Transport for NSW/Sydney Airport Corporation Limited

Sydney Gateway Road Project

Environmental Impact Statement/ Major Development Plan

Chapter 5 Strategic context and project need

2020

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Strategic context and project need

This chapter describes the strategic context to the project's development, including the key issues, demands and strategic planning driving the need for the project. The chapter also describes other projects (outside the scope of this assessment) that are proposed/underway to address some of the issues identified. A summary of the need for the project is provided, including the extent to which Sydney Airport's future needs would be met by the project. The chapter also provides the project objectives.

The SEARs and MDP requirements addressed in this chapter are listed below. Full copies of the SEARs and MDP requirements, and where they are addressed in this document, are provided in Appendices A and B respectively.

Reference	Requirement	Where addressed
General standard SEARs		
2.1	The EIS must include, but not necessarily be limited to, the following: (c) statement of the objective(s) of the proposal	Section 5.3
	(d) a summary of the strategic need for the proposal with regard to its State significance and relevant State and Australian Government policy including transport, infrastructure and land use strategies and policies, and district plans	This chapter
Major development plan requirements		
91(1)	A major development plan, or a draft of such a plan, must set out: (b) the airport-lessee company's assessment of the extent to which the future needs of civil aviation users of the airport, and other users of the airport, will be met by the development	Section 5.2.2

5. Strategic context and project need

5.1 Strategic context

5.1.1 The existing situation and key issues

The importance of Sydney Airport and Port Botany

Sydney Airport and Port Botany are among the busiest and most important air and sea freight terminals in Australia. Together, they are known as the State's trade gateways, generating over $10 billion of economic activity and handling close to $100 billion of freight per year (Ernst & Young, 2011).

Sydney Airport caters for around 40 per cent of Australia's international passenger movements, 46 per cent of domestic/regional passenger movements and 50 per cent of air freight (SACL, 2019a; Department of Infrastructure, Regional Development and Cities, 2018a). Sydney Airport and associated businesses are also significant employers, with around 32,700 jobs located at the airport itself (SACL, 2019a).

Port Botany handles 99 per cent of NSW's container demand, moving more than 6,000 containers on average every day. Port Botany also handles 98 per cent of NSW's consumption of liquid petroleum gas (LPG), 90 per cent of bulk chemical products, 30 per cent of refined petroleum fuels and 100 per cent of bitumen products (NSW Ports, 2015).

Together, the international gateways of Sydney Airport and Port Botany directly serve the Greater Sydney area, the largest city region economy in Australia, wider areas of NSW and Australia. These gateways are also amount the main entry and exit points to international markets within Australia. Efficient access to and from Sydney Airport and Port Botany is critical to the NSW and Australian economies (Ernst & Young, 2011).

A study into the economic contribution of Sydney Airport (Deloitte Access Economics, 2018) quantified the importance of Sydney Airport to the NSW and Australian economy. Key findings of the study indicated that, in 2017, Sydney Airport generated or facilitated (directly and indirectly):

- A direct economic contribution of $6.2 billion
- 338,500 full time equivalent jobs, equivalent to 10.1 per cent of NSW employment (an increase of more than 1,800 since 2014)
- Total economic activity of $38 billion, equivalent to 6.8 per cent of the NSW economy and 2.2 per cent of the Australian economy (an increase of $7.2 billion since 2014)
- Household income of $19.9 billion (an increase of $5.2 billion since 2014).

The area around Sydney Airport and Port Botany also has high concentrations of airport and port related businesses that are important to the economy. The Sydney Airport and Port Botany area is the largest employment area in Sydney, after the Sydney central business district (Ernst & Young, 2011).

Access issues

High volumes of traffic access Sydney Airport and Port Botany from all over Sydney and NSW. The location of this area, around eight kilometres from Australia's most important central business district, offers the airport and port significant advantages. However, this location is also a key challenge.

Some of the key access challenges are shown on Figure 5.1 and described in this section.

