgerys Creek alongside the proposed airport.

- 2. Determining the regulatory and investment barriers to improved efficiency and access to key national terminals, including road and rail corridors;**

Western Sydney's rapid development will require improved regional connectivity, transport improvements and protection of critical corridors. Major land use changes proposed and underway in Western Sydney include the North West Priority Growth Area (NWPGA), Western Sydney Airport (WSA), Western Sydney Priority Growth Area (WSPGA), Western Sydney Employment Area (WSEA) and South West Priority Growth Area (SWPGA). These will result in a higher population with nearly half a million people by 2036, greater employment opportunities and growth in freight.

The existing freight transport network in Blacktown needs strengthening, through the provision of high quality connections to Windsor Road, Richmond Road, the M2, M4 and M7 Motorways. The proposed Outer Sydney Orbital (OSO) would extend the freight network and complement the established freight networks. As the OSO also caters for both road and rail, in the longer term it would promote broader freight transport connectivity across the Sydney Metropolitan Area. It may also encourage a gradual shift from road based haulage to alternative rail services on this key north to south route.

Preserving the transport corridor now would ensure that land is available to deliver transport infrastructure in the longer term. This would support growth and improve transport access across Western Sydney, particularly in new urban areas within the priority growth areas to the north and south of the proposed Badgerys Creek Airport.

Securing the transport corridor now would reduce the cost of providing transport infrastructure when needed. Preserving the corridor would also provide certainty for all about land use planning for this transport corridor and the airport.

WSA is expected to commence operation by 2025. Building the Western Sydney Fuel Pipeline before the airport commences operations would reduce traffic congestion and improve road safety. The fuel line would take 43 B-double tankers carrying aviation fuel off Western Sydney roads.

Key strategic transport corridors identified to cater for Blacktown and Western Sydney's growth include (see Maps 1, 2, 3, 5 & 6):

- OSO corridor along the western edge of NWPGA.
- Potential extension of Sydney Metro Northwest further west into Marsden Park and south to St Marys, to link with the future extension of the South Western Rail Link (SWRL) and the WSA.

Other key strategic transport corridors include:

- Werrington Arterial Road Stage 2 provides a direct connection from Great Western Highway to the proposed Castlereagh Freeway
- Castlereagh Freeway – Proposed along the southern edge of North West Growth Area and linking to the Bells Line of Road at Kurrajong.

New rail routes and services are needed for the proposed airport at Badgerys Creek including fast express services to Parramatta and then onto the Sydney CBD.

Blacktown's submission to the recent Western Sydney Rail Needs Study recommended new rail line options 2, 4, 5 & 6 (see Maps 7 & 8). WSEA has the capacity to attract 212,000 jobs, and WSPGA combined with the proposed Badgerys Creek Airport has the potential to be one of Sydney's key employment locations.

The highest priority rail services are route Options 2 and 6 that link the NWPGA with SWPGA via the airport. These services could run from Rouse Hill through to Marsden Park then through the northern suburbs of Mount Druitt and then linking WSEA and the airport. It is our opinion that this route is the highest priority as it would help to connect key employment centres, hospitals and universities in the Western Sydney region. It would connect people and jobs, and service Marsden Park's 40,000 new residents, 17,000 new jobs in Sydney Business Park and 100,000 residents in Mount Druitt's northerly suburbs.

Option 4 is a proposed new Metro style service running parallel to the T1 line and continuing to Westmead and Parramatta. It would connect Badgerys Creek Airport to employment, health, business and education facilities that are located in Blacktown, Westmead and Parramatta.

Option 5 with a station in the Blacktown area and Option 6 would increase cross regional connections which are currently lacking. A combination of these options

would increase the opportunities of residents and economy in the western region. A station in the Blacktown area should be of high importance as it would increase the catchment of this service and help in addressing capacity problems on the T1 Western Line.

**3. Establishing the opportunities for regulatory changes and targeted investment to lift the capacity of key supply chain nodes and improve efficiency of operations, including an analysis of the implications of the changing profile of ownership in large scale supply chain infrastructure such as ports and rail;**

The efficiency of supply chain nodes such as airports and ports is limited by the capacity of the road and rail connections. Infrastructure Australia's 2016 report on *Australian Infrastructure Plan - Priorities and reforms for our nation's future* includes recommendation 1.5 that:

'Given current expenditure levels are unlikely to be sufficient to provide the infrastructure Australia needs over coming decades, a material increase in funding for infrastructure from both public and private sources is required to meet our infrastructure challenges and boost productivity.'

