



Representing the community's interests in getting around  
on bikes in Sydney's eastern suburbs

## Comments on Relocation of Qantas Flight Training Centre

4 July 2019

Department of Planning & Environment  
Submitted via [Planning Portal](#)

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BIKEast is pleased to make this submission on the proposed [Relocation of the Qantas Flight Training Centre](#).

We believe that providing safe, continuous, and connected bike routes will encourage more people to ride their bikes more often – an outcome that is consistent with NSW and Local Government strategies to realise the considerable individual and public benefits of increasing the mode share of active travel (walking and cycling).

### Summary of issues

- We acknowledge the Sydney Gateway and Qantas is competing for limited space with surrounding priorities and commitments.
- There is a missing link in Sydney's future active travel network - heavily impacted by the Sydney Gateway project. There is an opportunity to maintain future potential for an active travel link via Qantas Freehold lands.
- We urge the Department of Planning to better facilitate direct connections from the Alexandra Canal cycleway to T2, T3 and beyond, to the Bayside Council network.

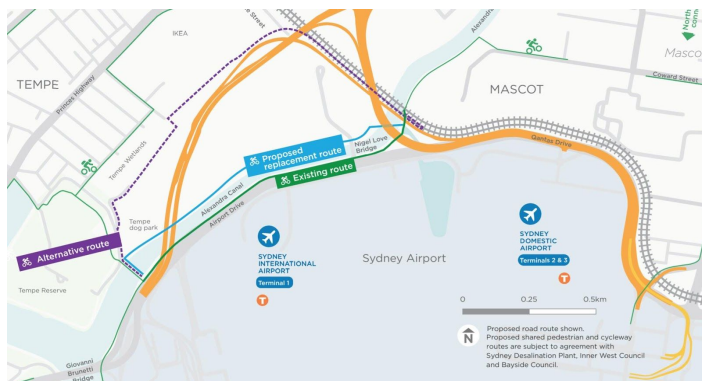
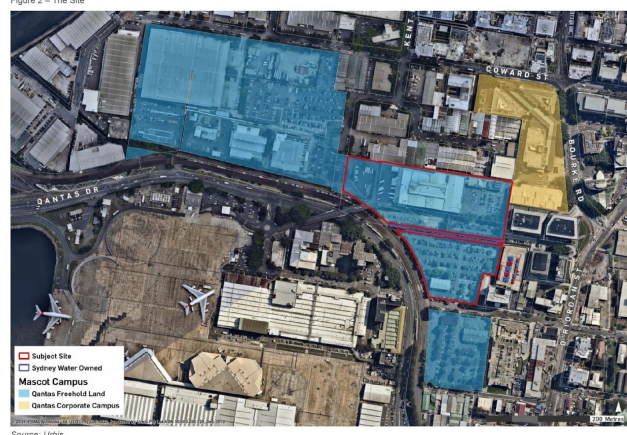


Figure 2 – The Site



Below, we have outlined the government policies that have committed to future potential for active travel links in this space.

### Inner Sydney Bicycle Network

With the widening of Qantas Drive as part of this project, the future potential of a walking / cycling corridor between T1 and T2/T3 as outlined in the Inner Sydney Bicycle Network (see diagram) is no longer possible.

The existing poor quality path alongside Qantas Drive is currently being used by workers and commuters to access the Sydney Airport terminals. This link, inadequate as it is, will be removed and no alternative put in place.

**There should be additional options for connectivity here to enable accessibility and active travel to all the airport terminals from the surrounding suburbs.**



### Future Transport 2056

The [Future Transport 2056](#) strategy states the benefits of sustainable transport include *“Moving people from private vehicles to more sustainable transport modes will reduce congestion and the transport sector’s emissions intensity, improve air quality and support better health and wellbeing.”*

*Well planned centres and cities, will enable a shift from private cars to public transport and active transport modes such as walking and cycling. In Sydney, the key to this will be the delivery of three 30 minute cities, supported by reliable ‘turn up and go’ mass transit services.”<sup>1</sup>*

The strategy also explicitly outlines Sydney Airport as a key location in the Eastern Harbour City as part of the *“Metropolis of Three Cities, where people can access the majority of jobs and services within 30 minutes”*, and states *“Encouraging cycling could help relieve congestion and could more than double the number of people who can reach our three cities within 30 minutes.”*