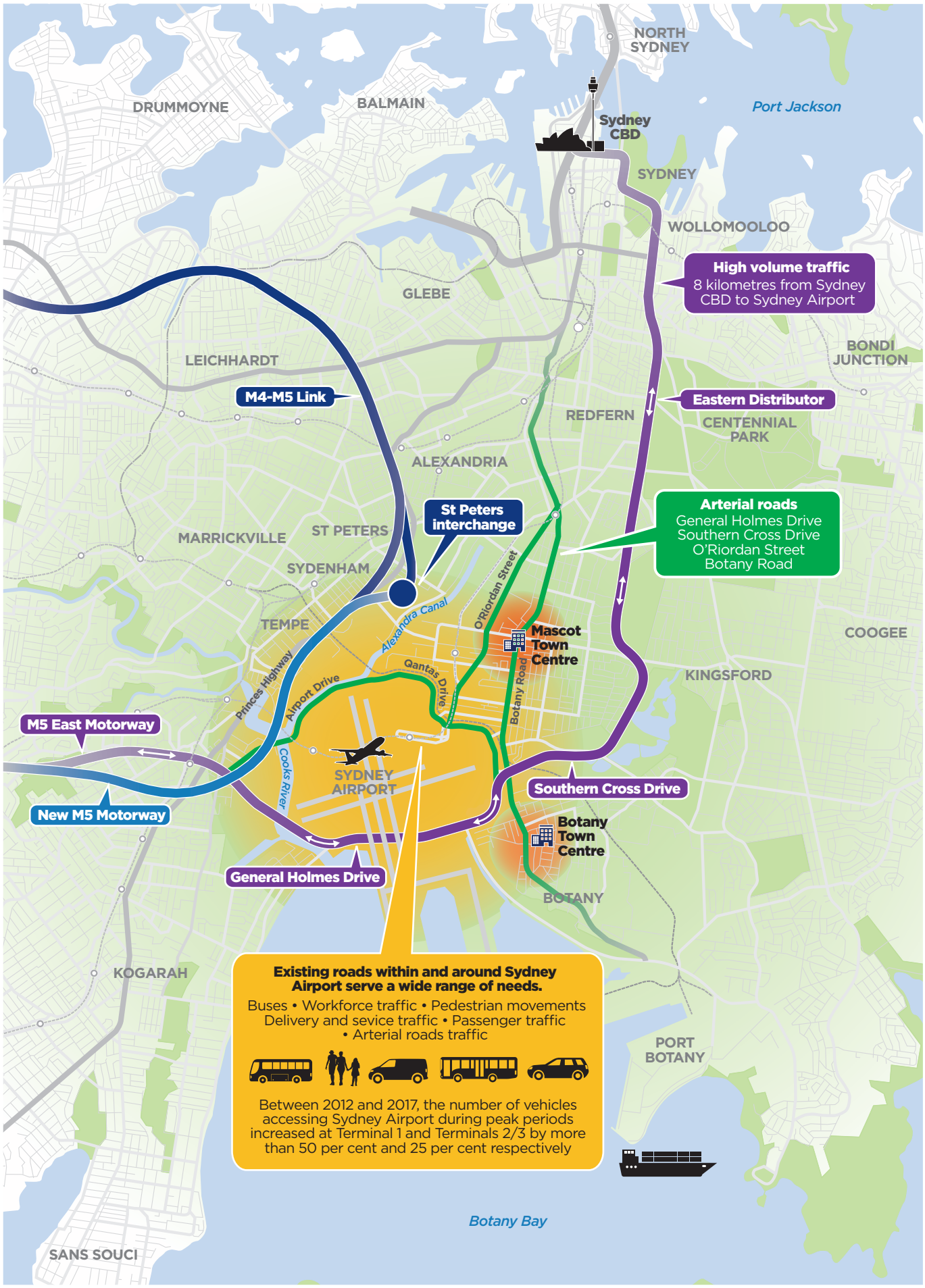

Figure 5.1 **Access challenges**

A number of arterial roads pass through the area (including Qantas Drive, Airport Drive, the M5 Motorway (M5 East), Southern Cross Drive (M1), General Holmes Drive, O'Riordan Street and Botany Road), increasing traffic volumes and mixing through traffic with traffic servicing Sydney Airport, Port Botany and surrounding land uses.

The existing roads within and around Sydney Airport serve a wide range of airport related needs, as well as non-airport related uses, including:

- Traffic accessing Sydney Airport terminals for passengers (including taxis, rental and hire cars, buses and private vehicles) and freight transport
- Airport-based workforce traffic, including cars, motorcycles, cyclists and pedestrians
- Other bicycle and pedestrian movements
- Delivery and service traffic supporting the operation of Sydney Airport and businesses on Sydney Airport land, including the air freight depots, general aviation operators and maintenance activities
- Traffic travelling past or around Sydney Airport to access surrounding areas, Port Botany and other destinations.

All the above results in a complex ground transport task in a relatively constrained land area.

The roads around Sydney Airport and Port Botany are becoming increasingly congested due to the increasing numbers of passenger, freight and commuter vehicles. This increase will continue, along with residential and employment growth and urban renewal activities, particularly in Mascot and Botany. Between 2012 and 2017, the number of vehicles accessing Sydney Airport during peak periods increased at Terminal 1 and Terminals 2/3 by more than 50 per cent and 25 per cent respectively (SACL, 2019a).