A comprehensive 20-year infrastructure plan is needed to focus planning and investment decisions around the proposed airport, and to provide certainty for land use planning and investment in Western Sydney. Shipping container growth, will more than triple over the next 40 years. Improving access to Blacktown and Western Sydney's employment areas will provide an opportunity for transport and logistics industries to thrive.

**4. Identifying the costs and benefits of options at a national level to improve:**

- a. The efficient operation of our national supply chain system, including effective and transparent public performance measures for key national terminals; and**
- b. Broad first and last mile issues.**

Improved access to the local and arterial road network is needed to enable access for high productivity vehicles including B-triple trucks. Blacktown plays a significant role in the movement of freight, with a number of large employment areas close to the main arterial road networks that service Western Sydney including the M7, M2 and M4 Motorways and the future OSO.

Currently road infrastructure constraints prevent B-triple trucks from operating to the east of the Newell Highway. Also, road infrastructure constraints on Western Sydney's highway and motorway network, limits the type of trucks that can access Sydney.

At least 7 of Blacktown's 9 employment areas would require infrastructure improvements to local roads to allow access by B-triple trucks. These improvements are estimated to cost more than \$20million for land acquisition, road widening and intersection upgrades, especially those controlled by roundabouts and traffic lights.

Providing funding to remove infrastructure constraints would enable improved access to high productivity trucks and more efficient supply chains while reducing business operating costs.

5. **Providing options for scenario planning and predictions, where possible, related to the following areas:**
  - a. **Future developments across the supply chain e.g. distributed production and changes in technology;**
  - b. **Urban distribution and impacts of the movement of freight in urban areas due to population growth and changing consumer activities such as online shopping;**
  - c. **Decentralisation and redistribution of the population into regional centres;**
  - d. **Trade arrangements and the development of distribution systems in agriculture; and**
  - e. **Impacts on the supply chain following major climatic events.**
6. **Exploring opportunities to use big and open data and new digital technologies to improve the performance of our freight infrastructure; and**
7. **Identifying options and recommending regulatory changes and investment actions (public or private) that will benefit the economy over the next 20 years. Specifically through improved performance, productivity and efficiency of the freight and supply chain network and infrastructure.**

Major road and rail transport infrastructure needs to be fully funded and implemented within the next 15 years, as the vast majority of the increase in Western Sydney's population will occur during this timeframe and the new airport at Badgerys Creek is to be operational by 2025.

Securing the corridor and building the OSO as a priority, is a key investment decision to underpin the development of Badgerys Creek Airport and Western Sydney. The OSO is a proposed transport corridor linking Western Sydney residents and businesses to the proposed airport (see Maps 1, 2 & 3). The proposed 200 metre-wide multi-modal corridor would have enough land to build:

- A motorway (2/4 lanes each way)
- A freight rail line (1 track each way) – a dedicated freight rail line operating freight trains for the transfer of goods including carrying containers, bulk material and cars.
- Passenger rail line (2 tracks each way with stations) – a dedicated passenger rail line connected to the wider passenger rail network for cross regional and local travel.

*A Plan for Growing Sydney* and the *NSW Freight and Ports Strategy* both identified the OSO as a potential future multi-modal corridor along the western edge of the NWPGA. The OSO has a north-south alignment to the east of The Northern Road (see Maps 5 & 6). The OSO is a proposed long-term multi-modal corridor that would

support freight growth and provide opportunities to move a greater share of freight around the metropolitan area on rail, thereby bypassing the congested Sydney rail network.

Western Sydney also needs 2 north south rail lines with east west light rail and rapid bus connections:

- Duplication of the Richmond Line from Schofields to Richmond, then extending to Penrith and then down to Campbelltown via the WSA
- Extension of the Sydney Metro North West from Marsden Park to Mount Druitt and to the WSA.

