

Contact: Tristan Kell

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RE: WAGGA WAGGA CITY COUNCIL SUBMISSION

We would like to thank you for the opportunity to comment on the Draft NSW Freight and Ports Plan.

Our submission acknowledges the Future Transport 2056 Strategy as an important document that will set the blueprint for strategic planning in NSW for the next 40 years.

Regional NSW can provide an opportunity to cater for unprecedented growth in metropolitan areas, providing an alternate choice to invest and live in areas other than Newcastle, Sydney and Wollongong.

NSW FREIGHT AND PORTS PLAN

This draft plan refers to the integration and coordination between transport and land use strategies to create efficient, safe and environmentally sustainable corridors for freight movement.

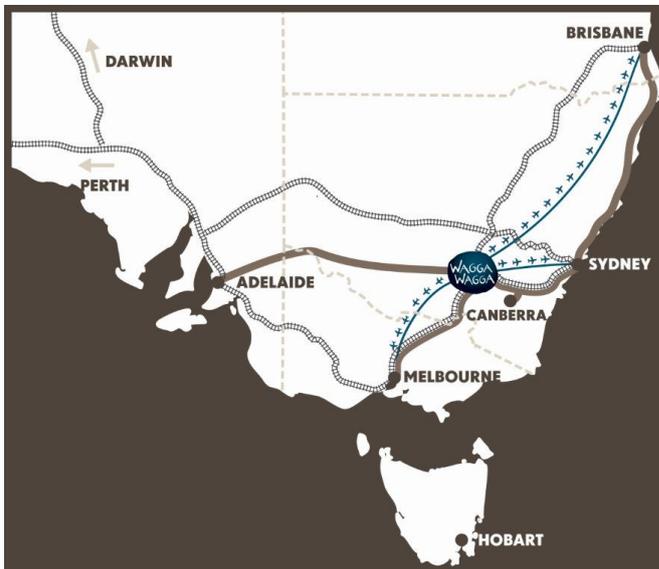
We support this approach to planning however identify the following issues associated with the plan:

- Lack of policy or strategic initiatives identified in Regional NSW. Corridor preservation or improved linkages that are required in Regional NSW should be listed in this plan.
- This plan does not identify the key stakeholders responsible for delivering initiatives.
 - o Regional NSW Councils are responsible for upgrading key corridors or driving projects.
 - o Department of Planning and Environment have developed regional plans that are not referred to.
 - o Roads and Maritime Services need to develop corridor strategies in conjunction with Regional Council's, Department of Planning and Transport for NSW.
- The role of inland rail to provide NSW producers access to ports and export markets globally. This route will provide further opportunities for domestic freight activity that will provide major economic and safety enhancement for NSW.
- Data obtained to develop this plan should be provided to Councils to inform investment decisions and strategic planning.

Wagga Wagga as a Regional Gateway

Regional NSW is positioned to accommodate a large proportion of NSW future population growth and Wagga Wagga is ideally situated to become a Regional Gateway:

- It is geographically located within existing corridors between Melbourne, Sydney, Brisbane and Adelaide
- As the largest inland regional city in NSW and the largest retail, commercial, administrative and population centre in the Riverina-Murray
- The city is well placed to benefit from decentralisation policies for Sydney and Melbourne
- It is the closest regional city to Canberra, a corridor that requires enhancement inclusive of freight, rail, air and appropriate vehicle usage.



Wagga Wagga has the largest inland city population in NSW. With 65,000 people and an annual growth rate of 1.2% the city has undertaken strategic planning to accommodate a future population of more than 100,000 people:

- The Bomen Industrial Area is identified as a significant growth area that plays an important part of the region's economy. The Inland Rail project in Bomen will open up Melbourne and Brisbane ports, and the Bomen Industrial Park supported by the Riverina Intermodal Freight and Logistics (RiFL) Hub will be one of the most important freight and logistic destinations and hubs in Australia.