The roads surrounding Sydney Airport and Port Botany are already operating near capacity. Strategic modelling as an input to planning for the project indicates that the lack of spare road capacity will become more of an issue once St Peters interchange is operational in 2020. The lack of spare road capacity is evident with travel times along key routes near Sydney Airport predicted to increase into the future. Further information about predicted travel times without the project is provided in section 9.4.

Congestion contributes to the cost of moving freight. The cost of avoidable congestion in Sydney was estimated to be $6.1 billion in 2015 and is projected to increase to between $9.5 billion and $12.6 billion by 2030 (Transport for NSW, 2018a).

Infrastructure NSW notes that maintaining the efficiency of infrastructure networks and access to the gateways of Sydney Airport and Port Botany will be critical to meet existing and future needs and supporting the ongoing competitiveness of Sydney and NSW (Infrastructure NSW, 2018).

Impact on the Mascot town centre

Mascot's town centre is located on Botany Road, about 300 metres to the north of Sydney Airport. Botany Road is one of the main access roads to the Port Botany area and is an alternative route between Sydney's central business district and Sydney Airport. Mascot's town centre and surrounding residential areas are substantially affected by traffic accessing Sydney Airport and Port Botany. Mascot is characterised by high volumes of through and local traffic, which contribute to congestion and access issues, and adversely affect local amenity.

Providing direct connections between the Sydney motorway network, Sydney Airport and towards Port Botany will assist in separating airport and freight traffic from local traffic. The benefits of diverting traffic away from the town centre on traffic flows and travel times is discussed in section 9.4.2.

5.1.2 Future demands

Over the next 20 years, container freight, air freight, air travel and general traffic in and around the Sydney Airport and Port Botany area are expected to grow significantly. This will put more pressure on roads and other infrastructure and impact local communities. The key future demands driving the need for the project are shown on Figure 5.2 and outlined in the following sections.

