

25 July 2017

The Secretary  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

Dear Secretary

**Re: Martin Place Metro Station and Sydenham Station - Sydney Metro City and Southwest - Chatswood to Sydenham – Modifications 3 and 4**

Thank you for the opportunity to comment on these proposals, which seek approval for two modifications to existing approvals relating to the Sydney Metro City and Southwest – Chatswood to Sydenham.

Sydney Airport is pleased to support both modifications. We also recommend that, as part of this or future planning processes, government consider further improvements to the way in which Sydney Metro is delivered. These improvements would, if adopted by government, further strengthen Sydney's role as Australia's gateway and premier global city.

***Facilitating improved ground transport access***

Airports are significant and growing contributors to jobs, economic development, national productivity and social connectivity.

Sydney Airport contributes \$30.8 billion in economic activity a year, equivalent to 6.4 per cent of the NSW economy. Sydney Airport is also a major employer in NSW, generating more than 306,700 direct and indirect jobs, equivalent to 8.9 per cent of NSW employment. Some 29,000 of these jobs are at the airport itself.

Sydney Airport serves around 115,000 airline passengers every day. When added to the 29,000 people who work at the airport and those who visit the airport to greet or farewell passengers, it is estimated that around 160,000 people need to use ground transport of one mode or another to travel to or from Sydney Airport every day. Most of these trips coincide with Sydney's existing commuter peak periods.

Ensuring airline passengers, airport workers and visitors can get to and from Sydney Airport efficiently and in a timely manner is vitally important and will be increasingly so as aviation activity continues to grow.

To facilitate this, Sydney Airport works with governments and other stakeholders to enable and facilitate a range of reliable, sustainable, cost effective and efficient ground transport options.

There are also other major drivers of demand for ground transport near Sydney Airport, including Australia's second busiest container terminal (Port Botany), recently completed high density residential development in Mascot and Wolli Creek and Sydney's general commuter traffic. This is why just over half of the vehicles using Qantas and Airport Drive during peak periods are travelling past the airport, not to or from it. Traffic that is unrelated to the airport will continue to increase as new high density residential developments in Arncliffe, Banksia, Green Square and Cooks Cove are completed.

A key principle in the NSW Government's *A Plan for Growing Sydney* is to connect centres—including the Sydney Airport strategic centre—with a networked transport system. Consistent with this, the Greater Sydney Commission's draft Central district plan indicates that it will guide transport and infrastructure planning across local government areas within the district.

While the significant upgrades to the on- and off-airport road network now underway – the various projects being funded by the Australian and NSW Governments or Sydney Airport – are clearly vital, more needs to be done.

This is why we have been advocating for more and affordable public transport access to and from Sydney Airport.

Currently, Sydney Airport is poorly served by public transport. This is reflected in the relatively low mode share for bus and train, which, collectively, is currently only around 20 per cent. This compares poorly with many overseas airports, which have much higher public transport mode shares. For example, the Productivity Commission reported in 2011 the following public transport mode shares: 38 per cent for Heathrow Airport; 45 per cent for Geneva Airport; 60 per cent for both Hong Kong and Tokyo Airports; and 62 per cent for Oslo Airport.

Sydney Airport therefore supports improved ground transport access to the airport, including a better and more efficient road network and improved and expanded public transport services.

In the context of this submission, we believe the Sydney Metro provides government with a once-in-a-generation opportunity to expand and improve access to the airport and surrounding region, as well as make it easier and more convenient for the 160,000 people who travel to or from the airport every day.

### **Comments on Modification 3**

Modification 3 seeks approval to change the Martin Place Metro Station, as follows:

- a) A larger, reconfigured station layout, including the addition of land at 9-19 Elizabeth Street and alterations to the street level layout of the station entries;
- b) Provision of a new unpaid concourse link between the northern and southern station entries, extending beneath 50 Martin Place; and
- c) Retention of the existing MLC pedestrian link and works to connect the link to the Sydney Metro Martin Place Station.

We support these changes. We also believe the new Martin Place Metro Station provides an ideal opportunity to introduce a remote check-in opportunity for airline passengers flying out of Sydney. While this is becoming increasingly common at many major airports around the world – such as at Abu Dhabi International Airport, Hong Kong Airport and Las Vegas International



Airport – it would be a first for Australia and further entrench Sydney as Australia’s premier global city. We would be pleased to facilitate discussions with government about how remote check in would operate in practice. In the interim, however, we believe it would be appropriate for any approval of Modification 3 to include a recommendation that this option be explored further for the new Martin Place Metro Station.

#### ***Comments on Modification 4***

Modification 4 seeks approval to modify the delivery of the Sydenham Station and precinct works.

In our submission to the Greater Sydney Commission regarding its draft district plans, we recommended that directly connecting Sydney Airport to the Sydney Metro line should be seriously considered.

Sydenham station is only around 1.5 km from the airport’s northern boundary. A metro linkage from that station to Sydney Airport would significantly enhance public transport access for hundreds of thousands of Sydneysiders and visitors beyond the reach of the existing heavy rail or bus network by providing a frequent, high capacity connection.

To improve the business case for such a connection, we believe that the line could continue from the airport’s two terminal precincts through areas of Sydney’s southern suburbs that have been targeted for significant new high density residential development, including in and around Pagewood/Eastgardens, the Anzac Parade corridor from La Perouse to Kingsford and the proposed Randwick health and education super precinct, incorporating the University of New South Wales, the Royal Hospital for Women, the Prince of Wales Public and Private Hospitals and Sydney Children’s Hospital.

We would be pleased to discuss this suggestion with the department further.

If you would like any further information, please feel free to contact Sydney Airport’s Head of Government and Community Relations, Mr Ted Plummer, on (02) 9667 6182 or [ted.plummer@syd.com.au](mailto:ted.plummer@syd.com.au).

Yours sincerely



**Kerrie Mather**

Managing Director & Chief Executive Officer