Should you have any further questions please do not hesitate to contact the undersigned.

Kind Regards,

Tristan Kell
Manager City Strategy
Wagga Wagga City Council



APPENDIX ONE: REGIONAL ROAD NETWORK AND CORRIDOR PRESERVATION

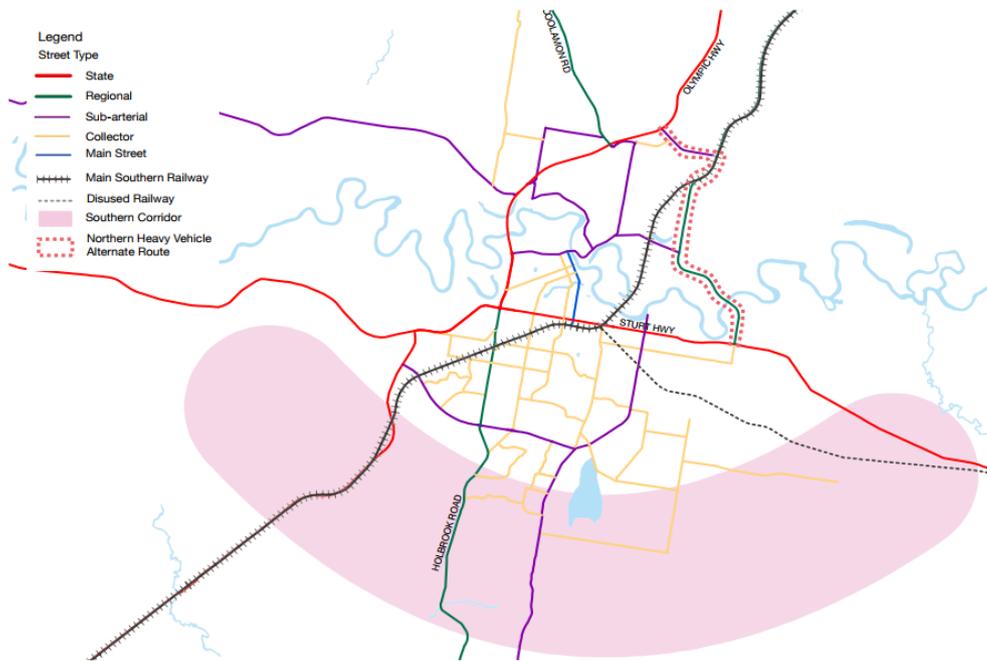


Figure 7: Southern corridor (Source: Wagga Wagga City Council)

Above is the adopted Regional Road Network from the Wagga Wagga Integrated Transport Strategy 2017. Which can inform projects, some of which include;

- Within the next 10 years Transport for NSW need to facilitate a road hierarchy to ensure major road corridors, provide for functional and efficient movement of traffic.
- Higher order roads to become regional roads.
- Ensure that state operated roads integrate with local network, allow functionality of city, and improve liveability of local 'liveable streets'.
- Preserve a corridor to allow a heavy vehicle bypass of the City as the core of the city grows.
- Northern Hwy alternate route to be nominated as a regional road due to its role and function as a corridor providing B-Triple Access between the Olympic Hwy and Sturt Hwy.



APPENDIX TWO: RIVERINA INTERMODAL FREIGHT AND LOGISTICS HUB



Image: Proposed Riverina Intermodal Freight and Logistics Hub

(Source: Wagga Wagga City Council)

- Australian Federal Government, NSW State Government and Wagga Wagga City Council has invested over \$40 million in developing an intermodal hub through the enabling roads project.
- Riverina Intermodal, Freight, and Logistics Hub can remove a significant portion of freight on the Hume highway opening up the Port of Brisbane, Melbourne and Newcastle. This project will open up a large portion of employment land further driving economic growth in the Region.
- NSW 2056 Draft Freight and Ports Plan should illustrate importance of Bomen to Freight and Logistics in NSW.