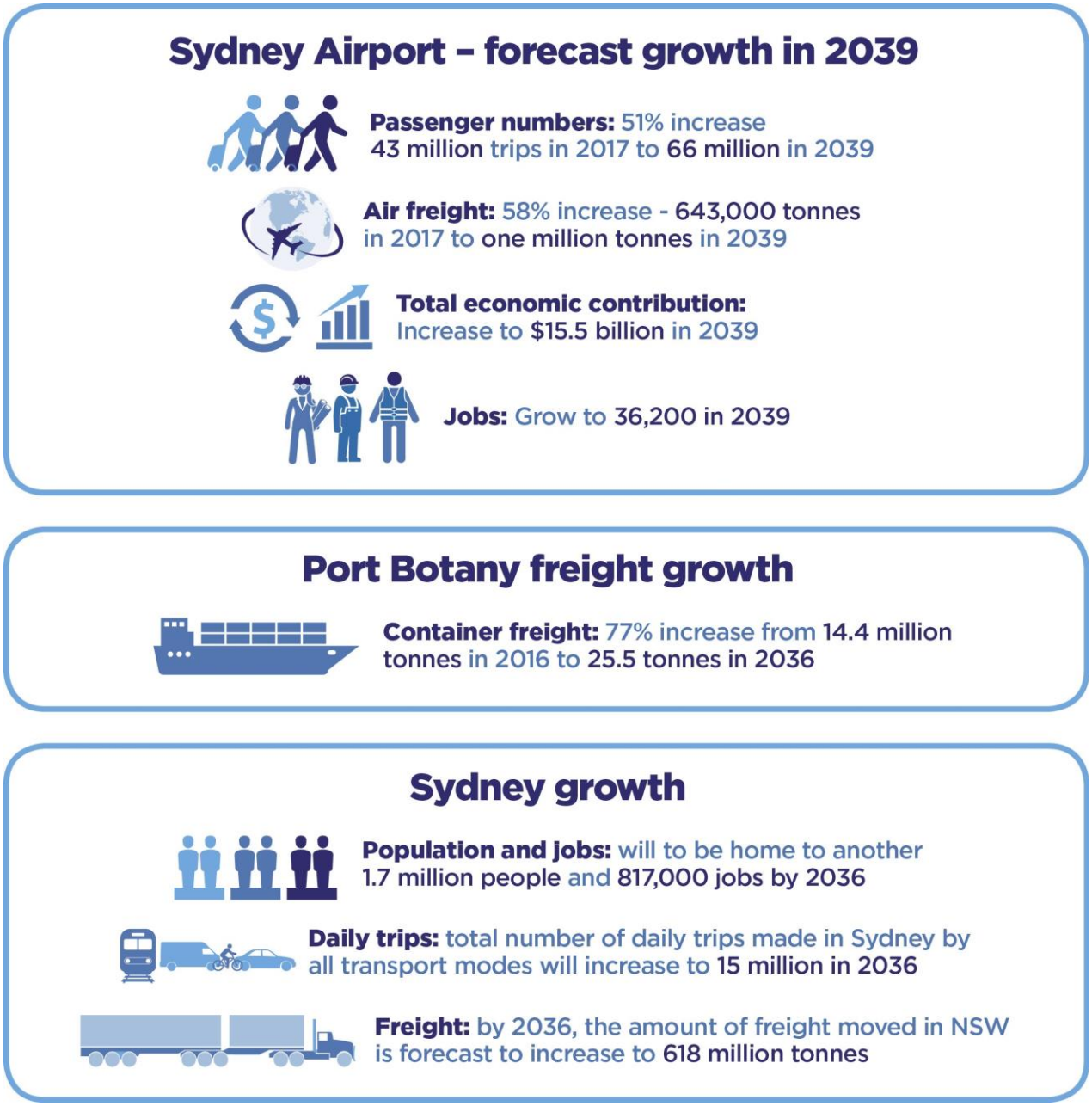

Figure 5.2 Future demand forecasts

Sydney Airport passenger movements and freight growth

By 2039, Sydney Airport's passenger numbers are forecast to grow by 51 per cent, from 43.3 million trips in 2017, to 65.6 million in 2039 (SACL, 2019a). The Australian Government has indicated that the Western Sydney Airport at Badgerys Creek will open by 2026; however, Sydney Airport will continue to be the major airport for both passengers and freight. This will place increasing demands on the roads surrounding Sydney Airport.

By 2036, the amount of freight moved in NSW is forecast to increase to 618 million tonnes (Transport for NSW, 2018b). Air freight handled by Sydney Airport is predicted to increase by about 58 per cent – from 643,000 tonnes in 2017 to around one million tonnes in 2039 (SACL, 2019a). Transporting this freight to and from the airport will place additional demands on the road network in the study area.

Access to Sydney Airport's terminals and freight facilities needs sufficient capacity to safely and efficiently meet the predicted demands for vehicle movements and forecast growth in passenger numbers and freight transport.

To support the growth in air freight, a range of constraints will need to be addressed, including congestion on the road network around Sydney Airport. In the *Sydney Airport Master Plan 2039* (the Master Plan) (SACL, 2019a), Sydney Airport Corporation has defined transport and access solutions within Sydney Airport to meet the demands of passenger and freight growth. For these proposed solutions to function at an optimal level, road and access upgrades are required, both inside and outside the airport's boundary.

As traffic volumes continue to grow, measures are needed to mitigate congestion and ensure reasonable journey times for travellers to and from Sydney Airport and for other road users on the surrounding road network.

Port Botany freight growth

The amount of container freight handled by Port Botany is predicted to significantly increase over the next 15 years or so – from 14.4 million tonnes in 2016 to 25.5 million tonnes in 2036 (77 per cent increase) (Transport for NSW, 2018a).

Similar to the growth in air freight, transporting container freight to and from Port Botany will place additional demands on the road network in the study area. Increased use of rail for freight transport, supported by a range of projects including the Botany Rail Duplication project, will assist in managing the growth in truck volumes. However, arterial roads will continue to be an important means of moving freight between Port Botany and the industrial areas in Sydney and beyond.

Population and jobs growth

Greater Sydney is one of the top 10 fastest growing regions in the world. By 2036, it is projected to be home to another 1.7 million people and 817,000 jobs (Greater Sydney Commission, 2018a).

Based on forecast population and job growth, the total number of daily trips made in Sydney by all transport modes will increase to 15 million in 2036 (Transport for NSW, 2018b). These statistics indicate a strong growth in demand for road travel on a network that is already constrained. The NSW Government is investing in light rail, rail and other public transport solutions to address population and employment growth; however, public transport cannot service all trips to and from Sydney Airport and Port Botany.

As a result of predicted growth in passenger numbers and air freight, the total economic contribution of the airport precinct is projected to increase to $15.5 billion in 2039. The value of economic activity generated or facilitated (by freight or tourism) by Sydney Airport is projected to increase to $52.6 billion in 2039, and the number of jobs at Sydney Airport is forecast to grow to 36,200 in 2039 (Deloitte Access Economics, 2018).

As a result of the above, the number of passenger, staff and associated employment related journeys to Sydney Airport and the surrounding area is likely to significantly increase over the next 15 years.

5.1.3 Strategic planning and policy framework

The strategic context for the project is influenced by strategic planning for transport, land use and freight at the national, state, metropolitan and local levels. The project is consistent with the strategies shown in Figure 5.3.

Figure 5.3 Strategic planning context – key strategies

A description of each of these strategies and plans, and their relationship to the project, is provided in Appendix F.

