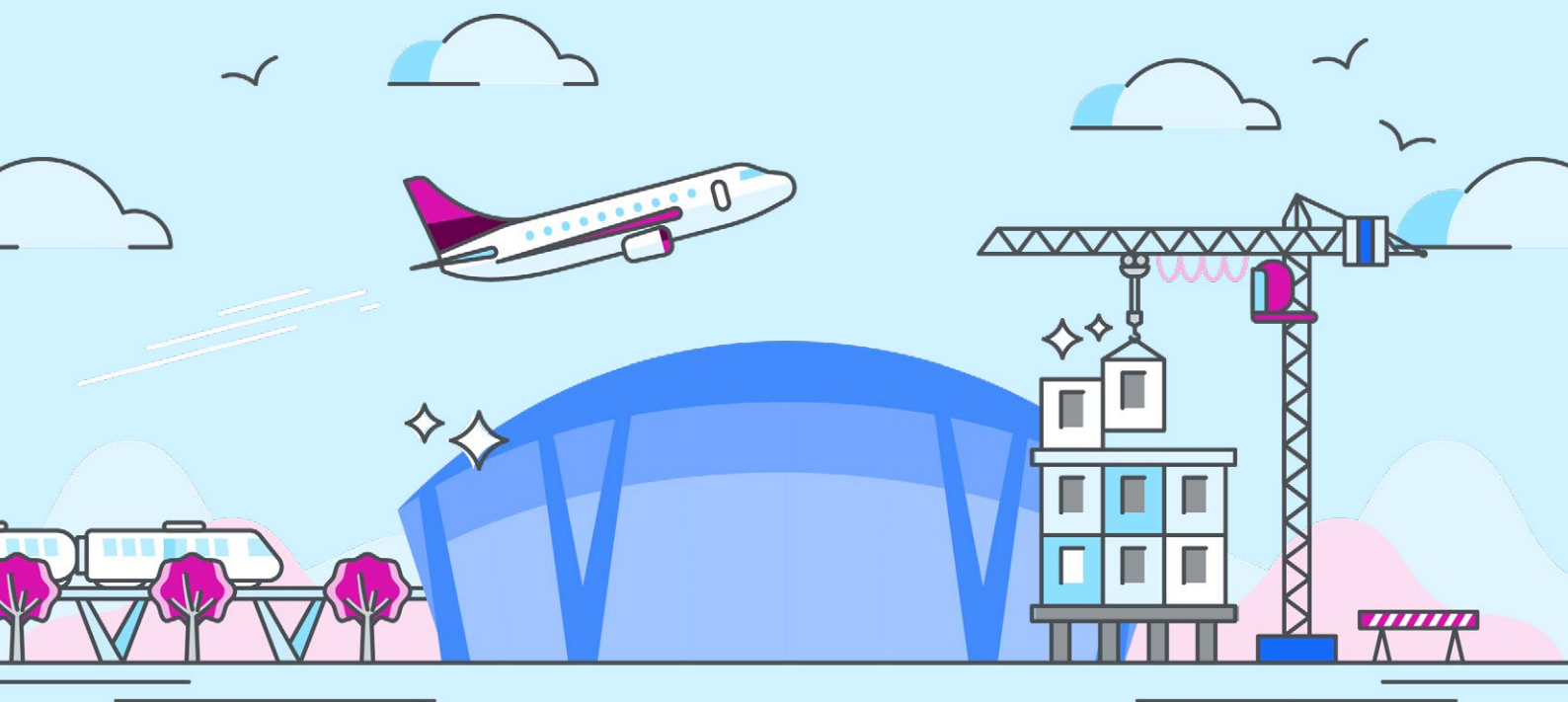


# Aerotropolis Sector Plan

A plan to enable development in  
the Western Sydney Aerotropolis





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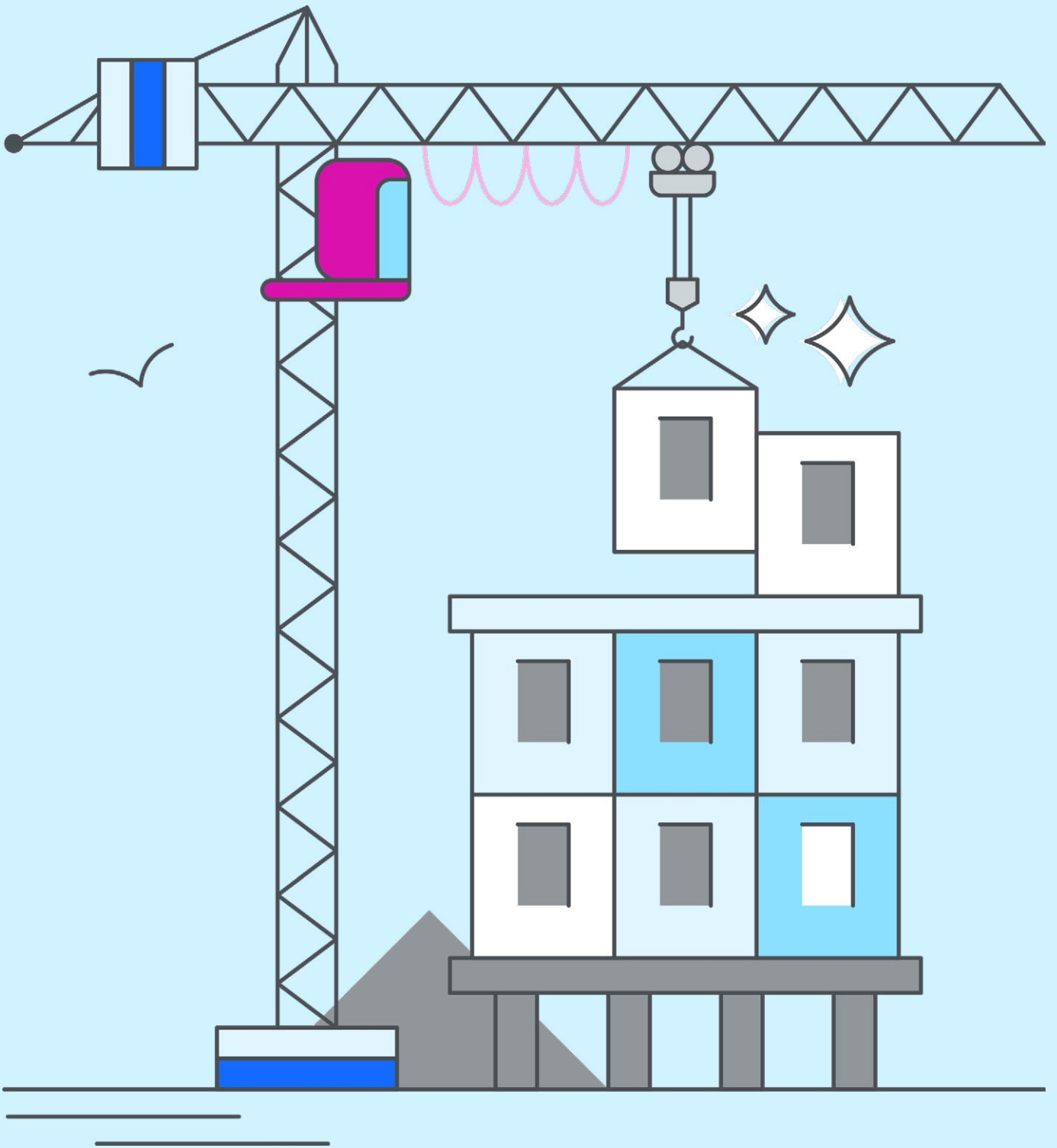
## Acknowledgement of Country

Infrastructure NSW acknowledges the Traditional Custodians of the lands where we walk, work and live. We pay respect to their Elders past and present.

We acknowledge and respect their continuing connection to the land, seas and waterways of NSW, and the continuation of their cultural, spiritual and educational practices.

In preparing the sector plan, we acknowledge the importance of Aboriginal and Torres Strait Islander people's unique history of land and water management, and of art, culture and society, that began more than 65,000 years ago.





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# Executive summary

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The Western Sydney Aerotropolis will be a 11,200 hectare economic hub surrounding the Western Sydney International (WSI) Airport. More than 5,000 hectares are rezoned for employment purposes, set to accommodate almost 120,000 new jobs by 2061.

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At almost 40 times the size of Sydney CBD and strategically located within one of Australia's fastest growing urban areas, the Aerotropolis offers a tremendous economic opportunity. It will be home to future focused industries such as advanced manufacturing, freight and logistics, technology, research, training and education. Complementing the WSI Airport at its heart is Bradfield City Centre, set to become a thriving mixed-use centre with more than 10,000 homes.

Planning and development is well underway. Close to \$26 billion of private sector investment has been triggered in the Aerotropolis since re-zonings took place. This is being facilitated by unprecedented investment in transport projects from the NSW and Australian Governments of over \$25 billion, including more than \$2 billion announced in the 2024-25 budgets.

Despite significant infrastructure investment, there is still more to be done to improve coordination and guide future investment so that the full potential of the Aerotropolis can be realised.

The Aerotropolis Sector Plan, prepared with NSW Government agencies, seeks to act on this by:

- setting out a plan for how and when infrastructure delivery priorities will service land
- providing confidence to industry on when development can take place
- providing a foundation for stronger coordination across government and aligned delivery of infrastructure programs
- identifying principles on how government processes can be streamlined and how infrastructure can be delivered more efficiently so committed funding can go further.

The Sector Plan will play a key role in accelerating momentum in the Aerotropolis, ensuring infrastructure is delivered in the right place, at the right time, so that economic growth and job creation can be maximised.

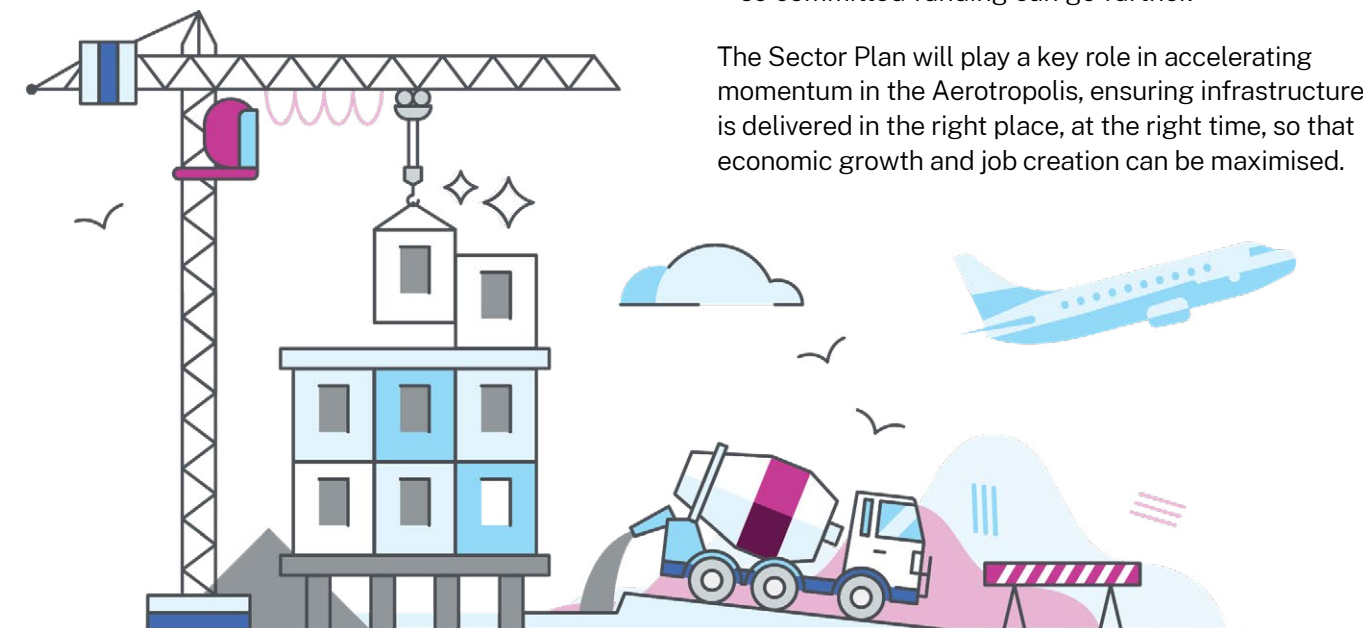
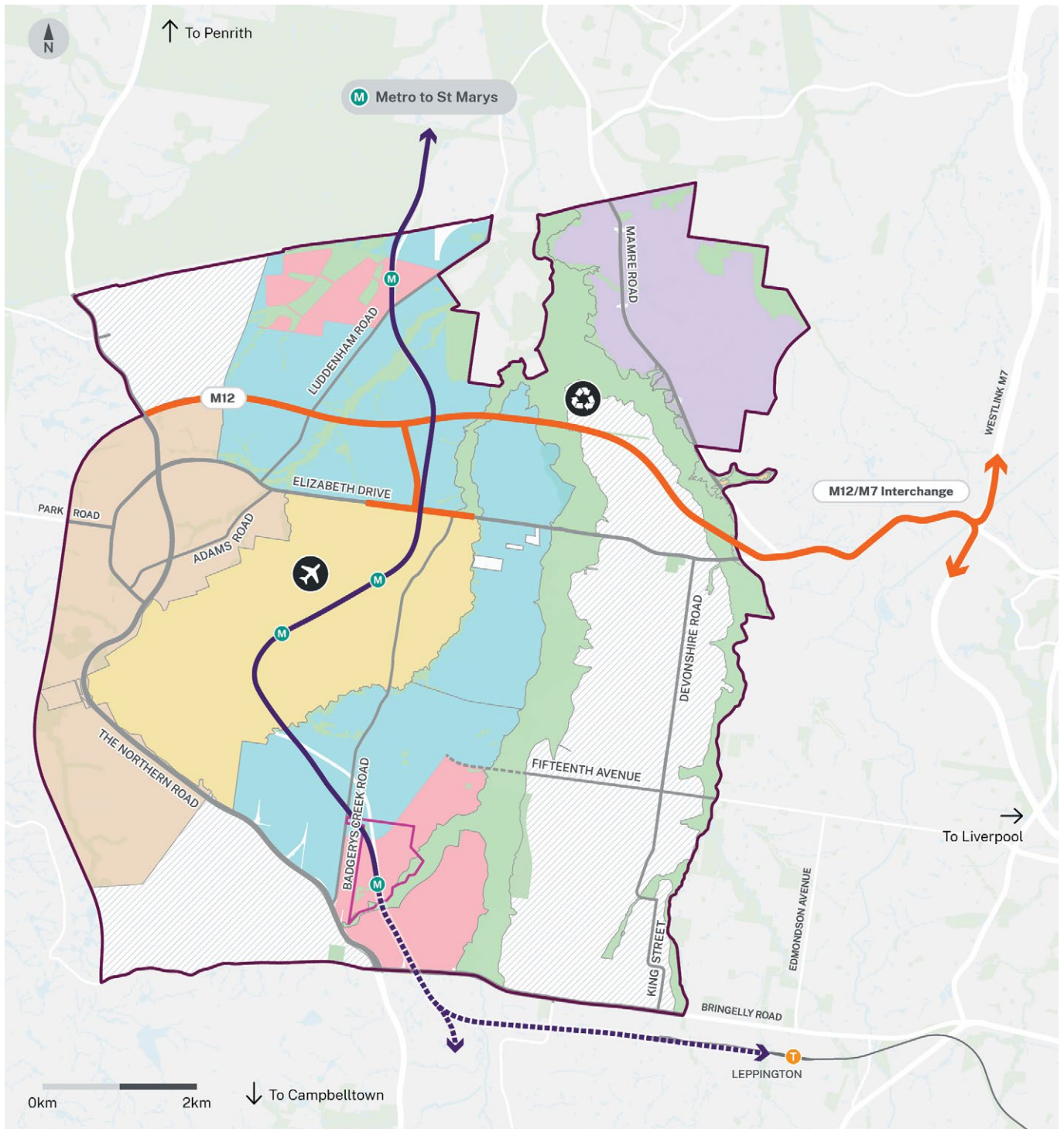


