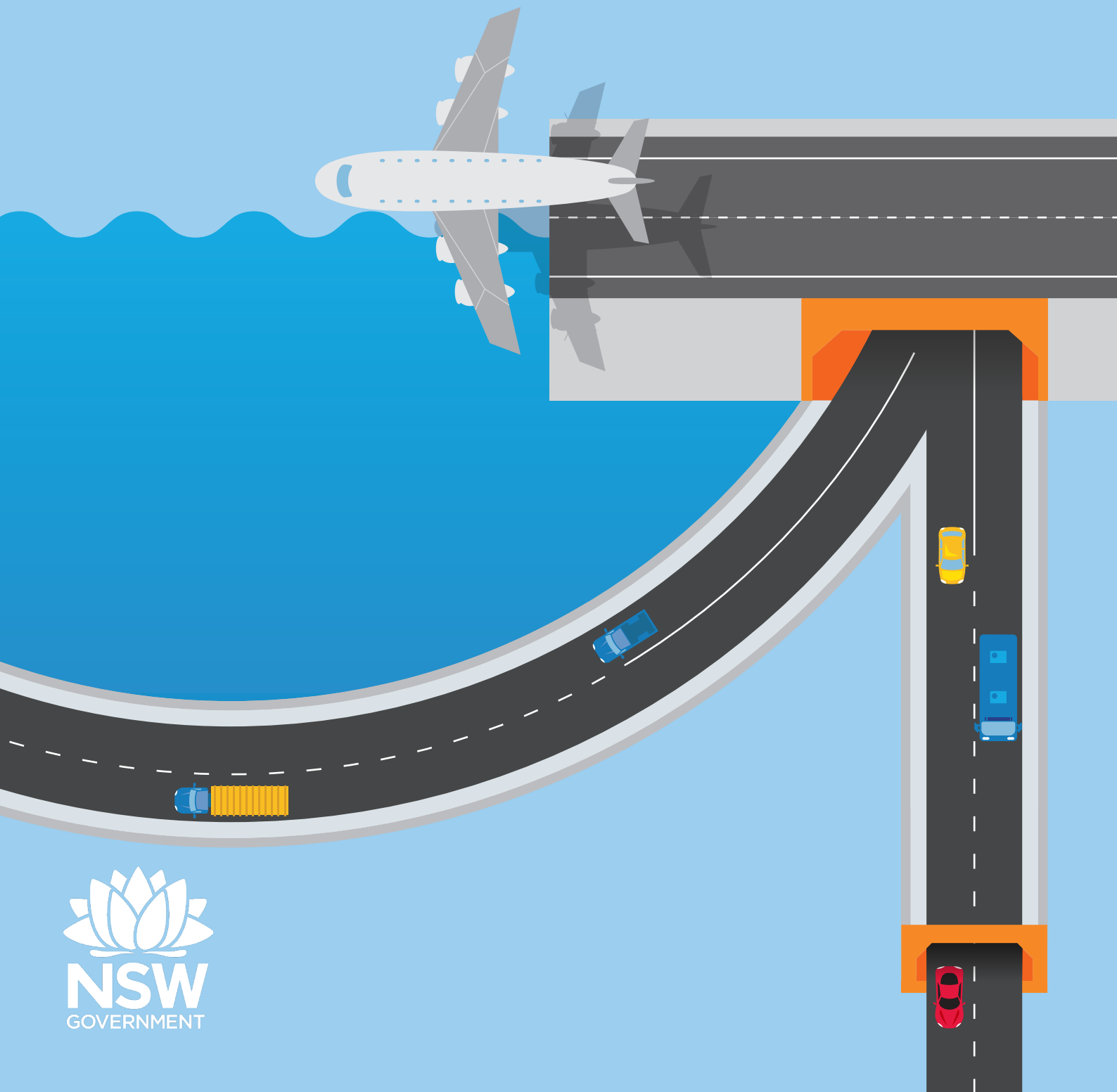
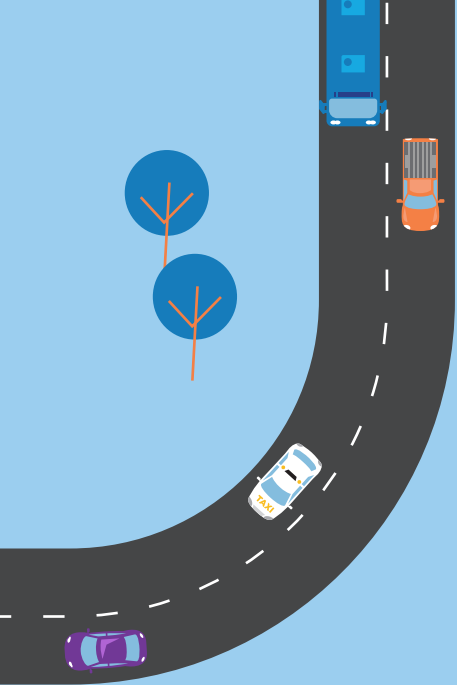


Autumn 2019

Sydney Gateway

Concept Design Project Overview





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Shared cycle and pedestrian pathway, Tempe



This Concept Design Project Overview aims to answer your questions including:

- Why do we need Sydney Gateway?
- How will Sydney Gateway benefit road and freight travel?
- How has community feedback influenced the concept design?
- What new connections will Sydney Gateway provide?
- What are the proposed new shared cycle and pedestrian pathways in the area?
- How are we managing construction in the Tempe Lands?
- How are we consulting with impacted property owners, community and stakeholders about the proposed concept design?
- What is the planning process and how will the Environmental Impact Statement (EIS) and Major Development Plan (MDP) be exhibited?

We welcome your feedback throughout all stages of the planning process. Sydney Gateway is subject to change as it moves through the planning and approval process and detailed design.

Introduction



Why do we need Sydney Gateway

The NSW Government’s vision for Sydney is one of an integrated road and public transport network that gives you the freedom to choose how and when you get around, no matter where you live and work.

One area of focus in Sydney is to complete the missing links in the motorway network to improve traffic flow. This high capacity network is vital for supporting the growth of our communities, places and economy, and will enable people and goods to move safely and reliably around our city and beyond.

Sydney Gateway is a key component of this vision and will greatly improve the way you travel to Sydney Airport and Port Botany. It will deliver major new connections from the Sydney motorway network to the International and Domestic terminals.

