

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 165

Program: 2.4 Air Transport
Division/Agency: Western Sydney Unit
Topic: Western Sydney Unit funding
Proof Hansard Page: 70 (27 May 2015)

Senator Rhiannon, Lee asked:

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Senator RHIANNON: The way you answered that question, it sounds like there are two separate tranches of money. Is that correct?

Mr Mrdak: That is correct. There is an allocation under the Infrastructure Investment Program of \$2.9 billion, which supports the development of the roads program in Western Sydney. Separate to that is the work that is being undertaken by my department in relation to the development of the airport site itself.

Senator RHIANNON: How much is that, please?

Mr Mrdak: At this stage, the allocation—I will check it—was around \$70 million over the forward estimates for the department to undertake its work in relation to the environmental impact statement, the concept design and the negotiations with Sydney Airports Corporation.

Answer:

The 2014-15 Budget allocated \$77.8 million over the forward estimates to establish the Western Sydney Unit and implement the Australian Government's strategy for additional aviation infrastructure in western Sydney.

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ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 166

Program: n/a

Division/Agency: Western Sydney Unit

Topic: Timing of the Development of Rail Infrastructure at the Western Sydney Airport

Proof Hansard Page: 110-111 (28 May 2015)

Senator Bullock, Joe asked:

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Senator BULLOCK: You would agree, I expect, that retrofitting a railway line through a major piece of infrastructure like an airport is going to add additional cost?

Mr Wilson: It would add additional cost, again, depending on the positioning of that rail line.

Senator BULLOCK: Obviously, there are various scenarios to be considered. Have you done any costing as to what the extra cost would be to retrofit the railway line?

Mr Wilson: We have worked through costs associated with retrofitting underneath an existing terminal and runway. The reason for working with New South Wales transport at the moment is to work through all of the options that are available, including to determine what the best option is.

Senator BULLOCK: I suppose you can only make an informed decision if you have some idea of the dollars and cents in the back of your head.

Mr Wilson: That is correct.

Senator BULLOCK: Could you provide us with those costings?

Mr Wilson: I will have to take it on notice.

Senator BULLOCK: Not just now. If you take it on notice, that would be great. Thank you...

Answer:

A rail link for the proposed Western Sydney Airport is expected to be built and operated by New South Wales. The Department is seeking to preserve a rail corridor through the airport site that optimises the long term aviation capacity of the site, while also providing the best possible transport links at the most efficient time and in the most efficient manner.

The planning and development of urban rail is primarily a state government responsibility. The Department is currently working closely with Transport for New South Wales to assess rail alignments in order to preserve corridors, on and off the site, for a range of rail services to be provided to the airport at different stages of its growth. This assessment takes into account concept designs for the proposed airport as well as regional planning and transport solutions for the Broader Western Sydney Employment Area. It also takes into account criteria such as the timing and cost of construction, to ensure the costs and operational difficulties of retrofitting rail lines is considered. This work is still underway and is yet to be finalised.