Figure 1 | Aerotropolis land use zoning



**LEGEND**

- Aerotropolis boundary
- Precinct boundaries
- M12 Motorway/M7 Interchange
- M Sydney Metro station
- Sydney Metro - Western Sydney Airport
- Future rail extension
- Future Fifteenth Avenue extension
- ✈ Western Sydney International Airport
- ♻ Advanced Water Recycling Centre
- Bradfield City Centre

**LAND USE ZONING**

- Environment and Recreation
- General Industrial
- Enterprise
- Mixed Use
- Airport
- Agribusiness
- Future rezonings



## Findings

The sector plan analyses and prioritises transport and water-related projects that will enable development across 3 time horizons.

These horizons align with development stages and WSI Airport operations:

- **2027 (2 years):** serving early airport operations and initial Aerotropolis development.
- **2030 (5 years):** serving Aerotropolis growth and demand from airport operations.
- **2040 (15 years):** serving the Aerotropolis and the airport as they mature.

The sector plan identifies:

- approximately 4,448 hectares (equivalent to at least 14 years' supply) of employment land could be serviced by 2030
- approximately 5,252 hectares (equivalent to at least 17 years' supply) by 2040.

This will ease the cost of doing business, improve the state's ability to be competitive and secure economic opportunities that could be lost interstate. The efficient servicing of this land will boost the supply pipeline of serviced employment land in Sydney to levels comparable with Melbourne and Brisbane.

**Table 1 |** Potential serviced employment land by precinct<sup>1</sup>

Precinct	Employment land in precinct (ha)	Jobs <sup>2</sup> / Homes	Potential serviced employment land 2027 (ha)	Potential serviced employment land 2030 (ha)	Potential serviced employment land 2040 (ha)	Key development constraints
Aerotropolis Core	1,278	Jobs: 60,000 Homes: 10,000+	552	823	1,278	Badgerys Creek Road and Eastern Ring Road
Agribusiness	1,309	Jobs: 10,000	660	1,309	1,309	Water and wastewater services (completed by 2028)
Badgerys Creek	600	Jobs: 11,000	95	251	600	Elizabeth Drive (completed by 2030) and Eastern Ring Road
Mamre Road	871	Jobs: 17,000	Site Specific	871	871	Mamre Road (progressively completed 2027 to 2029)
Northern Gateway	1,194	Jobs: 21,000 Homes: 3,400	1,194	1,194	1,194	
<b>Total</b>	<b>5,252</b>	<b>Jobs: 119,000 Homes: 13,400+</b>	<b>2,501</b>	<b>4,448</b>	<b>5,252</b>	

To maximise development potential, the sector plan identifies projects that are priorities for additional investment:

- **Airport Precinct Safety and Access Program** – to improve safety and access in the period leading up to the opening of WSI Airport and subsequent years.
- **Badgerys Creek Road South upgrade** – to increase capacity in the Aerotropolis Core.
- **Devonshire Link Road** – to connect Kemps Creek and WSI Airport.
- **Western Sydney Bus Services – Phase 2** – to enhance public transport connections to the airport and Aerotropolis.



Table 2 outlines infrastructure priorities to service rezoned precincts.

**Table 2** | Key enabling infrastructure to service the Aerotropolis

	Early airport operations (2027)	2030	2040
<b>Major road infrastructure</b>			
Badgerys Creek Road (Corridor)			
Badgerys Creek Road South*			
Bradfield Metro Link Road*			
Devonshire Road*			
Devonshire Link Road*			
Eastern Ring Road*			
Elizabeth Drive East (Stage 1 – Badgerys Creek Road to Devonshire Road)			
Elizabeth Drive East (Devonshire Road to M7)*			
Elizabeth Drive West*			
Fifteenth Avenue (Liverpool to Airport Transit Corridor)			
Luddenham Road			
Mamre Road Stage 1			
Mamre Road Stage 2			
M12 Motorway and M7 Integration			
Pitt Street West*			
Southern Link Road Stage 1 (Mamre Road to Compass Drive)*			
<b>Rail and bus services</b>			
Western Sydney Bus Services – Phase 1			
Western Sydney Bus Services – Phase 2*			
Western Sydney Rail Extensions*			
Sydney Metro – Western Sydney Airport			
Western Sydney Freight Line and Intermodal Terminal (Stage 1)*			
<b>Major wastewater infrastructure (in delivery)</b>			
Upper South Creek Advanced Water Recycling Centre			
Stage 1 – Wastewater Network (enables Mamre Road, Badgerys Creek, Northern Gateway, and parts of Agribusiness and Aerotropolis Core precincts)			
Stage 2 – Wastewater Network (enables remaining parts of Aerotropolis Core and Agribusiness precincts)			

\* Identified as a priority for future delivery subject to funding

**Legend**

Interim safety upgrades    Full business case complete    Construction    Project complete

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The sector plan also identifies essential projects that are in planning stages:

- **Western Sydney Fuel Pipeline:** supporting the provision of an efficient fuel supply to WSI Airport.
- **Connections with South West Sydney:** an integrated approach to support access to the Aerotropolis for communities in South West Sydney and the Illawarra.

The sector plan identifies several policy and project considerations:

- **Fast-track delivery:** Where feasible, fast-tracking business cases, particularly for committed projects, and greater use of program business cases (rather than individual business cases) for projects that contribute to a joint outcome.

- **Joint projects:** Working with the Australian Government to align approval and assurance processes on jointly funded projects.
- **Project delivery:** Identifying more efficient options and pathways for project delivery.
- **Works in kind:** A works in kind guideline to support the transition of current schemes to the Housing and Productivity Contribution framework.
- **Wianamatta-South Creek:** Maximising the potential of the precinct through better coordination.
- **Community infrastructure:** Improving cross-government engagement so that supporting community infrastructure is considered alongside planning for enabling infrastructure.



■ Sydney Metro – Western Sydney Airport viaduct construction, Copyright State of NSW (Transport for NSW)

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# About this plan

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Infrastructure NSW has an expanded role under its Co-ordinator General function. This allows better coordination of infrastructure to support freight, logistics and employment-related development in the Western Sydney Aerotropolis and Western Sydney.

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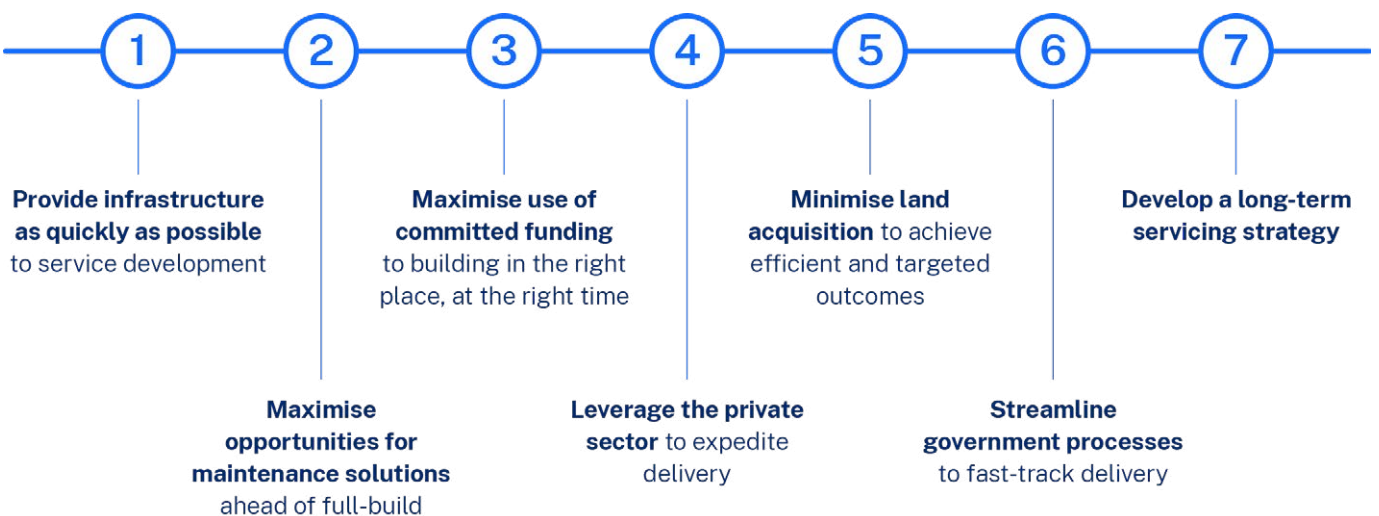
The *Aerotropolis Sector Plan*, prepared with key NSW Government agencies, provides transparency to industry, the community and other levels of government on the NSW Government's investment pipeline. It focuses on transport and water infrastructure – the enabling infrastructure to service development and attract private investment.

It does not focus on energy-enabling infrastructure, which is not a constraint to development in the short-medium term. Policy, budget and project considerations that will influence the potential of the Aerotropolis have also been considered.

The sector plan supports several NSW Government strategies and plans including the *NSW State Infrastructure Strategy*, *Greater Sydney Region Plan*, *Future Transport Strategy 2061*, *Western Sydney Aerotropolis Plan*, *Western Sydney Aerotropolis Precinct Plan*, and the *Western Sydney Airport Precinct Transport Strategic Vision*.

It also supports Australian Government initiatives including the work of the Western Sydney Transport Infrastructure Panel<sup>3</sup> and Western Sydney Airport – Airport Plan.

**With WSI Airport opening in less than 2 years, enabling infrastructure must be provided as efficiently and quickly as possible. To achieve this, the sector plan has been shaped around 7 principles:**





Western Sydney International (Nancy-Bird Walton) Airport – Artist's Impression at 82 million Annual Passengers (82MAP)





# The opportunity

## An emerging economic powerhouse

The Western Sydney Aerotropolis is almost 40 times the size of Sydney CBD, equivalent to the area of Sydney's Eastern Suburbs, CBD, Inner South and parts of the Inner West (Figure 2).<sup>4</sup> The Aerotropolis will accommodate future-focused industries such as advanced manufacturing, technology, research, training and education, freight and logistics, and agribusiness. At its heart, Bradfield City Centre will ultimately accommodate 10,000 homes and 20,000 jobs.