Sydney Gateway will also increase capacity and improve connections to the ports to assist with growth in freight movements across the region. It will strengthen Sydney’s position as a global city, by expanding and improving the existing road and freight rail networks.

Importantly, Sydney Gateway will also return local streets to the community in Mascot by allowing 10,000 trucks a day to travel on Sydney Gateway rather than through local Mascot roads.

Sydney Gateway will provide toll-free connections to Sydney Airport’s Domestic and International terminals.

What happens next

We have met with and listened to many members of the local community, businesses and industry about this city shaping project.


We are now sharing this *Concept Design Project Overview* to explain what this important new toll-free road connection will do; outline Sydney Gateway’s concept design and answer some of the key questions we’ve heard from you. We are committed to working with you as we consider your feedback and how it will further shape Sydney Gateway.

This *Concept Design Project Overview* addresses the topics you wanted to know more about, like shared cycle and pedestrian pathways; construction impacts; how we are managing the Tempe Lands and how Sydney Gateway will improve the daily commute for motorists, as well as the broader freight industry.


We welcome your feedback throughout all stages of Sydney Gateway’s planning process and look forward to your thoughts on the concept design and our next project stage, exhibition of the combined Environmental Impact Statement (EIS) and Major Development Plan (MDP).



Catering for **Sydney’s growth** in passengers and freight



Reducing congestion by transporting up to **10,000** heavy vehicles each day



Better and more reliable trips for people, businesses and freight

Benefits for Sydney

Easier

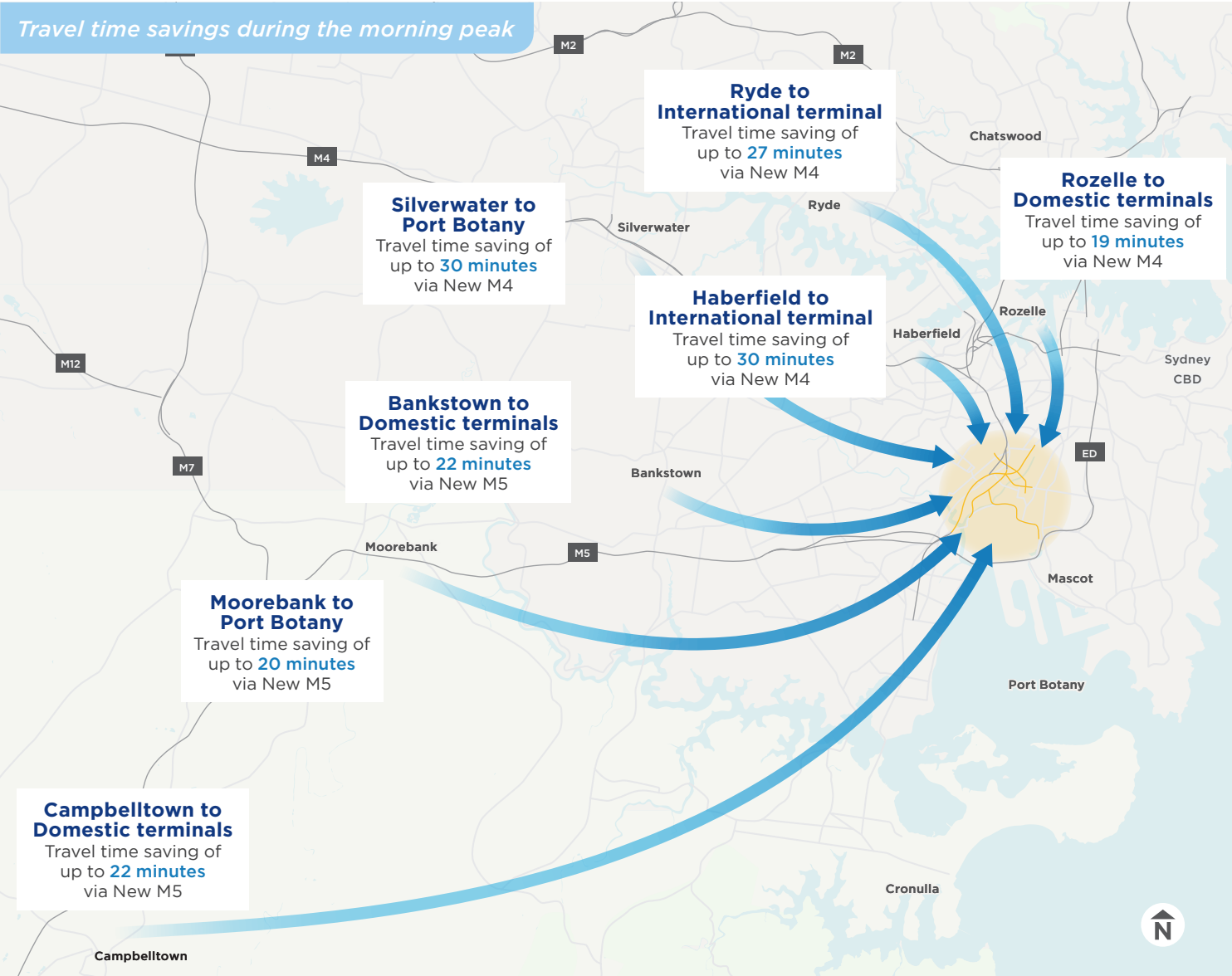
- Easier journeys to and from Sydney Airport and improved connections between the terminals
- New roads to Sydney Airport to transport 100,000 vehicles a day to cater for forecast growth in passenger and air freight
- Reduced congestion by widening Qantas Drive from two to three lanes in each direction
- Improved access to all airport terminals for over-height vehicles with an increased clearance of up to 5.1 metres (from 4.3 metres)
- Improved traffic flow in Mascot.

Faster

- Improved travel times to the airport precinct and Port Botany.

Safer

- Reduced cars and trucks on local roads – returning local streets to local communities
- Reduced heavy vehicles and cars on major roads including:
 - Southern Cross Drive
 - King Georges Road
 - M5 East tunnel.



Fast facts



26 sets of traffic lights bypassed from Parramatta to Sydney Airport's Domestic precinct using the Sydney motorway network

A dedicated 500 metre 'flyover' road to Sydney Airport's Domestic precinct



Enabling 10,000 heavy vehicles per day to travel on Sydney Gateway rather than through local Mascot roads



Around 50% of port-bound heavy vehicles will use Sydney Gateway by 2036

Sydney Airport



Currently more than 150,000 people visit Sydney Airport every day, with around 75 per cent travelling by road.

