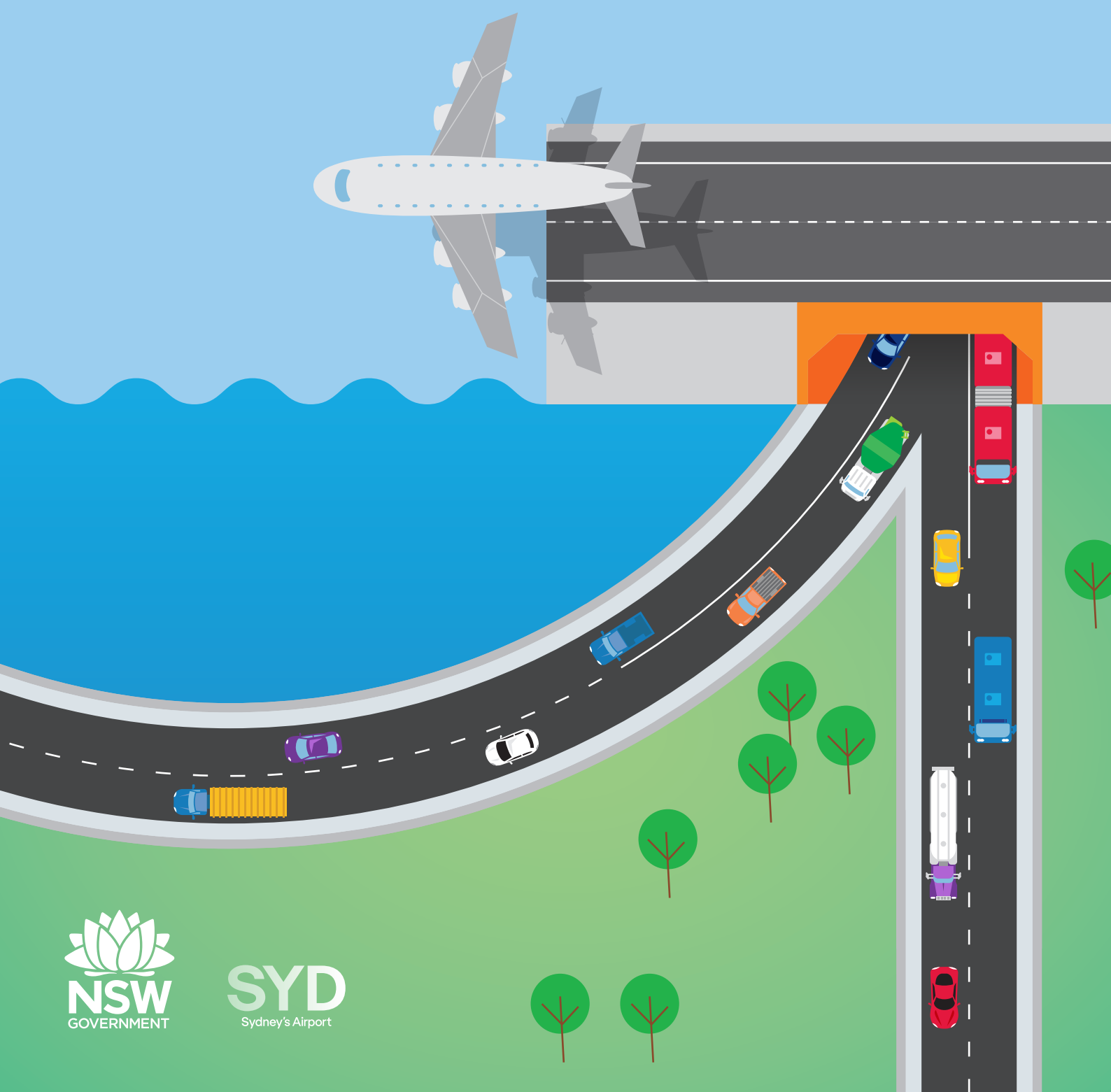
Summer 2019/20

Sydney Gateway Road Project

Your guide to the Environmental Impact Statement and Preliminary Draft Major Development Plan



NSW GOVERNMENT

SYD Sydney's Airport

About this document

Sydney Gateway's Environmental Impact Statement (EIS) and preliminary draft Major Development Plan (referred to as the 'draft MDP') is now on public exhibition. The combined EIS and draft MDP assesses the potential impacts of the construction and operation of this road project, including environmental factors, traffic management, truck movements, noise and vibration and active transport.

Our assessments identify, estimate, and evaluate the environmental impacts of the proposed Sydney Gateway road project, which includes carrying out environmental studies, to mitigate the relevant potential impacts prior to making a decision to proceed with the project.

We have developed this guide to accompany the EIS and draft MDP to help simplify the detail included in this combined document and help you better understand our required planning process. We have included information on the project's key features, potential impacts from building and operating the project and the measures we will put in place to manage these impacts for you.

We are entering a procurement process for contractors to further develop our proposed design and approach to construction. These may vary from the information assessed in the combined EIS and draft MDP.

We invite you to visit our online interactive portal which will allow you to take a virtual tour of Sydney Gateway, to see maps, videos and more. The online portal also provides links to the chapters and technical papers of the combined EIS and draft MDP.

Thank you for all the feedback you have provided so far during our consultation on the preliminary and concept design. It has made a real difference to this project.

We encourage you to submit your comments on the EIS and draft MDP to ensure our project delivers an outcome which balances the needs of motorists and commuters with those of our stakeholders and local communities.

Please note: The potential environmental impacts and mitigation measures are described in more detail in the Sydney Gateway EIS and draft MDP and technical working papers.

You can view these documents on the Department of Planning, Industry and Environment's (DPIE) website www.planningportal.nsw.gov.au/major-projects/projects/on-exhibition and Sydney Airport's website www.sydneyairport.com.au/sydneygateway. Please ensure you make your submissions on the EIS via the DPIE website and your submissions on the draft MDP via Sydney Airport's website. The closing date for EIS submissions is 19 December 2019 and the draft MDP is 21 February 2020.

Submissions cannot be made on this document, which provides a summary only.

Interactive portal

Visit our new interactive portal to explore Sydney Gateway and learn more about the combined EIS and draft MDP: rms.nsw.gov.au/sydneygatewayportal

NSW GOVERNMENT

SYD Sydney's Airport

Traffic on Qantas Drive

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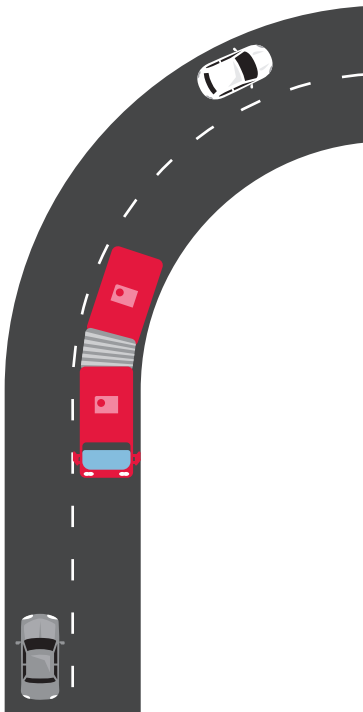


Sydney Airport Northern Lands and Alexandra Canal

Section 1

About Sydney Gateway

New flyover entrance to Sydney Airport's Domestic terminals

Sydney's future

By 2056, more than 12 million residents will call NSW home, with Sydney to grow similar in size to that of other great cities like London and New York. To prepare for this growth, we must invest in major infrastructure that will reduce congestion and make Sydney more livable.

The NSW Government's vision for Sydney is one of an integrated road and public transport network that gives you the freedom to choose how and when you get around, no matter where you live and work.

One area of focus is completing the missing links in the motorway network to improve traffic flow. This high capacity network is vital for supporting the growth of our communities, places and economy. This will ensure people and goods can move around our city and beyond, safely and reliably.

Sydney Gateway is key to this vision and will greatly improve the way we travel to Sydney Airport and Port Botany. It will deliver major new toll-free connections from the Sydney motorway network to the International and Domestic terminals and towards the M5, Eastern Distributor and Port Botany.

Sydney Gateway will strengthen Sydney's position as a global city, by expanding and improving the existing road networks.

Importantly, it will also return local streets to the Mascot community by providing a new route for around 10,000 trucks a day. This will reduce travel times and congestion.

We would like to thank the local community, businesses and industry who have taken the time to meet with us and share your views. Your feedback has been valuable in helping us understand what is important to you and in delivering positive changes to the design.

We are now exhibiting the combined EIS and draft MDP and are seeking your valuable feedback to help us shape this important project for Sydney.

Sydney Gateway will provide toll-free connections to Sydney Airport's International and Domestic terminals and beyond.

Why is Sydney Gateway needed?

Sydney Airport and Port Botany are two of Australia's most important infrastructure assets. These international gateways generate over $10 billion of economic activity and handle close to $100 billion of freight each year. Efficient access to and from Sydney Airport and Port Botany is critical to the New South Wales and Australian economies.

The airport and port precinct is Sydney's second largest employment precinct, after the Sydney CBD. As a result, high volumes of traffic access this precinct from all over Sydney. Key arterial roads including Qantas Drive, Airport Drive, the M5 Motorway, Eastern Distributor, General Holmes Drive, O'Riordan Street and Botany Road, are already operating near or at capacity in peak times.

Over the next 20 years, we will see significant growth in container freight, air freight, air travel and general traffic in and around Sydney Airport and Port Botany. If this is not addressed, it will lead to further travel time delays for businesses, workers, commuters and travellers and make the road network less reliable.

The NSW Government is continuing to invest in public transport to address this growth, including light rail and rail; however, public transport cannot service all trips to and from Sydney Airport and Port Botany.

Sydney Gateway will increase capacity on the roads and improve connections to the Ports. It will help meet future growth and ease congestion, providing you with a faster, more reliable, and safer journey.

Drivers of growth

Sydney Airport

Currently more than **150,000 people visit Sydney Airport every day with around 75% travelling by road***

Air Freight will increase **58% by 2039**

643,000 tonnes in 2017 to 1 million tonnes in 2039

Total economic contribution: Increase to $15.5 billion by 2039

Jobs grow to 36,200 by 2039

*As of 2016

Port Botany

NSW Ports forecasts: Port Botany container freight will increase by 77% from 14 mega tonnes per annum (mtpa) in 2016 to 25 mtpa in 2036

Freight volumes in NSW: 28% increase by 2036

Currently **8 out of 10 containers** are carried to Port Botany by road

Growth in Sydney

Population and jobs: 1.7 million people and 817,000 jobs by 2036

Total number of daily trips made in Sydney by all modes of transport will increase to 15 million by 2036

New road connections over Alexandra Canal towards the Domestic terminals

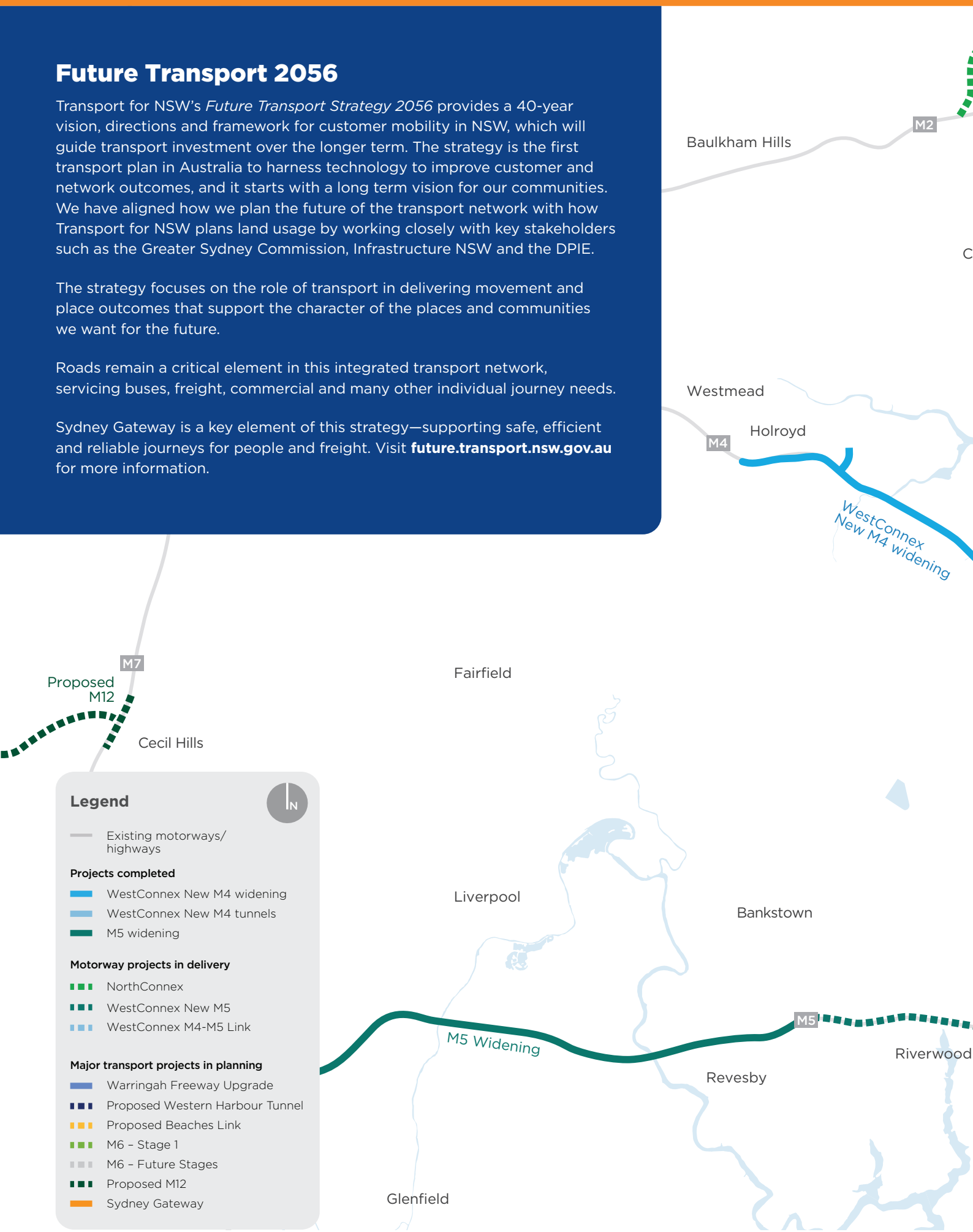
Future Transport 2056

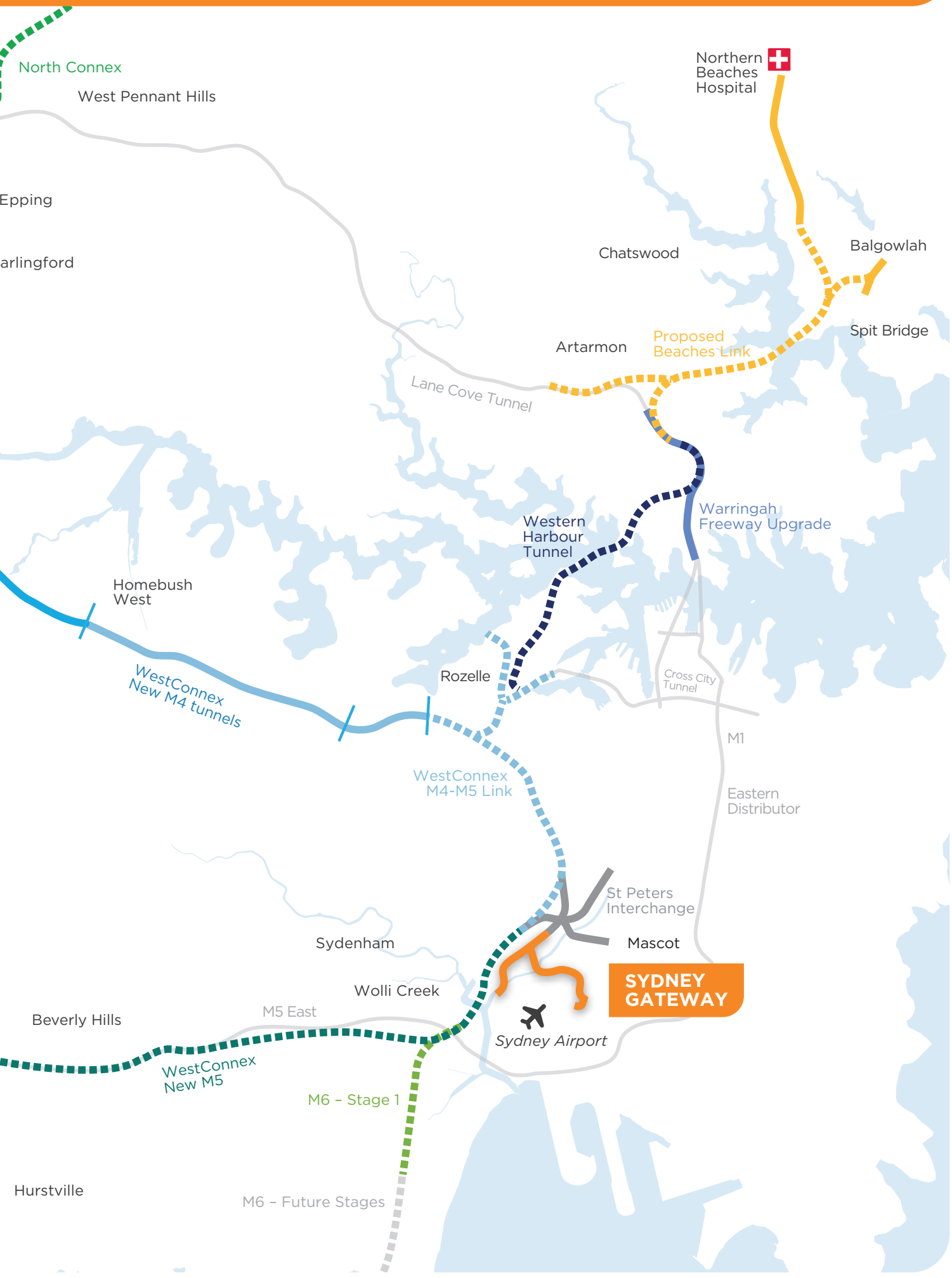
Transport for NSW's *Future Transport Strategy 2056* provides a 40-year vision, directions and framework for customer mobility in NSW, which will guide transport investment over the longer term. The strategy is the first transport plan in Australia to harness technology to improve customer and network outcomes, and it starts with a long term vision for our communities. We have aligned how we plan the future of the transport network with how Transport for NSW plans land usage by working closely with key stakeholders such as the Greater Sydney Commission, Infrastructure NSW and the DPIE.