WSI Airport will initially feature a single 3.7 kilometre runway and integrated domestic and international terminal, with capacity for 10 million passengers and 220,000 tonnes of freight a year. In the long term, it will accommodate 82 million passengers and 1.8 million tonnes of freight per year, supported by an expanded terminal and additional runway.<sup>5</sup>

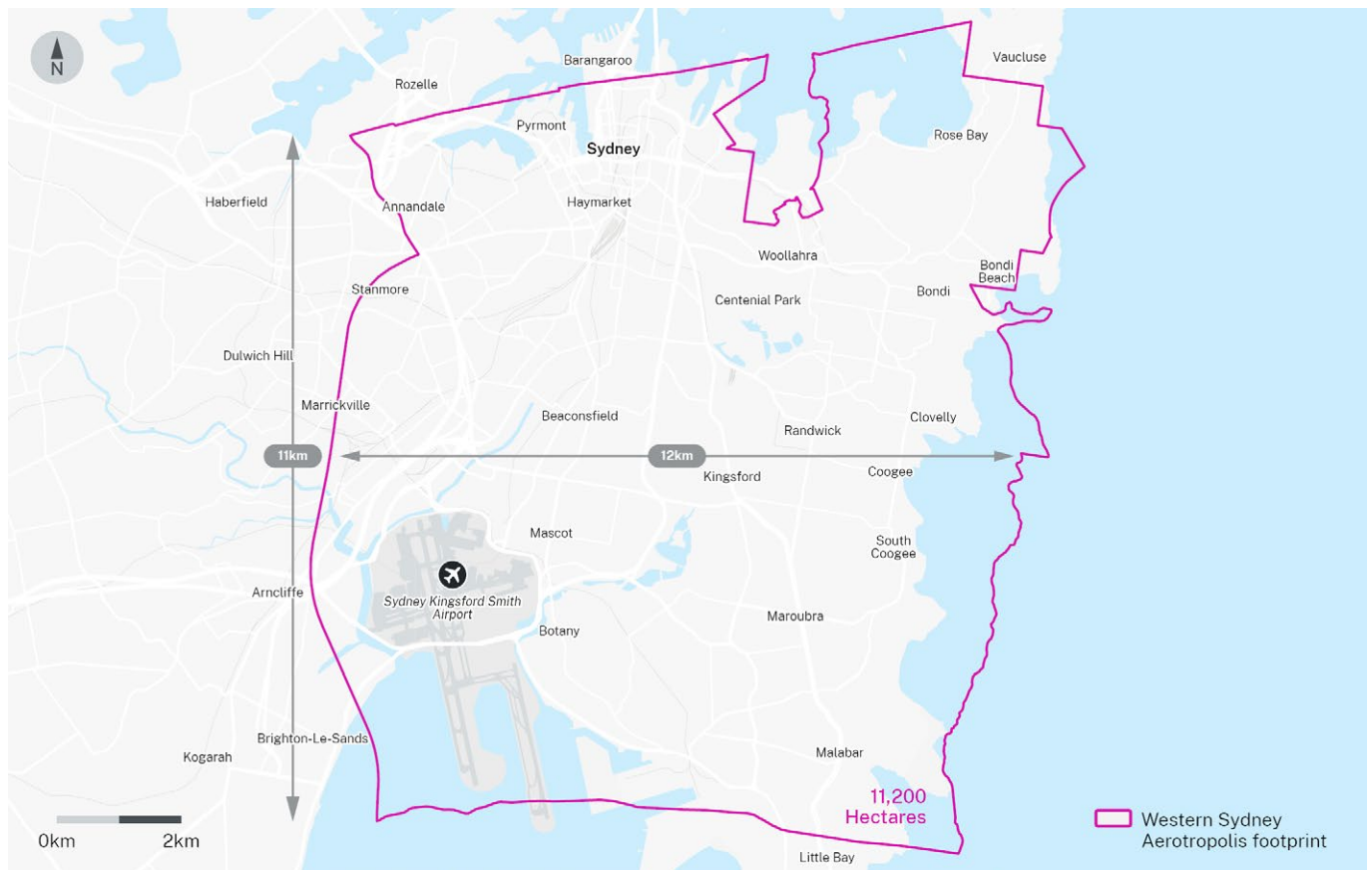
More than 5,000 of 11,200 hectares of the Aerotropolis is rezoned, largely for employment purposes. This has triggered potential development of close to \$26 billion and almost 65,000 jobs.

Despite this, infrastructure provision, particularly of new or upgraded roads, has not kept pace with the rapid take-up in employment land. Inadequate infrastructure for rezoned land hinders planning approvals and slows development.

This is problematic, as Sydney has a shortage of available serviced employment land. This has caused land values and rents to increase – with Greater Sydney having the highest rents in Australia and lowest vacancy rates of any similar city globally of less than 1%.<sup>6</sup>

The Aerotropolis presents a clear opportunity to address this shortage and to boost the supply pipeline to levels comparable to Melbourne and Brisbane.

**Figure 2 |** The Aerotropolis in comparison to Eastern Sydney



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## Public investment

Unprecedented levels of NSW and Australian Government infrastructure investment is supporting the Aerotropolis. This must be leveraged to make the best use of public resources, maximise development, economic growth and job creation opportunities.

Infrastructure investment has included:

- more than \$25 billion in NSW and Australian Government funding for transport projects including the airport itself, M12 Motorway, Sydney Metro –Western Sydney Airport, and major road upgrades including Bringelly Road and The Northern Road.
- more than \$1 billion in enabling works to kick-start development at Bradfield City Centre, including buildings to accommodate the Advanced Manufacturing Research Facility, civil works and utilities, and Central Park.
- more than \$1 billion in the Upper South Creek Advanced Water Recycling Centre to treat wastewater and produce recycled water as a nonpotable water source for households and industry, with an additional \$1 billion investment to deliver a supporting water servicing network.

The 2024-25 NSW and Australian Government budgets included more than \$2 billion for:

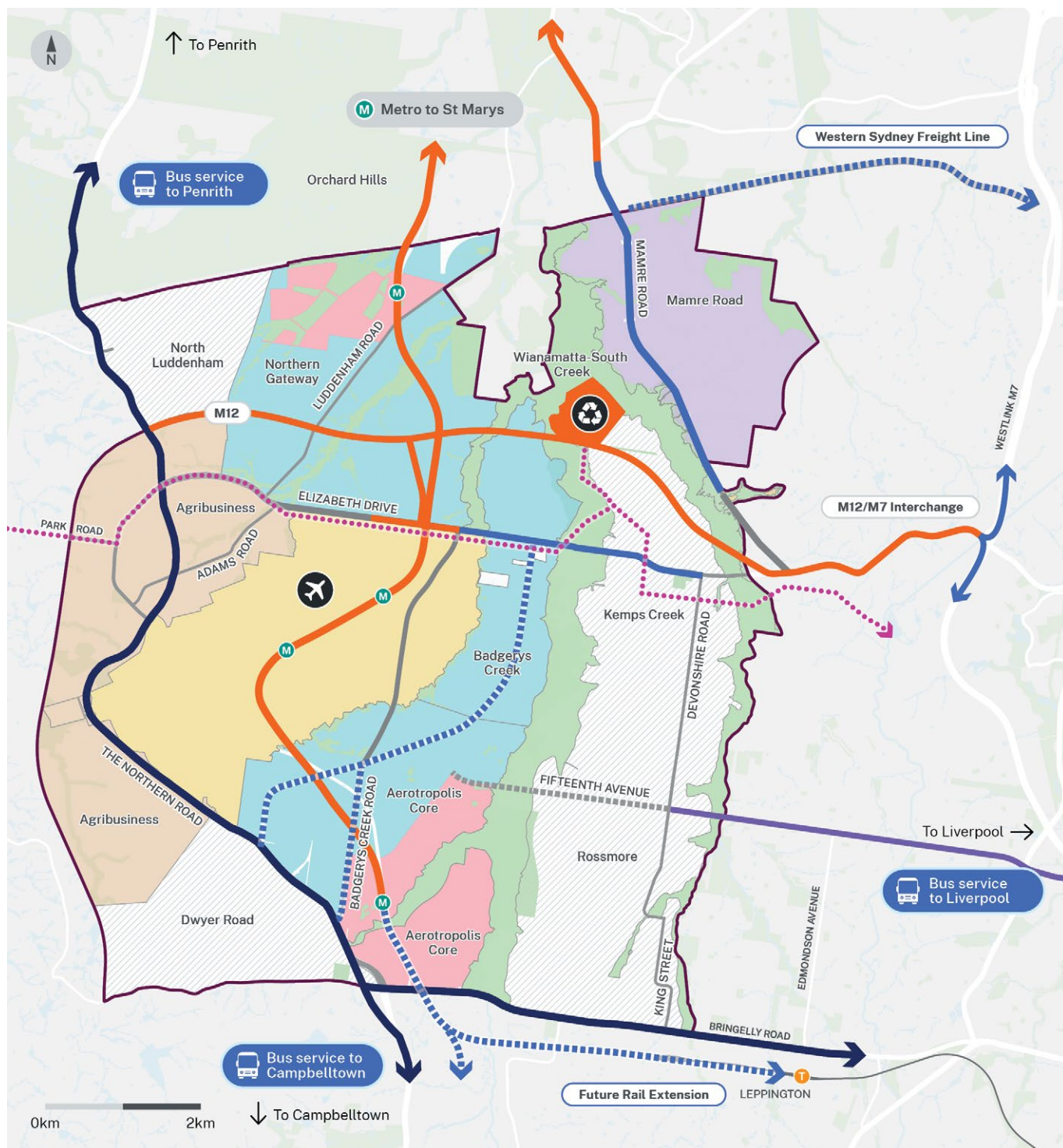
- **Mamre Road:** \$1 billion for the Stage 2 upgrade (Erskine Park Road to Kerrs Road). This builds on \$290 million to upgrade Stage 1 (M4 to Erskine Park Road).
- **Elizabeth Drive:** \$800 million to upgrade Elizabeth Drive East (Stage 1) between Badgerys Creek Road and Devonshire Road.

- **Eastern Ring Road/Badgerys Creek Road South:** \$25 million for a full business case for a new Eastern Ring Road and upgrade to Badgerys Creek Road South.
- **M7-M12 Interchange:** An additional \$110 million in NSW Government funding.
- **New Western Sydney Bus Services:** An additional \$100 million in Australian Government funding for bus services between WSI Airport and Campbelltown, Penrith and Liverpool (to a total \$327 million initial investment).
- **Western Sydney Freight Line and Intermodal Terminal:** \$60 million for a full business case for Stage 1 of the Western Sydney Freight Line, to identify options for the intermodal terminal and a freight link from Port Botany.
- **Western Sydney Rail Extensions:** Additional funding by the Australian Government (to a total of \$100 million) to expand the scope of the full business case for the Sydney Metro line from Bradfield to Glenfield to include a mass transit connection to Campbelltown/Macarthur. This is in addition to \$40 million in NSW Government funding to plan for a northern extension between St Marys and Tallawong.

Furthermore, in January 2025, the NSW and Australian Governments announced \$1 billion funding to deliver a major upgrade to Fifteenth Avenue (Liverpool to Airport Transit Corridor), to support this project moving into construction once planning work has been completed.



Figure 3 | Key enabling infrastructure in the Aerotropolis and recent funding priorities



**LEGEND**

- Aerotropolis boundary
- Precinct boundaries
- M Sydney Metro station
- ✈ Western Sydney International Airport
- ♻ Advanced Water Recycling Centre
- Advanced Water Recycling Pipelines

**LAND USE ZONING**

- Environment and recreation
- General industrial
- Enterprise
- Mixed use
- Airport
- Agribusiness
- Future rezonings

**FUNDING/DELIVERY STATUS**

- Existing infrastructure
- Recently completed/major upgrades
- Under construction
- 2024 budget funded for delivery
- 2024 budget funded for planning
- 2025 announced funding for delivery
- Funded for planning



## Private sector development

There has been strong private sector interest in the Aerotropolis, triggering close to \$26 billion of potential development that could accommodate almost 65,000 jobs.

As of January 2025, there are approximately 57 State Significant and Council Development Applications (SSDAs & DAs) in the planning assessment process or recently determined. This represents more than \$10.5 billion in investment value.

Most development will be warehousing and distribution centres with flexible industrial layouts. Warehouses range from 25,000 sqm to 90,000 sqm in gross floor area. Demand for high bay warehouses (up to 45m) is increasing.

Two private sector-led master plans are in assessment stages in addition to the approved Bradfield City Centre master plan, representing an investment of more than \$15.2 billion.