It is expected the number of visitors will increase from 44.4 million in 2018 to 65.6 million by 2039.

Air freight will also grow by 58 per cent to one million tonnes by 2039. All air freight cargo carried to and from Sydney Airport travels by road.

Port Botany



Freight volumes in NSW will increase by 28 per cent by 2036.

- 50 per cent increase in Greater Sydney
- 12 per cent increase in regional NSW

NSW Ports forecasts that container freight handled by Port Botany will increase by 77 per cent, from 14 mega tonnes per annum (mtpa) in 2016 to 25 mtpa in 2036. Currently eight out of 10 containers are carried to Port Botany by road.

Mascot and Botany



The suburbs and communities surrounding Sydney Airport are changing, with major new residential apartment buildings, commercial sites and hotels.

This development has added more vehicles onto the busy roads around Sydney Airport and Port Botany.

Investing in the future

By 2056, there will be more than 12 million people that call New South Wales home. This growth means there will be more motorists and commuters on our roads travelling to destinations throughout Sydney CBD and the Greater Sydney area.

Transport for NSW's *Future Transport Strategy 2056* provides a 40-year vision for our transport system. The strategy outlines a vision, strategic directions and customer outcomes, with infrastructure and services underpinning the delivery of these directions across the state.

The strategy focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities we want for the future.

A key element of the broader transport strategy is Sydney Gateway.

Sydney Airport is Australia's busiest airport and Port Botany is one of the highest frequency freight terminals, serving state, national and international markets. Sydney Gateway will greatly improve access to this important precinct.

Sydney Gateway will strengthen Sydney's position as a global city, providing more efficient connections to major business hubs, key commercial centres and freight terminals across Greater Sydney.

Sydney Gateway concept design

Sydney Gateway will provide toll-free connections to Sydney Airport's Domestic and International terminals.

1 Alternative shared cycle and pedestrian pathway
New alternative cycle and pedestrian pathway to connect from Alexandra Canal to Mascot at Coward Street.

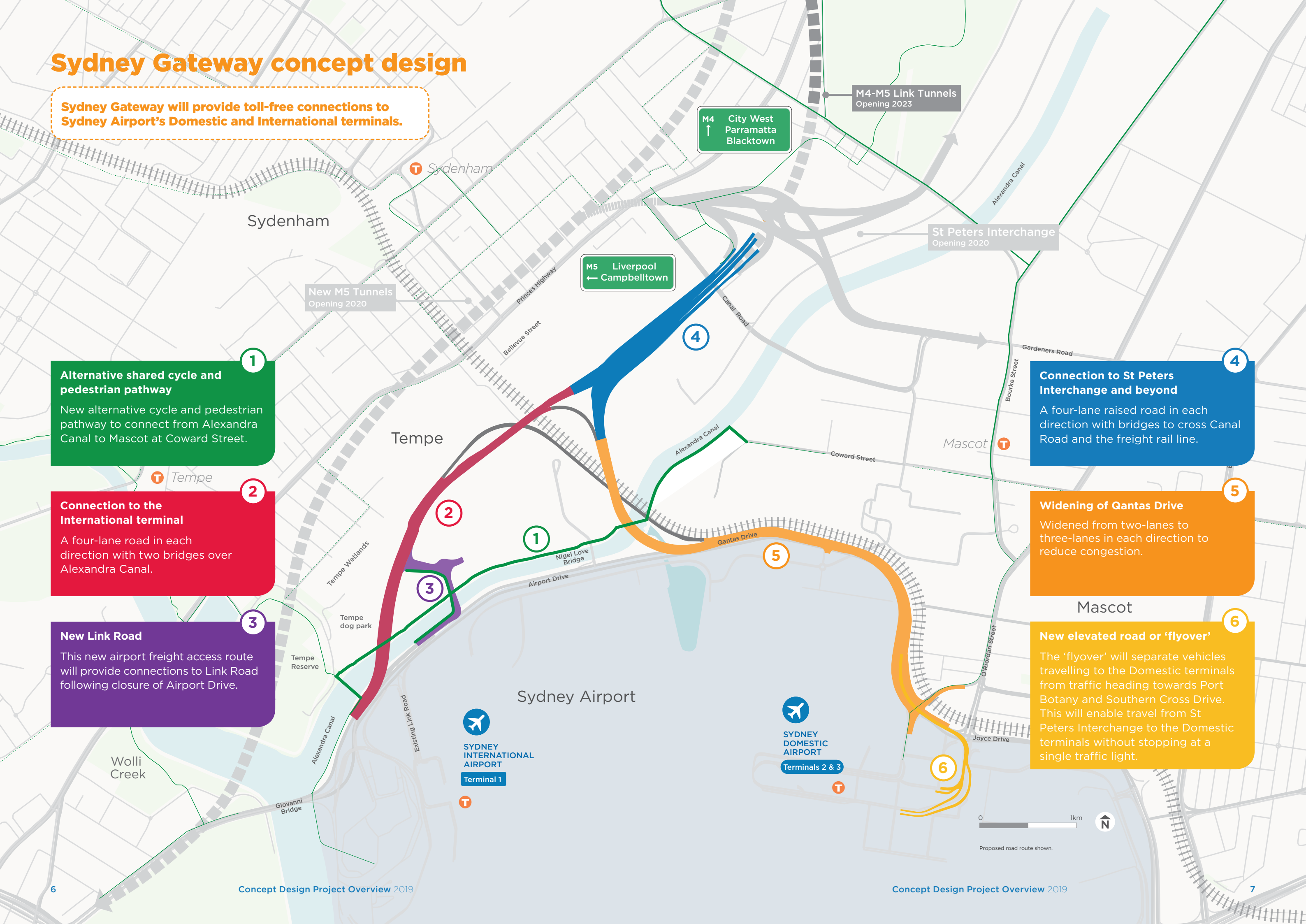
2 Connection to the International terminal
A four-lane road in each direction with two bridges over Alexandra Canal.

3 New Link Road
This new airport freight access route will provide connections to Link Road following closure of Airport Drive.

4 Connection to St Peters Interchange and beyond
A four-lane raised road in each direction with bridges to cross Canal Road and the freight rail line.

