

OUR REF: 6076-04
YOUR REF:

17 December 2010

The Project Manager
Maldon to Dombarton Rail Link Feasibility Study
Nation Building Infrastructure Investment Division
Department of Infrastructure and Transport
GPO Box 594
Canberra ACT 2601

Dear Sir/Madam

MALDON TO DOMBARTON RAIL LINK FEASIBILITY STUDY

Thank you for the opportunity to comment on the above study. This letter, with attachments, is an officer-level submission from Marrickville Council. Council would like to be kept informed of further progress of this project and is keen to have further input.

Based on the information within the study, Council would like to express its support for the project. The construction of this rail link would appear to benefit the Marrickville Local Government Area (LGA) by providing an alternative route for coal trains currently travelling from the western coalfields to Port Kembla via the Port Botany Freight Line and the Illawarra Line. Specifically, persons who live along these lines would benefit from reduced noise and vibration impacts otherwise created by these coal trains. In this respect, it is assumed that these impacts would not be transferred to residents of other LGAs, as the alternative route will pass through less densely settled areas.

You are aware, with the proposed expansion of Port Botany and development of the Enfield Intermodal Freight Terminal, a significant increase in rail freight movements along the Port Botany Freight Line is predicted. Whilst Council supports the principle of increasing the use of rail over road for moving freight, it is also concerned about the impacts, and has requested the implementation of rail noise abatement measures wherever possible. The Maldon-Dombarton link could help reduce these impacts by reducing coal train movements, and would also appear to offer a lower impact alternative to Port Botany for the movement of imported container traffic from Port Kembla.

Attached for your information is an April 2010 letter to Council from NSW Transport and Infrastructure in relation to the development of an Airport/Port Access Plan. Also attached is Council's May 2010 response. These letters may assist with your broader understanding of the key freight transport issues of concern to Council. Please contact Kendall Banfield, Council's Transport Planner, on 9335 2179 should you require further information or wish to discuss this submission.

Yours faithfully



Marcus Rowan
Manager, Planning Services

Encl.

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Mr Ken Gainger
General Manager
Marrickville Council
PO Box 14
PETERSHAM NSW 2049

CD10/02384

Dear Mr Gainger

Airport/Port Access Plan

The NSW Government has recently released the *Metropolitan Transport Plan – Connecting the City of Cities*. A key focus of the Plan is working together to create an integrated approach to infrastructure delivery, land use and transport planning in Sydney over the next 25 years.

An integrated approach to transport will support Sydney's role in the national economy. As you will be aware, Sydney Airport and Port Botany are designated as specialised centres in the *Metropolitan Strategy*.

NSW Transport and Infrastructure (NSWTI) is charged with the development of an Access Plan for the Airport/Port. The key objectives of the Access Plan are to integrate local and regional connectivity, facilitate jobs growth, preserve local urban amenity and improve access.

Within the context of these wider objectives and the long-term vision for Sydney as a global city, the Access Plan will also address the *State Plan* targets including: increasing share of peak hour journeys on a safe and reliable public transport system; safer roads with a target of reducing fatalities relative to travel; maintain and invest in infrastructure; and improving the efficiency of the road network during peak times measured by travel speeds and volumes on Sydney's major road corridors, along with issues arising from the 40% rail mode share target for Port Botany containers.

NSWTI is inviting Councils within a 10 km radius of the centres to be involved in development of the Airport/Port Access Plan. Accordingly, your Council is requested to nominate a contact officer to work with NSWTI's Project Manager, Ms Catherine Barlow.

It is envisaged that Councils would supply an optional submission, participate in one-on-one meetings to identify issues and possible strategies and actions, and participate in a group workshop. The timeframe for preparation of the plan is for a final draft to be prepared by the end of July 2010, and for exhibition in September/October 2010.

It is requested that any submission be forwarded by Friday 7 May 2010. Ms Barlow may be contacted by email at catherine.barlow@transport.nsw.gov.au or by telephone on (02) 9268 2934.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'G. Connolly', with a large, sweeping flourish underneath.