**It is important that Sydney Airport is well connected to the homes of their workers and easily accessible by a range of transport options, including active travel.**



<sup>1</sup> [Future Transport 2056 - A Vision for Transport](#)

## Sydney Green Grid

See diagram for Central Green Grid Project Opportunities. "These list of projects were derived from the original Green Grid Reports together with the outcome from Greater Sydney Commission's District Plan Workshops and NSW Department of Planning and Environment Open Space Workshops."<sup>2</sup>

21 - Freight Rail Lines Chullora to Port Botany (Transport Grid)

40 - East-West Coastal Green Links: Mascot to Maroubra (Recreational Grid)

These have been identified as a Green Grid Project opportunity in the Central District.



**It is important that the space around Sydney Airport is maintained as open community space, suitable for active travel.**

## Greater Sydney Commission

Under Planning Priority E6 - Creating and renewing great places and local centres, and respecting the District's heritage:

*Liveability - "Leading a healthy and active life means substituting walking and cycling for short car journeys. More people can be encouraged to walk and cycle where there is a safe road environment and suitable pathways. This requires better connectivity – direct routes to local destinations and services are required along streets that allocate sufficient road space to safe walking and cycling. A permeable and well-connected urban form that has human scale and attractive streetscapes is required."*<sup>3</sup>

*Productivity - "Where possible, the proactive and early reservation of corridors to protect longer term linear infrastructure opportunities should be undertaken to provide greater clarity and certainty for landowners, communities and businesses."*

*In assessing potential infrastructure corridors, economic, social and environmental outcomes need to be considered. The early preservation of corridors also reduces the potential for conflict in the future.*

*"Cycling improvements underway or being planned within, and to, the District are:*

- [Inner Sydney Regional Bicycle Network](#) (see earlier)
- Sydney Airport links"<sup>4</sup>

**With the impact of losing the Qantas Drive connection, there should be additional options for connectivity here to enable accessibility and active travel to all the airport terminals from the surrounding suburbs.**

<sup>2</sup> [Sydney Green Grid - Spatial Framework and Project Opportunities - Central District](#) (Page 126)

<sup>3</sup> [Greater Sydney Commission - Eastern City District Plan](#) (Page 48)

<sup>4</sup> [Greater Sydney Commission - Eastern City District Plan](#) (Page 74-75)

## Sydney Airport Masterplan

Sydney Airport Masterplan states “Nearly 31,000 jobs are located at the airport itself, with many of these undertaken by people living in surrounding areas.”<sup>5</sup>

“Staff movements at the airport are considerable and the number of people who travel to Sydney Airport for work on a typical working day has increased by about 20 percent since 2012.”<sup>6</sup>

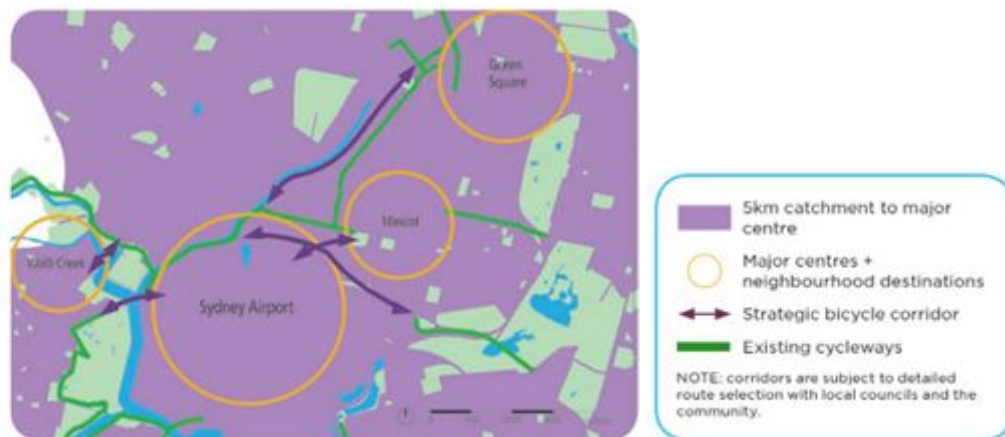
[Future Transport 2056](#) states “The 30 minute city will be one where people can conveniently access jobs and services within 30 minutes by public or active transport, 7 days a week.”