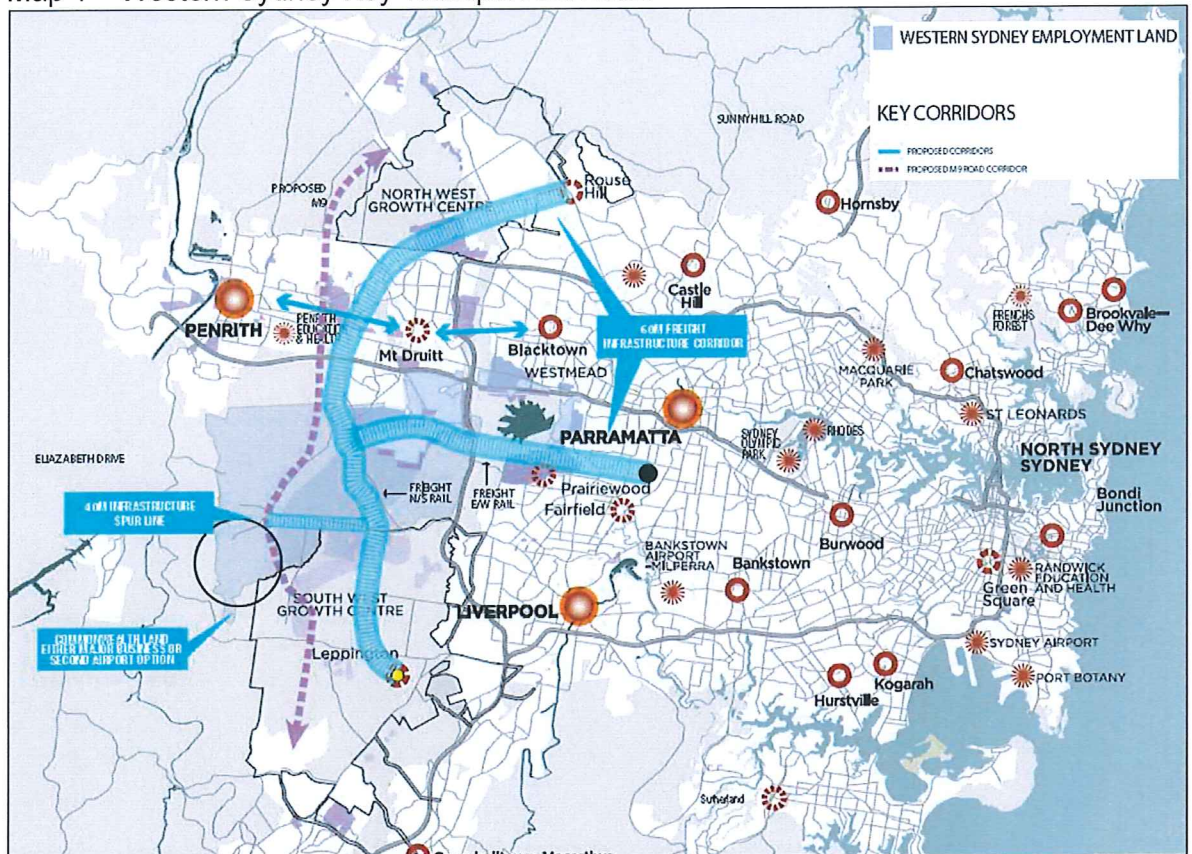
Yours faithfully,



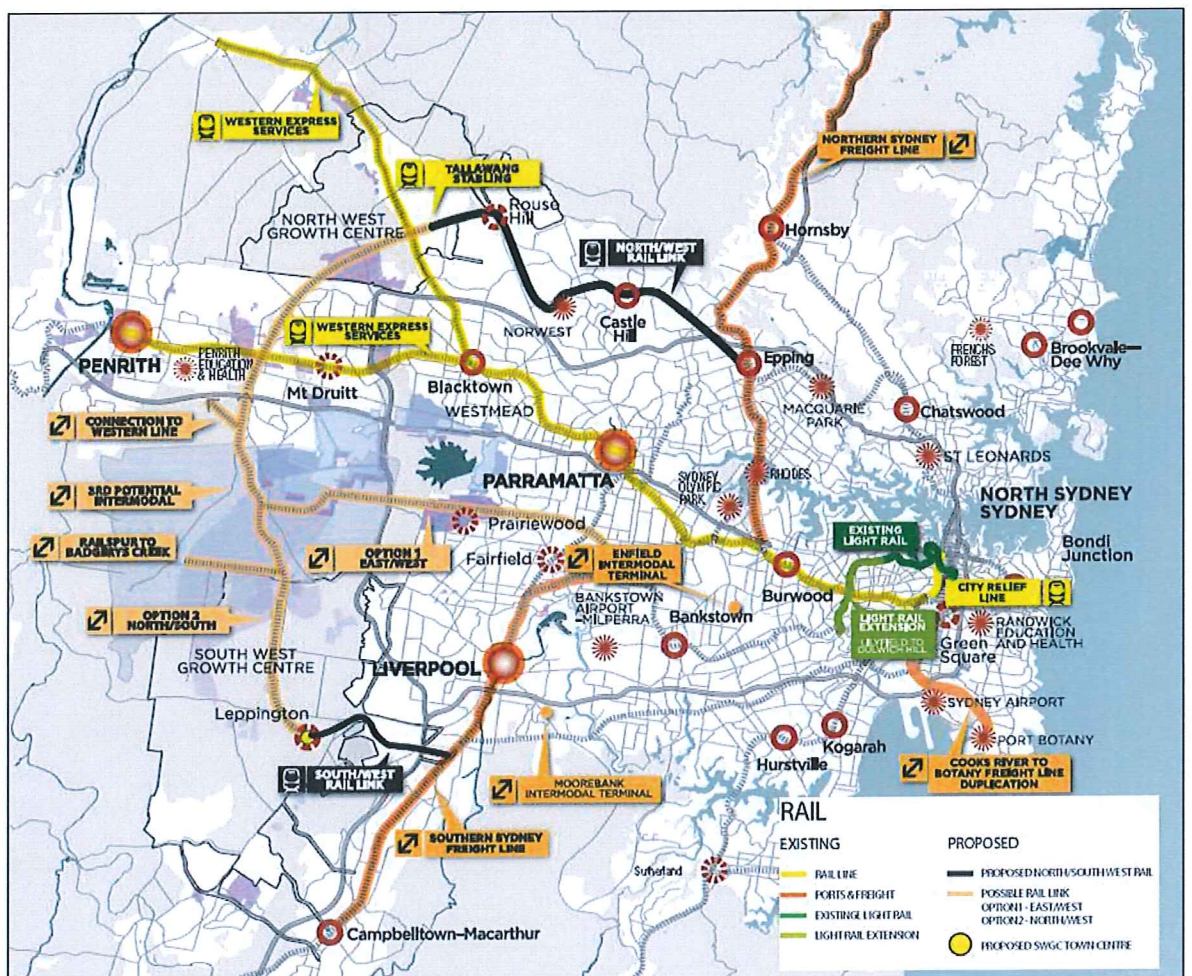
Kerry Robinson  
General Manager