Gail Connolly
A/Director, Centre for Transport Planning

21/4/10

Annexure – Development of the Airport/Port Access Plan Suggestions for submissions

1. Area covered by Plan:

The Plan focuses on three spatial areas (rings):

- The immediate Airport/Port precinct – around 5 km radius
 - include major roads – M5, Princes Hwy, Southern Cross Drive/Eastern Distributor, General Holmes Drive, Foreshore Road;
 - include the centres of Randwick Education and Health (UNSW), Green Square and Kogarah;
 - be bordered by Green Square, Turella, Rockdale/Kogarah, Maroubra and La Perouse; and
- The district level – about 10-12km radius. This will also include:
 - major bridge crossings – SHB, Anzac Bridge, Cooks River and Tom Ugly's;
 - major roads – start/end M4, Western Distributor, Eastern Distributor, M5, Princes Hwy;
 - include the centres of Sydney/North Sydney, Bondi Junction, Randwick Education and Health (UNSW), Green Square, Hurstville, Kogarah, Cooks River;
 - be bordered by Sydney CBD, Five Dock, Burwood, Enfield ILC, Kingsgrove, Taren Point; and
- The Greater Metropolitan Region or GMR.

2. Suggested issues to address in submissions:

State Plan targets

- increasing share of peak hour journeys on a safe and reliable public transport system;
 - safer roads with a target of reducing fatalities relative to travel;
 - maintain and invest in infrastructure; and
 - improving the efficiency of the road network during peak times measured by travel speeds and volumes on Sydney's major road corridors,
- and issues arising from the 40% rail mode share target for Port Botany containers.

Road

- Identified congestion points/pinch points, by time of day/day of week
- Any particular heavy vehicle issues
- Any particular LCV issues

- Any significant developments that impacted on arterial roads over the last five years.
- Any significant developments that will impact on arterial roads
- Any construction projects and completion dates contained in forward estimates/State Infrastructure Strategy for next five years.
- Suggested arterial road projects necessary to ensure that adequate arterial road connections are maintained into and out of the area.

Public transport

- Identification of routes to the Airport/Port servicing your area, separated by bus/rail
- Any patronage counts or other information on travel to/from the Airport/Port
- Any significant changes in planned services
- Any known infrastructure improvements to rail or Strategic Bus Corridors likely to result in improved customer services including reduced journey times
- Identification of committed targets from the State Plan or State Infrastructure Strategy of particular relevance.

Route Bus, School Bus, Taxi

- Broad description of the Route bus network
- Any anecdotal evidence that might demonstrate a need for commuter bus parking
- Within 5km radius, describe number and type of School Bus services in the region and any particular challenges/congestion issues that may be relevant
- Description of any taxi issues
- Any other relevant issues.

Freight

- Description of the local freight task (including any LCV issues)
- Description of the through-route task
- Any attractors/generators of large freight movements (manufacturing, distribution warehouses, retail deliveries etc)
- Challenges in your area including pinch points
- Identification of committed targets from State Plan or State Infrastructure Strategy with particular relevance for your area.

Aviation

- Any information on patronage trends and issues over the last five years
- Any information on domestic and international freight generators/attractors
- Identification of committed State/Commonwealth targets of particular relevance to this region.

OUR REF: 1898-01
YOUR REF:

21 May 2010

Gail Connolly
A/Director, Centre for Transport Planning
NSW Transport & Infrastructure
GPO Box 1620
Sydney NSW 2001

Dear Ms Connolly

AIRPORT / PORT ACCESS PLAN

With reference to your letter to Council dated 21 April 2010, I thank you for the opportunity to make an initial submission on the above Plan.