**Any new development around and related to the Sydney Airport should support easy transport options for local workers.**

## Sydney’s Cycling Future

[Sydney’s Cycling Future](#) (2013) outlines how the State Government will improve the bike route network and make sure that the needs of bike riders are built into the planning of new transport and infrastructure projects.

In *Sydney’s Cycling Future*, connections to Sydney Airport are mentioned in specific relation to support the workers at Sydney Airport. Also mentioned specifically are connections to the residential and commercial growth areas at Wolli Creek, Mascot and Green Square.



## Sydney Gateway Missing Links

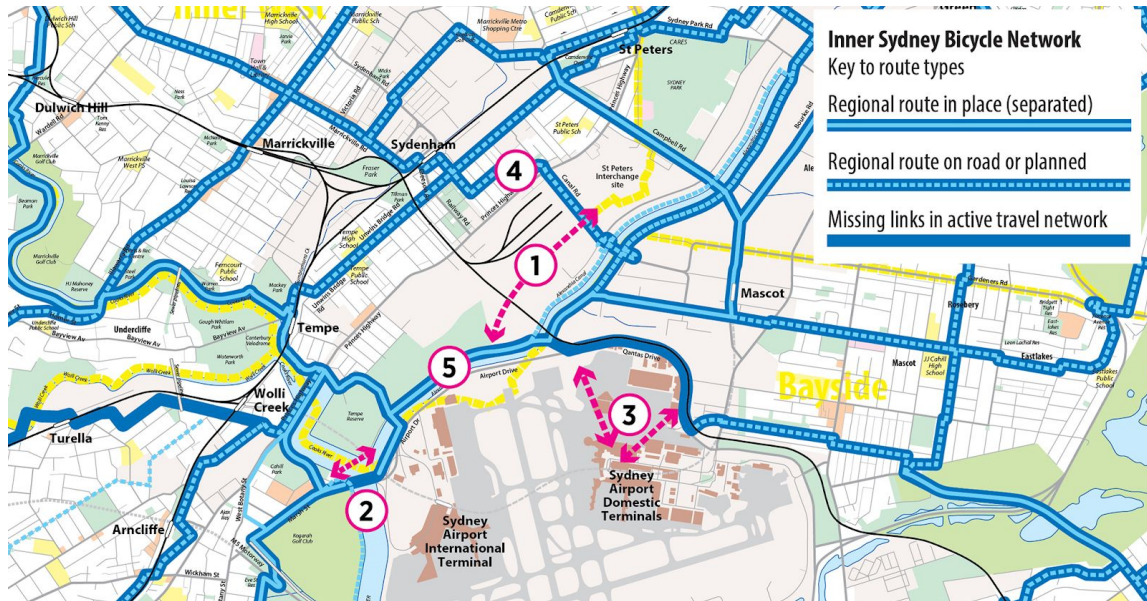
In our recent submission in response to the [Sydney Gateway](#) concept design, we raised 4 missing links. Missing Link #3 relates to this project:

1. St Peters Interchange to Alexandra Canal cycleway
2. Direct crossing of Cooks River between South and CBD
3. **Direct connections from Alexandra Canal cycleway to T2/T3 and beyond to Bayside Council Network**
4. Direct connection between Coward St and Sydenham station (future Metro)

<sup>5</sup> [Sydney Airport Masterplan](#) (Page 14)