The strategy focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities we want for the future.

Roads remain a critical element in this integrated transport network, servicing buses, freight, commercial and many other individual journey needs.

Sydney Gateway is a key element of this strategy—supporting safe, efficient and reliable journeys for people and freight. Visit **future.transport.nsw.gov.au** for more information.

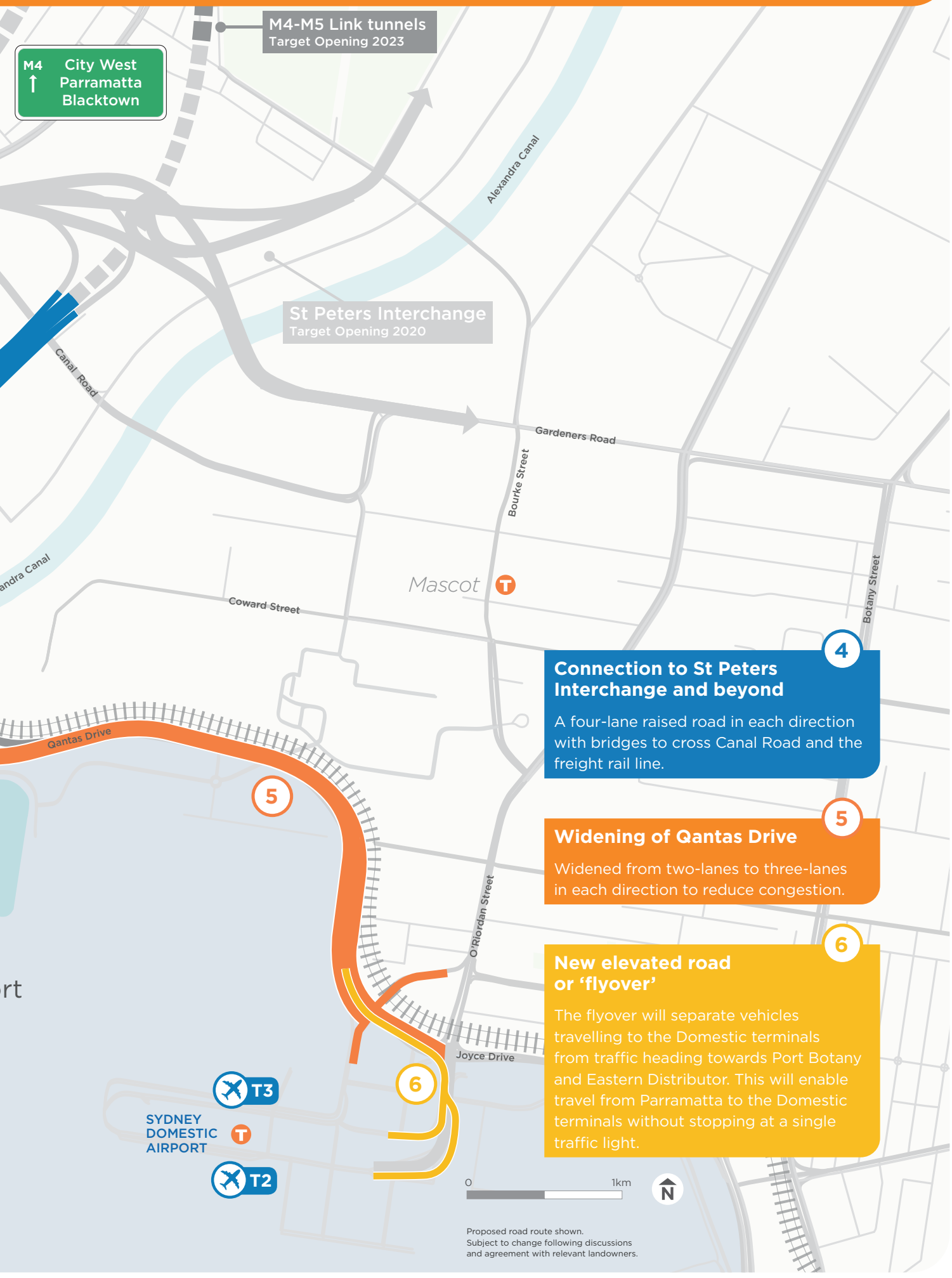



North Connex
West Pennant Hills
Epping
arlingford
Northern Beaches Hospital
Chatswood
Balgowlah
Spit Bridge
Artarmon
Proposed Beaches Link
Lane Cove Tunnel
Western Harbour Tunnel
Warringah Freeway Upgrade
Homebush West
WestConnex New M4 tunnels
Rozelle
Cross City Tunnel
M1
WestConnex M4-M5 Link
Eastern Distributor
St Peters Interchange
Sydenham
Mascot
SYDNEY GATEWAY
Wolli Creek
Beverly Hills
M5 East
Sydney Airport
WestConnex New M5
M6 – Stage 1
Hurstville
M6 – Future Stages

Project overview

Sydney Gateway will provide:

- new road connections from the St Peters Interchange to the International and Domestic terminals including:
  - widening and upgrading Qantas Drive
  - a new elevated road or 'flyover' connecting the Domestic terminals with the upgraded Qantas Drive
  - new bridges over Canal Road, Alexandra Canal and the Botany Rail Line
- around 1.3 kilometres of new and upgraded shared path for pedestrians and cyclists along the northern side of Alexandra Canal
- new dedicated roads for Sydney Airport freight vehicles.


M4-M5 Link tunnels
Target Opening 2023
M4
City West
Parramatta
Blacktown
Alexandra Canal
St Peters Interchange
Target Opening 2020
Canal Road
Gardeners Road
Bourke Street
Botany Street
Mascot
Coward Street
Qantas Drive
O'Riordan Street
Joyce Drive
T3
SYDNEY
DOMESTIC
AIRPORT
T2
4
Connection to St Peters Interchange and beyond
A four-lane raised road in each direction with bridges to cross Canal Road and the freight rail line.
5
Widening of Qantas Drive
Widened from two-lanes to three-lanes in each direction to reduce congestion.
6
New elevated road or 'flyover'
The flyover will separate vehicles travelling to the Domestic terminals from traffic heading towards Port Botany and Eastern Distributor. This will enable travel from Parramatta to the Domestic terminals without stopping at a single traffic light.
0
1km
N
Proposed road route shown.
Subject to change following discussions and agreement with relevant landowners.

Benefits for Sydney

Easier

New roads to transport up to 100,000 vehicles a day, catering for forecast growth in freight and air travel

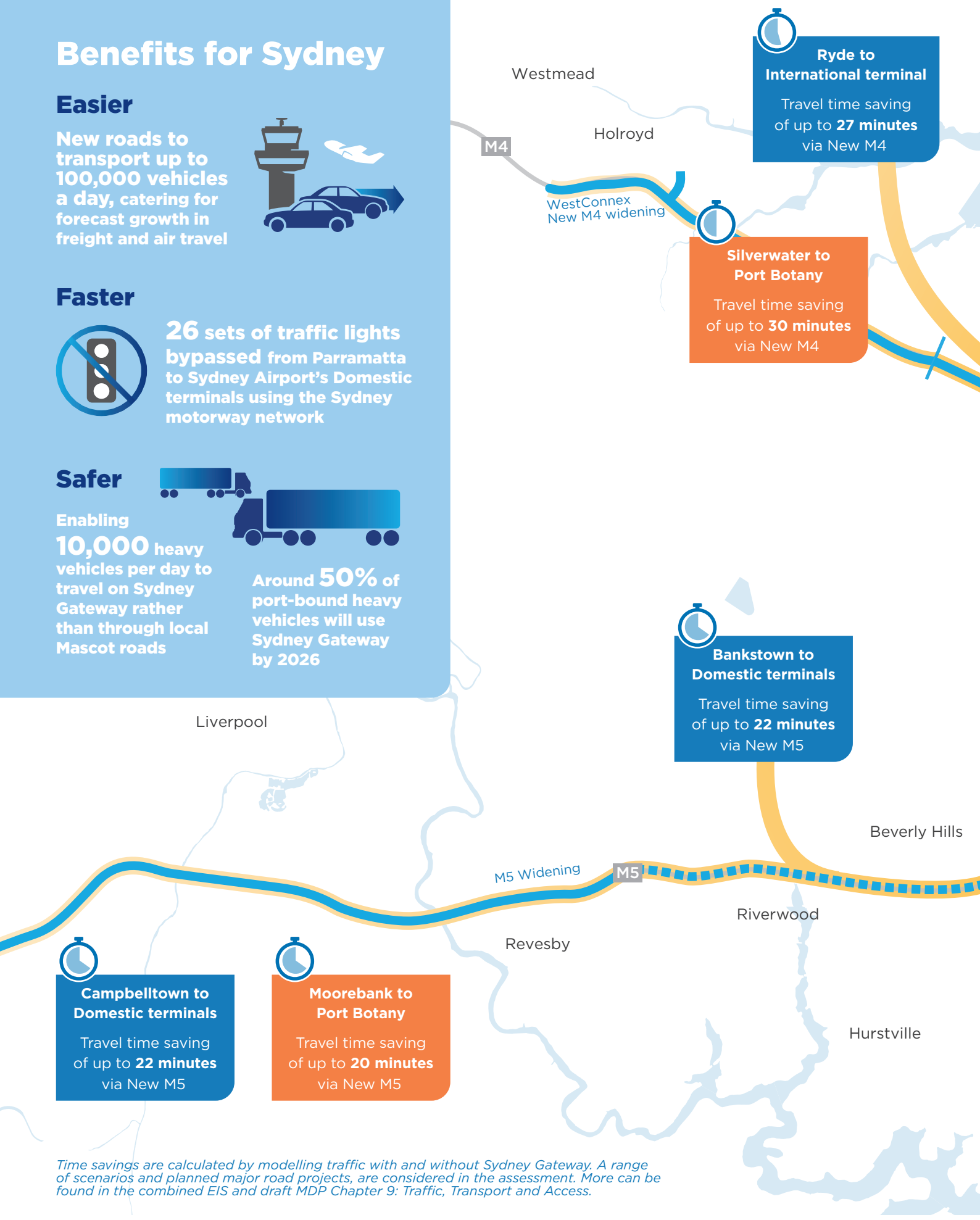
Faster

26 sets of traffic lights bypassed from Parramatta to Sydney Airport's Domestic terminals using the Sydney motorway network

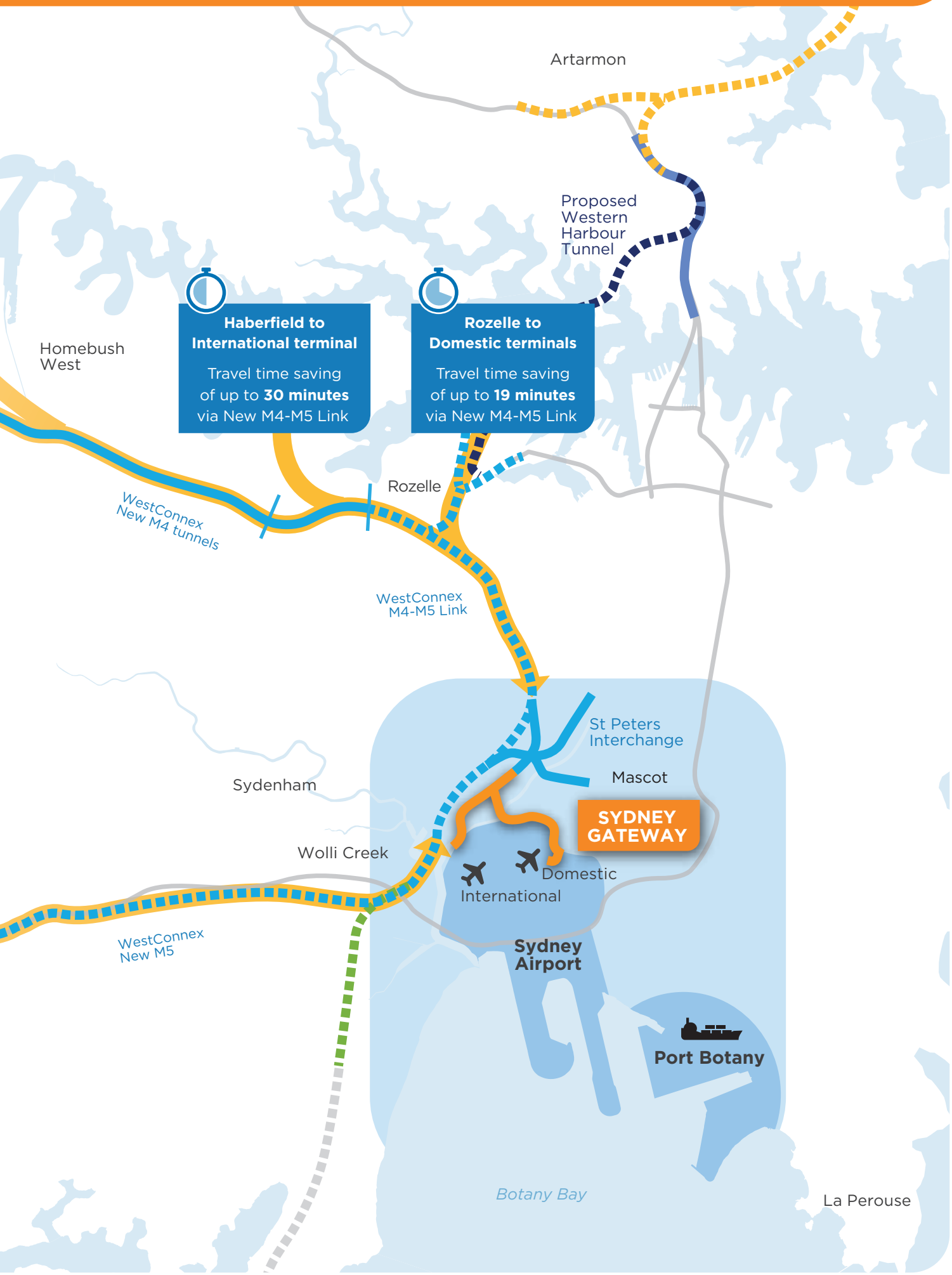
Safer

Enabling 10,000 heavy vehicles per day to travel on Sydney Gateway rather than through local Mascot roads

Around 50% of port-bound heavy vehicles will use Sydney Gateway by 2026



Time savings are calculated by modelling traffic with and without Sydney Gateway. A range of scenarios and planned major road projects, are considered in the assessment. More can be found in the combined EIS and draft MDP Chapter 9: Traffic, Transport and Access.