Map 1 – Western Sydney Key Transport Corridors



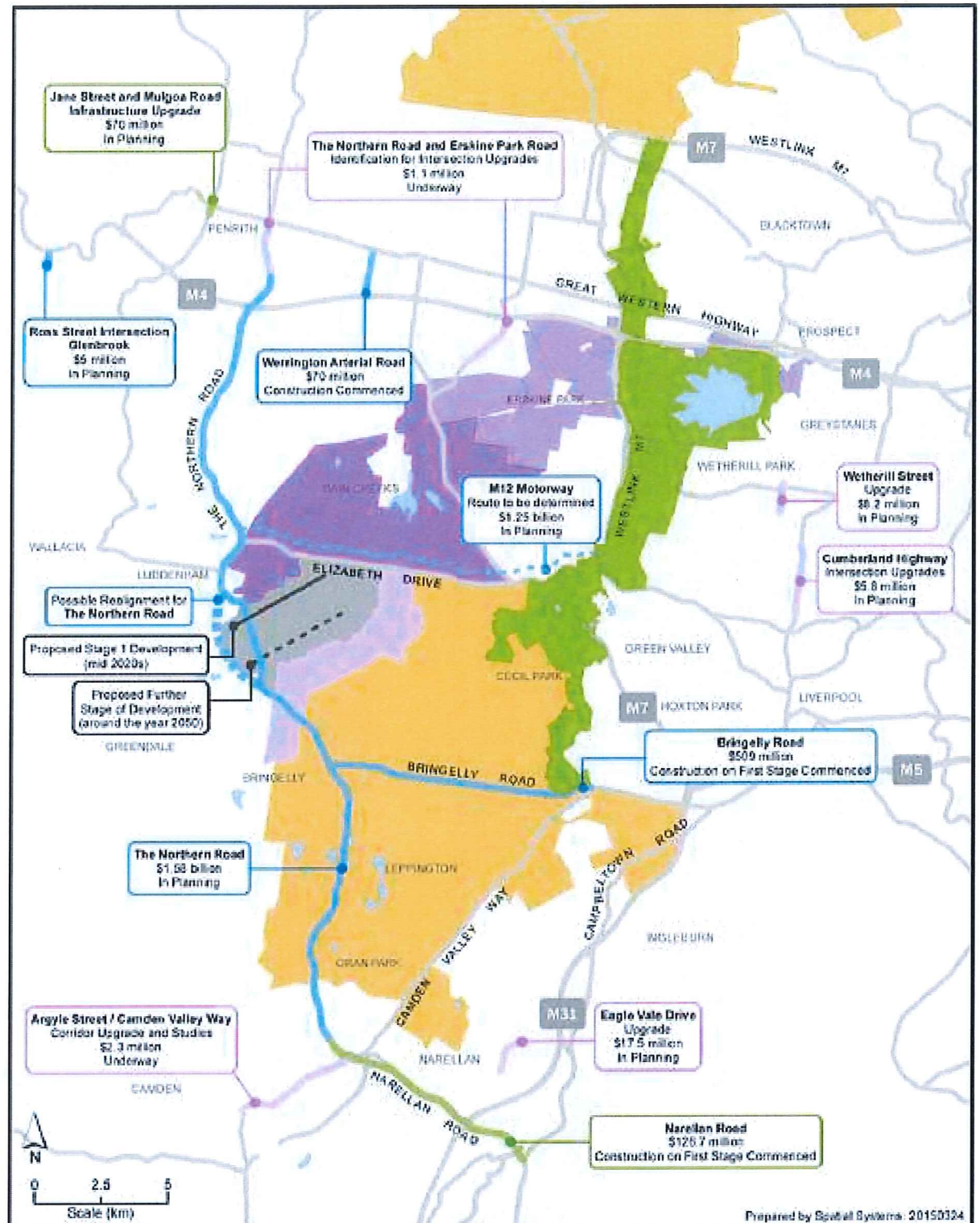
Map 2 – Rail Planning





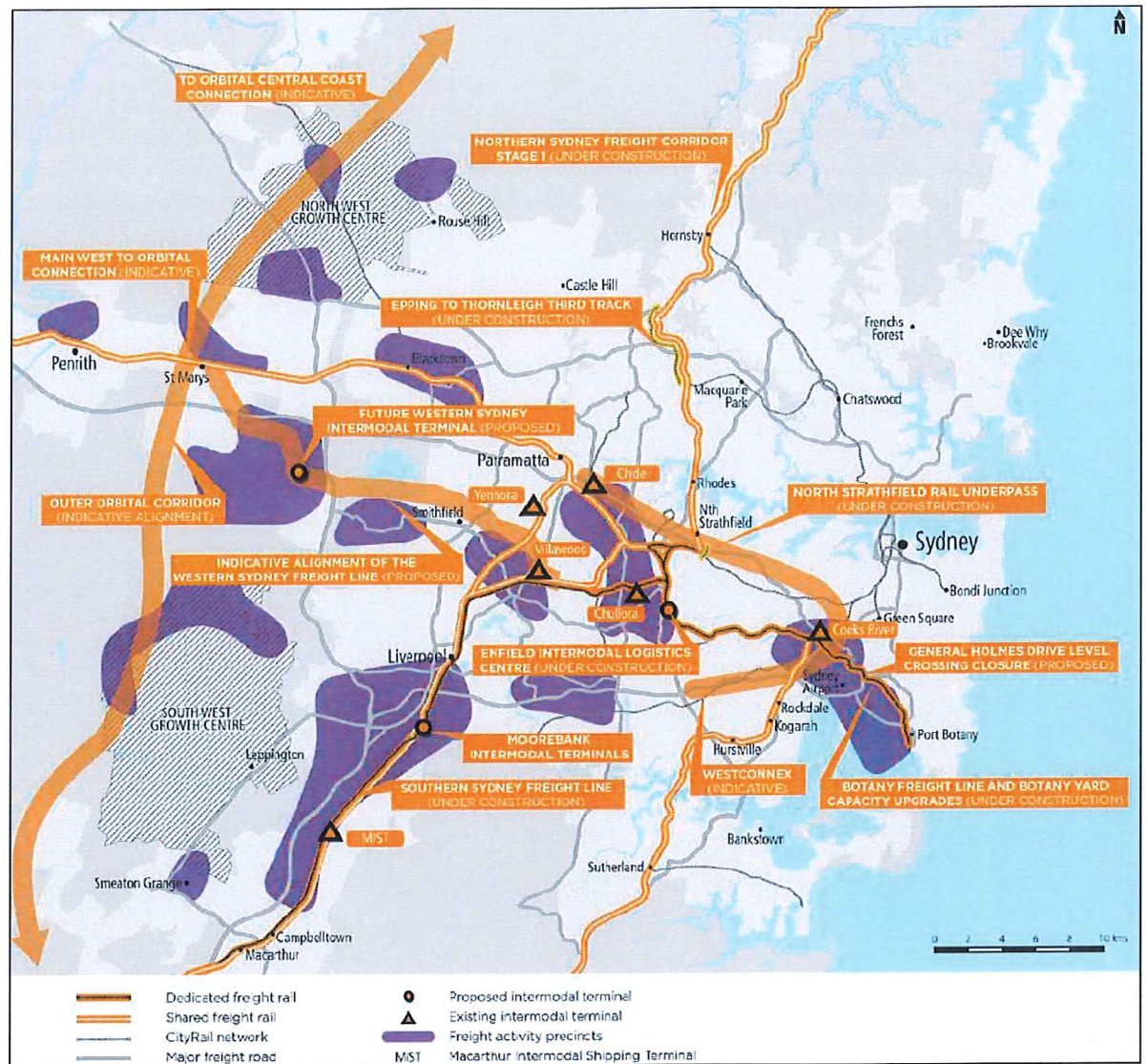
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Map 4 – Western Sydney Airport (WSA) Site and Infrastructure