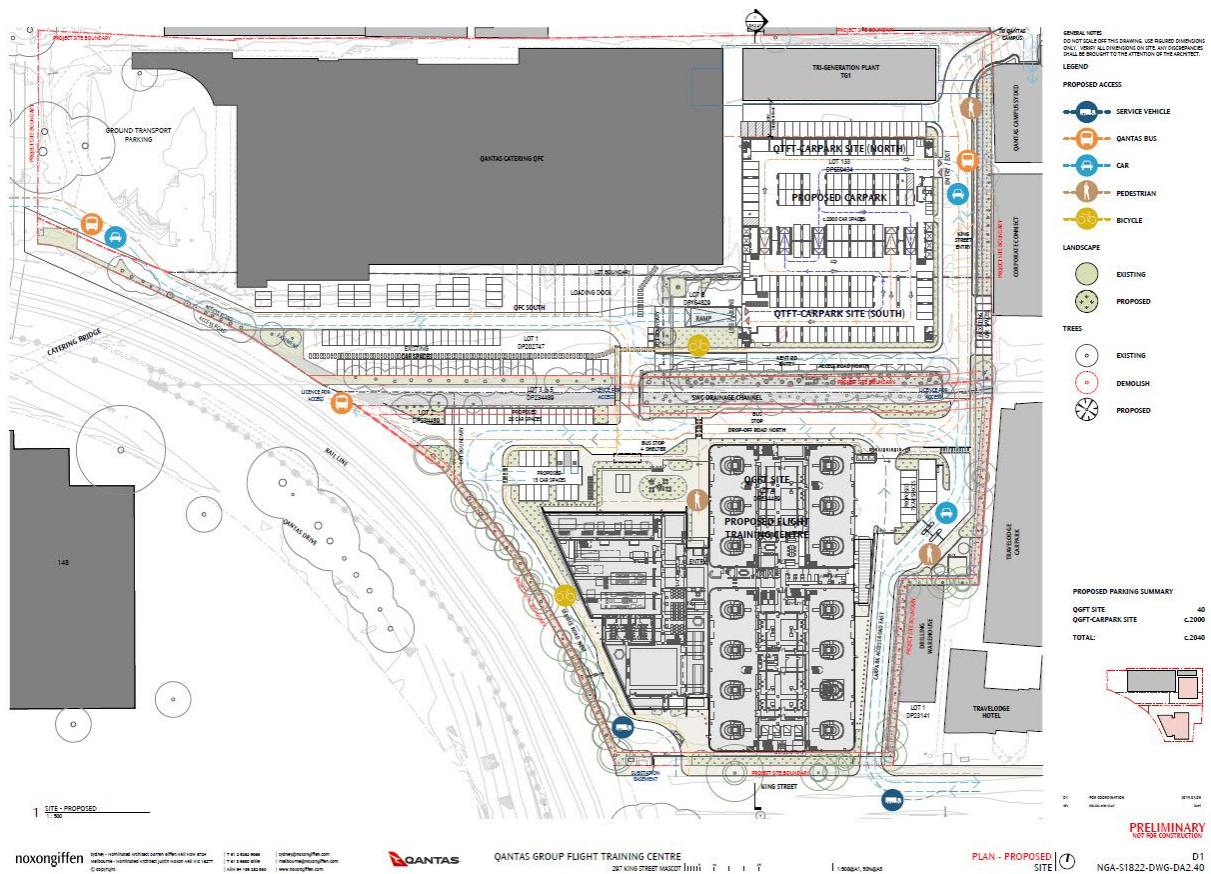
<sup>6</sup> [Sydney Airport Masterplan](#) (Page 138)





## Qantas Flight Centre

### Site Plan



The site plan provisions cycling access between King St and the carpark, via the Service Road.



It appears that there is a secure / boom gate on the South East of the project.

Safe cycling access should also be provisioned on the West side of the property, as well as from the North via Bourke St (and the Corporate Campus), similar to the pedestrian, car and Qantas bus access.

The potential should be maintained for a future connection through Qantas Freehold land towards Alexandra Canal.

We encourage this space be maintained as for community access to provide a safe, active travel link between Alexandra Canal and Sydney Airport Terminals T2/T3.