5 Widening of Qantas Drive
Widened from two-lanes to three-lanes in each direction to reduce congestion.

6 New elevated road or 'flyover'
The 'flyover' will separate vehicles travelling to the Domestic terminals from traffic heading towards Port Botany and Southern Cross Drive. This will enable travel from St Peters Interchange to the Domestic terminals without stopping at a single traffic light.



How road conditions will change

Changes to Lancastrian Road

To ease congestion and provide you with the most direct journey to Sydney Airport, we will be removing the traffic lights at the intersection of Lancastrian Road and Qantas Drive. This intersection currently provides vehicle access to Qantas's jet base, catering and car parks.

The removal of the traffic lights will help improve the journey times to the International and Domestic terminals at Sydney Airport as well as for through traffic.

You'll still be able to turn left in and out of Lancastrian Road, but will no longer be able to turn right into or out of Lancastrian Road.

The Qantas overbridge, which is used for airport operations, will not be impacted by these changes.

Widening of Qantas Drive

Qantas Drive will be widened from two lanes to three lanes in each direction to enable you to drive more easily around the Domestic precinct and towards the ports.

Additional access to Sydney Airport Domestic precinct

A new elevated road or 'flyover' will allow you to connect directly to the front door of the Domestic precinct.

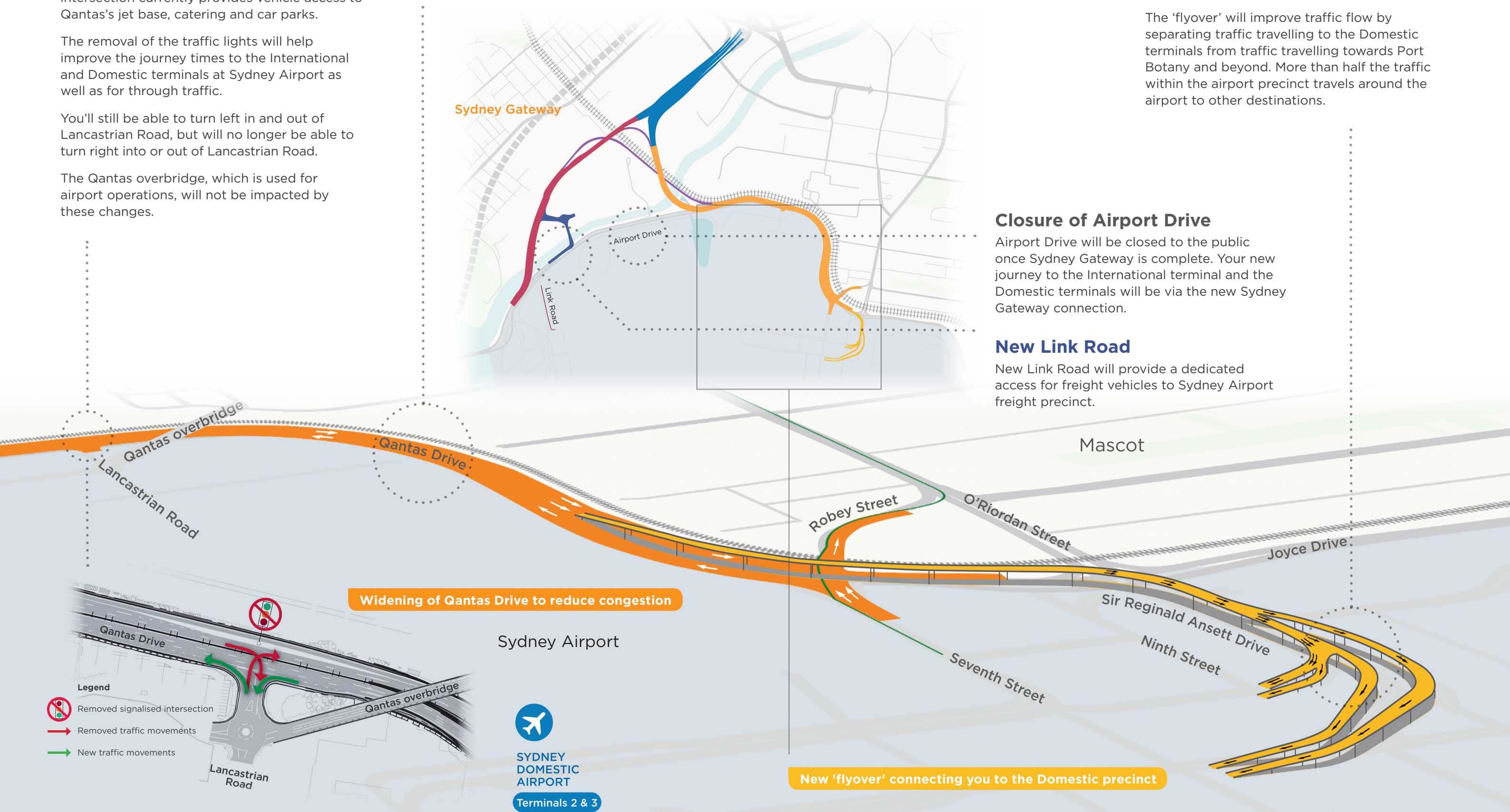
The 'flyover' will improve traffic flow by separating traffic travelling to the Domestic terminals from traffic travelling towards Port Botany and beyond. More than half the traffic within the airport precinct travels around the airport to other destinations.

Closure of Airport Drive

Airport Drive will be closed to the public once Sydney Gateway is complete. Your new journey to the International terminal and the Domestic terminals will be via the new Sydney Gateway connection.

New Link Road

New Link Road will provide a dedicated access for freight vehicles to Sydney Airport freight precinct.



What you told us during preliminary design

We thank you for the feedback you've shared so far which has helped us refine the design over the past nine months.