In line with these strategies and plans, and to support the implementation of other recent projects, the project would:

- Contribute to achieving the vision of the *Future Transport Strategy 2056* for transport links to form part of an integrated and connected network across the Greater Sydney region – the project is a key part of this strategy, supporting safe, efficient and reliable journeys for people and freight
- Contribute ensuring Sydney's strategic centres, as defined by *A Metropolis of Three Cities,* are connected by an effective, integrated transport network, which is fundamental to supporting growth, providing access to jobs, housing, recreation activities and business interactions
- Expand road capacity and improve connections to Sydney Airport and towards Port Botany, assisting with growth in passenger, freight and commuter movements
- Contribute to improved connections between Western Sydney, Sydney Airport and Port Botany, south and south-western Sydney and northern Sydney, as well as better connectivity between the important economic centres along Sydney's Global Economic Corridor
- Complement existing and future transport upgrades taking place within and around Sydney Airport, improving traffic flow and helping to reduce congestion on nearby roads
- Better connect Port Botany and freight precincts in Western Sydney by providing more efficient connectivity between the Sydney motorway network towards the port
- Improve road safety by reducing traffic congestion on roads surrounding Sydney Airport

- Enhance the benefits of the New M5 and M4-M5 Link projects, by reducing traffic volumes on local roads in St Peters, Tempe and Mascot
- Facilitate opportunities for future urban renewal by reducing the growth in road traffic on Botany Road, O'Riordan Street and local roads, creating opportunities for improved connectivity, active transport links and public transport improvements, and improved urban design outcomes and local amenity.

5.1.4 Related and complementary projects

The project would operate as part of Sydney's arterial road network, strengthening connections for both general and freight traffic between Sydney Airport and other areas in Sydney. The project would directly connect the Sydney motorway network with Sydney Airport's terminals via St Peters interchange. St Peters interchange, which is currently being constructed as part of the New M5 project, will provide access to the M4 and M5. The project would also:

- Connect Sydney's motorway network (the M4 and M5) and Port Botany via Joyce Drive, General Holmes Drive and Foreshore Road
- Connect to the M1 via Joyce Drive, General Holmes Drive and Southern Cross Drive
- Connect to the M5 East via the Terminal 1 connection and Marsh Street.

The project would complement other projects proposed and underway in the vicinity of the project. The NSW Government and Sydney Airport Corporation have been progressively upgrading roads around Sydney Airport to help improve traffic flow and access around Sydney Airport and to Port Botany. The project would complement these upgrades (described below), improving traffic flow and helping to reduce congestion on nearby roads.

Sydney Airport Corporation has also proposed a number of access improvements and transport facilities within Sydney Airport land, including the proposed ground transport interchange. The project would also connect the Sydney motorway network with the planned aviation support precinct at Sydney Airport (including freight and logistics facilities on the western side of Alexandra Canal) and existing air freight facilities at Terminal 1.

The project would complement and enhance the proposed and completed road, access and transport improvements at Sydney Airport, working together to improve access to Sydney Airport.

These other projects, which are shown on Figure 5.4 and outlined below, have also been proposed in response to some of the issues and demands described in sections 5.1.1 and 5.1.2.

Road upgrades around Sydney Airport

Transport for NSW is carrying out a number of road upgrade projects around Sydney Airport to:

- Improve access to Sydney Airport, Mascot and the eastern suburbs
- Support future growth and access to Sydney Airport
- Improve traffic flow around Sydney Airport and to Port Botany
- Reduce congestion and improve safety for road users in Mascot.

Projects being carried out in the vicinity of the project site are described below.

Airport North Precinct Upgrade

The Airport North Precinct Upgrade, which is being carried along O'Riordan Street between Joyce Drive and Bourke Road in Mascot, involves upgrading roads north of Sydney Airport. This upgrade is intended to tie in to the recently completed, reconfigured Robey and O'Riordan streets as one-way streets. This reconfiguration was carried out in 2017 to accommodate upgrades to the new one-way road system through Terminals 2/3 and improve traffic flow around Sydney Airport.

Work on the O'Riordan Street upgrade started in July 2018, with works anticipated to be completed by the end of 2020.