Artarmon
Proposed Western Harbour Tunnel
Haberfield to International terminal
Travel time saving of up to 30 minutes via New M4-M5 Link
Rozelle to Domestic terminals
Travel time saving of up to 19 minutes via New M4-M5 Link
Homebush West
Rozelle
WestConnex New M4 tunnels
WestConnex M4-M5 Link
St Peters Interchange
Mascot
Sydenham
SYDNEY GATEWAY
Wolli Creek
Domestic
International
WestConnex New M5
Sydney Airport
Port Botany
Botany Bay
La Perouse

Cycleway in Tempe Reserve

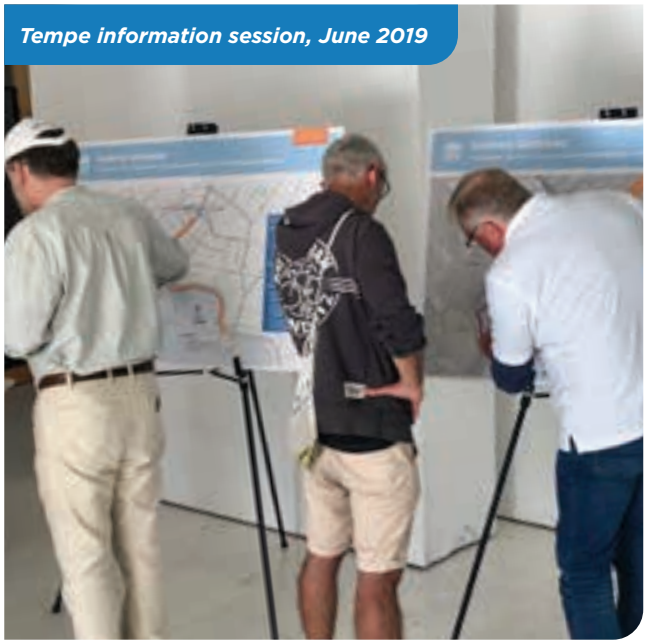
Our community

Consulting with you

We recognise a project of this scale may impact those who live and work in the area. This is why we have completed an extensive engagement program ahead of the EIS and draft MDP exhibition period.

Since the release of the preliminary design in 2018, we have engaged with thousands of you who may be impacted by our project. We have listened to better understand your concerns and your community and business needs. Where possible we have incorporated your suggestions into our design. We are also continuing to engage with cycling groups, the local community and businesses.

Our commitment is that we will continue to listen and actively engage with you to hear your feedback on this city shaping project.



Tempe information session, June 2019

Engagement during concept design consultation, June 2019

Spoke to almost **500** people at information events

8,500 visitors to Sydney Gateway's interactive portal

Over **470** door knocks to local residences and businesses

We received **45** email submissions

800 downloads of project communications

68% of portal comments were either positive or neutral

Reached **94,000** people on Facebook posts

246 comments on online engagement map

Distributed **22,000** community update brochures to homes and businesses

Tempe information session, June 2019

How we've used your feedback

Your thoughts and suggestions have been invaluable in helping us shape Sydney Gateway's design and support the development of the combined EIS and draft MDP.

Based on the feedback received during the preliminary and concept design exhibition, we have made a number of changes.

These changes have been warmly welcomed by key stakeholders and the local community. Further changes to our design may occur following the public exhibition of the combined EIS and draft MDP and during detailed design.

Following planning approval, if a change to the project is proposed which is not consistent with the planning approval, an application will be made to the NSW Minister for Planning and Public Places to modify the approval. You will have an opportunity to comment on the proposed modification.

To find out how we have addressed your feedback in detail, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 4: Consultation.

Sydney Gateway changes since consultation

Around the airport we will:

- ☑ provide a new shared cycle and pedestrian pathway on the northern side of Alexandra Canal
- ☑ add a turning lane on Qantas Drive for vehicles turning left into Robey Street.

In Tempe and St Peters we are planning to:

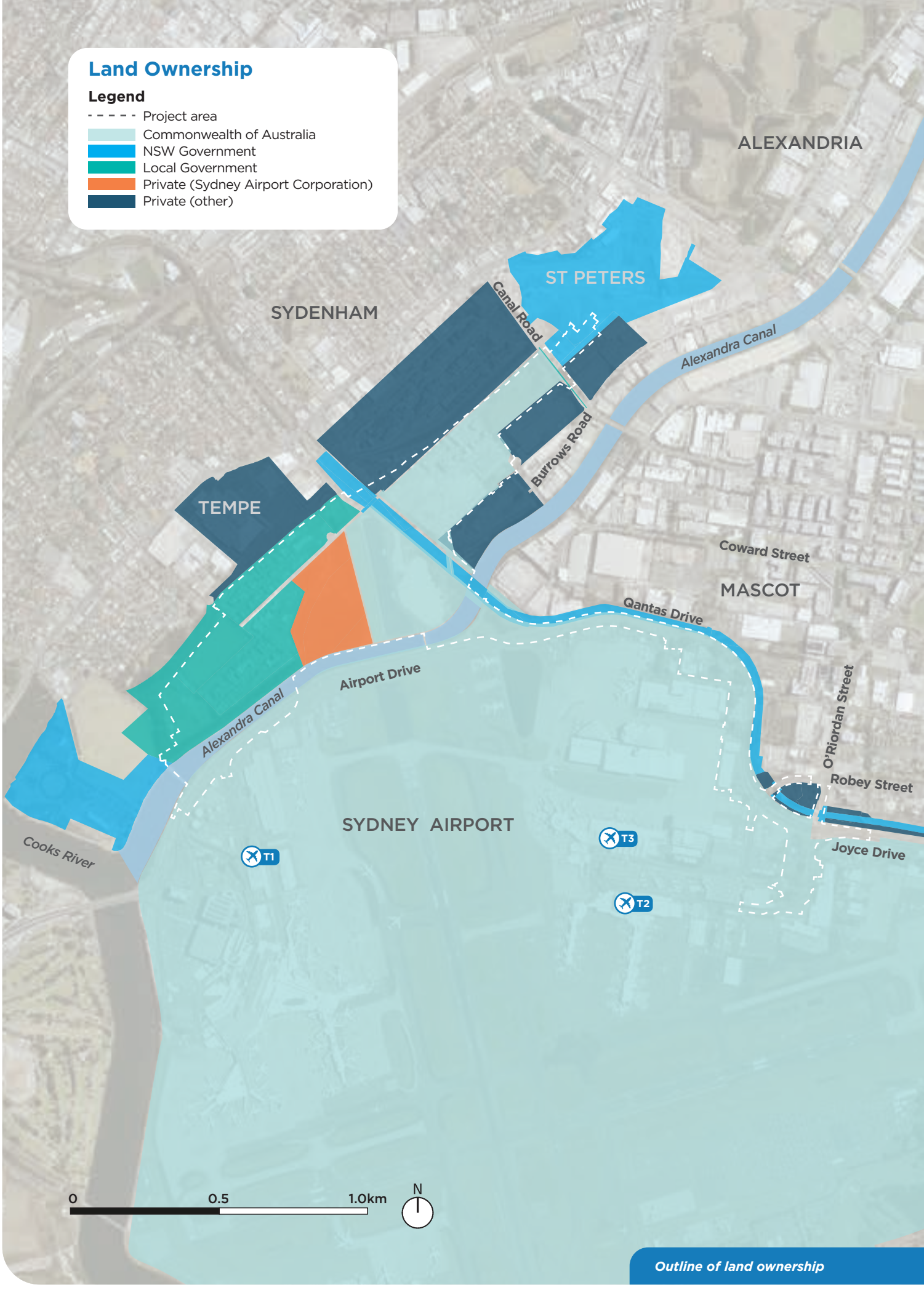
- ☑ reduce the amount of waste material excavated from the former Tempe landfill by keeping the road as high as possible. This will reduce the amount of waste we will retain on site to maximise as much open space as possible
- ☑ provide a temporary off-leash dog area during construction to ensure you can continue to exercise your dog
- ☑ design a noise wall to ensure road noise impacts from the project are minimised for Tempe residents
- ☑ provide worker parking at our construction sites to minimise impact to on-street parking in local streets
- ☑ modify the road design between the Botany Rail Line and St Peters Interchange to minimise land acquisition at Cooks River Intermodal Terminal.

Interactive portal

Visit our new interactive portal to explore Sydney Gateway:

rms.nsw.gov.au/sydneygatewayportal

Tempe community at Tempe Reserve



Outline of land ownership

Section 3

The planning and environmental assessment process

Grasslands at Tempe

3.1 About the combined EIS and draft MDP

Sydney Gateway is unlike most other major road projects in NSW as it passes through both Sydney Airport land, owned by the Commonwealth, and State land under the jurisdiction of the NSW Government. As a result, Sydney Gateway requires approval under both NSW and Commonwealth government legislation.

The project is subject to two planning approval processes

Each planning approval process has different requirements, outlined as follows:

1 NSW Government, which requires the exhibition of an EIS

30 day exhibition

The NSW process and the EIS

Following the public exhibition, the DPIE will send us a copy of all the submissions made by the public, key stakeholders and government.

While all submissions received will be posted on the DPIE website, if requested, the privacy of submitters will be protected by removing names from submissions.

We will respond to any submissions received in accordance with the *Environmental Planning and Assessment Regulation 2000*. If there are any changes made to Sydney Gateway following the exhibition period, these will be documented in a Preferred Infrastructure Report.

2 Australian Commonwealth, which requires the exhibition of a preliminary draft MDP

60 day exhibition

The Commonwealth process and the preliminary draft MDP

Following the exhibition period, Sydney Airport Corporation will carefully consider and give due regard to submissions received. Roads and Maritime, on behalf of Sydney Airport Corporation, will then prepare a Supplementary Report outlining the issues raised and how they have been addressed for consideration by the Australian Minister for Infrastructure, Transport and Regional Development.

Any changes to the preliminary draft MDP will also be documented in the Supplementary Report. This will be published as part of the final MDP, if approved by the Australian Minister for Infrastructure, Transport and Regional Development.

The following diagram shows the planning processes required for Sydney Gateway to reach final approval to proceed.

NSW process

- Public exhibition for 30 calendar days
- Submissions made to the NSW Department of Planning, Industry and Environment (DPIE)
- DPIE provides Roads and Maritime with a copy of all public and government submissions
- Roads and Maritime prepare a submissions report responding to the issues raised and made available for viewing on the DPIE website. If any changes are made to the project, these will be documented in a Preferred Infrastructure Report
- Assessment and recommendation by DPIE
- Decision by NSW Minister for Planning and Public Spaces

Commonwealth process

- Public exhibition for 60 business days, (excluding 25 December 2019 to 1 January 2020 and public holidays)
- Submissions made to Sydney Airport Corporation
- Sydney Airport will carefully consider and give due regard to all comments received
- All comments received and any changes to the preliminary draft MDP will be documented in a Supplementary Report, outlining the issues raised and how they have been addressed for consideration by the Australian Minister for Infrastructure, Transport and Regional Development
- Assessment and recommendation by DITCRD
- Decision by the Australian Minister for Infrastructure, Transport and Regional Development

A combined EIS and preliminary draft MDP document fulfilling both State and Commonwealth approval processes is now on public exhibition for your feedback.

The EIS will be on exhibition until Thursday 19 December 2019. Submissions must be received by DPIE by this date.

The preliminary draft MDP will be on exhibition until Friday 21 February 2020. Submissions must be received by Sydney Airport Corporation by this date.

More information on how you can make a submission on the combined EIS and preliminary draft MDP during the public exhibition periods is explained in Section 4 of this document.

3.2 Traffic and transport

Sydney Gateway will help improve travel times and reliability for commuters, visitors and freight. Keeping you moving while we build is our priority.

Sydney Gateway is one of the more complex and challenging infrastructure projects in NSW and we recognise there are many issues to manage when building this project.

Our assessment process

We understand our work will impact current and future traffic volumes and affect travel times in and around the airport precinct during morning and afternoon peak periods. This is why we have carefully considered our design and construction approach to minimise traffic congestion.

We carried out a detailed traffic and transport assessment, which included traffic modelling and forecasting, to help make predictions about future traffic conditions. Our traffic modelling considers future population growth, land use, other major road network and public transport projects to anticipate the impact of the project on the network.

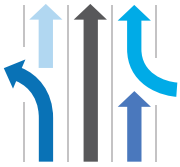
Our assessments considered traffic on local roads, parking, public transport, pedestrians and cyclists with a primary focus on the operation of the road network and movement of freight. We investigated and assessed the potential impacts to the local and wider transport network both while we are building and when we are open to traffic.

To find out more about how traffic has been addressed, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 9: Traffic, transport and access.

Artist impression of St Peters Interchange where the new M5 and M4-M5 Link connect to Sydney Gateway

Traffic improvements with Sydney Gateway*

Increase average vehicle speeds in the precinct by **26 per cent** in 2026 and **47 per cent** in 2036



O'Riordan Street and Botany Road will carry around **30% less traffic in 2026**

The Eastern Distributor will carry **11% less traffic in 2026**

Sydney Gateway will improve travel times through Mascot **by saving up to 10 minutes** (about 15 percent in 2026 and 22 percent in 2036)

NO traffic lights from St Peters Interchange to the Domestic terminals

When we open to traffic

Our assessments show you will benefit from improved traffic conditions, travel times and reduced delays; with the average delay at most intersections decreasing significantly once Sydney Gateway is open to traffic.

You will be able to bypass the Mascot road network when using Sydney Gateway, minimising unnecessary traffic travelling through the Mascot town centre and nearby areas.

Overall, the road network will operate with substantially less traffic congestion than it would have without the project being built.

Sydney Gateway will:

- ☑ increase capacity by up to 60,000 vehicle trips a day by 2036*
- ☑ reduce delays in the afternoon peak at the intersection of Qantas Drive/Seventh Street/Robey Street and the Airport Drive/Link Road intersections*

**Figures compare road traffic volumes with and without Sydney Gateway.*

How road conditions will change

Sydney Gateway will provide motorists with a new and alternative route to the Domestic and International terminals from the Sydney motorway network at St Peters interchange.

Importantly, Sydney Gateway will provide a new route for around 10,000 trucks a day.

New Link Road

New Link Road will provide a dedicated access for freight vehicles to Sydney Airport freight precinct.

Closure of Airport Drive

Airport Drive will be closed to the public once Sydney Gateway is complete. Your new journey between the International terminal and the Domestic terminals will be via the new Sydney Gateway connection.

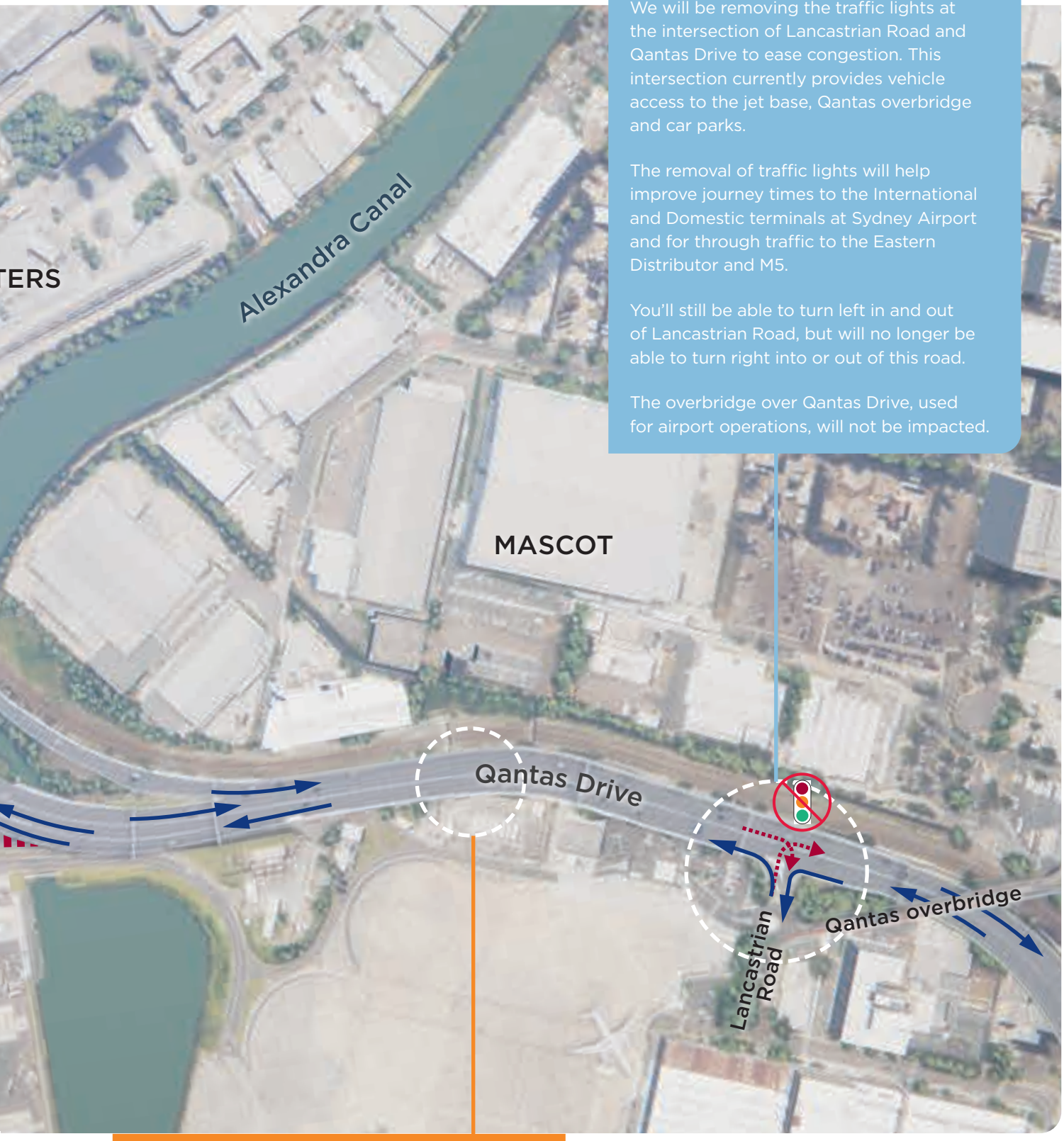
Changes to Lancastrian Road

We will be removing the traffic lights at the intersection of Lancastrian Road and Qantas Drive to ease congestion. This intersection currently provides vehicle access to the jet base, Qantas overbridge and car parks.