Since the preliminary design was announced in September 2018 the Sydney Gateway team has been:

- meeting with residents, councils, cycle groups and the business community in Wolli Creek, Tempe, Mascot and Botany to understand the feedback received so far about Sydney Gateway
- investigating new shared cycle and pedestrian pathways to connect from Tempe and the Alexandra Canal to Mascot
- looking at ways to minimise impacts to commercial landowners
- carrying out environmental assessments to understand potential business, social, noise, flooding, traffic, air quality and heritage impacts and how these can be avoided or minimised during and after construction

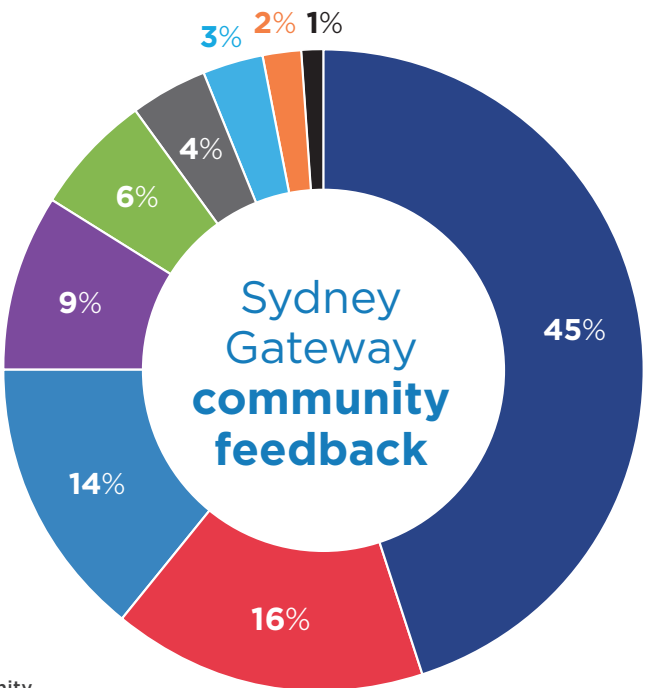
- developing our proposed construction methodology to build Sydney Gateway on the Tempe Lands
- managing project impacts along Airport Drive and Qantas Drive to help minimise congestion
- working closely with Sydney Airport and Transport for NSW to ensure our design integrates with surrounding projects and supports future investments.

We have engaged with you in a number of ways, including; providing community updates; doorknocking; briefings; and comments on our portal's online consultation map.

Your feedback has focused on the following topics

- Environment*
- Pedestrians and cyclists
- Traffic and road safety
- Public transport
- Property and access
- Freight
- Parking
- Recreational boating
- Other

* Tempe Wetlands and Reserve, ecosystems and biodiversity, native wildlife and fauna, visual amenity, open space, noise and pollution and waterways.



Sydney Gateway community feedback provided during consultation (September-October 2018)

How we've responded to you

Based on your feedback we have refined Sydney Gateway's concept design, taking the following into consideration.

Parking

- We will ensure parking spaces for construction vehicles are available within Sydney Gateway construction sites.

Shared cycle and pedestrian pathways

- We know cycling and pedestrian routes are important to you
- We will ensure any shared cycle and pedestrian pathway impacted by Sydney Gateway will be replaced
- Based on your feedback we have worked with Sydney Airport to develop a cycle and pedestrian pathway on the northern side of Alexandra Canal. This is subject to agreement with Inner West Council and Sydney Desalination Plant.

Noise

- Our noise assessments indicate that noise walls would be provided in some areas of Tempe and Mascot.

Open space

- We are committed to improving open space on the Tempe Lands after construction. A Landscape Plan will be developed in close consultation with Inner West Council and the community.

An opportunity to have your say

Please keep sharing your comments with us as we move through the planning process. Your feedback is very important and will help us to deliver a project that helps address your needs. Ways to submit feedback are provided on the last page of this document.

While all your feedback will be considered, the preferred route for Sydney Gateway has been driven by a range of factors that greatly limit options to change the route alignment. These factors include:

- the location of existing roads and the rail corridor
- mandatory airspace safety restrictions
- minimising impacts to residential and commercial property owners
- Alexandra Canal.

Community drop in session, Tempe



Our commitment to shared cycle and pedestrian pathways

We acknowledge your feedback about the need to keep a canal-side shared cycle and pedestrian pathway, and we have been working closely with Sydney Airport to develop a practical option for a northern canal route.

We invite you to provide us with your feedback on this route to help further inform our design.

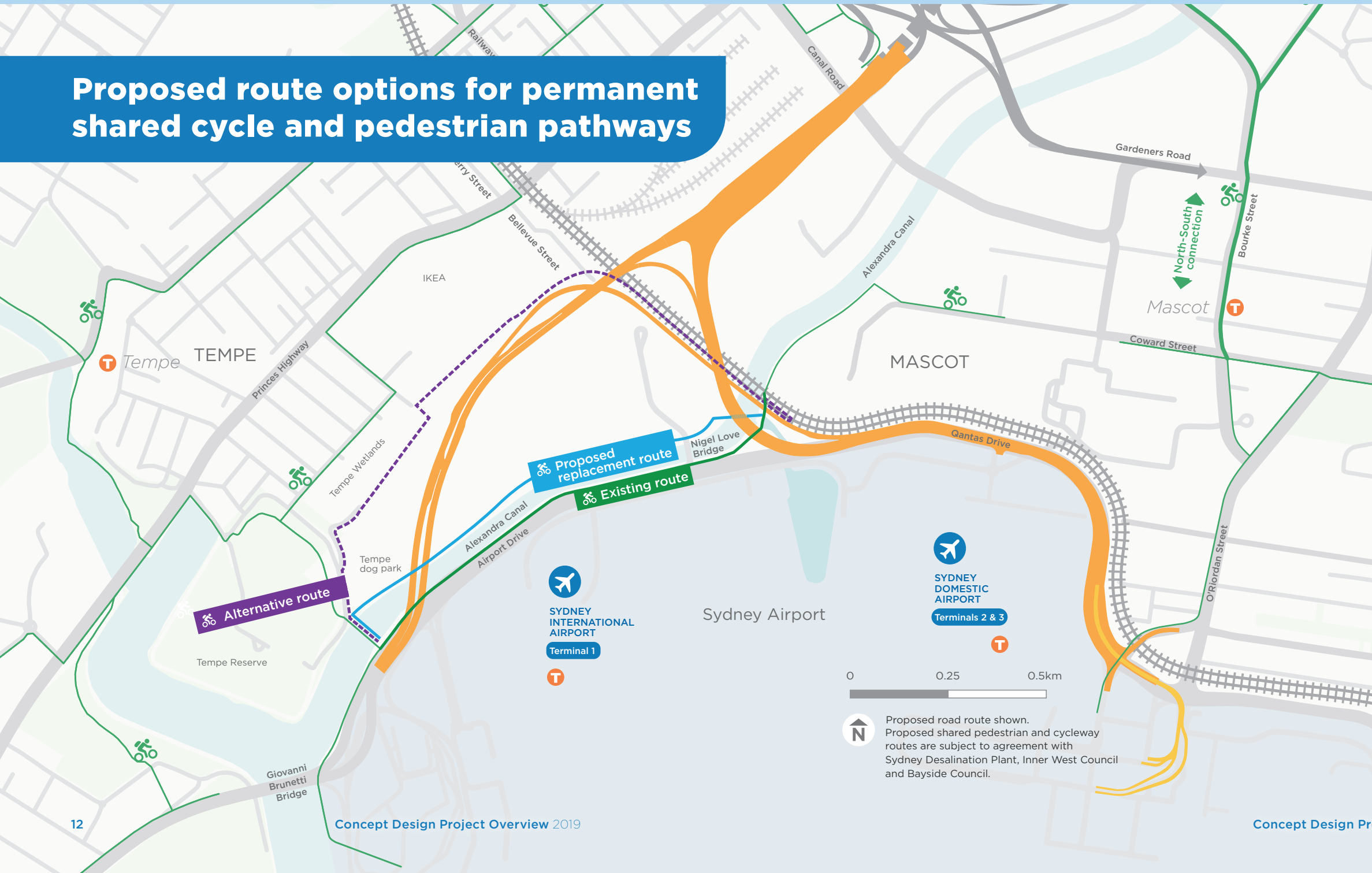
We will be providing a temporary route during construction so you will still be able to use the