As you are no doubt aware, transport and traffic issues associated with Sydney Airport and Port Botany have significant implications for the Marrickville Local Government Area (LGA) – past, present and future. Council is therefore pleased that preparation of the above plan has commenced, and supports the stated objectives of the plan *“to integrate local and regional connectivity, facilitate jobs growth, preserve local amenity and improve access.”* Council is however keen to ensure that these objectives are met in a balanced and sustainable manner, with negative impacts on the Marrickville LGA and region minimised.

To assist the development of the Plan, I have attached a succinct summary of Sydney Airport / Port Botany ground transport issues, and Council's policy position on these issues. Also attached is a list of key relevant Council reports and submissions, along with copies of these documents.

Council's submission is at this stage strategic in nature, and it is assumed that Council will have the opportunity to raise further, more detailed issues as the Plan is developed. Council is keen to participate in future consultations for this Plan, and in this regard I am pleased to nominate Council's Transport Planner, Kendall Banfield, as Council's primary contact. Kendall can be contacted on 9335 2179.

Yours faithfully



Ken Hawke
Director, Planning & Environmental Services

Encl.

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**SUMMARY OF MARRICKVILLE COUNCIL ISSUES
FOR THE PROPOSED AIRPORT / PORT ACCESS PLAN
MAY 2010**

Following is a summary of key issues raised and policy positions held by Marrickville Council in relation to ground transport for Sydney Airport and Port Botany. This is intended to assist NSW Transport & Infrastructure with further development of the proposed *Airport/Port Access Plan*.

- The Marrickville Local Government Area (LGA) has been, and will continue to be, significantly negatively affected by air, road and rail traffic, and in some parts of the LGA, these overlap to create significant cumulative impacts.
- Located directly to north of Sydney Airport's main North-South runways, the Marrickville LGA is (most likely) the most aircraft-noise affected LGA in Australia.
- Significant road and rail freight traffic passes through the Marrickville LGA, with a fair proportion this traffic generated by Sydney Airport and Port Botany.
- As such, Council continues to strongly oppose the existing operation and future expansion of Sydney Airport and Port Botany.
- Whilst Council supports the NSW Government's freight mode shift target toward rail, it remains concerned about freight train noise and vibration impacts from the Port Botany Freight Line, which passes through the Marrickville LGA.
- These concerns are heightened by the significant increase in train movements to be generated by the expansion of Port Botany and operation of the new Enfield Intermodal Freight Terminal and the fact that there is no curfew on the operation of the Port Botany Freight Line.
- Council would like to see a serious commitment by the NSW Government to addressing rail freight noise issues on the Port Botany Freight line – this could be achieved by a range of measures including noise barriers, use of electric locomotives and a night-time curfew.
- Notwithstanding the rail freight mode shift objective, road freight traffic through the Marrickville LGA will significantly increase as a result of the expansion of Port Botany.
- Whilst Council recognises there is a need to address road congestion issues, Council opposes the construction of new inner-city motorways such as the M5 Corridor Expansion and associated Southern Sydney Connection.
- Council is of the view that new roads and/or expansion of road capacity in inner-Sydney are not a stand-alone solutions to freight traffic congestion and will create unacceptable induced traffic impacts.
- Council would like see either a commitment from the NSW Government to use the existing M5/F6 corridor for public transport, or an undertaking to remove the corridor altogether.
- Council would like to see funding that would otherwise flow to inner-city motorways to be directed to walking, cycling, public transport and rail freight infrastructure.
- Whilst Council has always opposed any expansion of Sydney Airport, it has particularly opposed the expansion of Airport activities above to the needs of the Airport's core aviation function.