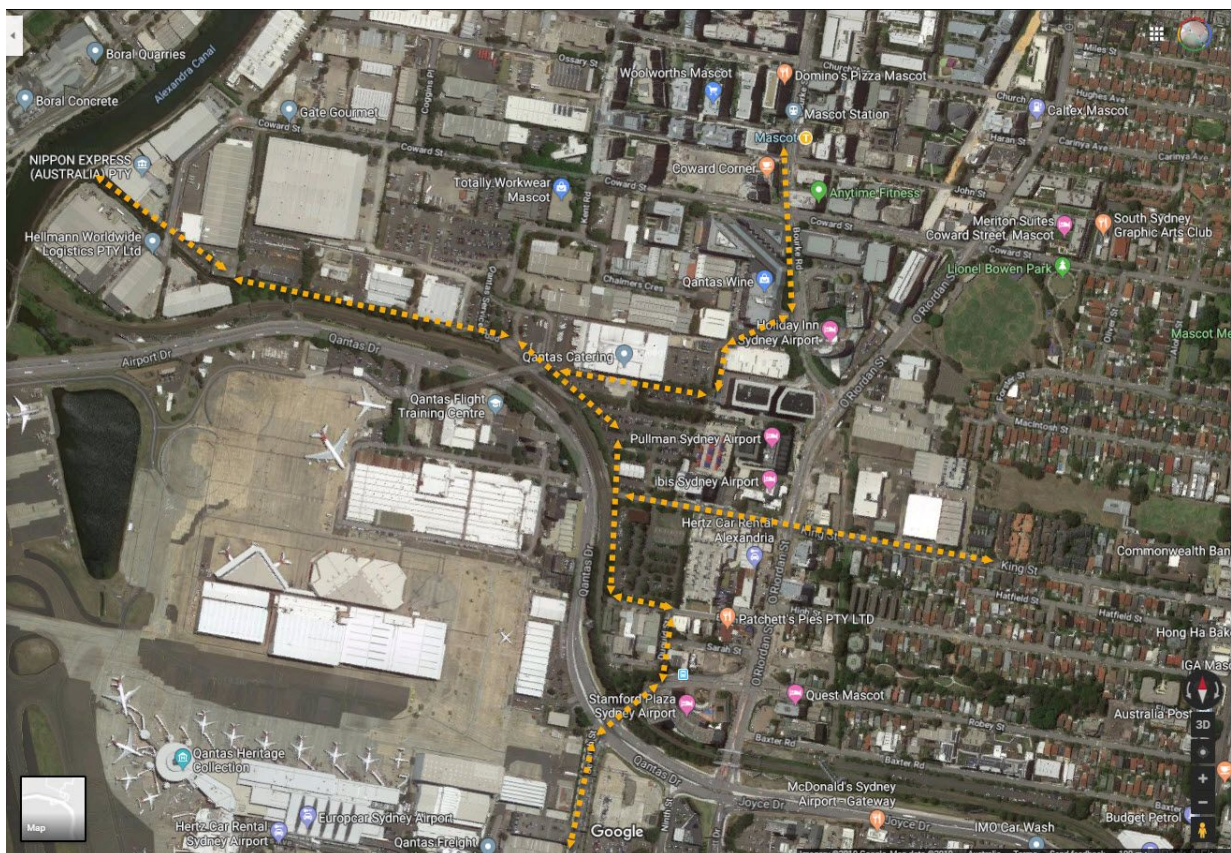
### ***Pedestrians and Cyclists (Appendix N - Operational Traffic and Parking Assessment)***

Page 21:

*2.35 The corporate campus has pedestrian/cyclist access from Kent Road, Bourke Road and King Street. Cyclists can also access Qantas Drive via the overpass. Within the site, there is a network of pedestrian paths connecting the main corporate building (on Bourke Road) with car parks and other buildings within the campus. Within the main corporate building, end of trip facilities are provided for people who cycle to work.*

There should be additional options for safe cycling connectivity to enable accessibility and active travel to all the airport terminals from the surrounding suburbs, including connecting the West, South, and to Sydney Airport Terminals T2/T3.

See below for a rough idea of a possible active travel connection using Qantas freehold lands.



O'Riordan St is not an ideal active transport connection due to the amount of traffic.

## Conclusion

**With the loss of the active travel corridor alongside Qantas Drive due to the Sydney Gateway project, we urge the Department of Planning to better facilitate direct connections from the Alexandra Canal cycleway to T2, T3 and beyond, to the Bayside Council network.**

The current situation is particularly disappointing given the benefits that improved facilities for active travel might bring to local workers/visitors, residents of adjoining areas and people using the roads bounding this space to get around every day, in particular Qantas employees.

BIKEast encourage the project to look at improving the active travel network, to better connect our local area and community open space, and encourage workers, residents and visitors to partake in active travel.

We believe the benefits of active travel to community and worker health, as well as traffic congestion, are important to the local community, and should be captured in the planning documents going forward.

Thank you for taking the time to read our feedback.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Yvonne Poon".

**Yvonne Poon**

BIKEast Secretary

Bayside Advocacy Coordinator