cycle and pedestrian pathways while we build Sydney Gateway.

We are also working with Transport for NSW to look at opportunities to improve options for pedestrians and cyclists in the precinct.



Proposed route options for permanent shared cycle and pedestrian pathways



The proposed option for the canal-side cycle and pedestrian pathway will need to consider:

Safety

- A 25 metre long underpass will be required under the Nigel Love Bridge
- The canal will become a traffic free environment once Airport Drive closes
- There are safety considerations that we will manage with appropriate lighting and surveillance.

Access

- The northern canal route will pass close to some major utilities. When maintenance work needs to be done, we may need to close the shared path temporarily.

Timing

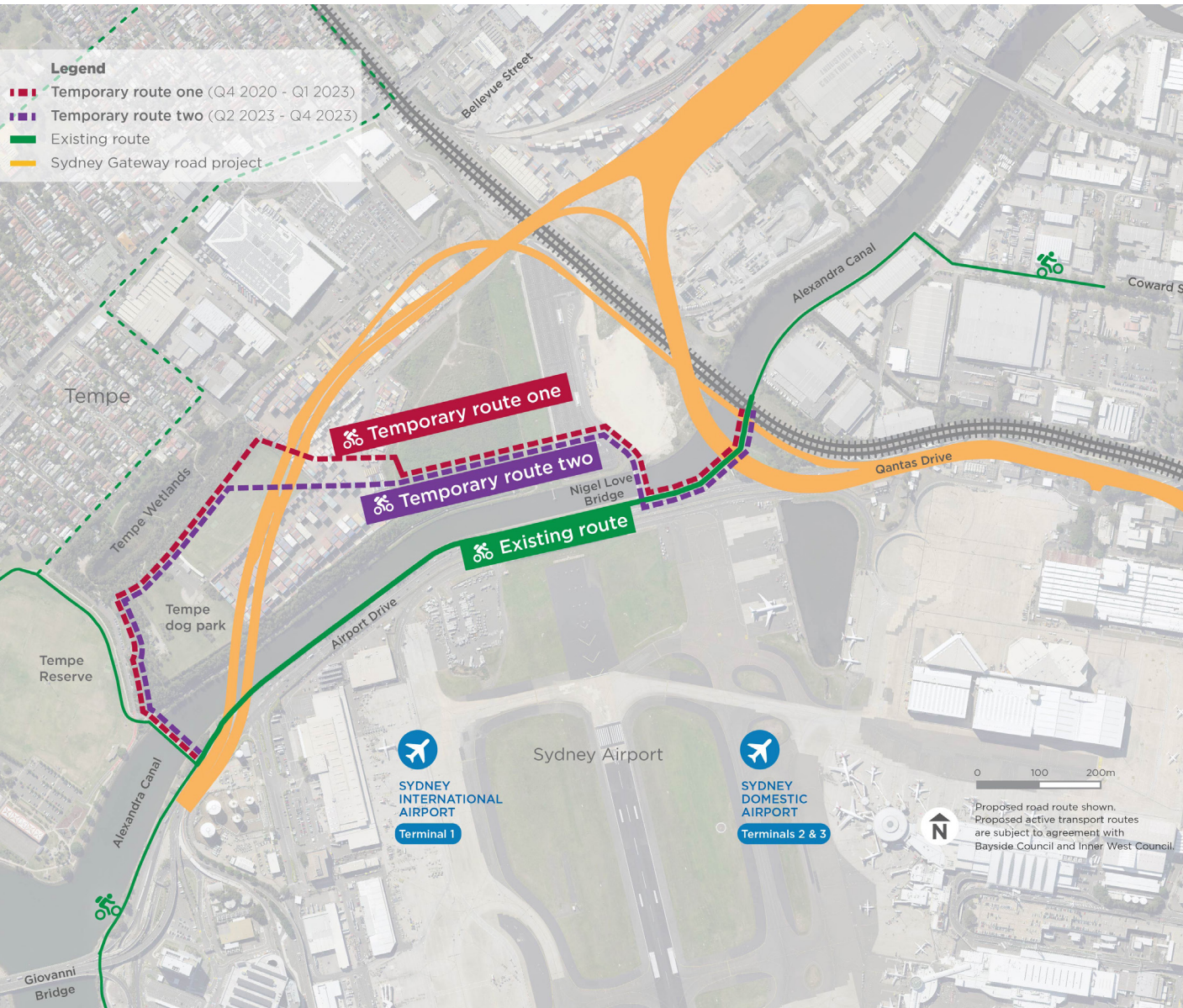
- Alexandra Canal Cycleway will be closed in late 2020 for construction and a temporary route provided
- A new shared cycle and pedestrian pathway on the northern side of the canal could be delivered within three months of the completion of Sydney Gateway roads
- Our temporary routes will remain in place until the new permanent shared cycle and pedestrian pathway is opened.

What temporary shared cycle and pedestrian pathways we'll have in place during construction

We will be providing two temporary routes to allow cyclists and pedestrians to continue to walk, run and ride while we build Sydney Gateway.

These temporary routes will replace the existing pathway along the south side of Alexandra Canal to keep you safe.