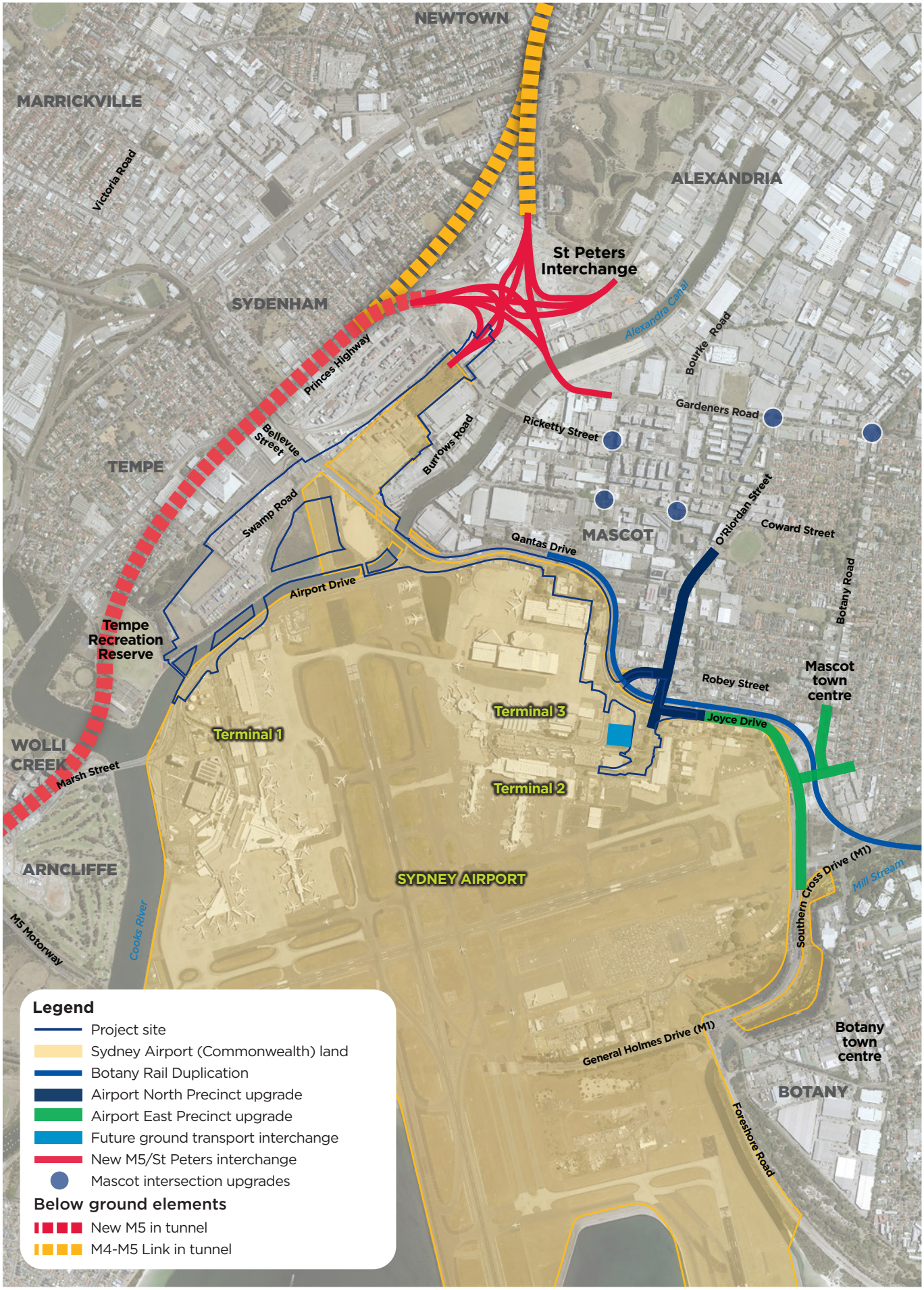

Figure 5.4 **Related and complementary projects**

Airport East Precinct Upgrade

The Airport East Precinct Upgrade is being carried out around Wentworth Avenue, Botany Road, Mill Pond Road, Joyce Drive and General Holmes Drive in Mascot. It involves upgrading roads east of Sydney Airport and replacing the rail level crossing at General Holmes Drive with a new rail bridge over a new section of Wentworth Avenue.

The upgrade started in February 2017 and is targeted to be completed in late 2019.

Mascot intersection upgrades

Transport for NSW is proposing to upgrade a number of intersections in Mascot to help improve traffic flow and safety, and better manage heavy vehicle movements in the area. The intersections upgrade project would be delivered in stages and include lane realignments, changes to median strips and footpaths, new pedestrian crossings, and changes to turning arrangements, traffic lights and signs. The following intersections would be upgraded:

- Gardeners Road and O'Riordan Street
- Gardeners Road and Botany Road
- Kent Road and Ricketty Street
- Coward Street and Kent Road
- Bourke Street and Coward Street.

Construction is due to start in mid-2020 and be delivered in stages for each intersection.

Road and access upgrades within Sydney Airport

In the last few years, Sydney Airport Corporation has proposed and carried out a number of projects to improve road access and traffic flow in and out of Terminal 1 and Terminals 2/3. These projects were consistent with the previous *Sydney Airport Master Plan 2033* and the *Sydney Airport T2/T3 Ground Access Solutions and Hotel Major Development Plan* (SACL, 2015).