The removal of traffic lights will help improve journey times to the International and Domestic terminals at Sydney Airport and for through traffic to the Eastern Distributor and M5.

You'll still be able to turn left in and out of Lancastrian Road, but will no longer be able to turn right into or out of this road.

The overbridge over Qantas Drive, used for airport operations, will not be impacted.



Widening of Qantas Drive

Qantas Drive will be widened from two lanes to three lanes in each direction to ensure more efficient journeys around the Domestic precinct and towards the ports.

Legend

- Removed signalised intersection
- Removed traffic movements
- Direction of travel

Artist impression looking from Joyce Drive towards the new flyover to the Domestic terminals

Changing how we move in and around the airport precinct

Sydney Gateway will change how you move around the airport precinct, and help support a range of improvements to the public transport network.

We recognise that some improvements will impact how you may use public transport in the area and we appreciate your patience.

Proposed ground transport interchange

The proposed ground transport interchange at the Domestic terminals (to be developed by Sydney Airport Corporation) will provide direct and efficient access for vehicles and allow for an increase in the number of public transport services to and from Sydney Airport.

More Trains, More Services

The 'More Trains, More Services' program has increased the number of services to Sydney Airport's train stations, including along the T8 Airport and South Line. From the early 2020s, train services will run on average every four minutes instead of every six. This will increase commuter capacity by around 50 per cent to support your journey to the airport.

Enhanced public transport connections
More Trains
More Services

Improvements to bus services

Sydney Gateway will introduce a range of improvements to bus travel times, although some adjustments will need to be made to bus routes 400 and 420 to allow us to build the project.

We will be permanently removing two bus stops at the intersection of Qantas Drive and Lancastrian Road. These two bus stops for routes 400 and 420 are not used frequently by passengers. Bus routes will continue to operate during construction and are subject to delays, detours and diversions along with general traffic.

Improved bus travel times by 30-50%

Travel time savings for buses

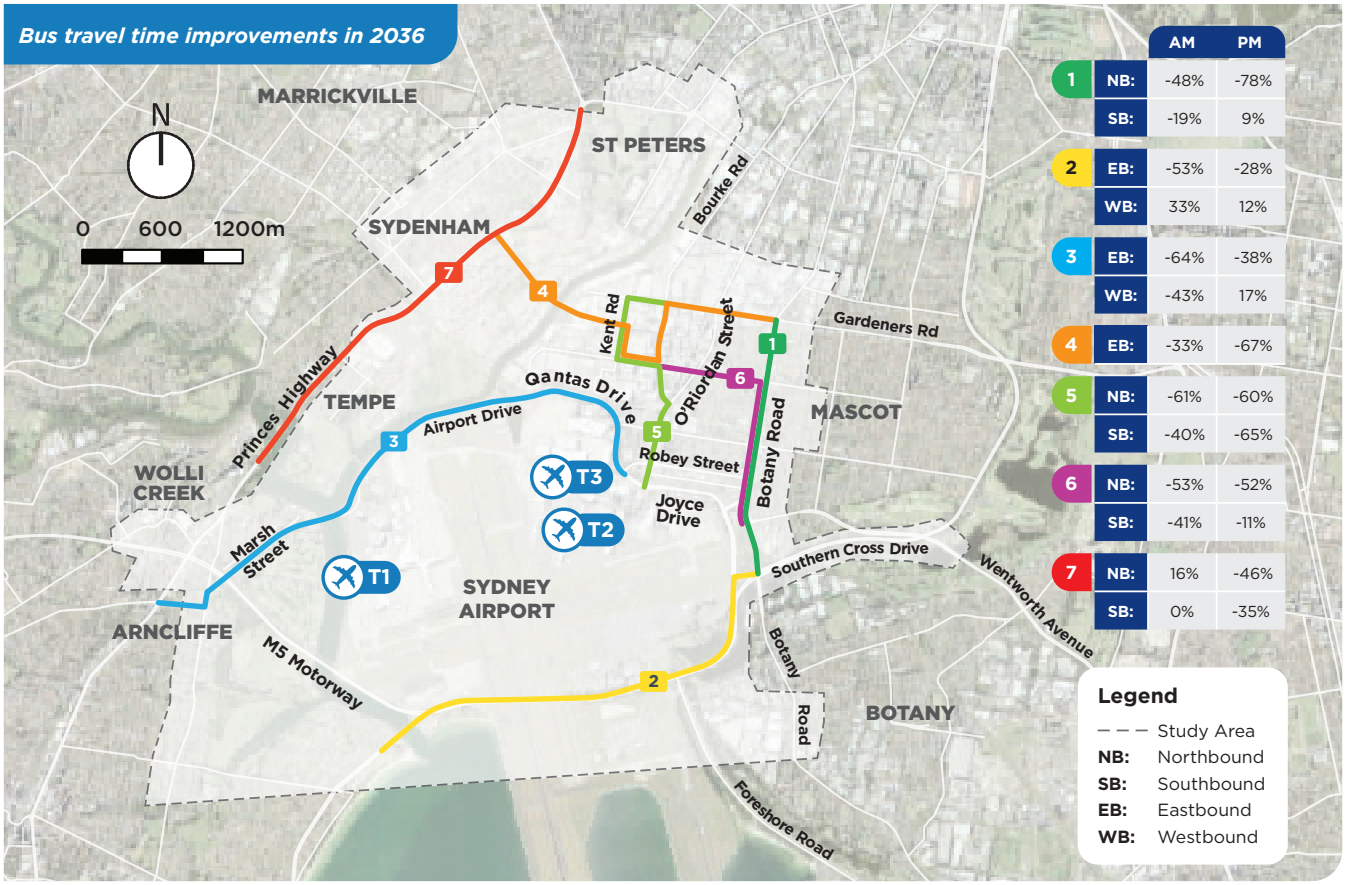
Sydney Gateway will substantially improve bus travel times for at least 15 different bus routes within the Sydney Airport area by 30 to 50 per cent.

Bus Future Program

Transport for NSW's Sydney's Bus Future program provides improved commuter bus access to Sydney Airport, with better east, west and south links. This includes a new suburban route for your journey between Miranda and Sydney Airport through to St George to meet the high customer demand for travel from southern Sydney to Sydney Airport by bus.

The program will introduce substantial improvements to bus travel times around the airport precinct, providing you with more options to choose how you move around.

We will continue to work with Transport for NSW and Sydney Airport to explore more options to improve public transport within the airport precinct.



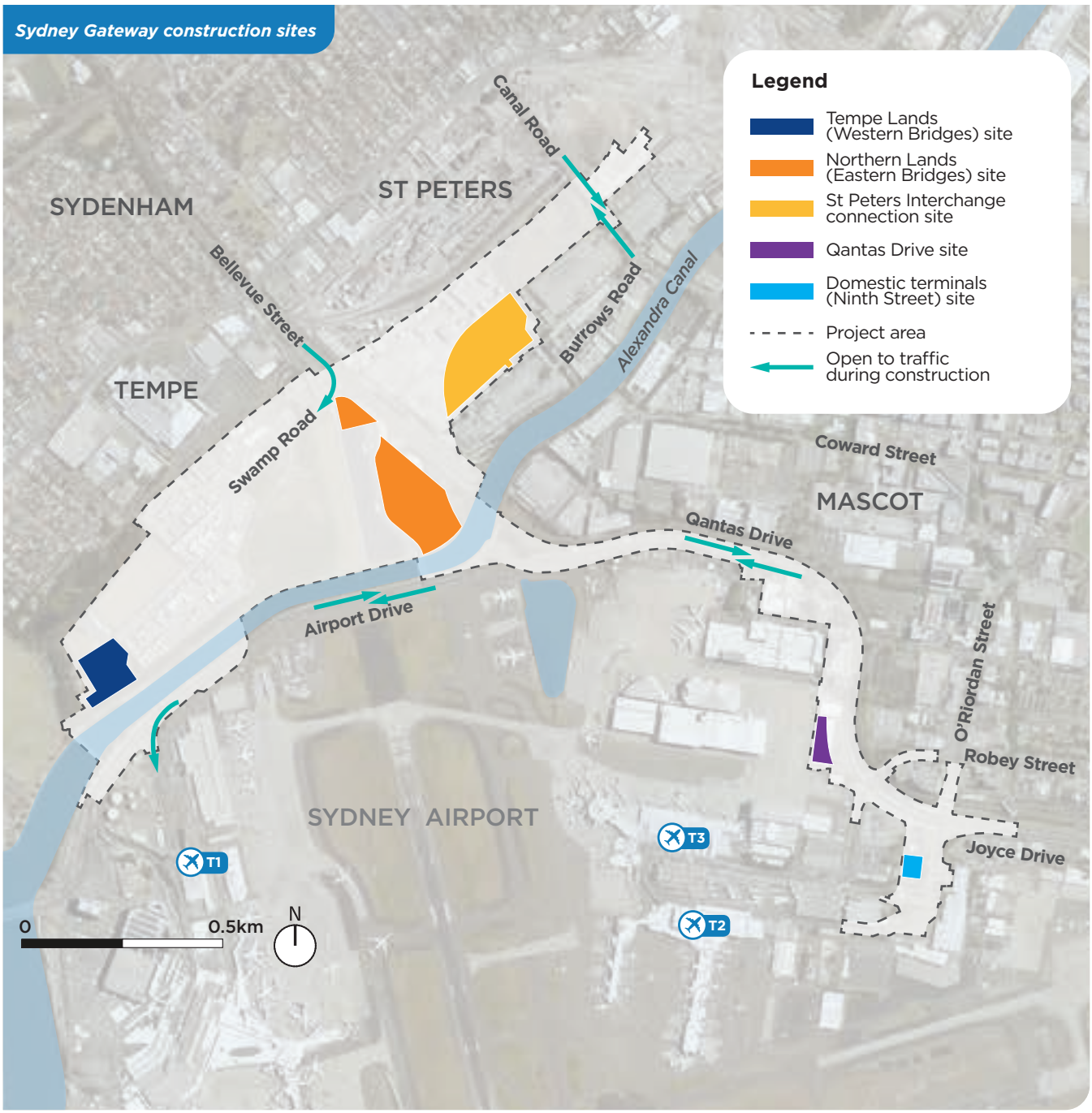
3.3 Building the project

We recognise there will be disruption while we build Sydney Gateway, and we appreciate your patience and understanding.

We have been engaging with the community and key stakeholders to develop a construction approach that minimises traffic disruption, environmental and socio-economic impact, and importantly protects the safety of motorists, workers and the public.

Keeping you informed while we are working

We are working closely with the community and Sydney Airport to help ensure all businesses and workers are kept well informed of impacts as a result of our planned work. This will help to ensure the local community, travellers and workers can plan their journeys effectively.



We will have traffic management plans in place for the safety of the community, motorists and workers during construction and to minimise impact to traffic and access. We will keep you informed of what we are doing in the area before work starts.

We will continue to work closely with Transport for NSW's Sydney Coordination Office, Sydney Airport, local councils, emergency services and bus operators to ensure we continue to work collaboratively in minimising traffic and transport impacts.

Our stages of construction

We expect to start building Sydney Gateway in 2020, subject to receiving both NSW and Commonwealth planning approvals and awarding a construction contract.

We are working to deliver Sydney Gateway as close as possible to the completion of the final stage of WestConnex (M4-M5 Link).

Our project will be built over four stages, as summarised in the table below.

Construction stage	Construction activities
Early work (from late 2020)	• Relocating existing utilities • New utility work, such as water, stormwater drainage, electricity, gas, fuel and telecommunications • Earthwork at the St Peters Interchange connection site • Building our temporary routes for our proposed shared cycle and pedestrian pathways.
Site establishment (from late 2020)	• Setting up our construction sites, including parking areas and vehicle access • Repositioning Sydney Airport airside fencing and other security fences • Trimming and removing trees and plants, and removal of building structures.
Main construction work (from early 2021)	• Removing buildings and structures • Building our road connections • Building new bridge structures • Widening roads.
Finishing and post-construction work	• Removing our construction sites and temporary fencing • Providing new open space where possible • Completing our permanent shared cycle and pedestrian pathway on the northern side of Alexandra Canal • Installing signage and street lighting • Landscaping.

Our working hours

The standard construction hours for day work are:

Monday to Friday	7am to 6pm
Saturday	8am to 1pm

When we are working we need to ensure there are an adequate number of road lanes to keep access to Sydney Airport and the surrounding precinct functioning well and safely. At times, we will need to undertake work outside of standard construction hours.

Night work

We need to carry out work at night where lane closures are required to minimise impact on day time traffic and manage the safety of our workers and road users.

We will also be working at night during scheduled quarterly track work weekends across the Botany Rail Line and during the airport night curfew hours when using any tall machinery and equipment (such as cranes). Night time is the only time we can carry out construction work on a number of our bridges to meet strict Sydney Airport air safety requirements.

We will notify the community before any night work starts and do everything we can to minimise impact, including phasing work in different locations where possible. Due to the design and position of Sydney Gateway, there are few houses close to our work.

In addition, there may be some instances when the following activities may need to be carried out at night:

- emergency vehicle access for activities directed by a relevant authority and activities required to prevent loss of life or environmental damage
- work that requires lane closures
- changes to traffic management arrangements on roads in operation
- delivery of oversized vehicles or structures in accordance with the requirements of police or other authorities.

For more information on the potential impacts of our night work, please see section 3.6 Noise and vibration.

Key construction sites

We have carefully selected our sites to limit the impact of our work, and to keep the roads safe while we build. Our sites will allow us to:

- access our work areas efficiently and safely
- minimise impact to sensitive environmental and community locations
- provide direct access to major roads for our construction vehicles
- minimise property disturbance for residents and businesses
- minimise congestion and impact to the road network.

We have proposed five locations for our main construction sites, which will support the construction in surrounding work areas. They are:

- **St Peters Interchange connection site**, between the Botany Rail Line and Canal Road
- **Northern Lands (Eastern bridges) site**, between Swamp Road and Alexandra Canal
- **Tempe Lands (Western bridges) site**, next to Tempe Reserve
- **Qantas Drive site**, east of Qantas Drive
- **Domestic terminals (Ninth Street) site**, near Sir Reginald Ansett Drive.

We will use all our sites as a base for construction activities, including the storage of equipment and materials, site offices, worker facilities and worker parking.

Construction traffic will include heavy and light vehicles to transport materials, people and equipment. Our construction vehicles will use major roads to transport materials efficiently and minimise the use of local roads. We will be providing parking for our workers at all our construction sites.

We will work with you to help minimise the impact of our work. We will develop a Construction Noise and Vibration Management Plan which will identify potential impacts and mitigation measures to address these where required.