**Table 3 | SSDAs, DAs and master plans in the planning assessment process (January 2025)<sup>7</sup>**

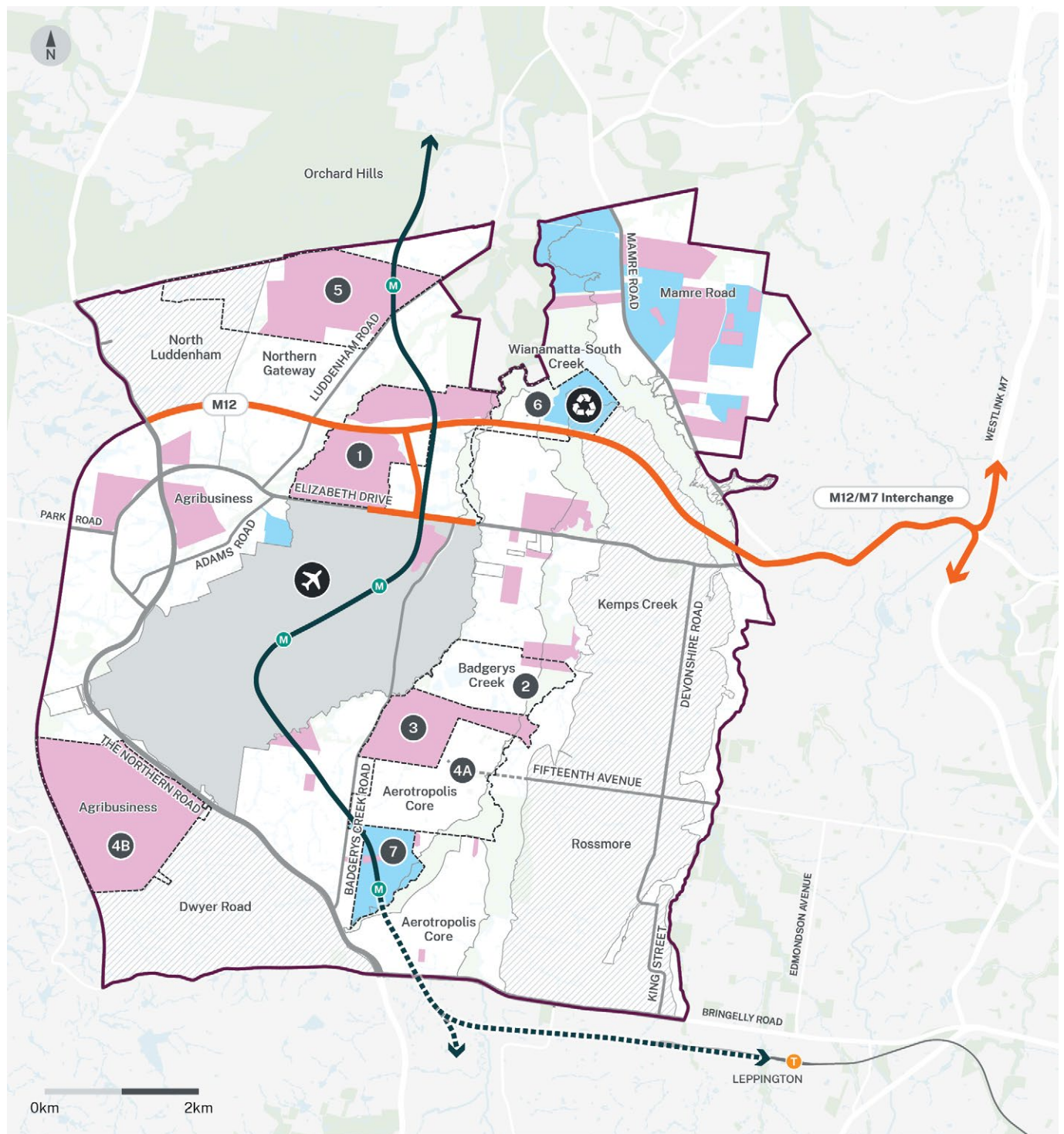
Precinct	Investment value	Construction jobs	Ongoing jobs
Aerotropolis Core	\$15.2 billion	1,980	37,679
Agribusiness	\$3.2 billion	2,205	12,537
Badgerys Creek	\$313 million	2,627	546
Mamre Road	\$5.1 billion	8,075	10,427
Northern Gateway	\$1.9 billion	2,883	3,237
<b>Total</b>	<b>\$25.7 billion</b>	<b>17,770</b>	<b>64,426</b>



**Bradfield City Centre under construction, Bradfield Development Authority**



Figure 4 | Development activity (in planning, under assessment or approved as of January 2025)



**KEY FACTS**

- 64,426**  
Ongoing jobs
- 17,770**  
Construction jobs
- 26 billion**  
Capital Investment (approx)
- 2,300 hectares**  
Site area (approx)

**LEGEND**

- Aerotropolis boundary
- Precinct boundaries
- Future rezonings
- M12 Motorway/M7 Interchange
- Sydney Metro station
- Sydney Metro – Western Sydney Airport
- Future rail extension
- Future Fifteenth Avenue extension
- Western Sydney International Airport
- Advanced Water Recycling Centre

**LANDOWNERS OVER 100HA**

- Major land owners
- 1** ISPT/UniSuper
- 2** CSR Limited
- 3** Ingham Property Group
- 4A** Leppington Pastoral Company
- 4B** Leppington Pastoral Company
- 5** Celestino
- 6** University of Sydney
- 7** Bradfield Development Authority

**DEVELOPMENT STATUS**

- Approved
- In planning/ under assessment

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## Freight

The NSW freight industry is worth \$66 billion a year.<sup>8</sup> In Western Sydney, freight volumes are expected to grow much faster than in other parts of NSW – 247 million tonnes per annum by 2061, a 91 per cent increase when compared with 129 million tonnes in 2021. Strong population growth, rapid urbanisation and industrial activity in Western Sydney are key factors underpinning freight demand in NSW.<sup>9</sup>

The Aerotropolis will play an increasingly important role in handling the freight task for not just Western Sydney, but for NSW. It is well placed to accommodate new freight and logistics related development, being anchored by Sydney's only 24/7 international airport and connected to the regional motorway network.

Infrastructure must be in place to not just cater for the growing freight task, but to maximise growth. This will support efficient freight movements and allow for safer, less congested roads. It will avoid delays and any consequent manufacturing stoppages. Goods will be available on time, supply chains more resilient and flow-on air passenger delays avoided.

## Serviced employment land

The Aerotropolis contains 60% of Greater Sydney's undeveloped zoned employment land,<sup>10</sup> however serviced employment land is limited and might not meet short-term to medium-term demand.

As of January 2024, 7,321 hectares of zoned employment land in Greater Sydney was undeveloped and approximately 615 hectares (8%) of this was serviced and zoned. Using the current annual take-up rate of 148 hectares, this equates to just over 4 years' supply.<sup>11</sup> Recent development activity in the Mamre Road Precinct indicates existing supply may be exhausted quicker than anticipated.

NSW needs a steady pipeline of more than 10 years' worth of serviced employment land to maintain healthy vacancy rates and rents and support long-term industry planning. The recently released Industrial Lands Action Plan outlines an approach to secure, manage and monitor the supply of industrial lands across NSW.

Victoria and Queensland provide for a pipeline of more than 10 years' land supply. Melbourne has about 15 years and Brisbane about 12 years of remaining serviced land supply.<sup>12</sup>

Unlocking additional supply of serviced employment land will also ease pressure on construction costs and support the delivery of housing in Greater Sydney. Employment land is critical for storing and manufacturing building supplies and accommodating services such as concrete batching facilities and waste. This opportunity in the Aerotropolis is significant given its scale as well as its strategic location adjoining major housing growth areas.

## Infrastructure keeping pace with development

Most investment to date relates to major infrastructure to move people and goods in and out of the Aerotropolis, with the focus recently shifting to infrastructure connections within the Aerotropolis.

Infrastructure provision (particularly roads) has not kept pace with development. Without remedy, this could potentially delay or defer development application approvals due to capacity and servicing constraints.

The Aerotropolis road network consists of mainly narrow, single-lane roads typical of a rural setting. These roads will not withstand the increasing traffic as the area grows, particularly from buses, heavy freight and construction vehicles. While interim safety measures are in place and others are planned, further works are needed to avoid network deterioration and subsequent impacts on road safety and efficiency.

Similarly, water-related services, particularly stormwater and wastewater management, lags development. Developer-led solutions in many cases can accelerate delivery of necessary infrastructure ahead of permanent regional infrastructure. However, this can be costly and may sterilise developable area until permanent regional infrastructure is available.



Upper South Creek Advanced Water Recycling Centre and Western Sydney (Nancy-Bird Walton) International Airport under construction, Sydney Water





# Development

## Potential serviced employment land by precinct

Additional development capacity will potentially be available in the Aerotropolis at various stages based on state infrastructure programming for transport and water servicing. This has been analysed across 3 time horizons:

- **2027 (2 years):** serving WSI Airport’s early operations and initial Aerotropolis development.
- **2030 (5 years):** serving Aerotropolis growth and demand from airport operations.
- **2040 (15 years):** serving the Aerotropolis as it matures and WSI Airport as passenger and freight volumes grow.

Table 4 | Potential serviced employment land by precinct<sup>13</sup>

Precinct	Total zoned employment land (ha)	Potential serviced employment land 2027 (ha)	Potential serviced employment land 2030 (ha)	Potential serviced employment land 2040 (ha)
Aerotropolis Core	1,278	552	823	1,278
Agribusiness	1,309	660	1,309	1,309
Badgerys Creek	600	95	251	600
Mamre Road	871	site-specific	871	871
Northern Gateway	1,194	1,194	1,194	1,194
<b>Total</b>	<b>5,252</b>	<b>2,501</b>	<b>4,448</b>	<b>5,252</b>

The sector plan identifies areas as:

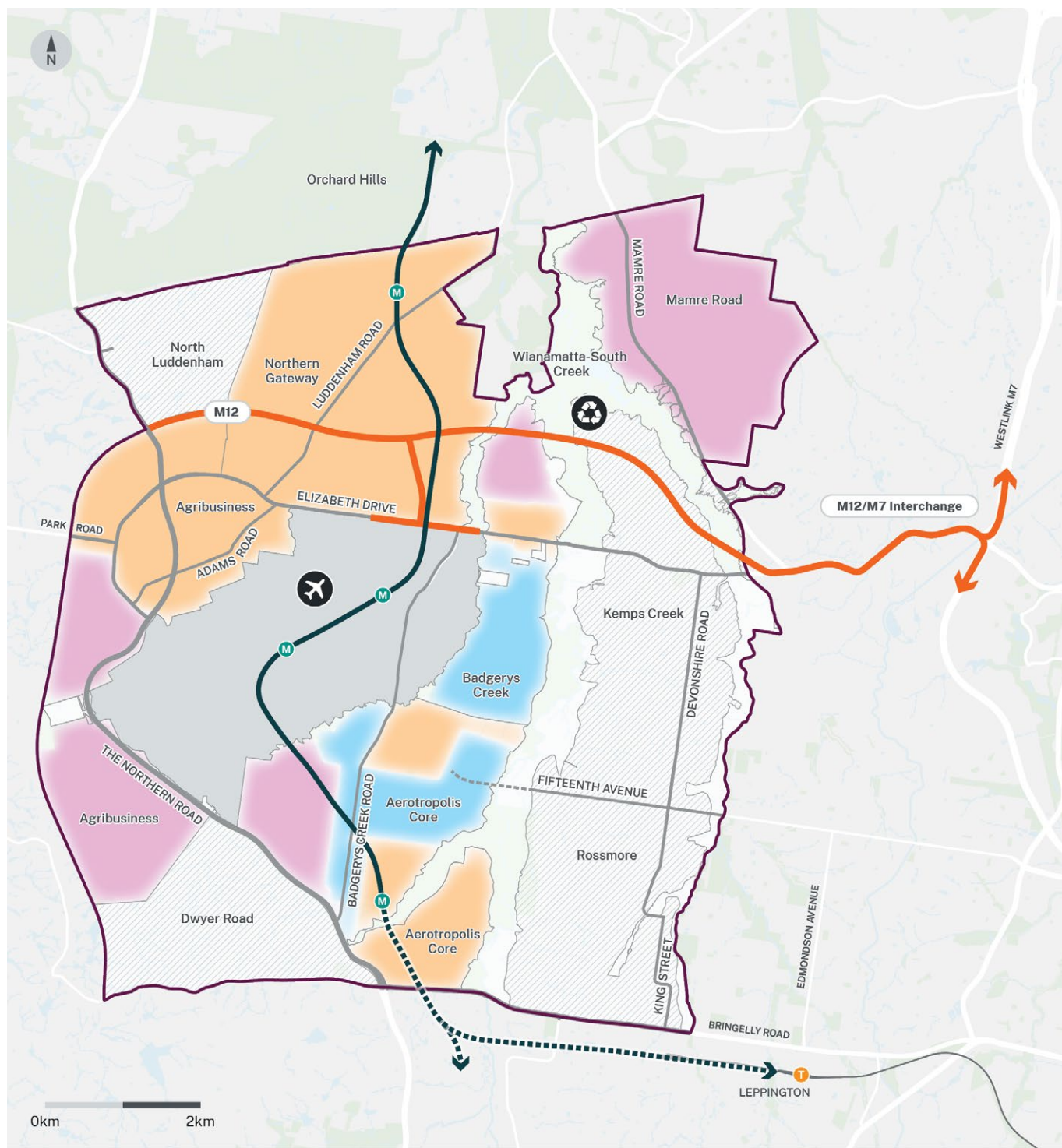
- **Serviced:** areas serviced by enabling state infrastructure. Applications can be assessed on their merits.
- **Partly Serviced:** areas partly serviced by enabling state infrastructure (site-specific constraints may vary). Applications must demonstrate infrastructure capacity to service development, and applicants must consult early with Transport for NSW and Sydney Water. Staged development could be considered.
- **Unserviced:** areas not serviced by enabling state infrastructure (site-specific constraints may vary).

