

Planning and Regulatory.PCrystal/JGaynor
Ref:

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Future Transport Team
Transport for NSW
(via Transport for NSW submission portal)



PO Box 489, Newcastle
NSW 2300 Australia
Phone 02 4974 2000
Facsimile 02 4974 2222
Email mail@ncc.nsw.gov.au
www.newcastle.nsw.gov.au

Dear Future Transport Team

SUBMISSION - DRAFT FREIGHT AND PORTS PLAN

Thank you for the opportunity to comment on the Draft NSW Freight and Ports Plan.

Council generally supports the key priority areas noted in the Draft Plan. Council acknowledges that the future economic prosperity of NSW will be supported by the safe, efficient and reliable movement of goods via our freight and port network.

The Draft Plan (at p.65) notes the intention of the NSW Government to pursue opportunities to provide dedicated rail networks for passengers and freight. Removal of freight trains from the urban passenger network would enable more efficient operation of the current level crossing near Adamstown Station which is currently subject to excessive delays. Identification and reservation of the corridor is required in the short term. Council notes that funding of \$14 million for planning and pre-construction of the Lower Hunter Freight Corridor was announced in June 2016. Council understands that investigations have been undertaken to assess options for the corridor, however, is concerned that public consultation which was expected to be initiated in 2016/17, is yet to commence.

In common with the Draft Greater Newcastle Future Transport Plan, the Draft Freight and Ports Plan refers to ongoing liaison with local government to realise objectives. Council requests that consideration be given to formalising structures by which such liaison, including that with the Department of Planning and Environment, can occur. Council will continue to work with all agencies to ensure that the Newcastle community's interests are represented.

Council recognises the contribution the Port of Newcastle makes to the economy of NSW and notes that it has the ability to more than double current trade and to diversify into a container terminal. Council supports development of a container terminal at the Port of Newcastle, subject to concomitant upgrade of road and rail networks, including local area traffic management works as required, to ameliorate the impacts of increased freight movements.

Yours faithfully

Jeremy Bath
CHIEF EXECUTIVE OFFICER