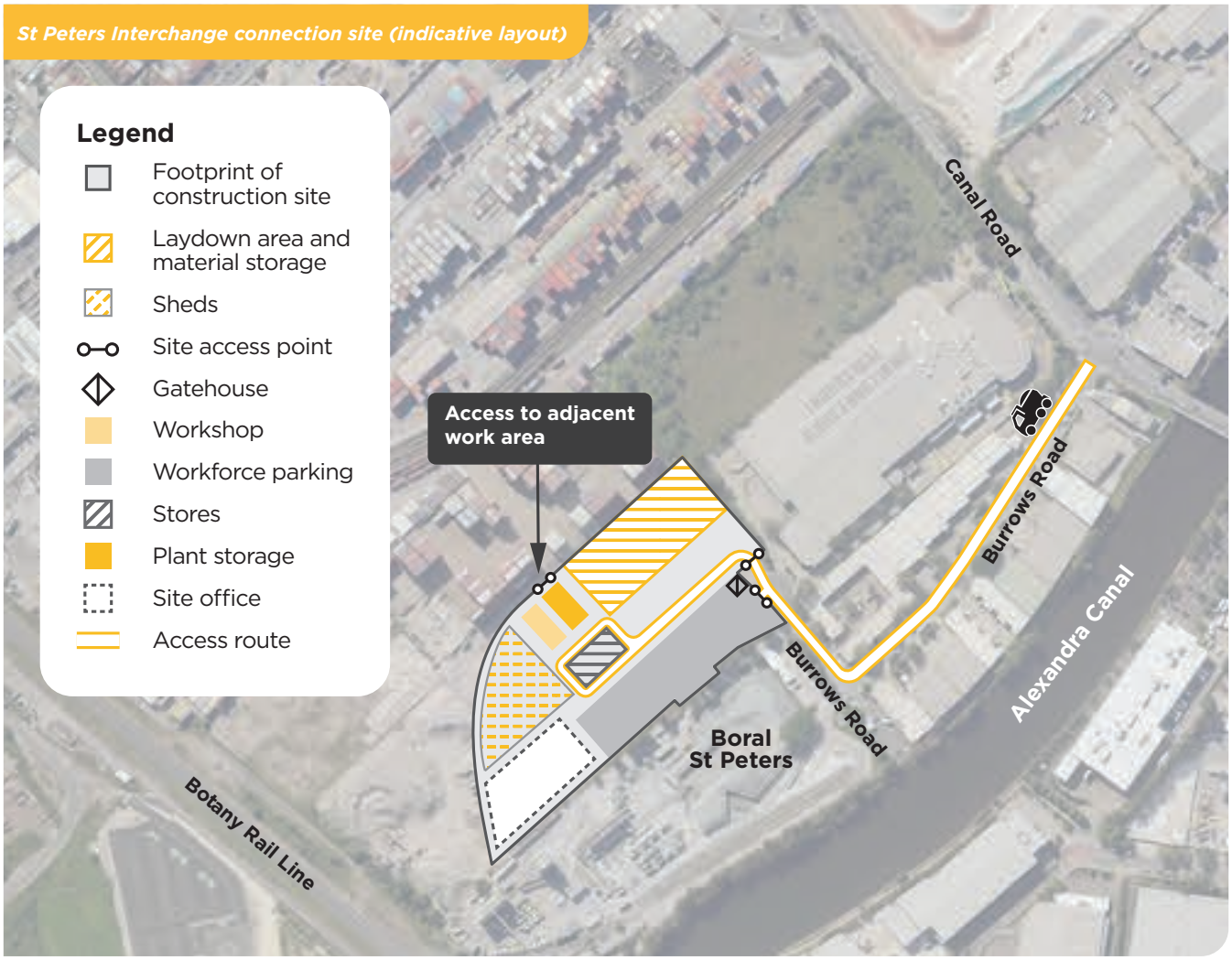
This could include phasing our night work in different locations and using noise barriers around noisy equipment. We encourage you to read section 3.6 Noise and vibration, which explains how we measure noise and what you may experience, depending on which parts of our work you are near. This section also provides more information on how we assess and manage noise and vibration.

St Peters Interchange construction site

This site will be used to build our connection from St Peters Interchange across Canal Road and the Botany Rail Line.

For more information about the location and operation of each construction site, please refer to Sydney Gateway's combined EIS and draft MDP, Chapter 8: Construction.

St Peters Interchange connection site (indicative layout)



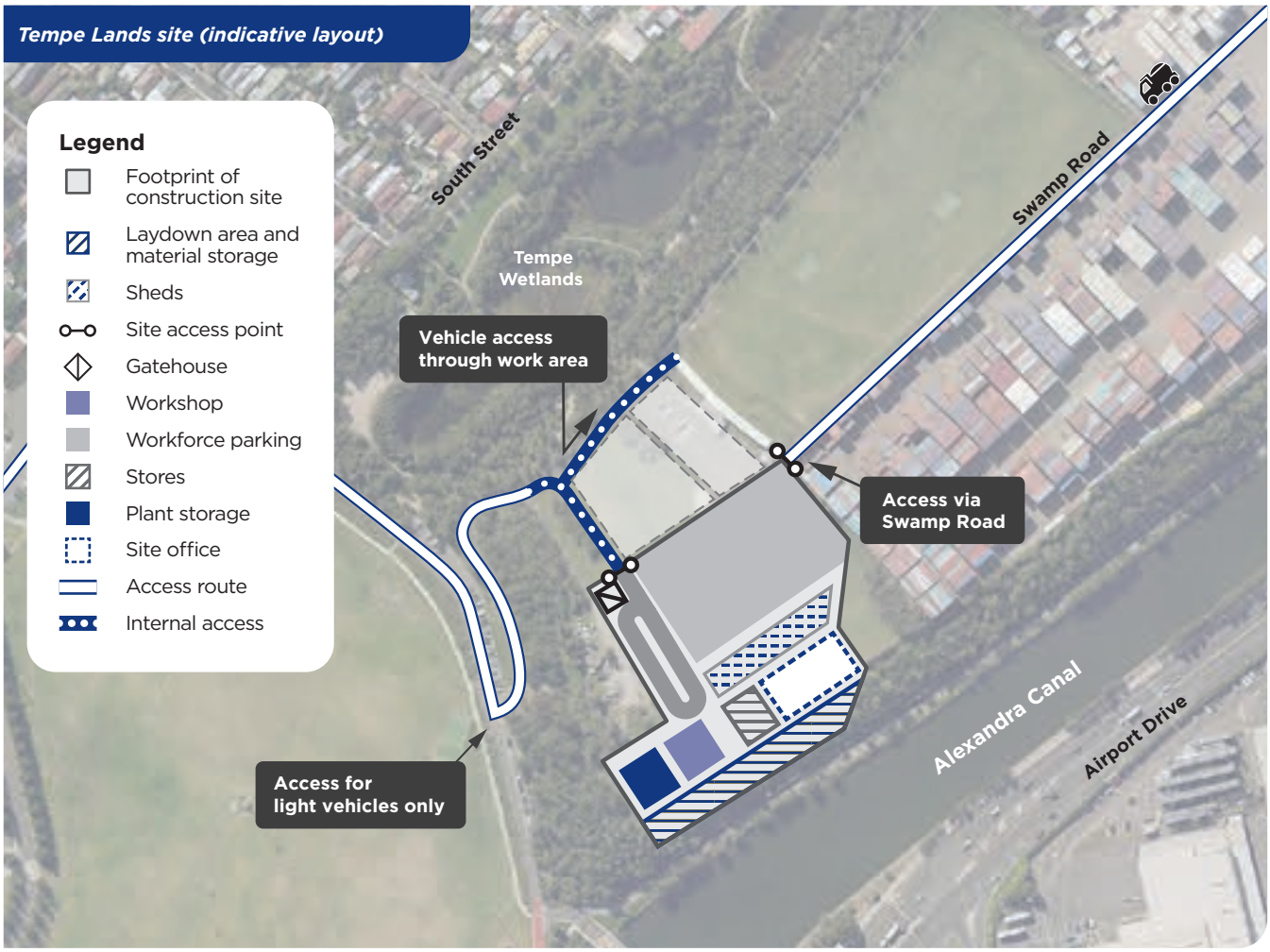
Traffic/vehicle movements	• Access to this site will be via Canal Road and Burrows Road South. Access from Canal Road will be limited to left-in/left-out movements. • We will schedule our heavy vehicle movements to occur outside peak times wherever possible. • During the peak morning and afternoon times there will be around 50 heavy vehicle and 340 light vehicle movements (excluding any movement of spoil as part of earthwork activities). • A vehicle travelling in and out of the site is counted as two movements.
Night work	• We expect there will be night work required for construction activities including utility and bridge work. We anticipate there will be around **40 nights of work in this area over the duration of our three and a half year project**, based on our concept design and construction methodology presented in the combined EIS and draft MDP.

Tempe Lands construction site

This site (referred to as Western bridges in the EIS and draft MDP) will support the construction of the International terminal road connection and our proposed bridges for the new Link Road crossing Alexandra Canal.

A temporary off-leash dog park will be provided for the local Tempe community while we build Sydney Gateway. The temporary dog park will be located near the existing dog park. Its location will be confirmed in consultation with Inner West Council.

To find out how we will protect the environment by managing waste and contamination on the former Tempe site see section 3.9.



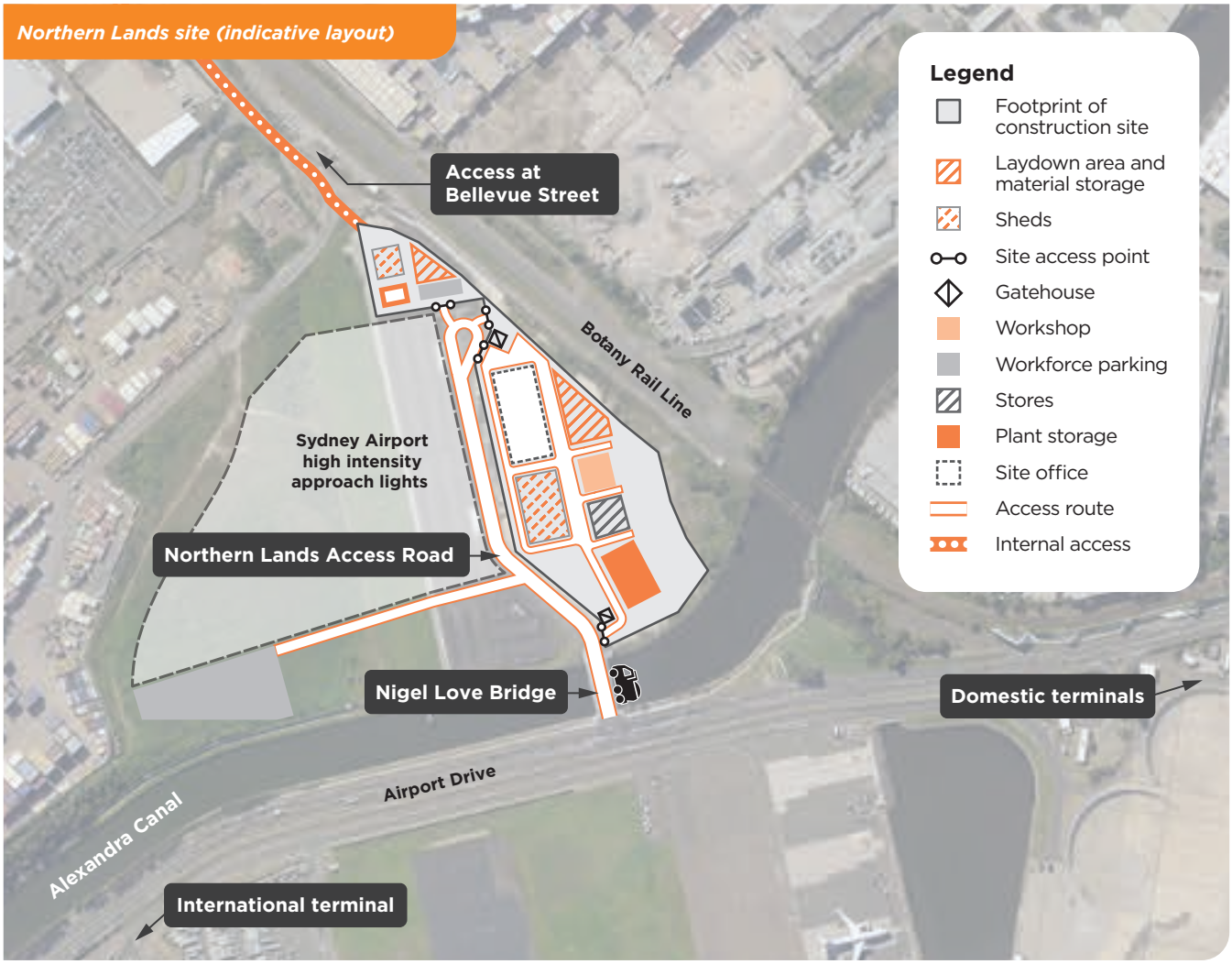
Traffic/vehicle movements	• Access to this site for heavy and light vehicles will be via Bellevue Street to Swamp Road, currently used by heavy vehicles accessing Tyne Containers. Light vehicles may also need to access the site via local streets. • We will schedule our heavy vehicle movements to occur outside peak times where we can. • During peak morning and afternoon times there will be around 20 heavy vehicle and 260 light vehicle movements (excluding any movement of spoil material as part of earthwork activities). • A vehicle entering and then leaving the site is considered two movements.
Night work	• We expect there will be night work carried out for construction activities including temporary roadway construction, road work, utility and bridge work. We anticipate there will be around **116 nights of work in this area over the duration of our three and a half year project**, based on our concept design and construction methodology presented in the combined EIS and draft MDP. The nearest residents are more than 200 metres from the site.

Artist impression of new bridges from the International terminal over Alexandra Canal

Our construction sites located within Sydney Airport land

Northern Lands construction site

This site (referred to as Eastern bridges in the EIS and draft MDP) will be used to support construction of the bridges located over Alexandra Canal.



Traffic/vehicle movements	• Access to this site will mainly be via the Nigel Love Bridge from Airport Drive and shared use of North Precinct Road (Northern Lands Access Road) with traffic using the staff car park. • We will schedule our heavy vehicle movements to occur outside peak times where we can. • During peak morning and afternoon times there will be around 20 heavy vehicle and 330 light vehicle movements (excluding any movement of spoil as part of earthwork activities). • A vehicle entering and then leaving the site is considered two movements.
Night work	• There will be night work carried out for construction activities including bridge work. We anticipate there will be around **290 nights of work in this area over the duration of our three and a half year project**, based on our concept design and construction methodology presented in the combined EIS and draft MDP. The nearest residents are more than 250 metres from the site.

Qantas Drive construction site

This site will be used to support construction of the Qantas Drive upgrade and new elevated road.

Traffic/vehicle movements	• Access to this site will be via Qantas Drive. • We will schedule our heavy vehicle movements to occur outside peak times where we can. • During peak morning and afternoon times there will be around 20 heavy vehicle and 50 light vehicle movements (excluding any movement of spoil material as part of earthwork activities). • A vehicle entering and then leaving the site is considered two movements.
Night work	• There will be night work carried out for construction activities including utility work, drainage and pavement work and traffic switches. We anticipate there will be around **340 nights of work in this area over the duration of our three and a half year project**, based on our concept design and construction methodology presented in the combined EIS and draft MDP.

Domestic terminals construction site

This site (referred to as Ninth Street in the EIS and draft MDP) will be mainly used to support construction of the new flyover and some work along Qantas Drive and Sir Reginald Ansett Drive.

Artist impression of new Domestic terminals flyover

Domestic terminals site (indicative layout)

Traffic/vehicle movements	• Access to this site will be via Ninth Street. Access via Ninth Street at Qantas Drive will be limited to left-in/left-out movements. • We will schedule our heavy vehicle movements to occur outside peak times where we can. • During peak morning and afternoon times there will be around 20 heavy vehicle and 100 light vehicle movements (excluding any movement of spoil as part of earthwork activities). • A vehicle entering and then leaving the site is considered two movements.
Night work	• There will be night work carried out for construction activities including drainage and pavement work. We anticipate there will be around **175 nights of work in this area over the duration of our three and a half year project**, based on our concept design and construction methodology presented in the combined EIS and draft MDP.

Our design and construction approach is subject to change until it is finalised by our appointed construction contractor(s). Any variances will be assessed for consistency with the assessment made in the combined EIS and draft MDP. The concept design has been used to inform our environmental assessment.

Working with Sydney Airport during construction

Sydney Gateway is being built very close to the airport precinct and on Sydney Airport land, so it is necessary that we carry out required work at night to minimise impact on traffic, keep you safe and ensure ongoing access to the airport and other key Mascot destinations during peak times.

We are working closely with Sydney Airport to ensure airport operations continue to run safely and efficiently while we build Sydney Gateway. Access to Sydney Airport will be maintained at all times during construction.

Any tall machinery and equipment (such as cranes) used to build our bridges, will be subject to Sydney Airport's operational requirements. The use of taller equipment can only be carried out when flights are not in operation. This is during Sydney Airport's curfew hours between 11pm and 6am.