Map 5 – Outer Sydney Orbital (OSO) Corridor

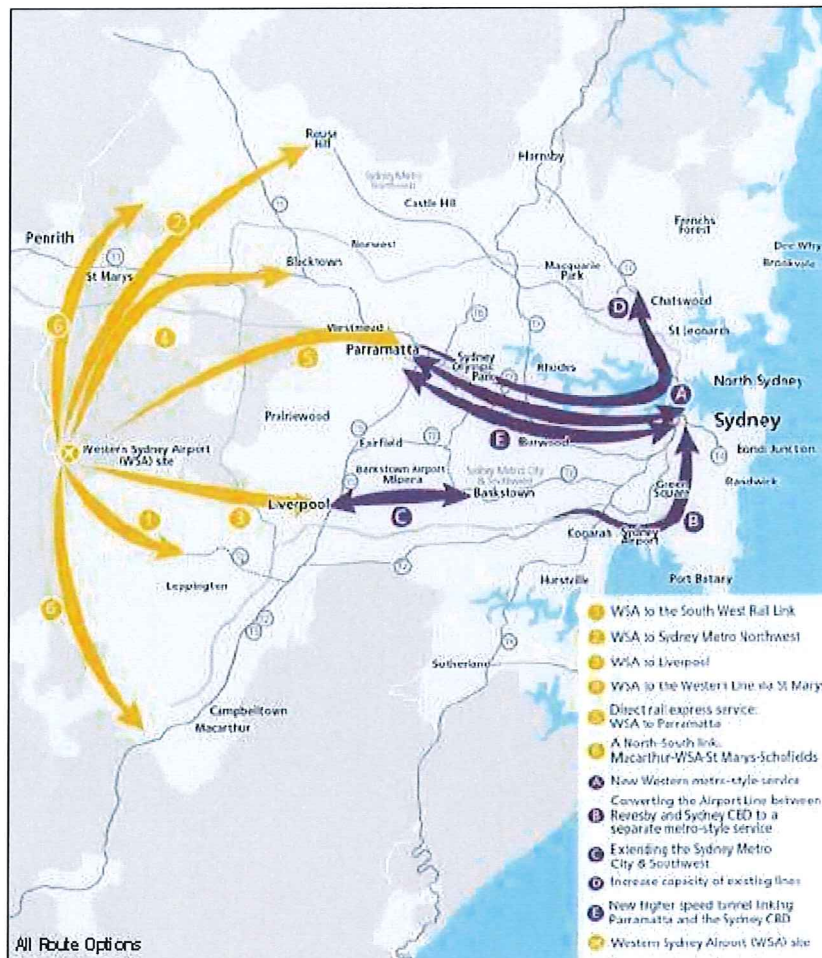


Map 6 – Potential connections to bridge gaps in Sydney's motorway network by 2031  
 – NSW Long Term Transport Master Plan 2012





Map 7 – Western Sydney Rail Needs Study – Route Options



Map 8 – Western Sydney - North South Rail lines