In some cases, local infrastructure upgrades and interim stormwater solutions may be required despite identified servicing status. Employment land includes land zoned as Enterprise, Agribusiness, Mixed Use and General Industrial.





Figure 5 | Potential serviced employment land by precinct over time



**LEGEND**

- Aerotropolis boundary
- Precinct boundaries
- Future rezonings
- M12 Motorway/M7 Interchange
- Sydney Metro station
- Sydney Metro –Western Sydney Airport
- Future rail extension
- Future Fifteenth Avenue extension
- Western Sydney International Airport
- Advanced Water Recycling Centre

**POTENTIAL SERVICED EMPLOYMENT LAND BY PRECINCT**

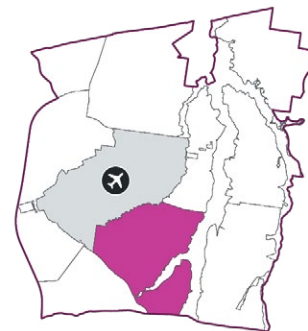
- 2027
- 2030
- 2040

*\* Note –developments will be subject to merit-based assessment to confirm service availability*

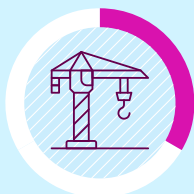
## Aerotropolis Core Precinct

This precinct contains approximately 1,278 hectares of employment land, mainly zoned for mixed use and enterprise purposes.

The key constraints to development are Badgerys Creek Road and Eastern Ring Road, with these being priorities for delivery by 2040 to facilitate development.



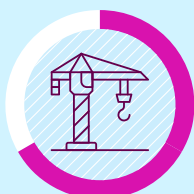
### Enabling infrastructure to facilitate development in the Aerotropolis Core Precinct



**2027**  
**(early airport operations)**

#### Partly Serviced

- ▶ Initial development can be accommodated, particularly in areas with direct access to The Northern Road and Bringelly Road.
- ▶ Safety and interim upgrade works along Badgerys Creek Road will cater for increasing truck movements, new bus services and access to early development in Bradfield City Centre and other master plan sites.
- ▶ New water mains will amplify drinking water supply.
- ▶ Wastewater services will be in most areas by 2027, other than in the west of the precinct (due 2028).
- ▶ Integrated stormwater management/recycled water networks will be in place after 2028. Developers proceeding earlier can build interim solutions with approval.



**2030**

#### Partly Serviced

- ▶ Wastewater servicing will be in place for the remainder of the precinct.
- ▶ Delivery of integrated stormwater management/recycled water networks in line with development.
- ▶ Construction of a major upgrade and new roadway sections for Fifteenth Avenue (Liverpool to Airport Transit Corridor) – the proposed primary transit connection between WSI Airport, Bradfield City Centre and Liverpool will be underway to increase travel choices and improve accessibility to/from Aerotropolis Core and South West Sydney.



**2040**

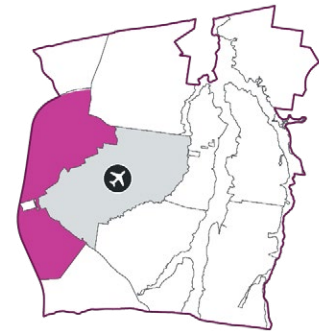
#### Serviced

- ▶ A major upgrade to Badgerys Creek Road South (from The Northern Road to Eastern Ring Road – around 2.5 km) is a key priority (currently unfunded).
- ▶ Two lanes in each direction will enable further development at Bradfield City Centre and other master plan sites, as well as additional development (subject to some limitations until an Eastern Ring Road is built).
- ▶ Eastern Ring Road is a priority project.
- ▶ Bradfield Metro Link Road is considered a priority to complement the completed Liverpool to Airport Transit Corridor (Fifteenth Avenue) to improve public transport connectivity to Bradfield City Centre.
- ▶ These unfunded projects will maximise development potential in the Aerotropolis Core Precinct.

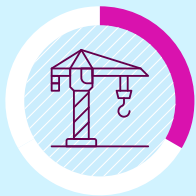
## Agribusiness Precinct

This precinct contains approximately 1,309 hectares of employment land, mainly zoned agribusiness (and the remainder enterprise). Integrated logistics, air freight, intensive food production, food innovation, fresh produce and pharmaceutical facilities are development types suited for this precinct.

The key constraints to development are water and wastewater services (expected to be completed by 2028).



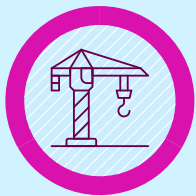
### Enabling infrastructure to facilitate development in the Agribusiness Precinct



**2027**  
(early airport operations)

#### Partly Serviced

- ▶ Completed upgrades to The Northern Road provide adequate road capacity to support forecast development.
- ▶ Intersections between local roads and The Northern Road may need to be upgraded.
- ▶ Development may require interim, developer-led solutions for wastewater (subject to approval).
- ▶ Integrated stormwater management/recycled water networks will be in place after 2028. Developers proceeding earlier can build interim solutions with approval.



**2030**

#### Serviced

- ▶ Road capacity is sufficient to service forecast development.
- ▶ Wastewater servicing will be completed by the late 2020s.
- ▶ Delivery of integrated stormwater management/recycled water networks in line with development.



**2040**

#### Serviced

- ▶ Road capacity is sufficient to service forecast development.

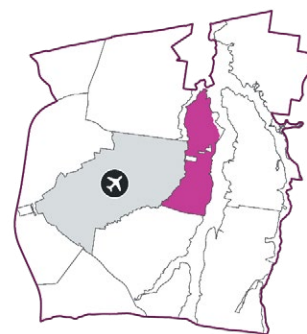


## Badgerys Creek Precinct

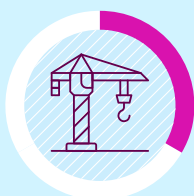
This precinct contains approximately 600 hectares of employment land, mainly zoned enterprise.

The key constraints to development are Elizabeth Drive and Eastern Ring Road.

Water and wastewater services will be completed by the opening of WSI Airport.



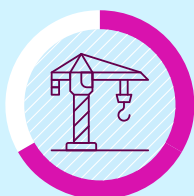
### Enabling infrastructure to facilitate development in Badgerys Creek Precinct



**2027**  
(early airport operations)

#### Partly Serviced

- ▶ Some initial development can be accommodated.
- ▶ The M12 Motorway will alleviate congestion on Elizabeth Drive, which can then serve local development.
- ▶ Targeted maintenance and safety upgrades on Elizabeth Drive will be completed. However these will not provide a significant increase to road capacity.
- ▶ The upgrade to Elizabeth Drive East (Stage 1) from Badgerys Creek Road to Devonshire Road will commence.
- ▶ Wastewater servicing will be linked to the Advanced Water Recycling Centre.
- ▶ Integrated stormwater management/recycled water networks will be in place after 2028. Developers proceeding earlier can build interim solutions with approval.



**2030**

#### Partly Serviced

- ▶ Some additional development can be accommodated (primarily to the north of Elizabeth Drive), and will be accessed by the upgraded Elizabeth Drive East (Stage 1).
- ▶ South of Elizabeth Drive, development can be accommodated subject to developer-led works providing access to Elizabeth Drive.
- ▶ Planning for Eastern Ring Road will inform any developer-led works.
- ▶ Delivery of integrated stormwater management/recycled water networks will occur in line with development.



**2040**

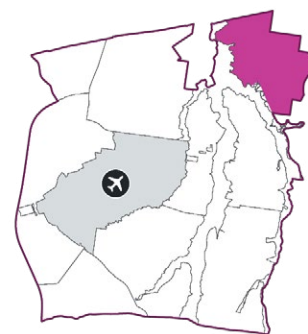
#### Serviced

- ▶ Priority projects include the Eastern Ring Road and upgrading the remainder of the Elizabeth Drive corridor (currently unfunded).
- ▶ Eastern Ring Road will remove any remaining road capacity constraints.

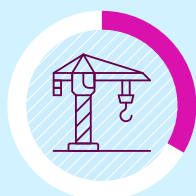
## Mamre Road Precinct

This precinct comprises approximately 871 hectares of employment lands, mainly zoned general industrial.

The key constraints to development are Mamre Road, and the provision of stormwater infrastructure.



### Enabling infrastructure to facilitate development in Mamre Road Precinct



**2027**  
(early airport operations)

#### Partly Serviced

- ▶ While road capacity is a constraint, major road upgrades to Mamre Road will be completed between 2027 and 2029, incrementally creating development capacity.
- ▶ Minor safety and upgrade works to Mamre Road will occur ahead of major upgrades (that will increase road capacity).
- ▶ Full business case for the Southern Link Road Stage 1 (to Compass Drive) will support subsequent delivery of this project.
- ▶ Integrated stormwater management/recycled water networks will be in place after 2028. Developers proceeding earlier can build interim solutions with approval.
- ▶ Wastewater services will be in place by 2027 and are not considered a constraint as interim developer-led works can service development until then (subject to approval).



**2030**

#### Serviced

- ▶ Major upgrades to Mamre Road will provide road capacity to meet demand.
- ▶ Devonshire Link Road full business case is a priority to support a future connection between Mamre Road, the M12 Motorway and Elizabeth Drive.
- ▶ Completion of integrated stormwater management/recycled water network.



**2040**

#### Serviced

- ▶ Devonshire Link Road (unfunded) will provide upgraded north-south and east-west connections and provide for future capacity.
- ▶ In addition to Devonshire Link Road, part of the Southern Link Road (unfunded) is a priority to connect the precinct to the Western Sydney Employment Area and M7 Motorway.

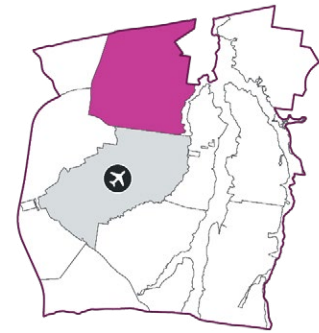


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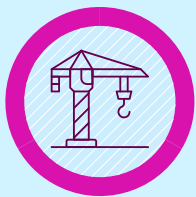
## Northern Gateway Precinct

This precinct comprises approximately 1,194 hectares of employment land, mainly zoned enterprise and partly mixed use (within Sydney Science Park).

Luddenham Road and Elizabeth Drive West can accommodate forecast development in the short-term to medium-term. Major upgrades are not expected to be required until around 2040 for Elizabeth Drive West, and after 2040 for Luddenham Road. These timeframes may need to be reviewed in the event of a significant increase in developer interest.



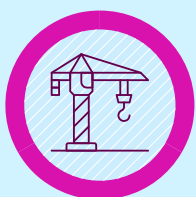
### Enabling infrastructure to facilitate development in the Northern Gateway Precinct



**2027**  
**(early airport operations)**

#### Serviced

- ▶ The M12 Motorway will alleviate congestion on Elizabeth Drive, which can then serve local development.
- ▶ Water and sewerage services will be available.
- ▶ Integrated stormwater management/recycled water networks will be in place after 2028. Developers proceeding earlier can build interim solutions with approval.



**2030**

#### Serviced

- ▶ Targeted maintenance and safety upgrades along Elizabeth Drive include an intersection upgrade at Luddenham Road.
- ▶ Delivery of integrated stormwater management/recycled water networks in line with development.



**2040**

#### Serviced

- ▶ A business case for a major upgrade to Luddenham Road is a priority.
- ▶ An upgrade for Elizabeth Drive West (unfunded) is a priority, to be informed by further planning and design work.

# Transport

## Overview

Planning for integrated transport solutions is consistent with Transport for NSW's strategic vision in *Connecting the Western Sydney Airport Precinct*.

**In the short to medium term, servicing in the Aerotropolis will focus on:**



early airport operations, initial development, freight movement and safe and reliable access to the road network.



setting the foundations for an integrated transport network through new and improved roads.

Table 5 and Figure 6 show the proposed transport infrastructure planning and delivery program, and future priorities.