For more information on Sydney Airport's prescribed airspace, including restrictions and guidelines for carrying out our construction activities close to Sydney Airport, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 11: Airport operations.

Working with the Australian Rail Track Corporation (ARTC) and rail providers during construction

We are working closely with ARTC and Sydney Trains to carry out work within and over the Botany Rail Line and T8 Airport and South Line tunnels.

As the Botany Rail Line operates 24 hours a day, any work we carry out very close to the rail corridor will need to be completed when the rail line closes for maintenance. This happens four times a year from 2am Saturday, ending at 2am on Monday.

This work will include:

- installing barrier fencing around our Northern Lands site
- installing bridge foundations and piers
- piling work
- moving large components (such as bridge/overpass girders) into place above the rail corridor.

We will continue to consult regularly with ARTC, Sydney Trains and/or the rail operator to gain necessary approvals before starting any work close to the rail corridor. A full program of track work weekends will be confirmed in collaboration with ARTC.

Managing spoil while we build

We are working with our environmental experts to minimise the volume of spoil material removed as part of earthworks, road work, excavation, piling, utility and drainage work. We are also looking at the best ways to move spoil material from our construction sites to licensed waste facilities.

We estimate about 163,000 cubic metres (around 65 Olympic swimming pools) of spoil material will need to be removed. This material is subject to testing before it is transferred to the appropriate waste disposal site. Spoil material with no contamination will be reused within our construction sites where possible to reduce truck haulage.

Any excess material we are unable to use on our sites will be transferred off site for reuse or disposal. Contaminated material will go to an appropriately licenced facility.

Construction in the former Tempe landfill, and any changes to existing waste management infrastructure, will be carried out in accordance with *Environmental Guidelines: Solid Waste Landfills (EPA 2016)* and Sydney Gateway's approval conditions.

For more information on how we are managing waste and potential contamination, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 13: Contamination and soils, or section 3.9 Managing waste and contamination of this document.

3.4 Managing pedestrian and cyclist access

We understand the construction of Sydney Gateway will have some impact on the local community who use existing cycle and pedestrian pathways around the airport precinct and Mascot. We have heard how important access to the Alexandra Canal Cycleway is to you.

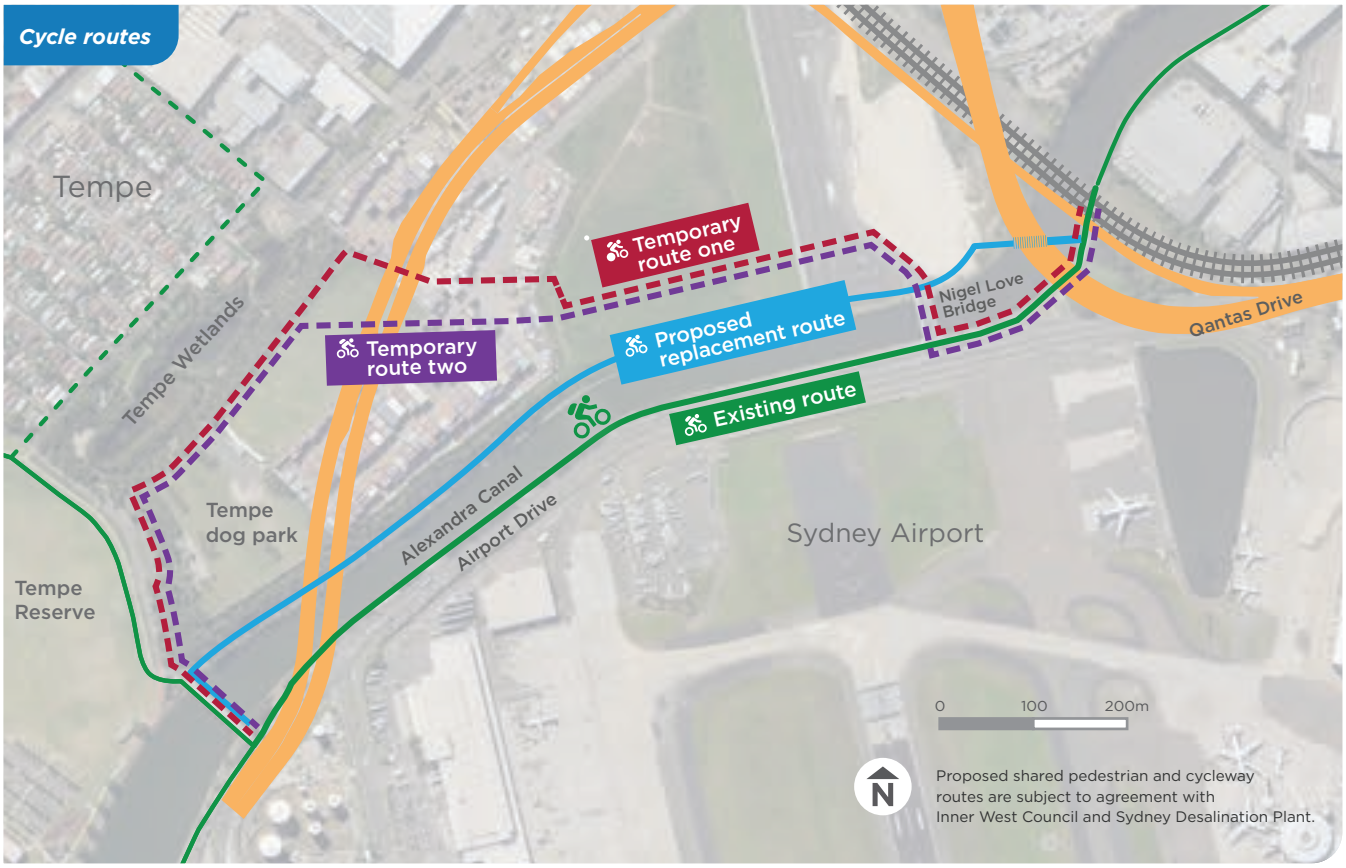
More community benefits

Replacing the Alexandra Canal shared cycle and pedestrian pathway

We are pleased to confirm the proposed replacement route along Alexandra Canal has been warmly welcomed and supported by bike user groups, the local community and our key landowners, Inner West Council and Sydney Desalination Plant. This new permanent route will be about 160 metres longer than the existing path and will replace the existing shared route along the southern side of Alexandra Canal next to Airport Drive. This is the shortest and flattest route and will provide a similar level of amenity to the existing route. Our replacement route is suitable for both commuters and leisure users and will maximise canal views.

We plan to have the permanent shared cycle and pedestrian pathway complete a few months after Sydney Gateway opens to traffic.

Once built, we will ensure access is maintained for cyclists and pedestrians between existing shared pathways to the south, Tempe, Mascot and towards Alexandria and the Sydney CBD. When maintenance or utility work needs to be done, we may need to close down part of the shared pathway or detour this route temporarily.



How we're managing temporary shared cycle and pedestrian pathways

When we close the current Alexandra Canal Cycleway in late 2020, we will be providing a temporary route to allow cyclists and pedestrians to continue to walk, run and ride while we build. This route will keep you protected from our work activities and include appropriate lighting and surveillance for your safety.

Our temporary route will remain in place until the new permanent shared cycle and pedestrian pathway is open. Our alternative route has been determined by considering the:

- need to retain connections to the existing shared path at Coward Street
- route needing to cross the canal at two locations.

Our temporary route is longer than what is currently in place, so we appreciate your patience and understanding as it is the safest temporary route option available during construction.

Reinstatement of existing pedestrian pathway

We will be closing a number of pedestrian pathways at different stages of construction.

Based on our concept construction methodology, a breakdown of our changes to existing shared pathways in the area is outlined in the following table.

Existing shared pathway	Changes	Mitigation and why changes are required
Canal Road (closures from 2021)	• Short-term closures to pedestrian pathways on both sides of the road to enable construction.	• Closures will be in place on one side of the road at a time with pedestrians redirected to the other side during each closure—one side of the road will remain open at all times.
Alexandra Canal (closed from early 2021)	• Closure of the existing shared pathway along the southern side of Alexandra Canal.	• A temporary shared pedestrian and cycle pathway will be open before the closure of Alexandra Canal Cycleway.
Link Road (from early 2021)	• Permanent removal of traffic signalised pedestrian crossing at Link Road.	• Due to the removal of traffic signals at Link Road, a safe pedestrian crossing is no longer possible to provide. A new shared cycle and pedestrian path will be available via the new Link Road bridge. • Access to freight facilities will continue via the existing pathway located within the International terminal.
Qantas Drive (from early 2021)	• Permanent removal of pedestrian pathway on the northern side of Qantas Drive between Robey Street and Lancastrian Road. • Temporary removal of the pedestrian pathway along the northern side of Qantas Drive between Robey and O'Riordan streets to enable construction of the flyover.	• We will not be able to replace the pedestrian pathway on the northern side of Qantas Drive between Robey Street and Lancastrian Road due to space restrictions and the removal of the bus stop. • We will reinstate the pedestrian pathway along Qantas Drive between Robey and O'Riordan streets after construction of the flyover is complete.
Lancastrian Road (early 2023)	• Permanent removal of the traffic signals and pedestrian crossing at Lancastrian Road intersection (early 2023).	• Due to the removal of the existing traffic lights at the Lancastrian Road intersection, a safe pedestrian crossing is no longer possible to provide.

Artist impression of the new cycleway on the northern side of Alexandra Canal

Investment in shared pathways

We recognise that more people than ever before are walking or cycling to work or for leisure and fitness. The NSW Government has recently committed to investing a further $197 million into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to over $600 million, the largest commitment in the State's history.

The NSW Government is committed to continuing to encourage people to walk and cycle as part of their everyday commute. We recognise it helps relieve pressure on our roads and public transport system and that walking and cycling are healthy ways to travel.

We are working with Transport for NSW to look at opportunities to improve options for pedestrians and cyclists in other areas within the airport precinct.

The New M5 includes a cycleway connection to Canal Road at St Peters. The proposed M6 includes new shared cycle and pedestrian pathways through Bicentennial Park and beyond.

For further information about how we are managing shared cycle and pedestrian pathways, refer to section 8.6.4 and 8.6.5 of Sydney Gateway's combined EIS and draft MDP, Chapter 8: Construction.

Heavy vehicles in Mascot

3.5 Traffic and transport during construction

Reducing the impact of our work

Shaping the future of our city is no small task and you will notice changes to traffic management and transport while we are working. We know our work can be disruptive and delays can be frustrating for local residents, businesses and road users. Minimising our impacts is at the heart of our approach to construction.

Some examples of how we will do this include:

- minimising construction vehicle movements during peak periods where possible
- managing vehicle access to construction sites to ensure pedestrian, cyclist and motorist safety
- using clear signage and line markings to make it easier for you to navigate around our construction sites
- carrying out partial or full road closures outside of peak periods whenever we can
- making information available to help you plan your journeys.

Sydney Gateway will provide a new route for around 10,000 heavy vehicles per day

To find out more about how traffic will be managed, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 9: Traffic, transport and access.

As we build, we will refine our approach to traffic and transport management during construction.

When we are building

We are committed to minimising the impact of Sydney Gateway on the local community and businesses, and we will work together to manage and mitigate impacts to access while we build.

To ease congestion and improve traffic flow to Sydney Airport, we will be removing traffic lights at the intersection of Lancastrian Road and Qantas Drive and will be retaining left in and left out turning movements only. This intersection currently provides vehicle access to airport catering services and staff car parks.

The project will widen Qantas Drive to three lanes in each direction. During construction two lanes in each direction will remain open during peak periods with construction work happening both during the day and night.

Our construction traffic modelling shows some areas will experience some delays due to:

- an increase of construction vehicles sharing the road
- changes to network and local roads
- changes to speed limits.

Our proposed traffic phasing during construction is explained in Chapter 9 of our combined EIS and draft MDP and is subject to review and change by our appointed contractor.

Sydney Gateway will
improve travel times through Mascot
by saving up to 10 minutes
(about 15 percent in 2026 and 22 percent in 2036)

Visit our interactive online portal at rms.nsw.gov.au/sydneygatewayportal to explore the new journey to and from the International and Domestic terminals and to see what traffic changes we will have in place while we build.

We have selected our construction sites so that vehicles have direct access to the major road network to help us keep our trucks and vehicles off local streets during construction.

We will provide parking and shuttle services for our construction workforce on site and everyone will be encouraged to use public transport to minimise potential parking impacts. Our priority during construction will be to ensure you can continue to move safely around the area.

There may be some temporary loss of on-street parking in some areas, such as within Tempe Recreation Reserve and residential areas in Tempe and Mascot. This could potentially reduce the number of parking spaces available to residents and people accessing the reserve, airport or other nearby businesses.

Once the project is built, the majority of the existing traffic accessing Sydney Airport from the west will travel via Sydney Gateway, which will improve traffic capacity on local roads. As a result, travel times for vehicles travelling north–south from Mascot will also improve. Travel times are subject to our contractor's final design and we'll be working closely with Transport for NSW's Sydney Coordination Office, Transport Management Centre, Sydney Airport, local councils, stakeholders and the local community to improve connectivity and liveability.

Overall, the project would improve access to and from Sydney Airport, Port Botany, the M5 and Eastern Distributor with improvements for through traffic using Qantas Drive.

New road and cycleway connections across Alexandra Canal

Key changes to access while we build

To deliver complex parts of the project we will need to make local road or lane changes or reduce speed limits. We may also need to close a road (overnight or potentially over a weekend). This will be done while we construct new sections of road which adjoin existing roads or to erect large bridge sections. We will ensure access to Sydney Airport is maintained at all times. Our proposed closures are outlined in the following table.

Location	Changes
Canal Road	• Short-term lane closures to establish new left-in, left-out access and egress lanes, and new entry points on both sides of the road. • Temporary road closures to allow new bridge structures to be lifted into place, and an associated detour established.
Airport Drive	• Short-term lane closures, during the day or overnight to carry out project work.
Qantas Drive	• Nightly closures of a single lane of traffic in each direction to allow for the widening of Qantas Drive and construction of the flyover. • Nightly closure of lanes along Sir Reginald Ansett Drive to carry out project work.

Mascot integration work

There are a number of major road construction projects taking place in Mascot until the end of 2023 that will impact traffic congestion in the Mascot area—the opening of the New M5, M4-M5 Link and Sydney Gateway. Airport North (at O'Riordan Street) and the Mascot Pinch Points program will help manage congestion and safety in one of Sydney's most intensively and diversely used areas. The upgrades will help to address growing freight and travel demand in the Mascot area, including to and from Port Botany, Sydney Airport and across Sydney.

Transport for NSW has allocated the management and integration of these works to a dedicated integration team that will assess the impact of these projects on traffic and congestion within Bayside and City of Sydney Local Government Areas.

These assessments will determine the action required to minimise impacts during construction and to ensure the continued movement of traffic through the Mascot precinct.