These temporary routes are a bit longer than what was in place before, so we appreciate your patience and understanding as these are the safest temporary route options during construction.



Moving around the airport precinct

We are working with Transport for NSW and Sydney Airport to explore options to improve public transport within the airport precinct.



Train and bus services to the airport

Transport for NSW's 'More Trains, More Services' program increased the number of services to Sydney Airport's train stations, including along the T8 Airport and South Line.

From the early 2020s, train services will run on average every four minutes instead of every six. This will increase commuter capacity by around 50 percent to support your journey to the airport.

Transport for NSW's Future Transport program provides improved commuter bus access to Sydney Airport, with better east, west and southern links. This will include a new suburban route for your journey between Miranda and Sydney Airport through to St George.



Sydney Airport Ground Transport Interchange

Sydney Gateway will connect to the future Ground Transport Interchange at the domestic precinct. The Ground Transport Interchange will be a multi-deck structure which will:

- allow for additional and re-routed public and private buses to easily access and exit the T2/T3 precinct
- provide additional capacity for a range of uses including additional bus and shuttle services, passenger drop off, rental car operators and/or general parking.

The Ground Transport Interchange is part of a larger program of ground transport improvements at Sydney Airport. Further information is available in the *Sydney Airport Master Plan 2039* at: masterplan2039.com.au

How we are managing construction impacts

We recognise there will be some disruption while we build Sydney Gateway, and we appreciate your patience. Sydney Gateway will deliver major new road connections to Sydney Airport’s International and Domestic terminals, designed to cater for up to 100,000 vehicles a day.

Twelve new bridges will be built to cross Canal Road, the freight rail line and Alexandra Canal, as well as an elevated road or ‘fly-over’, connecting to the front door of the Domestic terminals.

Construction of Sydney Gateway is expected to start in late 2020, subject to planning approvals.

We are working with key stakeholders to develop construction approaches which minimise traffic disruption, environmental impacts, and importantly protect the safety of motorists, workers and the public.

We will widen Qantas Drive from two to three lanes in each direction to improve traffic flow and help reduce congestion in Mascot. We are developing construction phasing to ensure the existing two lanes on Qantas Drive and Airport Drive are maintained during construction.

Construction hours

Work will be carried out during the day and night.

The standard construction hours (adopted for planning purposes) are between:

- **7am to 6pm**, Monday and Friday
- **8am until 1pm**, Saturday
- no work on Sundays or public holidays.

Work is proposed to be carried out at night to minimise impacts on traffic, and disruption to airport operations.

We will notify the community before any work starts and will do everything we can to minimise impacts, including phasing work in different locations where possible.

These hours are subject to planning approval from the NSW Department of Planning and Environment (DPE) and the Department of Infrastructure, Transport and Regional Development (DIRDC).

Property

Sydney Gateway does not need to acquire any residential property.

Parking

Residential parking spaces are not planned to be removed or occupied by Sydney Gateway construction vehicles.

Noise

Noise will be managed in accordance with a Construction Noise and Vibration Plan, which will be prepared by our appointed contractor and approved by the DPE.

Based on the results of noise assessments, permanent noise walls are likely to be provided in select Tempe and Mascot locations along the project route.

Further information on noise impacts and mitigation measures will be available during the exhibition of the combined Environmental Impact Statement (EIS) and Major Development Plan (MDP). Further details on the planning approval process is on page 20.

Consulting environmental experts and government agencies

Sydney Gateway will only proceed, subject to planning approvals from the DPE and the DIRDC.

The project team is currently consulting with a wide variety of environmental experts and government agencies on policy and best practice to minimise environmental impacts during construction.

We will provide more detailed information about the management of environmental impacts and Tempe Lands during the exhibition of the combined EIS and MDP.

Construction phasing

Sydney Gateway’s proposed construction phasing is currently in development and will be on display for comment at the end of 2019. It will form part of the public exhibition of the combined EIS and MDP. Further details about the planning approval process are included on page 20.

Construction sites

During construction, Sydney Gateway will establish a number of temporary construction sites to service different areas of the project and support the delivery of Sydney Gateway.

These sites are used as a base for construction activities, including the storage of equipment and materials, site offices and worker facilities.

A key consideration for these sites is to minimise impacts to local communities and traffic.

Sites are selected based on:

- access to the project’s work areas
- avoiding sensitive environmental and community locations
- connections to major roads for construction vehicles
- minimising property disturbance for residents and businesses
- minimising congestion and impacts to the road network.

A construction site will be based in the Tempe Lands, between Swamp Road and Tempe Reserve (see map provided below).

Further information about the locations and function of each construction site will be available for review and comment during the exhibition of the combined EIS and MDP in late 2019.

Sydney Gateway’s proposed primary construction site, Tempe



Managing how we work on the Tempe Lands

Overview

Tempe Lands was a former landfill site for large clay quarries that supplied brick kilns in St Peters. It is over 90 years old.

Sydney Gateway will pass through the Tempe Lands, where we will be excavating material out of this former landfill. Our expert environment and construction teams are investigating ways to minimise our impact at this site and on the community.

Protecting against contamination

Landfill capping has been used at the former landfill since 2005. This forms a barrier that contains contaminated contents.

The current landfill cap is around 0.5 metres thick.

As construction of Sydney Gateway progresses, any areas affected will be resealed with a thicker landfill cap in accordance with the Environmental Protection Authority's (EPA) *Environment Guidelines: Solid waste landfills 2016*, and Sydney Gateway's planning conditions.

How we are excavating landfill material

During construction of Sydney Gateway, around one to three metres of waste materials will be removed from some areas. At this level, most of the excavated material is from construction and demolition waste. Any contaminated material disturbed during excavation will be managed in accordance with the EPA's *Environment Guidelines: Solid waste landfills 2016*.

When spoil is removed from the tip site, it will be stored and managed on site and recapped after construction is complete.

As part of our construction activities, we will ensure the former landfill site is effectively managed in accordance with regulatory requirements and planning conditions. We will also consult with the Inner West Council and the EPA.



Preparing planning approvals for Sydney Gateway

Overview

Sydney Gateway is unlike most other major road projects in NSW as it passes through both Sydney Airport land, owned by the Commonwealth, and other land under the jurisdiction of NSW. As a result, Sydney Gateway will require approval under both NSW and Commonwealth government legislations.

Under the NSW planning process, an Environmental Impact Statement (EIS) is required, that will be assessed under Part 5.1 of the *Environmental Planning and Assessment Act 1979*.