**| Sydney Metro – Western Sydney Airport, M12 Motorway, Elizabeth Drive and WSI Airport under construction, Transport for NSW**



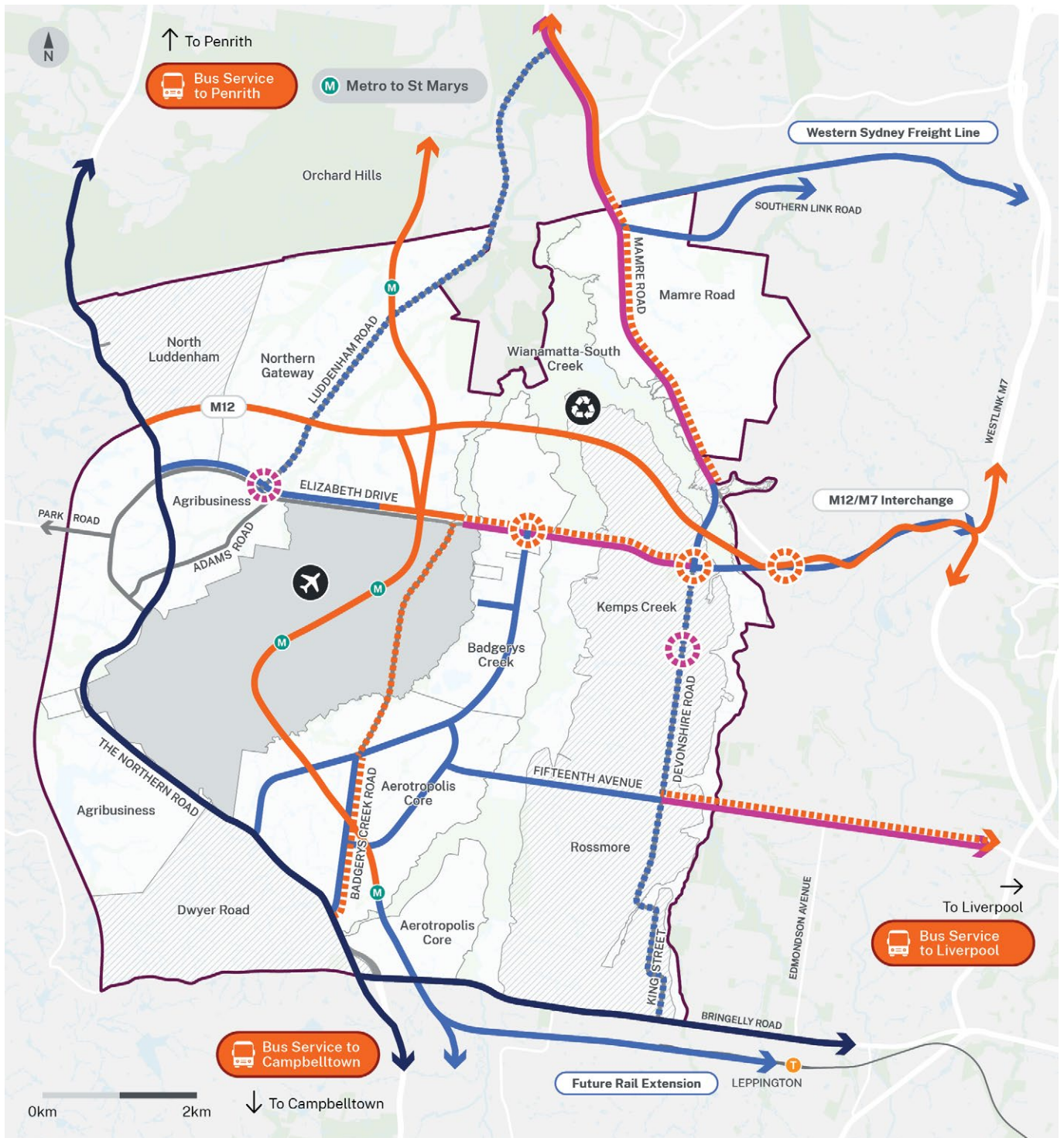
Table 5 | Transport infrastructure timeframes and priorities

Unfunded projects

Project	Early Airport Operations (2027)	2030	2040
Badgerys Creek Road (Full Corridor)	Complete: Interim and safety/ access works		
Badgerys Creek Road South Proposed Eastern Ring Road to The Northern Road	Complete: Business case		Priority: Construction – major upgrade
Bradfield Metro Link Road	Complete: Business case		Priority: Construction – new road
Devonshire Road		Priority: Interim and safety/ access works (Cross Street intersection)*	Priority: Business case Priority: Interim and safety/ access works
Devonshire Link Road Mamre Rd to Devonshire Road and M12 Access		Priority: Business case	Priority: Construction – new road
Eastern Ring Road	Complete: Business case		Priority: Construction – new road
Elizabeth Drive East – Stage 1 Badgerys Creek Road to Devonshire Road	Commencing: Construction – major upgrade	Complete: Construction – major upgrade (staged by 2030)	
Elizabeth Drive East (Other Sections)	Complete: Interim and safety/ access works		Priority: Construction – major upgrade
Elizabeth Drive West WSI Airport to The Northern Road		Priority: Interim and safety/ access works (Luddenham Road intersection)*	Priority: Construction – major upgrade
Fifteenth Avenue (Liverpool to Airport Transit Corridor)	Complete: Interim and safety/ access works* Complete: Construction – major upgrade	In progress: Construction – major upgrade	Complete: Construction – major upgrade
Luddenham Road		Priority: Interim and safety/ access works (Elizabeth Drive intersection)*	Priority: Business case Priority: Interim and safety/ access works
Mamre Road – Stage 1 M4 to Erskine Park Road	In progress: Construction – major upgrade	Complete: Construction – major upgrade	
Mamre Road – Stage 2 Erskine Park Road to Kerrs Road	Complete: Interim and safety / access works Commencing: Construction – major upgrade	Complete: Construction – major upgrade (staged by 2030)	
M7/M12 integration	Complete: Construction – new motorway interchange		
M12 Motorway	Complete: Construction – new motorway		
Pitt Street (West)	Complete: Business case		Priority: Construction – major upgrade
Southern Link Road – Stage 1 Mamre Road to Compass Drive	Complete: Business case		Priority: Construction – new road/major upgrade
Western Sydney Bus Services	Complete: New bus services between WSI Airport/Bradfield to Western Sydney centres (Phase 1)		Priority: Continued and enhanced services (Phase 2)
Western Sydney Rail Extensions	Complete: Business case		Priority: Construction – new rail line
Sydney Metro – Western Sydney Airport (WSA)	Complete: Construction – new metro rail line		
Western Sydney Freight Line and Intermodal Terminal – Stage 1	Complete: Business case		Priority: Construction – new freight rail line and intermodal terminal

\* part of the Airport Precinct Safety and Access Program

Figure 6 | Major transport infrastructure timeframes (as per Table 5)



**LEGEND**

- Aerotropolis boundary
- Precinct boundaries
- Future rezonings
- Sydney Metro station
- Western Sydney International Airport
- Advanced Water Recycling Centre

**DEVELOPMENT STATUS**

- Existing infrastructure
- Recently completed/major upgrades

**EARLY AIRPORT OPERATIONS (2027)**

- Works in progress/delivered
- Safety works/interim upgrades
- Intersection upgrades

**2030 PRIORITIES**

- Works in progress/delivered
- Safety works/interim upgrades
- Intersection upgrades

**2040 PRIORITIES**

- Works in progress/delivered
- Safety works/interim upgrades

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## Early operations and surrounding development (2027)

WSI Airport and new development will be connected to the surrounding region by upgraded or soon to be completed roads. These include:

- upgrades to The Northern Road and Bringelly Road providing access to Campbelltown, Liverpool and Penrith.
- the new M12 Motorway, connecting the Aerotropolis to the motorway network (via the M7-M12 integration), including direct access to Sydney CBD, Parramatta and Port Botany.

Construction will be underway or commencing on major upgrades for:

- Mamre Road (Stages 1 and 2) between the M4 Motorway and Kemps Creek, enhancing safety and connectivity between the Mamre Road Precinct and Western Sydney.
- Elizabeth Drive East (Stage 1) between Badgerys Creek Road and Devonshire Road to address urgent road safety and flood resilience risks, and to upgrade intersections to unlock development.
- Fifteenth Avenue (enabling delivery of the Liverpool to Airport Transit Corridor) to better connect South West Sydney and the Aerotropolis.

Interim and safety/access upgrades will improve efficiency and safety for passengers and freight movements while supporting development.

These include:

- betterment works along Badgerys Creek Road to safely and efficiently accommodate bus services.
- targeted safety and access upgrades on Elizabeth Drive, Mamre Road and Fifteenth Avenue ahead of major upgrades.

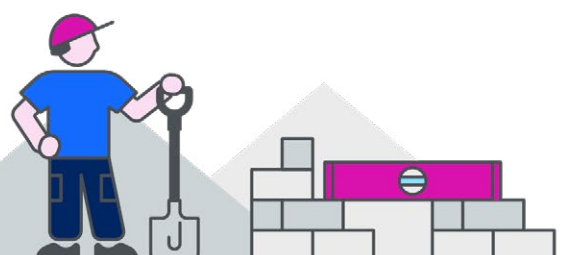
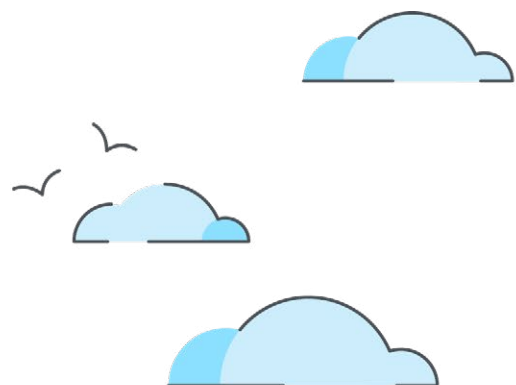
Planning work will support future upgrades and new roads, including:

- a new Southern Link Road to connect Mamre Road Precinct and Western Sydney Employment Area at Compass Drive.
- a major upgrade to Badgerys Creek Road South and a future Eastern Ring Road to form a primary north-south corridor through the Aerotropolis.

New public transport will service WSI Airport and people travelling to work across the Aerotropolis.

These include:

- new bus services to Campbelltown, Liverpool, Penrith, Leppington and Mount Druitt.
- Sydney Metro –Western Sydney Airport, the beginning of a north-south high-capacity rail spine.
- planning for future rail extensions from Bradfield City Centre to Campbelltown/Macarthur and Leppington/Glenfield, as well as from St Marys to Tallawong.





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## Investments to support further growth (2030)

In 2030, major road upgrades will support new development fronts and improve connectivity across the Aerotropolis, complemented by enhanced public transport services. The foundations for a fully integrated transport network will be largely in place.

Completed major road investments to unlock development opportunities include:

- Elizabeth Drive East (Stage 1), upgraded to a 4-lane east-west road between Badgerys Creek Road and Devonshire Road.
- Mamre Road (Stages 1 and 2), upgraded to a 4-lane north-south road servicing the Mamre Road Precinct.

Construction will continue on a major upgrade of Fifteenth Avenue (enabling delivery of the Liverpool to Airport Transit Corridor) to better connect South West Sydney and the Aerotropolis.

Planning work is set to be finalised to allow construction of priority projects in the 2030s (subject to funding). This includes:

- a future connection between Mamre Road Stage 2, Elizabeth Drive and Devonshire Road, together with an interchange with the M12 Motorway – Devonshire Link Road.

Incremental improvements to bus services across the Aerotropolis are planned during the 2030s.

## Future priorities (2040)

With infrastructure largely in place to enable connectivity around the Aerotropolis, a focus on the Aerotropolis Core Precinct will maximise growth and economic development prospects of the wider Aerotropolis, including the high-value job creation potential at Bradfield City Centre.

A key project supporting this is the completed major upgrade to Fifteenth Avenue (enabling delivery of the Liverpool to Airport Transit Corridor) which will be in delivery to better connect South West Sydney and the Aerotropolis.

Future delivery priorities beyond 2030 (to 2040), subject to funding, are:

- a new Devonshire Link Road to connect Mamre Road, Elizabeth Drive and Devonshire Road, together with an interchange with the M12 Motorway.
- construction of a major upgrade of Badgerys Creek Road South, and subsequent delivery of a future Eastern Ring Road, creating a primary north-south corridor in the Aerotropolis.
- additional infrastructure and new and more frequent bus services across the Aerotropolis to meet the travel demand stemming from thousands of new jobs so that people living in surrounding areas of Western Sydney have sustainable and reliable travel options.
- progressive delivery of remaining Elizabeth Drive upgrade sections so that additional development in the corridor can be adequately serviced and increasing traffic and travel demand can be met.

Growing traffic volume on other roads in and around the Aerotropolis will occur because of development in the initial precincts. Accordingly safety and interim access upgrades to a number of roads including Devonshire Road and Luddenham Road will be deployed ahead of full upgrades in later years.

If there are greater levels of demand and development activity than anticipated, these timeframes may need to be reviewed.

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# Water related services

## Overview

Sydney Water's program includes integrated infrastructure and more resilient services that reduce reliance on rainfall for water supply.

Several projects to expand essential drinking water and wastewater services are underway, including the Upper South Creek Advanced Water Recycling Centre (AWRC). Supporting this will be the Upper South Creek wastewater network set to commence service from 2025. It will include new gravity and pressure pipes and 10 wastewater pumping stations.

Many trunk drinking water mains are already in the ground. WSI Airport will have water and wastewater services available at opening in 2026.