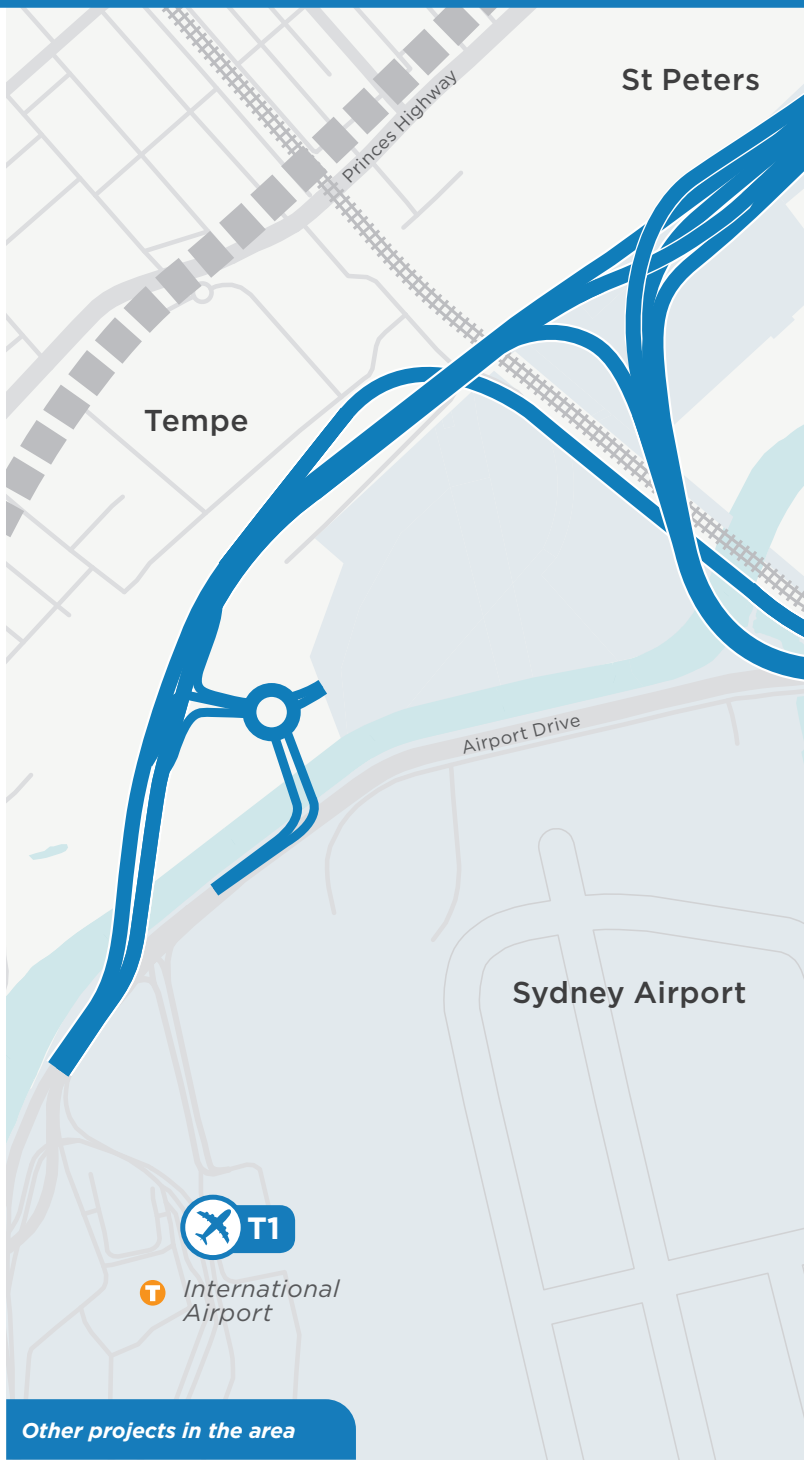
Improving movement of heavy vehicles and freight

Sydney Gateway will support the efficient movement of freight vehicles between Port Botany, logistic centres in Western Sydney and beyond via the Sydney motorway network.

Heavy vehicles travelling from South-west and Western Sydney will be able to use the motorway network to travel to and from Port Botany and bypass Mascot. Our traffic modelling indicates that by 2026 around 10,000 heavy vehicles and 70,000 light vehicles a day will travel on Sydney Gateway, minimising heavy vehicle movements through local Mascot streets. Primarily these vehicles will be travelling to Port Botany or Sydney Airport.

By 2036, around 50 per cent of Port Botany heavy vehicle traffic will use Sydney Gateway. Other heavy vehicles travelling to/from Port Botany will primarily use the existing M5 East Motorway.

Sydney Gateway will significantly reduce heavy vehicle movements through Mascot along routes such as O'Riordan Street and Botany Road. It will also reduce heavy vehicles on major arterial routes such as M5 East, the Eastern Distributor and King Georges Road.

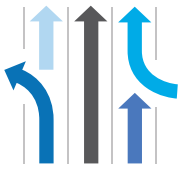


There is a small proportion of heavy vehicles which travel between Port Botany and the Cooks River Intermodal Terminal that will not have direct access onto/off Sydney Gateway. Heavy vehicles servicing the Mascot industrial area and Mascot town centre will still need to make some journeys through Mascot using the routes they use today (Ricketty Street, Kent Street, Coward Street and O'Riordan Street).

Botany Rail Duplication

The Botany Rail Duplication delivered by ARTC will duplicate the remaining section of the single line freight track between Mascot and Botany. This will provide increased capacity, efficiency, flexibility and reliability for freight customers.

The project will complement future upgrades taking place in and around the airport and port precinct which aim to improve traffic flow and help reduce congestion on nearby roads.



O'Riordan Street and Botany Road will carry around 30% less traffic in 2026*

The Eastern Distributor will carry 11% less traffic in 2026*

**Figures compare road traffic volumes with and without Sydney Gateway.*

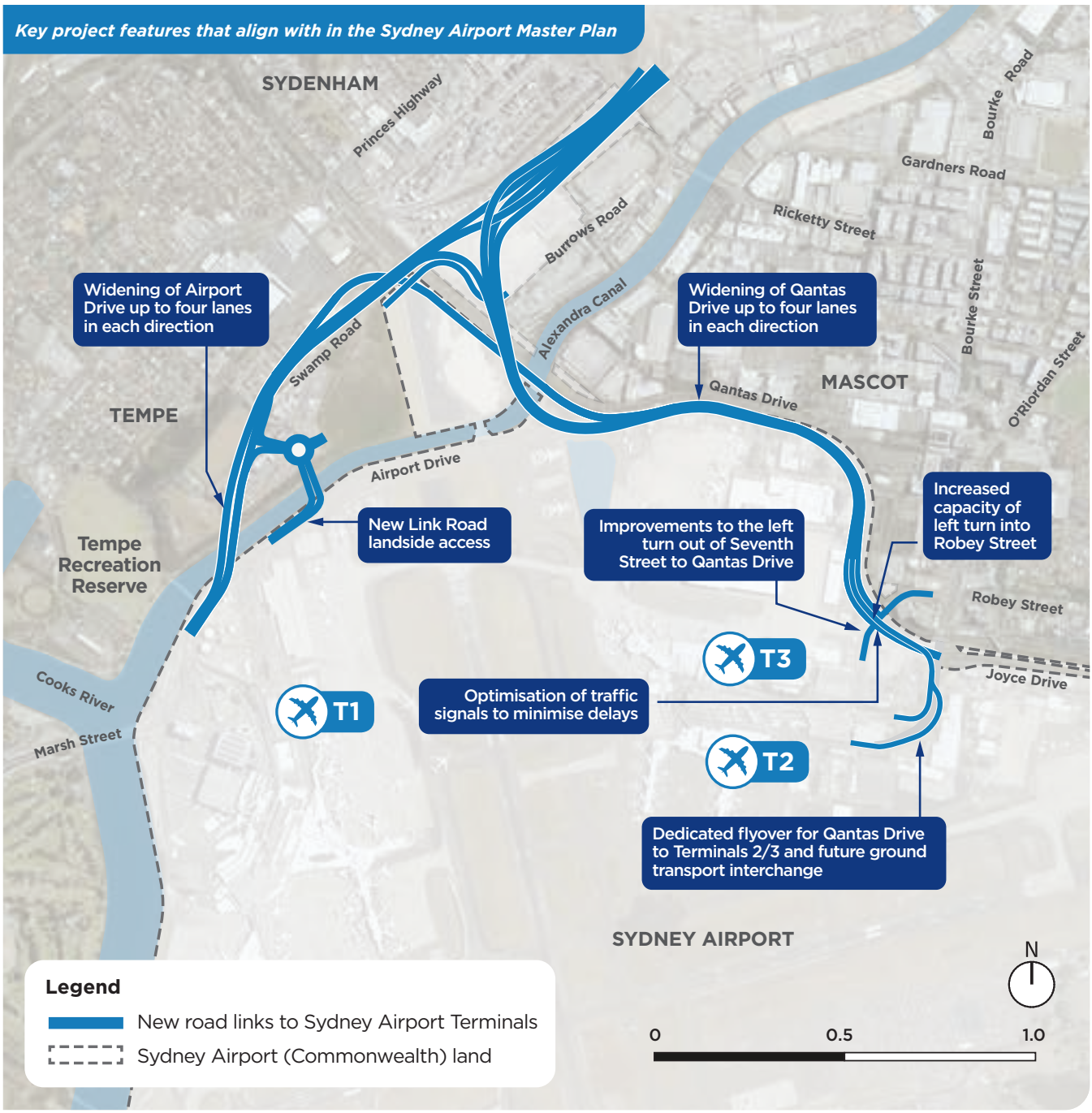
How we are aligning with the Sydney Airport Master Plan

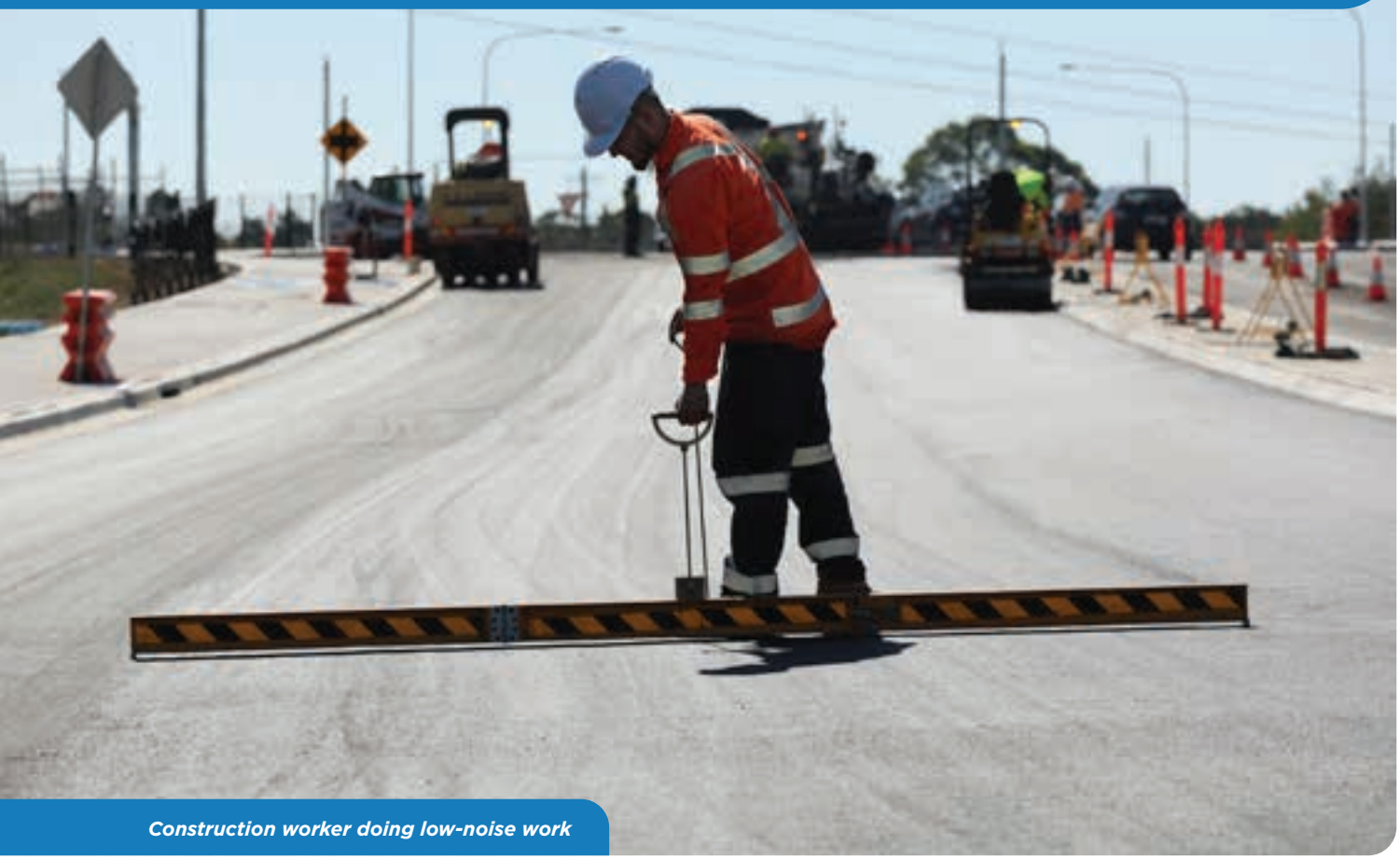
Sydney Gateway has been developed to ensure it meets the objectives of the Sydney Airport Master Plan 2039, which outlines the strategic direction for Sydney Airport's operations and development over the next 20 years.

For more information refer to page 135 of the Master Plan available at: www.sydneyairport.com.au/corporate/planning-and-projects/master-plan/master-plan-2039-downloads

Currently more than
150,000 people
visit Sydney Airport every day, with around 75 per cent travelling by road

Key project features that align with in the Sydney Airport Master Plan





Construction worker doing low-noise work

3.6 Noise and vibration

We have assessed the possible noise and vibration impacts during construction and operation of Sydney Gateway.

When we are open to traffic some areas will experience less noise because of the reduced traffic on local streets.

We know our work can be noisy at times which is why we will be using a range of measures to reduce the impact of our work when we are close to communities.

We will be in contact with impacted residents and businesses about individual needs, and will work with all stakeholders during construction.

Assessing our noise and vibration

We carried out a thorough noise and vibration assessment examining the potential impact to you when we build Sydney Gateway and once it opens.

The assessments involved identifying areas which may experience changed levels of noise or vibration as a result of our work, assessing the types and significance of the impact and how we will reduce and manage them.

Noise when we are working

What you may hear while we are working will depend on the type of work we are doing and the time of day we are carrying out our construction activities. For example, piling (driving large poles for foundations into the ground) is much louder than spraying new lines onto roads.

How noise is perceived is personal and can depend on the environment. Because of this, sound may also seem louder in some situations than others. The information below explains how we measure noise and what this will mean for you depending on which parts of our work you are located near.

How we measure noise

Noise is measured and assessed in decibels (dB). Our ears generally don't notice changes in noise of one to two decibels. We also don't hear changes in noise incrementally. We hear a change of 10 decibels as almost half or double the previous noise.

Noise is measured, predicted and assessed in accordance with the relevant legislative guidelines.

When we predict you may experience noise levels above the guidelines, we will implement additional mitigation measures and monitor noise levels. Our assessments are conservative and always assess the worst case scenario. We often find when we are working the noise generated is less than we predicted.

Day and night Noise Management Levels (NMLs)

We use NMLs to assess whether you will be impacted by noise from our work. The NML is equal to the current noise level at the quietest time of the day or night, plus 10 decibels during the day or five decibels at night. You are considered to be affected by noise if our work is predicted to be 10 decibels more than your current noise levels during the day and five decibels more at night.

There are different NMLs for non-residential properties which may be more sensitive to changes in noise levels. These includes hospitals, schools, places of worship, childcare centres and recreational spaces. We will work closely with any sensitive receivers such as these to manage the potential impacts of our work.

Highly noise affected

You are considered to be highly noise affected when the noise levels are predicted to be over 75 decibels. 75 decibels is comparable to the noise made by a vacuum cleaner. We will look at ways to further mitigate noise if you have been assessed as highly noise affected.

Nearby hotels may experience increases in noise during construction, but overall there will be minimal impact to occupants. We will continue to work with hotels to minimise impacts.

Standard guidelines for noise are:

50 decibels at night

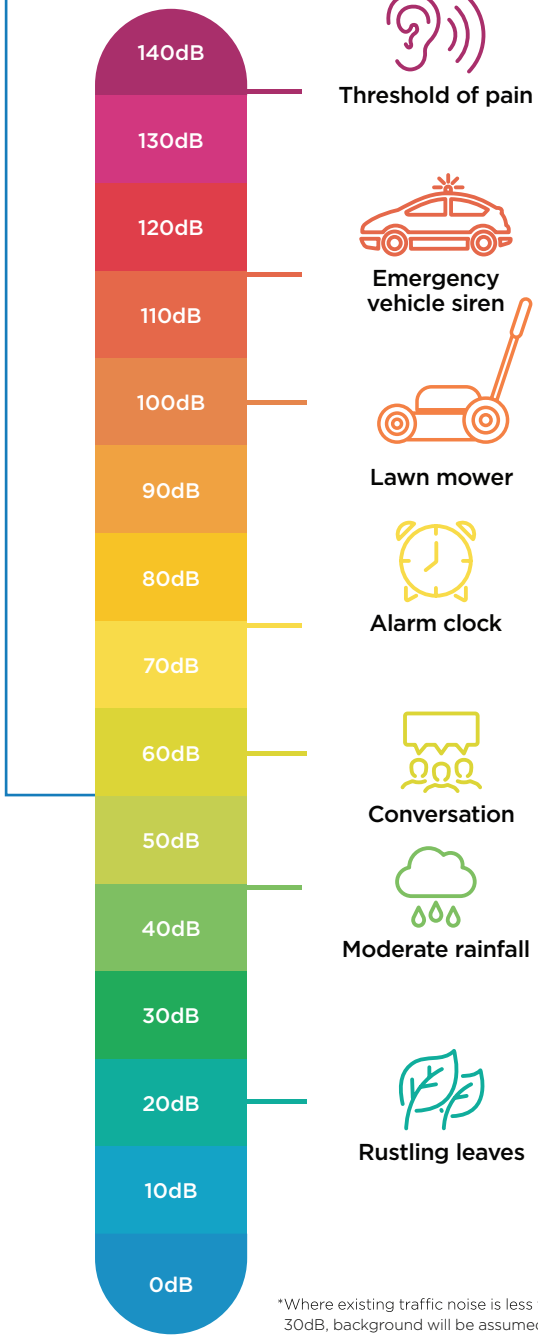
55 decibels during the day

for new **freeways or main roads**

55 decibels at night

60 decibels during the day

for upgrades of **existing roads**



*Where existing traffic noise is less than 30dB, background will be assumed to be 30dB.