In line with the *Commonwealth Airports Acts 1996*, the development of a draft Major Development Plan (MDP) is also required as part of the Commonwealth planning process.

A single document is being prepared that provides an integrated assessment of Sydney Gateway to fulfil both State and Commonwealth approval processes. The document will be placed on public exhibition.

Please provide us with feedback on the concept design to assist us during our next stage of finalising the combined EIS and MDP.

Public exhibition of the combined Environmental Impact Statement (EIS) and Major Development Plan (MDP)

The combined Environmental Impact Statement (EIS) and Major Development Plan (MDP) will describe the key features of the project and assesses its potential environmental and social impacts during construction and operation. Details of how potential impacts will be managed will be provided.

The combined EIS and MDP will be placed on public exhibition and the community will be invited to make a submission. The state process requires the document to be on public exhibition for a minimum of 28 calendar days. The length of exhibition is determined by the NSW Department of Planning and Environment (DPE). Submissions are made to DPE.

The Commonwealth process requires the document to be on display for a minimum of 60 business days. Submissions are made to Sydney Airport.

All submissions received will be provided to and considered by Roads and Maritime and the proposed project adjusted as required.

Following exhibition the combined EIS and MDP, including the response to submissions, will be lodged with DPE for consideration under the *Environmental Planning and Assessment Act 1979* and the Australian Department of Infrastructure, Regional Development and Cities (DIRDC) for consideration in accordance with the *Commonwealth Airports Act 1996*.

DPE and DIRDC will then consider the combined EIS and MDP and the responses to submissions before making recommendations to relevant Ministers as to whether the project should proceed with any appropriate conditions of approval.

Advertisements will be placed in local newspapers to advise of the exhibition, including details of consultation activities and where the combined EIS and draft MDP can be viewed.

Based on community feedback and environmental investigations to date, key issues for assessment in the combined EIS and draft MDP document will include:

- traffic and transport, including road safety
- noise and vibration during construction and operation
- hydrology, flooding and water quality
- non-Aboriginal and Aboriginal heritage
- property and land use
- options for shared cycle and pedestrian pathways
- socio-economic and business impacts
- urban design, landscape character and visual amenity
- aviation safety
- contamination
- freight movements
- biodiversity.

Other issues identified during ongoing investigations and as a result of community feedback will also be addressed.

Consultation activities to support the public exhibition will include:

- media releases
- community drop in sessions
- information booths
- Sydney Gateway digital information portal
- doorknocks with the community
- letterbox drops of Sydney Gateway community updates
- Sydney Gateway website
- newspaper advertising
- stakeholder briefings.

We want to hear from you!

When the combined EIS and MDP are placed on public exhibition, you will be able to make a submission to DPE and Sydney Airport.

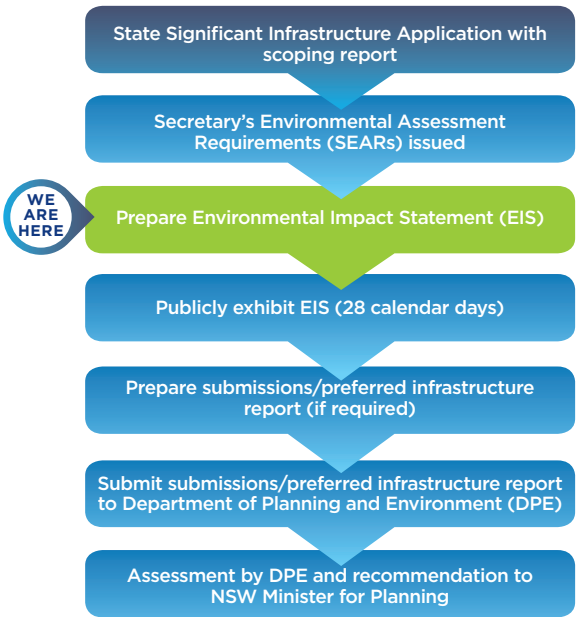
At the end of exhibition of the combined EIS and MDP document, DPE and DIRDC will collate all submissions received.

All submissions will be considered in the planning approval process.

More information on how to make a submission on the combined EIS and MDP will be available in late 2019.

The diagram below shows the NSW and Commonwealth planning processes required to meet stakeholder needs and relevant NSW and Commonwealth legislative requirements.

NSW process



Commonwealth process





Next steps

Your feedback matters

Sydney Gateway is a critical project for NSW. We are interested in hearing your feedback on the concept design and discussing the issues that you would like us to consider.

From **27 May to 21 June 2019**, there will be opportunities for you to meet the Sydney Gateway team, make comments and have your questions answered.

We will continue to talk with you and hear your feedback. This includes doorknocking, community drop in sessions, and information booths at Sydney Airport, shopping centres and cafés in Mascot, Tempe and Wolli Creek. We look forward to meeting you and answering your questions about Sydney Gateway.

The Australian Rail Track Corporation (ARTC) is delivering the Botany Rail Duplication, with early engagement to start from 23 May 2019.

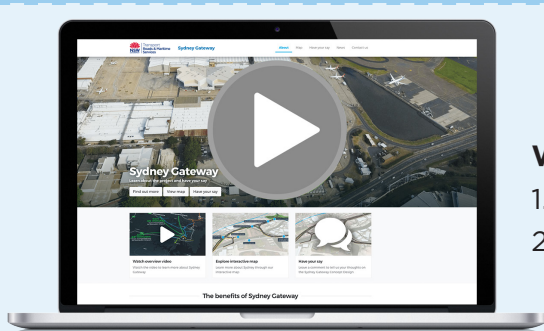
All rail enquires will be directed to ARTC.

Post on our online ‘have your say’ map to comment on Sydney Gateway’s concept design

Visit our interactive online portal to view Sydney Gateway’s key features and comment at:
rms.nsw.gov.au/sydneygatewayportal

Our online portal will give you a snapshot of Sydney Gateway, its new connections to Sydney Airport and how to use this new road.

Your feedback is important so we can consider your comments in developing Sydney Gateway further.



- What to do when you login to the portal:**
- 1. Check out Sydney Gateway’s key features
 - 2. Plot your feedback on our online have your say map.




Contact the Sydney Gateway team

 rms.nsw.gov.au/sydneygatewayportal

 rms.nsw.gov.au/sydneygateway

 sydneygateway@rms.nsw.gov.au

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