Works at Terminal 1 sought to improve the capacity of roads via lane and road widening, adjusting entry and exit points from adjacent land uses, and minimise the number of merge points. These works have been completed.

Works at Terminals 2/3 included implementing a one-way loop road with traffic entering Terminals 2/3 via Sir Reginald Ansett Drive and exiting via Seventh Avenue onto Qantas Drive at Robey Street. These works have been completed. Other works include additional car parking, improvements to pedestrian access and improvements to taxi storage capacity.

A new multi-level ground transport interchange, with a bus and coach pick-up/drop-off facility at ground level and parking/storage for about 4,000 vehicles, is also proposed adjacent to Terminals 2/3. The Sydney Gateway road project includes a connection to this facility.

The Master Plan also includes other ground transport solutions as part of its five-year ground transport plan and 20-year ground transport strategy.

Rail projects

Botany Rail Duplication

ARTC's Sydney Metropolitan Freight Strategy (ARTC, 2015) considers existing rail freight capacity issues and identifies priority actions to respond to rail freight demands on Sydney's rail freight network, including the Botany Rail Line. ARTC proposes to duplicate a section of the Botany Line between Mascot and Botany consistent with these objectives and strategies.

The primary objective of the Botany Rail Duplication project is to increase capacity to meet the forecast demand for container freight transport to and from Port Botany. It is intended that the project would:

- Alleviate constraints and increase the capacity of Sydney's freight rail network to meet existing and future demands
- Support the operation of intermodal terminals, including Enfield, Chullora and Moorebank
- Encourage a shift in freight transport from road to rail, and support a reduced rate of growth in truck movements and associated traffic congestion around Sydney Airport and Port Botany.

The Botany Rail Duplication is predominantly located within the existing rail corridor. The north-western extent of the Botany Rail Duplication project is located in the vicinity of Qantas Drive, to the west of the Qantas overbridge. The south-eastern extent is located between the Banksia Street pedestrian overbridge and the Stephen Road overbridge in Botany. The Botany Rail Duplication project includes the following features:

- Track duplication, realignment and upgrading, including a new rail track within the rail corridor for a distance of 2.9 kilometres
- Bridge works, including new rail overbridges at O'Riordan and Robey streets
- Embankment/retaining structures, including a new embankment and retaining structure adjacent to Qantas Drive between Robey and O'Riordan streets.

The site for the Botany Rail Duplication project directly adjoins the project site for part of the Sydney Gateway road project. The Qantas Drive upgrade and extension is located to the south of, and directly next to, the project site for the western end of the Botany Rail Duplication project (to the west of O'Riordan Street). The Terminals 2/3 access is located close to the western end of the project site.

Public transport

The following improvements to public transport for Sydney Airport are planned or are being implemented.

Passenger trains

Transport for NSW's 'More Trains, More Services' program provides for an increase in service numbers on the Sydney Trains network, including along the T8 Airport and South Line. The NSW Government recently increased the number of services to Sydney Airport's train stations. Funding was provided in the NSW 2018 budget for technology improvements to the T8 Airport and South Line, to allow eight more services an hour at the International, Domestic, Mascot and Green Square stations.

Public bus services

Transport for NSW's 'Sydney's Bus Future' program provides for improved bus access to Sydney Airport, including better east–west and southern links. This will include a new suburban route between Miranda and Sydney Airport via St George to meet the high customer demand for travel from southern Sydney to Sydney Airport by bus.

In the *Future Transport Strategy 2056*, the NSW Government has also indicated that Sydney Airport would be connected via high capacity 'turn-up-and-go' services.

The proposed ground transport interchange at Terminals 2/3 (to be developed by Sydney Airport Corporation) will provide faster and more direct access for buses and allow for an increase in in the number of public bus services to and from Sydney Airport.

Transport for NSW would continue to implement the bus priorities defined by Sydney's Bus Future program and the *Future Transport Strategy 2056*. The project offers a flexible design which does not preclude the inclusion of bus priority measures.

Further information on public transport alternatives to the project is provided in section 6.3.1.

Active transport

In addition to the active transport links proposed as part of the project, Sydney Airport Corporation is committed to improving active transport infrastructure in the airport precinct. A number of initiatives to improve active transport access outlined in the Sydney Airport Master Plan have been implemented. These include the footbridge and cycleway connection linking the Alexandra Canal shared use path to Terminal 1, and provision of storage facilities and change rooms.

5.2 Project need summary

5.2.1 Summary of the need for the project

The project is needed to address the issues identified in section 5.1.1 and to respond to the demands listed in section 5.1.2. The project has been developed in the context of the strategic plans and strategies listed in section 5.1.3, and complements other projects (summarised in section 5.1.4) proposed or being carried out to respond to the identified issues and demands.

