

Director, Transport Assessments
Department of Planning and Environment
320 Pitt Street
SYDNEY NSW 2000

Attention: Naomi Moss

NOTE: Redacted sections of this document contained issues not relevant to the Submissions and Preferred Infrastructure Report.

Dear Naomi,

WESTCONNEX M4-M5 LINK (SSI 16_7485) - SUBMISSIONS AND PREFERRED INFRASTRUCTURE REPORT (SPIR)/DRAFT CONDITIONS OF APPROVAL

Thank you for providing the Port Authority of NSW (Port Authority) with the opportunity to review the WestConnex M4-M5 Submissions and Preferred Infrastructure Report (SPIR) documentation and the Draft Conditions of Approval for this Critical State Significant Infrastructure project (SSI 7485). The Port Authority also makes reference to our submission made to the Environmental Impact Statement (EIS) for this project dated 16 October 2017.

Context

The Port Authority is a State owned corporation which owns and manages common user berths and port land at Glebe Island and White Bay, which are in the vicinity of the proposed Rozelle interchange portion of SSI 16_7485. The additional construction ancillary facility at White Bay (proposed in the SPIR and referred to as the "White Bay civil site (C11)") is within the port precinct owned and managed by the Port Authority. Access to the port facilities is provided via Sommerville Road, James Craig Road and by the James Craig Road/The Crescent intersection. Roads within the Glebe Island/White Bay port precinct are owned by the Port Authority.

Glebe Island/White Bay is a strategic deep-water port facility which provides critical and essential port and maritime services to Sydney. The Glebe Island port facility consists of four operational shipping berths and is currently used for unloading / loading bulk vessels (cement, gypsum, sugar and salt) and well as other temporary / occasional port, maritime and working harbour uses. The White Bay port facility consists of five operational shipping berths and is currently used as a cruise ship terminal, unloading / loading bulk vessels (tallow, lubrizol), a marine refuelling facility and a myriad of ad hoc port and working harbour uses. It is essential that any impacts from White Bay civil site (C11) and the Rozelle Interchange works on the port's critical businesses and services are minimised and managed appropriately and in a coordinated manner.

It is also noted that the Glebe Island/White Bay port precinct is located within an urban environment surrounded by residential development and other sensitive land uses. Over the years, the Port Authority has been an active member of the community and continually looks for ways to work with the community and improve environmental performance. It is essential that the Port precinct continues operating with the highest consideration of the local community and potential impacts on it.

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Comments to the SPIR

The Port Authority notes that our comments to the EIS (Port Authority's submission dated 16 October 2017) have generally been addressed in the SPIR.

The Port Authority also notes that a new additional construction ancillary facility (the White Bay civil site (C11)) is now proposed in the Preferred Infrastructure Report (which was not reported in the EIS).

The Port Authority refers to the cumulative traffic impact assessment for Cluster 3 (which covers the section of City West Link adjacent to Rozelle civil and tunnel site (C5) and White Bay civil site (C11) including The Crescent/James Craig Road intersection) presented in the Technical Working Paper: Traffic and Transport (the Traffic Report). The cumulative traffic impact assessment in the Traffic Report excludes from the assessment potential infrastructure construction logistics projects at Glebe Island on the basis that they are at early stages in the planning process and due to associated uncertainty about approvals, timing, etc. In this regard, it is noted that the Western Harbour Tunnel and Warringah Freeway Upgrade Scoping Report (October 2017) prepared by Arcadis/Jacobs for RMS indicates that Glebe Island will be used as a spoil handling area for the Western Harbour Tunnel and Warringah Freeway Upgrade project, up to approximately 2022. Should this proposal be approved, traffic from this project would need to access/egress Glebe Island via Sommerville Road and James Craig Road and its intersection with The Crescent. In addition, the Port Authority has been approached by the Sydney Metro project team with a proposal to use part of White Bay as a truck marshalling yard for the Metro project. Again, should this proposal proceed, traffic from this project would need to access/egress Glebe Island via Sommerville Road and James Craig Road and its intersection with The Crescent. The Traffic Report has also not included a specific allowance for traffic generated by the White Bay cruise ship terminal on the basis that the draft licence between Port Authority and RMS does not allow access to the site from Sommerville Road and James Craig Road during defined time periods (peak traffic periods) on days when the cruise ship terminal is operating. However, cruise related traffic occurs throughout the period of a cruise ship being at berth, not just at the identified peak times.

Based on the above exclusions, the cumulative traffic impact assessment presented in the Traffic Report does not reflect the likely traffic environment on the Port Authority's roads and James Craig Road and its intersection with The Crescent during the period of the proposed C11 and C5 sites. The Port Authority considers that the Traffic Report will therefore need to be updated if the above projects are approved and also once the licence/agreement between Port Authority and RMS for the use of the ancillary construction facility "White Bay civil site (C11)" has been finalised, in order to ensure effective traffic coordination and the minimisation of traffic impacts on port users and activities.

Should you request any further detail on the matters raised in this letter, please do not hesitate to contact the undersigned (jjames@portauthoritynsw.com.au; 0405 217 249).

Yours sincerely,


Joe James
EGM, Bays Development

21 February 2018