Sydney Water will deliver Australia's largest stormwater harvesting program to offset impacts of development on local waterways, particularly Wianamatta South Creek. This integrated approach retains water in the landscape and provides recycled wastewater to cool and green Western Sydney. The scheme will meet NSW Government waterway health targets and will be more efficient than managing stormwater lot by lot.

Sydney Water recovers the costs of servicing development via infrastructure contributions, informed by Development Servicing Plans (DSPs). To enable collection of contributions, these DSPs need to be registered with the Independent Pricing and Regulatory Tribunal (IPART). In advance of DSP registration, development can still occur, subject to payment of an unconditional financial security or bond.

## Wastewater

### Upper South Creek AWRC

The first stage of the AWRC is a co-located wastewater and advanced water treatment plant. Currently under construction, the centre will be commissioned in 2026 to service initial precincts including Mamre Road.

This first stage has a treatment capacity of 35 megalitres per day and can service growth until around 2032-33. A second stage to be considered beyond 2032-33 would likely service over 110,000 homes and up to 400,000 jobs.

The AWRC will treat water via reverse osmosis, creating quality recycled water suitable for a range of non-drinking uses in homes and businesses, for various industrial and agricultural uses and for watering public open spaces.

A pipeline is being constructed for treated water to be released to the Nepean River for environmental flows. A separate pipeline will transfer brine to the Malabar wastewater network.

Sydney Water is developing a 12 hectare circular economy zone on the eastern edge of the of the AWRC. This eco-industrial park will enable collaboration between the AWRC and private industry tenants, leveraging investment in the AWRC and creating a world-leading circular economy model for Sydney Water's customers and the regional economy.



## Wastewater Networks

Several wastewater networks will be progressively completed by 2030 (see Table 6). Developments that proceed ahead of network services will require onsite/interim wastewater treatment solutions.

**Table 6 |** Wastewater networks indicative delivery timeframes

<b>Wastewater network</b>	<b>Network service area and indicative timing</b>
Badgerys Creek	Servicing WSI Airport by opening, and parts of the Badgerys Creek and Aerotropolis Core precincts. Delivery in various packages between 2025 and 2028.
Thompsons Creek	Servicing most of the Aerotropolis Core Precinct, including Bradfield City Centre. Delivery between 2025 and 2027.
South Creek	Servicing the northern area of the Badgerys Creek Precinct. Delivery between 2025 and 2027.
Cosgroves Creek	Servicing areas west of WSI Airport, including the north of the Agribusiness Precinct and the Northern Gateway Precinct. Delivery between 2025 and in 2027.
Agribusiness	Servicing the south of the Agribusiness Precinct as an extension of the Cosgroves Creek wastewater network, supported by a new wastewater pumping station. Delivery between 2026 and 2028.
Mamre Road	Servicing the Mamre Road Precinct and comprising 2 pumping stations to collect and transfer wastewater to the AWRC. Delivery between 2025 and 2027.

## Drinking water

Delivery of drinking water networks across the Aerotropolis has commenced.

**Table 7 |** Drinking water networks indicative delivery timeframes

<b>Drinking water network</b>	<b>Network service area and indicative timing</b>
Luddenham	The drinking water trunk main along Luddenham Road is complete and will be fully operational in 2025 subject to development.
Elizabeth Drive	Significant sections of drinking water trunk mains along Elizabeth Drive have been constructed, with more in delivery. They will service major developments along Elizabeth Drive and will be commissioned in 2025.
Badgerys Creek Road	Drinking water trunk mains are in place to support construction of the Bradfield City Centre and its Sydney Metro station.
The Northern Road	The drinking water trunk main along The Northern Road west of WSI Airport will be completed by 2028, servicing the Agribusiness Precinct.
Mamre Road	Water supply is limited. A new drinking water network will be delivered by 2027.



## Stormwater and recycled water

The Aerotropolis will be served by a regional stormwater system that includes wetlands, basins and open naturalised channels. The system will meet the environmental requirements for the region's waterways and support a blue and green Western Sydney. Sydney Water is advancing this through 2 stormwater system schemes – the Mamre Road stormwater scheme (servicing the Mamre Road Precinct), and the Aerotropolis stormwater scheme (servicing the other rezoned precincts).

A recycled water network is an essential part of the regional stormwater solution. By integrating stormwater with recycled wastewater, Sydney Water can provide a climate-independent supply of water to green parklands and open space, even in a drought. This will minimise water obtained from rainfall-dependant sources such as dams.

Stormwater infrastructure is located to avoid developable land (where possible) and will be in place to match development.

Many larger developers will deliver regional basins on behalf of Sydney Water (and be reimbursed) and/or interim works if they wish to proceed before permanent services are progressively constructed by 2030.

### IPART report on Mamre Road stormwater scheme

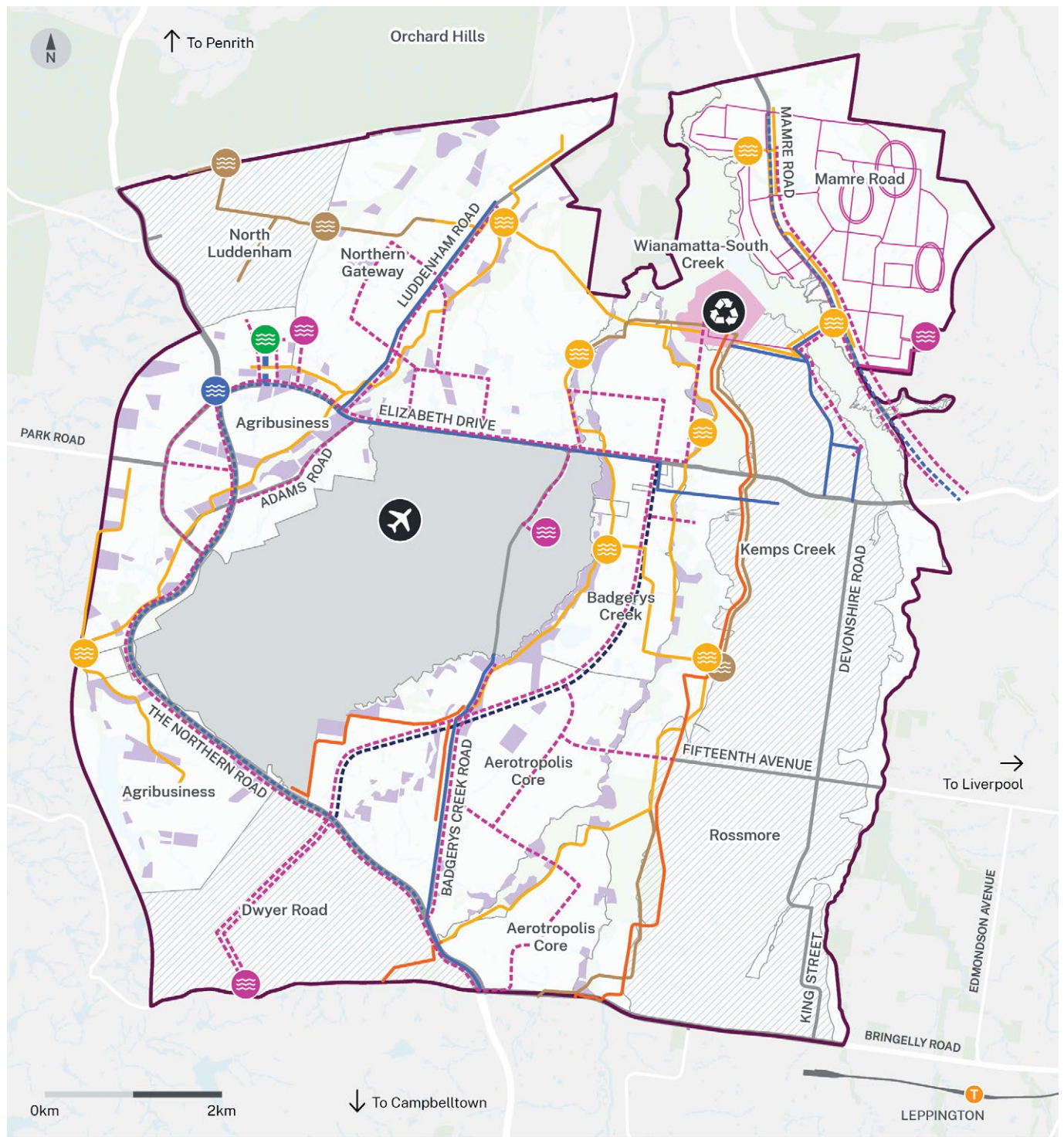
An IPART review of the cost of Sydney Water's Mamre Road stormwater scheme was undertaken in 2024. IPART found that infrastructure charges of around \$850,000 per net developable hectare FY23/24 would recover the costs of stormwater services for Mamre Road Precinct. A final report was published by IPART on 12 December 2024.



Upper South Creek Advanced Water Recycling Centre (AWRC) under construction, Sydney Water



Figure 7 | Water infrastructure program for the Aerotropolis



**LEGEND**

- Aerotropolis boundary
- Precinct boundary
- Future rezonings
- Western Sydney International Airport
- Advanced Water Recycling Centre
- Stormwater basins

**DRINKING WATER**

- 2027
- 2030
- Beyond 2030
- Future reservoir
- Future pump station

**RECYCLED WATER**

- 2030
- Beyond 2030
- Future reservoir

**WASTE WATER**

- 2027
- 2027 pump station
- 2030
- 2030 pump station
- Beyond 2030

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# Next steps

## Policy, budget and project considerations

This sector plan focuses on a coordinated and efficient approach to infrastructure delivery across the Aerotropolis, in addition to supporting prioritisation of future infrastructure. Policy and project considerations that will capitalise on the investment in the Aerotropolis have been identified.

## Fast-track delivery

NSW Government agencies will pursue fast-tracked delivery of priority projects in the Aerotropolis. These efforts will align with the NSW Government's priority to reduce unnecessary levels of project planning and focus on delivery.

From 2025 NSW Government agencies will:

- implement a policy to allow for business cases to be fast-tracked by removing or altering business case and infrastructure assurance requirements – particularly where there have been public commitments to projects.
- encourage greater use of program business cases for projects that contribute to a joint outcome rather than multiple individual business cases for similar projects – for example, grouping Badgerys Creek Road South, Eastern Ring Road, Metro Link Road and Pitt Street (West).
- for projects jointly funded by the NSW and Australian Governments, work with Infrastructure Australia to align approval and assurance processes to avoid duplication and bring forward construction commencement.

## Efficient project delivery

Infrastructure NSW's Coordinator General role includes providing oversight on infrastructure-related expenditure and advice on alignment with NSW Government priorities. This complements its project assurance role, which seeks to ensure infrastructure projects are effectively developed and delivered on time, on budget and in accordance with NSW Government objectives. This is underpinned by the NSW Infrastructure Investor Assurance Framework.

NSW Government agencies will continue working to:

- optimise committed funding
- efficiently stage project delivery
- consider opportunities for maintenance solutions ahead of full build
- minimise land acquisition
- potentially review procurement practices.

More practical cross-agency solutions for project delivery may be considered if they complement individual agency priorities. For example, active transport corridors that typically sit in a wide road corridor could instead be planned along parallel riparian corridors that Sydney Water will utilise for stormwater management. This reduces land acquisition costs while improving amenity and encouraging greater use.

## Future infrastructure considerations

Table 8 outlines key future infrastructure considerations to accommodate forecast growth and development.



**Table 8 | Future infrastructure considerations**

✔ What is needed	? Why this is needed
<b>Airport Precinct Safety and Access Program</b>	
<ul style="list-style-type: none"> <li>• Interim and minor interventions across the Aerotropolis can address road safety, facilitate access and cater for traffic from construction and development.</li> <li>• Interventions include minor road intersection redesigns, intersection approach widenings, safety works, signage, line marking, slip lanes and street lighting audits.</li> <li>• Proposed corridors include Badgerys Creek Road, Elizabeth Drive, Mamre Road, Fifteenth Avenue, Devonshire Road, Western Road, Luddenham Road, Martin Road and Pitt Street.</li> </ul>	<ul style="list-style-type: none"> <li>• These minor works are in addition to ordinary maintenance. While maintenance contractors may undertake the works, there is no specific funding available as maintenance needs are considered across the state-wide network.</li> <li>• These critical minor upgrades can improve safety and access on the existing road network in and around WSI Airport, particularly in the lead up to its opening.</li> </ul>
<b>Badgerys Creek Road South</b>	
<ul style="list-style-type: none"> <li>• A major upgrade to approximately 2.5 km of Badgerys Creek Road South between The Northern Road and the Inghams Property Group master plan site.</li> <li>• Includes widening the road to 4-lanes (2 lanes in each direction), accommodate bus stops and active transport, and improve access to Bradfield City Centre.</li> </ul>	<ul style="list-style-type: none"> <li>• Can increase road capacity in the Aerotropolis Core Precinct to enable additional development, including future new stages of Bradfield City Centre and the Inghams Property Group master plan site, and areas not serviced by direct access to The Northern Road.</li> <li>• Together with interim improvements to the northern part of Badgerys Creek Road, this could allow for a staged future delivery of the Eastern Ring Road.</li> </ul>
<b>Devonshire Link Road</b>	
<ul style="list-style-type: none"> <li>• Approximately 1.5 km of new road between Mamre Road Stage 2 (at Kerrs Road), Elizabeth Drive, and Devonshire Road, including an interchange with the M12 Motorway.</li> <li>• Can provide a fully upgraded road from the M4 Motorway to Elizabeth Drive and alleviate a potential pinch-point if the remaining section of Mamre Road south of Kerrs Road is not upgraded. It would ease east-west traffic on Elizabeth Drive between Mamre Road and the M7 Motorway (dispersing traffic via the new M12 Motorway).</li> </ul>	<ul style="list-style-type: none"> <li>• Can fully realise the benefit of almost \$1.3 billion being invested to upgrade Mamre Road.</li> <li>• Can avoid bringing forward an upgrade to Elizabeth Drive East between the M7 Motorway and Devonshire Road because of a lack of access to the M12 Motorway, as well as major upgrades to the Mamre Road/Elizabeth Drive intersection.</li> <li>• Earlier delivery could realise efficiencies if the scope of the Mamre Road Stage 2 upgrade is expanded to include Devonshire Link Road.</li> </ul>

✔ What is needed

? Why this is needed

**Western Sydney Bus Services – Phase 2**

With \$328 million committed for bus-related infrastructure, initial bus services (Phase 1) will link the Aerotropolis and WSI Airport to metropolitan centres in Western Sydney. This is the first step towards a future rapid bus network in Western Sydney.

