Media Release

M5 Corridor Expansion – Let’s Get It Right

The Property Council says moves to expand the M5 Corridor should be a test of the Government’s commitment to tying planning of the corridor to future land use decisions in Sydney’s south-west.

“We can’t afford to repeat the mistakes of the M5 East which reached saturation point almost as soon as it opened,” NSW Deputy Executive Director Glenn Byres said today.

“It means we need to get the model right and the key test on this project will be ensuring planning for the road corridor is directly tied to land use decisions.

“The M5 Corridor has a critical role to play in meeting the demands of future growth and easing congestion on Sydney’s road and freight networks.

“Planning for the corridor is just the first step. There also needs to be swift movement on the design and funding solutions needed to help Sydney stay ahead of the congestion challenge.

“The M5 Corridor has twin tasks – servicing population growth in the South-West, and facilitating freight movements to and from the Airport and Port Botany.

The M5 Corridor expansion should be tied to:

- The broader policy directions, projects and processes to be outlined in the Transport Blueprint due for release by the end of the year.
- Population and housing growth targets for the region it services – both the 110,000 extra homes in the South-West Growth Centre and infill development along the corridor.
- Expansion of employment lands in Western Sydney, which the Property Council has consistently urged the Government to act on.
- Sydney’s freight task, which is expected to see 1.7million extra containers moved by road even if the Government is successful in transferring 40% of all freight to rail.
- Design solutions that ensure the M5 Corridor is configured to integrate with future possible road projects like the M4 East and associated links, and the F6 missing link.
- Pricing signals which steer trucks into one tunnel and cars into another tunnel, as well as tolling solutions that accommodate the entire corridor.

“We have a rare chance to not just build a road for existing demand, but bring forward a project that plans ahead and gives Sydney the infrastructure it will inevitably need.”

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