



19 December 2019

Ms Belinda Scott
Department of Planning, Industry and Environment

Dear Ms Scott,

RE: Sydney Gateway EIS/MDP

Thank you for the opportunity to comment on the Sydney Gateway Road project EIS / Preliminary Draft Major Development Plan.

The Sutherland Shire Local Government Area is situated at the southern periphery of the Sydney Metropolitan area, approximately 14km from Sydney Kingsford Smith Airport (Sydney KSA) and has a population of 218,500 people.

Sydney KSA and surrounding aviation industries are a major employment destination for the Sutherland Shire's workforce with around 34% of Sydney KSA employees travelling from the Sutherland-St George area. The airport is also situated adjacent to and at the junction of key regional road, rail and active transport corridors that link the Sutherland Shire to the Sydney CBD, northern and south western Sydney areas.

With around 3.2 million vehicle movements being generated each month by the airport (Sydney Airport Annual Report 2018) and passenger numbers forecast to increase by 51% in the next 20 years, the intention of the proposed Sydney Gateway Road Project to increase road capacity and facilitate significant travel time, traffic congestion and safety improvements for passenger vehicle, freight and bus services in and around the airport is supported. In general it is considered that the EIS for the Sydney Gateway project adequately addresses the primary issues associated with the project. However, it is suggested that two issues that relate to active transport and rail mode share require further attention.

Major improvements to road infrastructure such as the Sydney Gateway can have negative impacts on the utilisation of active and public transport options and it is therefore pleasing that in consultation with local cycling advocacy groups, linkages to the regional bike network in and around the airport precinct are being maintained. For the purpose of greater clarity, it is suggested that in the EIS the future links to the existing local and regional network be mapped in more detail to better understand the connectivity and the projects broader impact and infrastructure requirements and priorities.

With regard to transport mode shift, it is not clear in the EIS as to what extent the cumulative improvements to the local and regional road network will have on the 15% percent of trips that are made to the airport by train. There is a concern that the significant increases made recently in rail passenger trips to the Sydney KSA (which may in part be attributed to increased road congestion), could be countered by the proposed road improvements. It is

suggested that further comment around the impact on rail mode share be addressed in the Sydney Gateway EIS.

If you require any clarification with regard to the above please do not hesitate to contact Ingo Koernicke at ikoernicke@ssc.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read 'I. Koernicke', followed by a horizontal line.

Ingo Koernicke
Senior Environmental Scientist
(Air Quality and Sustainable Transport)