The next stage (Phase 2), once funded, would enable:

- increasing the service frequency and hours of operation in Stage 1 to support 24/7 airport operations and night-time economy
- expanding public transport coverage to new development
- supporting a fully zero emission bus operation including the purchase of new buses and building a purpose-built depot
- providing sheltered bus stops and bus priority measures along key public transport corridors.

- Levels of bus use in Western Sydney are significantly lower than in other parts of Greater Sydney, and car ownership and reliance is significantly higher.
- The potential of WSI Airport and Aerotropolis will more likely be realised if people have a choice of travel options. This is in addition to making the Aerotropolis a more attractive place to invest and seek employment in.
- Enhancing bus services ahead of future rail extensions can provide reliable public transport solutions ahead of longer-term projects, helping to establish a public transport culture from the outset.



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## Governance

A governance structure comprising key NSW Government infrastructure agencies will oversee implementation of the *Aerotropolis Sector Plan*. Regular updates, supported by monitoring and reporting, will be provided to the NSW Government. Stakeholder engagement will continue with landowners, industry and other levels of government.

## Western Sydney Fuel Pipeline

WSI Airport must have an efficient fuel supply. A dedicated fuel pipeline will help reduce the volume of trucks on local roads, easing congestion and improving road safety. Transport for NSW is identifying route options for a fuel pipeline corridor that will be constructed and operated by a fuel supplier secured by WSI Airport.

## Western Sydney Freight Line and Intermodal Terminal

Transport for NSW is planning for the Western Sydney Freight Line and Intermodal Terminal. The freight line is planned to be a dedicated freight rail connection between Port Botany and the Aerotropolis. It will reduce road congestion, increase passenger rail capacity on the T1 Western rail line, and support jobs and industry growth.

A proposed intermodal terminal will transfer freight, such as shipping containers, from one mode of transport to another. A potential site in the Mamre Road Precinct has been identified for the intermodal facility (and jointly accommodate stormwater infrastructure under the Mamre Road Stormwater Servicing Scheme). Early acquisition could achieve both stormwater and transport infrastructure objectives and streamline development.

## Works in kind

Works in kind arrangements allow the development industry to build the necessary regional infrastructure to enable development.

Under current approaches, developers can enter into agreements to provide works that offset Special Infrastructure Contribution liabilities. It may also make commercial sense for developers to build roads without offsetting these liabilities, to ensure early development approval.

Works in kind arrangements have allowed for substantial delivery of state infrastructure in Western Sydney. These arrangements need to transition to the Housing and Productivity Contribution framework, expected by 1 July 2026.

The NSW Government will develop a works in kind guideline and policy to address transition issues such as management of surplus credits accrued by developers in performing works in kind under the current scheme. This is expected in 2025.

## Aerotropolis Precinct Plan

The Department of Planning, Housing and Infrastructure may consider amendments to *State Environmental Planning Policy (Precincts-Western Parkland City) 2021* and the Aerotropolis Precinct Plan in light of the infrastructure programs and considerations identified in this sector plan.

## South West Sydney connectivity

There will be implications for traffic travelling between the Aerotropolis and the Illawarra-Shoalhaven area considering the anticipated growth set to take-place in South West Sydney.

Transport for NSW is developing an integrated transport plan identifying options and priorities for outer South West Sydney to support the region's growing communities, freight movement needs and future rail and regional connectivity requirements.

This will build on \$95 million committed by the NSW and Australian Governments to support planning for critical road upgrades in Western Sydney and South West Sydney, including the Hume Motorway, Cowpasture Road, Camden Valley Way and Menangle Road.



## Western Sydney Rail Extensions

Planning for future rail extensions from Sydney Metro – Western Sydney Airport are underway. This involves preparing an expanded business case for rail extensions to link Bradfield City Centre to Campbelltown/Macarthur and Leppington/Glenfield and from St Marys to Tallawong.

NSW Government agencies will continue to collaborate on these future rail extensions to inform investment decisions.

## Decoupled nature of planning and infrastructure delivery

The Department of Planning, Housing and Infrastructure and delivery agencies need to collaborate to align plans for future re-zoning with infrastructure provision. This will help to ensure that infrastructure is available or soon to be rolled-out to support land-use changes, and avoid instances where infrastructure needs to catch-up.

This will also inform decisions about whether and where to release or rezone land, based on government having a better understanding of the full cost of infrastructure.

## Wianamatta South Creek Precinct coordination

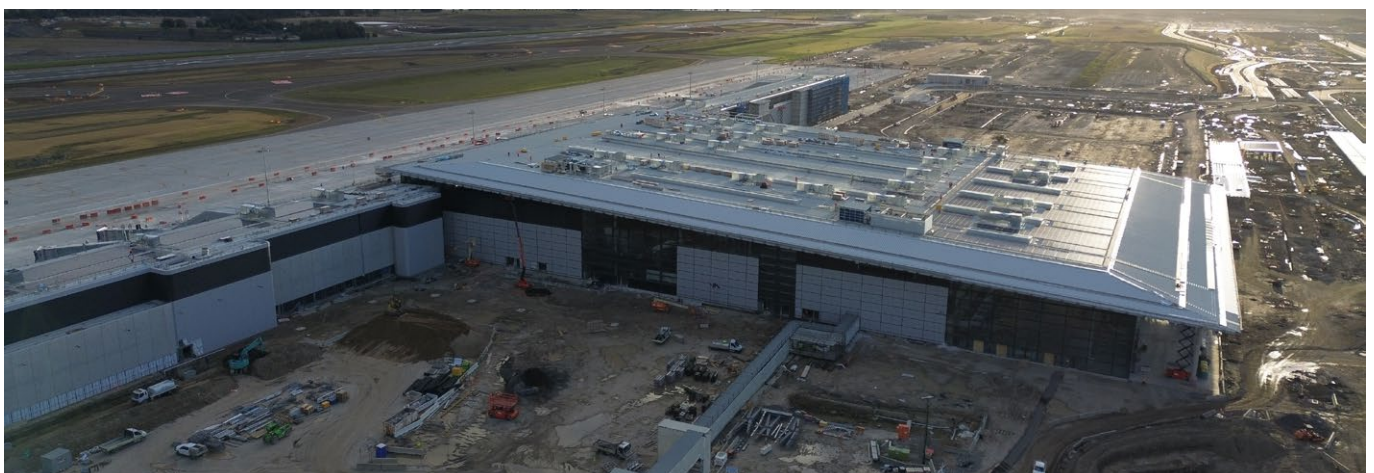
The Wianamatta South Creek Precinct will develop over time to support the blue-green grid of the Aerotropolis. Greater coordination will maximise this opportunity and enable investigation of:

- long-term ownership and management options
- future land acquisition requirements for local and regional open space
- the management of flood-prone areas
- supporting infrastructure (such as stormwater basins and active transport connectivity).

## Community infrastructure coordination

Community infrastructure to support the employment land in the Aerotropolis and surrounding residential growth areas will need to be coordinated and considered alongside the priorities in this sector plan.

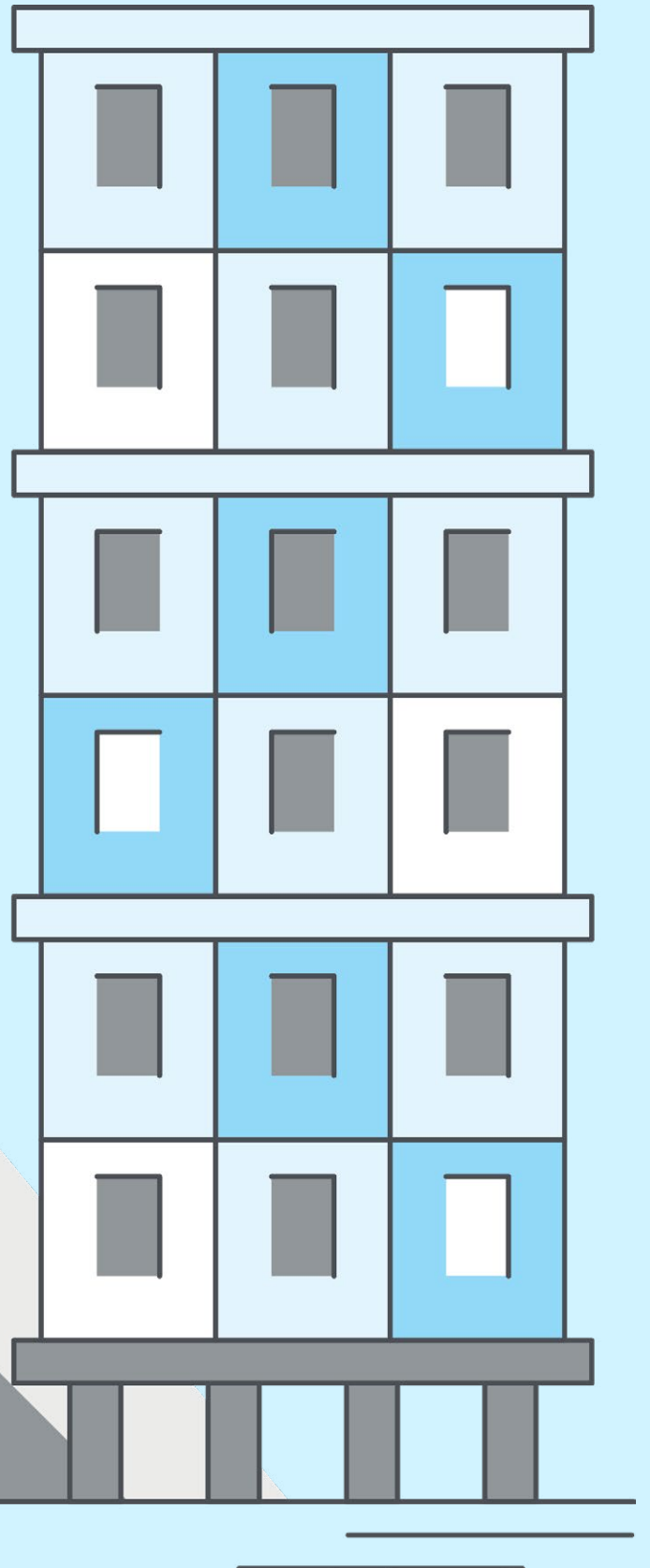
A next step for Infrastructure NSW will be to look at what coordination efforts may be required beyond enabling infrastructure (i.e. to consider social/ community infrastructure) in the Aerotropolis. This may assist agencies planning for future infrastructure investments with the staging, location and timing. An example of where this may be beneficial is with planning for a new hospital in Western Sydney being led by NSW Health, as well as future schools and open space requirements.



Western Sydney International (Nancy-Bird Walton) Airport under construction

## Endnotes

- 1 INSW data analysis of zoning and constraints
- 2 Western Sydney Aerotropolis Plan 2020
- 3 Western Sydney Transport Infrastructure Panel – Independent Panel Report, April 2023
- 4 For the purposes of this document, references to the Aerotropolis include both the area covered by the Western Sydney Aerotropolis Precinct Plan and the Mamre Road Precinct (within the Western Sydney Employment Area)
- 5 Western Sydney Airport – Airport Plan 2021
- 6 Sydney Industrial and Logistics Land Supply 2023, CBRE 2023
- 7 DPHI Major Projects Portal
- 8 NSW Freight and Ports Plan 2018-2023
- 9 Future Transport Strategy 2061, p91
- 10 DPHI Employment Lands Development Monitor 2024
- 11 DPHI Employment Lands Development Monitor 2024
- 12 Mamre Road Precinct – Feasibility Analysis and Value to Greater Sydney Atlas Economics June 2023
- 13 INSW data analysis of zoning and constraints



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For enquiries please contact [mail@insw.com](mailto:mail@insw.com)