

Mr Damian Colclough
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Freight Industry
Freight, Strategy and Planning
Transport for NSW
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Dear Mr Colclough

Submission on the NSW Draft Freight and Ports Plan

Thank you for the opportunity to comment on the NSW Draft Freight and Ports Plan currently on exhibition and for the opportunity to attend a round table discussion on the draft plan held recently in Wollongong.

A key priority for planning in the Illawarra region is protecting Port Kembla and its supporting freight network. As you are aware, the Port is a significant contributor to employment in the Illawarra Shoalhaven region and is a major contributor to the NSW economy.

The importance of protecting Port Kembla is reflected in several key directions and actions included in the Illawarra Shoalhaven Regional Plan (ISRP). The Department of Planning and Environment remains committed to delivering the following key actions from the ISRP aimed at both protecting and growing the importance of Port Kembla:

- Direction 1.2 - to grow the capacity of Port Kembla as an international trade gateway;
- Action 1.2.1 - to reduce land use conflict by managing buffers around the port and its supporting freight network;
- Action 1.4.1 - to investigate opportunities to better utilise industrial landholdings at Port Kembla; and
- Direction 3.2 to enhance community access to jobs, goods and services by improving connections between centres and growth areas.

The above actions were developed in conjunction with input provided by transport agencies and were informed by TNSW's Illawarra Regional Transport Plan (2014).

The Department therefore supports the inclusion in the Draft Freight and Ports Plan of several directions and actions which reflect and support the overall strategic planning framework outlined in the Illawarra Shoalhaven Regional Plan including increasing freight access across the road and rail network and protecting the freight networks and corridors serving Port Kembla.

The following comments are provided to assist TNSW with finalising the Draft Plan:

Recognition as a 'Global Port City'

Wollongong does not appear to have been identified as a 'Global Port City' in Figure 28 of the Draft Plan despite Port Kembla being the largest vehicle import hub and grain export terminal in NSW, the second largest coal export port, contributing approximately \$760 million to the NSW economy and generating 5,200 jobs.

Much of the work currently being delivered by the Department to implement the ISRP is aimed at making better use of vacant and underutilised port land and positioning Port Kembla to accept a higher proportion of freight movements in the future, whilst also minimising potential land use conflicts and protecting private amenity.

Wollongong's proximity to the new Western Sydney Airport and the significant opportunities this presents to enhance freight connections between the airport and Port Kembla to grow it as an international trade and freight gateway, is also noted and should be reinforced in the final plan.

It is recommended therefore that the Draft Plan be updated to include the following:

- Wollongong be given the status of a 'Global Port City' and a definition of 'Global Port City' be included in the document to clarify the intent of these centres
- Improving freight connections between the existing and future airports (e.g. Western Sydney Airport) and key ports such as Port Kembla be included in the Plan as a priority action as a way of providing increased certainty around the future role and function of Port Kembla, and increasing business and investor confidence in the facility.

If you have any questions in relation the above, please contact Mr Andrew Hartcher, Senior Planning Officer, Southern Region, at the Department of Planning and Environment.

Yours sincerely

Jeffrey Horn
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