Sydney Airport and Port Botany are two of Australia's most important infrastructure assets, providing essential domestic and international connectivity for people and goods. Efficient access to Sydney Airport and towards Port Botany is critical to the economic growth and prosperity of Sydney. Over the next 20 years, air travel, air freight, container freight and general traffic in and around the Sydney Airport and Port Botany area are expected to grow significantly. This will put more pressure on roads, which are already congested and other infrastructure and impact local communities.

Without significant infrastructure investment, existing transport constraints and challenges will worsen. The project has been proposed to put in place the necessary infrastructure to address these challenges and keep Sydney moving and growing.

Air freight vehicle movements at Sydney Airport will continue to rely on the road network, with no connection for rail freight available at the airport. The movement of sea-based freight to and from Port Botany will also continue to require access to the arterial road network as not all container freight can be transported via rail. The numerous businesses located in the vicinity of Sydney Airport and Port Botany that require access to these gateways depend on a road network that provides efficient connections to each of these gateways. A significant proportion of passengers will continue to rely on road transport to and from the airport.

To meet these challenges, the NSW Government is proposing to build new direct high capacity road connections linking the Sydney motorway network at St Peters interchange with Sydney Airport's domestic and international terminals and beyond. The new connections and increased road capacity would help improve traffic flow to and from Sydney Airport, Port Botany and beyond, making the movement of people and goods easier, safer and faster.

The project, together with the Botany Rail Duplication project, the development of the Sydney motorway network (eg M4 East, New M5 and M4-M5 Link), and other key road infrastructure projects, would expand capacity and support connections to Sydney Airport and Port Botany. This would assist with meeting the predicted growth in passenger, freight and employee traffic movements.

Infrastructure NSW recognises that the project would provide a valuable connection between the Sydney motorway network, Sydney Airport and towards Port Botany. The *State Infrastructure Strategy* notes that 'planning for this link has consistently demonstrated that it returns a high benefit relative to its cost, commensurate with the high value of the productive traffic that is expected to use it.' (Infrastructure NSW, 2018).

The project would also assist in reducing the movement of heavy traffic on the local road network in Mascot and along Botany Road.

5.2.2 Meeting Sydney Airport's future needs

The project is being driven by a need to expand capacity and improve connections to Sydney Airport to assist with meeting the predicted growth in passenger, freight, employee and general traffic movements. In doing so, it has been designed to meet Sydney Airport's future transport needs.

The need for the project is recognised by the Master Plan. To provide capacity for Sydney Airport's forecast growth and an enhanced passenger experience, the Master Plan identifies that ground transport solutions are required to improve the performance of the roads and intersections in and around the airport. The plan notes that significant improvements will be required to road traffic flows in and around Sydney Airport's terminals to facilitate and complement the reconfiguration and expansion of the terminal facilities as proposed by the Master Plan. For these proposed solutions to function at an optimal level, work will be required both within and outside the airport boundary.

The Master Plan was developed with reference to the project. The Master Plan's five-year ground transport plan (2019–2024) notes that a 'Sydney Gateway connection will complement Sydney Airport's planned infrastructure improvements'. The plan notes that:

- The proposed ground transport solutions at Sydney Airport recognise the potential changes in traffic volumes and patterns resulting from the opening of new components of the Sydney motorway network (ie New M5 and M4-M5 Link) and any Sydney Gateway connection
- The ground transport plan allows for widening of Qantas Drive and Airport Drive and a grade separated road at the entry to Terminals 2/3.

One of the objectives of the Master Plan is to 'improve ground access to, from and past the airport'. The needs defined by the plan, which would be met by the project, include access improvements to Sydney Airport terminals, and to Sydney Airport's northern lands for the planned aviation support precinct (including freight and logistics facilities). The plan identifies that these improvements may include new roads and a bridge over Alexandra Canal, Airport Drive and the existing rail corridor, which are proposed as part of the project.

The project is consistent with future planning for ground transport as described by the Master Plan, and meets Sydney Airport's development, growth and infrastructure needs as defined in these plans.

5.3 Project objectives

The primary objective of Sydney Gateway is to support sustainable growth in the economy and cater for projected increases in passengers and freight demand. This will be achieved by improving connectivity between the regional growth and freight distribution centres in western Sydney and the Sydney Airport and Port Botany area.

The objectives of the Sydney Gateway road project are to:

- Improve connectivity to Sydney Airport terminals by providing high capacity direct road connections that cater for forecast growth in passenger and air freight volumes
- Support the efficient distribution of freight to and from Sydney Airport and Port Botany to logistic centres in Western Sydney
- Improve the liveability of Mascot town centre by reducing congestion and heavy vehicle movements on the local road network.