- Such opposition is based not only on aircraft and ground traffic impacts, but from Airport retail activities creating undue competition with traditional retail centres in the Marrickville LGA.
- Council has expressed its in-principle support for the *Sydney Airport Ground Travel Plan* but questions whether Sydney Airport is fully committed to its implementation.
- Council has also expressed in-principle support for Sydney Ports Authority's *Freight Logistics Plan*, but has expressed concerns about lack of consideration in the Plan of the environmental impacts of freight movements and how these are to be addressed.
- Council has opposed excessive provision of car parking at Sydney Airport on the basis of traffic generation.
- Council supports Sydney Airport's advocacy efforts in relation to removal of the Airport station access fee and creation of direct east-west bus connections from the Marrickville LGA to the Airport.
- Council has had a productive working relationship with Sydney Airport over planning and implementation of walking/cycling pathways around Tempe Reserve and Alexandra Canal, linking to the Airport.
- The activities of Sydney Airport have created a number of land use restrictions within the Marrickville LGA – primarily noise insulation requirements, building height limitations attributable to the Airport's Obstacle Limitation Surface (OLS) and rezoning limitations due to aircraft noise, the OLS and the need to retain industrial lands to serve the Airport.
- A significant proportion of current heavy vehicular road freight traffic through the Marrickville LGA has its origins at Port Botany and the Southern Industrial Area and runs along an RTA-controlled freight corridor that begins at Canal Road, St Peters and ends at Parramatta Road, Lewisham (see map p.62 of Chapter 4, *Marrickville Integrated Transport Strategy*, enclosed).
- Heavy freight vehicles also travel along other sections of the Princes Highway, King Street, Old Canterbury Road, Parramatta Road and some regional and local roads as required.
- Most of the roads along which heavy road freight vehicles travel are lined by traffic-sensitive land uses, such as residential, schools and shopping centres.
- A number of streets across the Marrickville LGA have 3-tonne weight restrictions, which have been imposed over several years on an as-needs basis (see map p.62 of Chapter 4, *Marrickville Integrated Transport Strategy*, enclosed).
- Council has been implementing Local Area Traffic Management (LATM) schemes across the LGA over many years, and some of the LATM treatments are specifically designed to limit freight vehicle intrusion into residential streets.
- In addition to heavy freight, there are a number of light-freight vehicular movements across the Marrickville LGA, with many of these generated within the LGA as well as outside the LGA.

**LIST OF DOCUMENTS ATTACHED TO COUNCIL'S SUBMISSION
ON THE PROPOSED AIRPORT / PORT ACCESS PLAN
MAY 2010**

Following is a list of documents that have been enclosed with Council's submission to NSW Transport & Infrastructure on the proposed *Airport/Port Access Plan*:

- Report PS 20 to Council's 1 November 2005 Development and Environmental Services (DES) Committee meeting entitled *Information on the State Government's recent approval of the expansion of Port Botany and its Implications for the Marrickville LGA* and associated minutes
- Report PS 4 to Council's 6 February 2006 DES Committee meeting entitled *Sydney Ports Corporation Proposal for an Enfield Intermodal Logistics Centre* and associated minutes
- March 2006 Council information leaflet distributed to all Marrickville LGA residents living within 200m of the Port Botany Freight line
- July 2007 Council staff briefing paper entitled *Enfield Intermodal Freight Terminal Proposal*
- Report PS 12 to Council's 3 July 2007 DES Committee meeting entitled *Draft Port Botany Freight Logistics Plan* and associated minutes
- Report PS 13 to Council's 3 July 2007 DES Committee meeting entitled *Sydney Airport Ground Travel Plan* and associated minutes
- Chapter 4 of the 2007 *Marrickville Integrated Transport Strategy* entitled *Roads, Traffic and Parking* – includes information and recommendations related to Sydney Airport and Port Botany ground transport issues
- Council's December 2008 submission to Sydney Airport Corporation Limited on the *Sydney Airport Preliminary Draft Masterplan (PDMP) 2009-2029*
- Council's March 2010 submission to the Roads and Traffic Authority (RTA) on the *M5 Corridor Expansion Feasibility Study*
- Council's April 2010 supplementary submission to the RTA on the *M5 Corridor Expansion Feasibility Study*
- Council's April 2010 submission to NSW Transport and Infrastructure on the *Metropolitan Transport Plan*