Sleep disturbance and awakening criteria

We are aware that some of our work can be frustrating for people living nearby, particularly when we need to do work during the evening or at night. To acknowledge this, we also consider sleep disturbance criteria at night. This sleep criteria will account for occasional 'bangs and clangs' that may wake people from their sleep.

These assessments help us to identify if we need to implement additional mitigation measures, such as providing respite.

Noise from construction traffic

Our work will generate more trucks and cars on the road. We expect the increase in road traffic noise will be less than two decibels, which is within our guidelines and means you are unlikely to notice any change.

A Construction Noise and Vibration Management Plan will be prepared by our construction contractor and approved by the DPIE before we start building Sydney Gateway. This plan will detail processes, responsibilities and measures to manage noise and vibration and minimise the potential for impacts during construction, which the construction contractor must follow.

Vibration experienced when we are working

We know you can be sensitive to vibrations and can feel vibration at very low levels. We will use vibration criteria for human comfort levels and building structural requirements during construction.

Our assessment considers the type of work we will be doing and whether there are any properties which may be at risk. Unlike noise, it is difficult to 'predict' vibration. There are many variables like soil type and conditions, the type of rock below the surface, building types and foundations, and the plant and equipment being used on site.

We assessed the following types of vibration impact:

- disturbance to you in your property causing discomfort
- potential impact to buildings (both cosmetic damage, like small cracks, and structural damage, like damage to foundations)
- potential impact to sensitive equipment in surrounding buildings.

We will offer you a property condition survey if you are located within 50 metres of our work sites. This will provide a clear record of your property's condition before work starts.

Reducing the impact of our work

We will monitor noise and vibration to make sure it meets our guidelines and is consistent with our predictions presented in the combined EIS and draft MDP.

We will be using a range of measures to reduce the impact of our work. These will vary depending on the site and type of work we are doing. Some examples of how we will be managing noise and vibration include:

- using low noise pavements
- laying out our sites so noisy equipment is shielded by other buildings wherever possible
- monitoring noise and vibration during our work
- carrying out noisy activities during the day wherever possible
- ensuring equipment is serviced and maintained
- turning off machinery and equipment when not in use
- providing respite (breaks from our work) where possible
- providing alternative accommodation to residents, where feasible or reasonable
- providing additional notification and consultation about upcoming work.

As we build Sydney Gateway, noise and vibration monitoring will also allow us to check how effective our management methods are and if we need to make changes.

We will also be installing a noise wall next to the International terminal connection (near South Street) about five metres high, shown on page 52.

All our work will be carried out in line with the project's Conditions of Approval and Construction Environmental Management Plan which includes a Construction Noise and Vibration Management Plan, and Environmental Protection Licence conditions (if applicable).

When we open to traffic

Some areas will benefit from a reduction in noise as the result of reduced traffic on local roads. We acknowledge our project will introduce new sources of road traffic noise to some areas, with some properties on Smith Street and South Street noticing some increases in noise. A new noise barrier will be built in Tempe as part of Sydney Gateway.

We have identified and assessed all properties that may be affected by the project when it is open to traffic.

We always try to mitigate noise at the source first, such as installing low noise pavement. If this does not reduce the noise enough, or is not feasible, we will then look at other options. This includes measures like building noise walls or providing your property with noise treatments.

We will be identifying properties which will be potentially eligible for noise treatment. Properties identified as eligible for noise treatment are subject to further investigation and assessment as the project progresses.

If your property is eligible we will be in contact with you later in 2020. We want to start our treatment program as early as possible so you may benefit from reduced noise early in construction.

You do not need to contact us as we will be in touch with you directly if you are eligible.

For further information about how we are addressing noise and vibration, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 10: Noise and vibration.

Entrance to Sydney Airport Domestic terminals

3.7 Air quality

We assessed how dust, exhaust emissions and odour, such as those potentially from the former Tempe landfill, may affect air quality.

Our assessment looked at how Sydney Gateway might affect air quality during construction and once we are open to traffic.

We will minimise any potential dust impact from our construction activities by implementing best practice management measures to substantially reduce dust across the project area. Management measures include:

- spraying water over affected areas
- covering exposed soil
- applying soil stabilisers
- using barriers and fencing
- sweeping equipment to clean debris and dust.

Any impact you and your community might experience from dust during construction will be temporary.

Our work at the former Tempe landfill has the potential to generate odour, however this is unlikely due to the type of waste that may be exposed. Odour control measures will be implemented during construction to manage waste in accordance with relevant waste management guidelines to minimise this risk.

Given the age of Tempe Lands, much of its content has already broken down. We will put in place work management measures that assume high levels of odour to minimise any impact to the community.

A Construction Air Quality Management Plan will be followed throughout construction to manage and minimise impact to air quality, odour and landfill gas.

We have based our assessment on existing monitoring. Air quality levels are currently modelled and available in Sydney Gateway's combined EIS and draft MDP, Chapter 12: Air quality.

Air quality in Sydney has improved over the past few decades due to initiatives which have reduced emissions from industry, motor vehicles, businesses and residences. Motor vehicle emissions are predicted to decrease significantly by 2036 as a result of improvements in emission control and vehicle engine technology. Overall, traffic emissions in Sydney are predicted to be reduced by up to 50 per cent by 2027 and up to 65 per cent by 2037, when compared with 2016.

Air quality changes once Sydney Gateway is open to traffic

3.8 Biodiversity

Our study examined biodiversity in the project area and how to manage any possible impacts.

Over the years, urban development has heavily altered the project area. This is ongoing. The majority of vegetation in the area exists on modified landforms and native vegetation and the habitat is generally in poor condition.

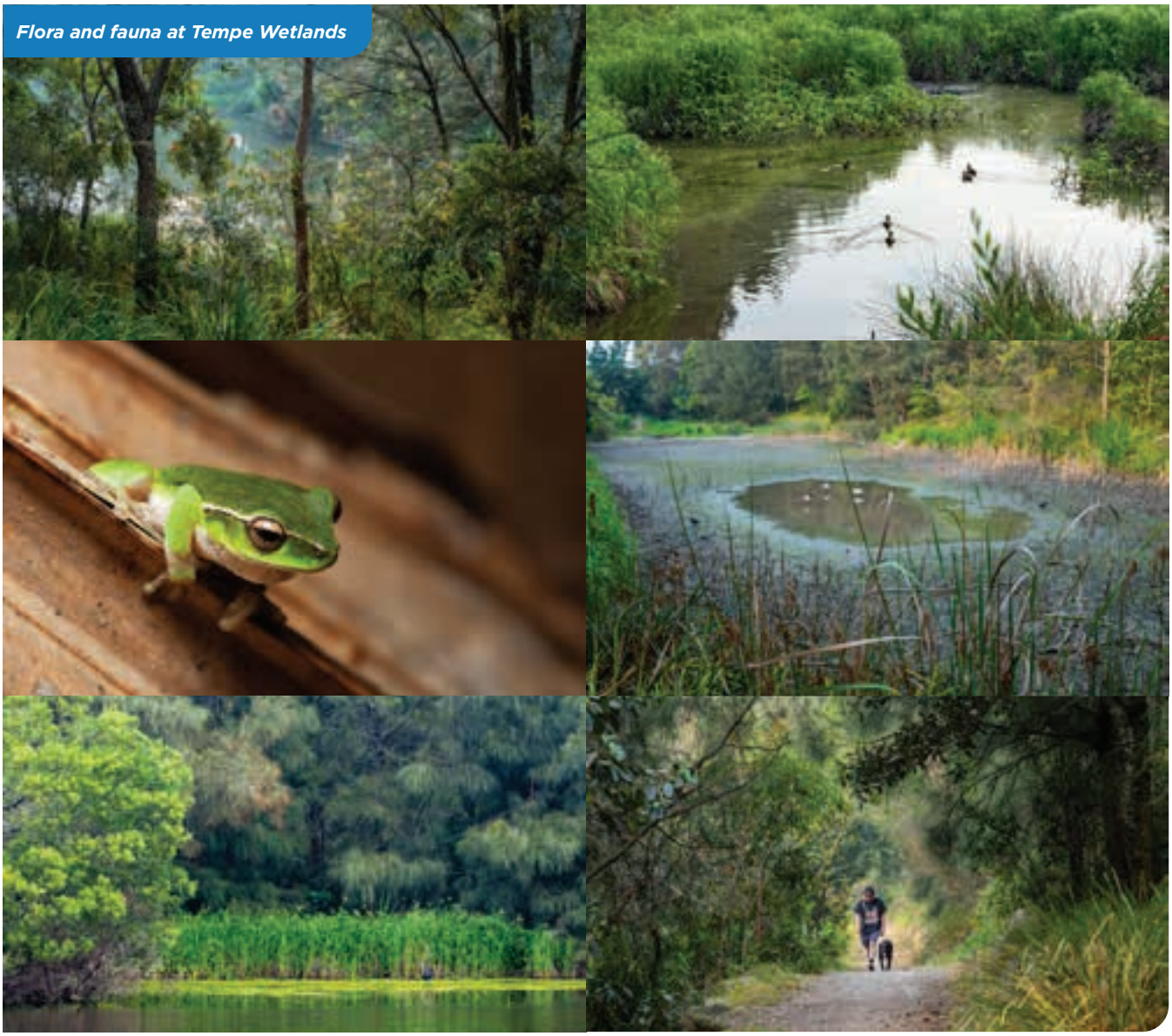
There are no threatened ecological communities listed under the *Biodiversity Conservation Act 2016* or *Environment Protection and Biodiversity Conservation Act 1999*, located within the project site.

Our project is mainly being built on land that has previously been cleared or paved and which has no significant biodiversity value. During construction, we will remove about 25 hectares of vegetation and offset will be provided where possible. Some of this includes potential foraging habitat for species such as the grey-headed flying-fox (nationally protected) and the eastern bentwing-bat.

We will minimise the need to remove or disturb native vegetation and fauna habitat. A tree management strategy will be developed including measures to offset the loss of trees and achieve a net increase in tree canopy.

For more information about how we are addressing biodiversity, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 22: Biodiversity.

Flora and fauna at Tempe Wetlands



3.9 Managing waste and contamination

We are continuing to work with environmental experts, Inner West Council and our construction advisors to manage existing contamination within our construction sites and to minimise the volume of waste and spoil generated by the project.

To protect our environment and ensure safety in and around our sensitive work areas, we carried out desktop studies and significant ground investigations to consider all the environmental risks of disturbing existing contaminated soils during construction and operation.

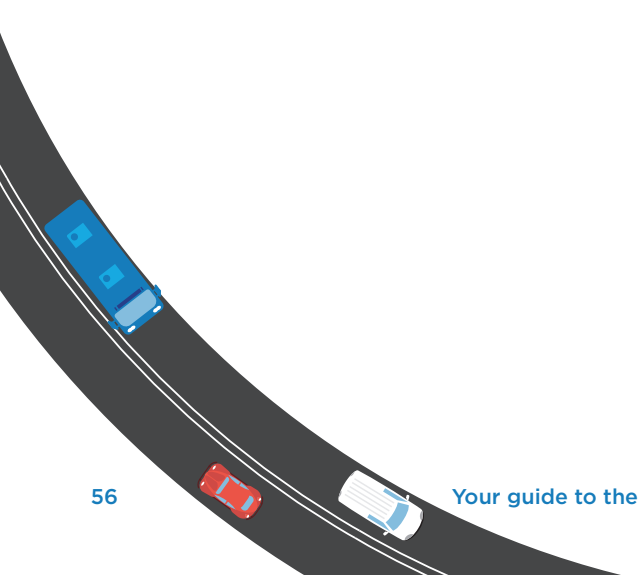
We also considered the types and quantities of waste generated and the management of waste stockpiles.

As part of our studies, we assessed five key work areas including:

- the former Tempe landfill
- Sydney Airport Northern Lands car park
- land north of the rail corridor
- Sydney Airport land along Alexandra Canal and Qantas Drive
- Alexandra Canal.

From our assessments, we have proposed a range of mitigation measures to effectively manage the potential impact of contamination and waste.

As part of our mitigation measures, we will show due care when working on the former Tempe landfill and have outlined our approach to managing waste removed from this site.



Waste management

We understand the importance of safely managing and disposing of waste material and we will treat our waste in an environmentally-friendly manner.

Our main source of waste will be from earthworks as excavated material or 'spoil' during site establishment and construction of our road infrastructure and landscaping.

Spoil will be generated by work requiring excavation, including:

- piling for bridge and overpass of abutments
- roadways and the replacing of the existing shared cycle and pedestrian pathway route
- drainage infrastructure
- retaining walls
- utility work.

We will also be developing a Construction Waste Management Plan that will explain waste types and volumes, and the process for managing waste including spoil haulage and disposal.

For further information about how we are managing waste refer to Sydney Gateway's combined EIS and draft MDP, Chapter 24: Waste Management.

Protecting our environment when working on the former Tempe landfill

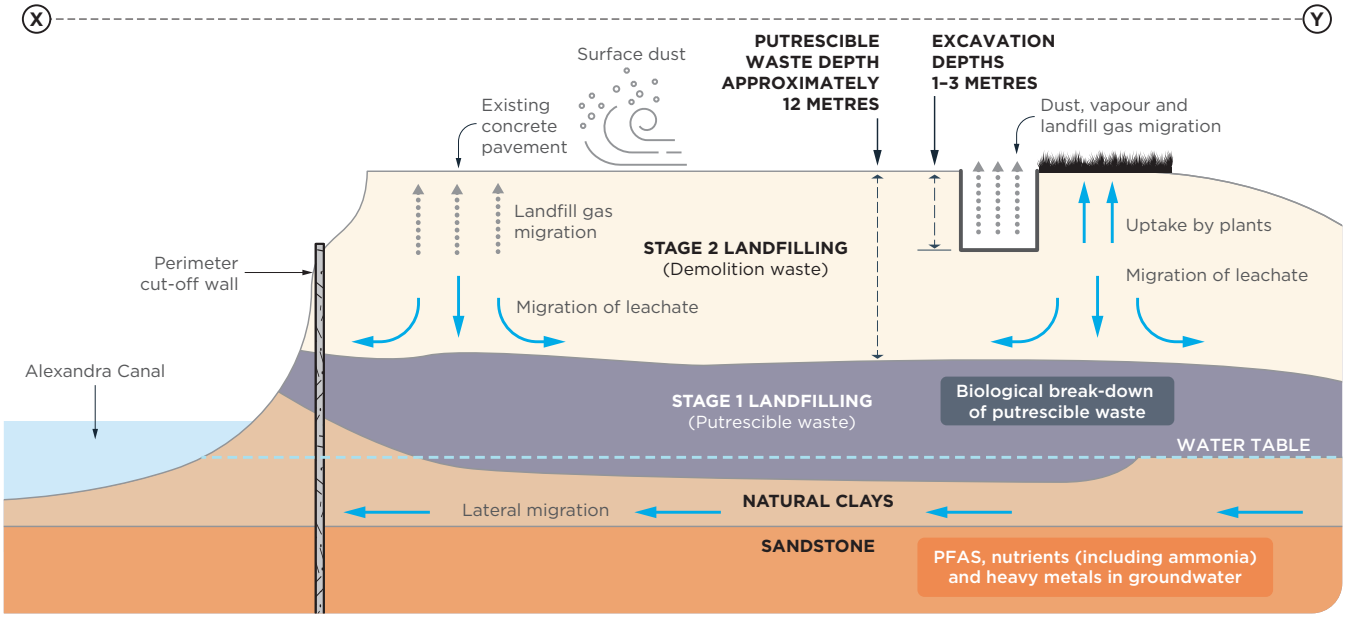
We have designed the project to minimise excavation at the former Tempe landfill. Due to the age of the former landfill, it is expected the majority of waste has degraded.

We will need to excavate to a depth of around 1-3 metres. At this depth, most of the excavated material is from construction and demolition waste. Any contaminated material disturbed during excavation will be managed in accordance with the EPA's *Environment Guidelines: Solid waste landfills 2016.*

Landfill capping has been used at the former landfill since 2005, which forms a barrier that protects contaminated contents from being exposed.

Former Tempe Landfill conceptual site model

X - Y CSM Cross Section Layer



When waste material is removed from the former Tempe landfill, it will be managed off-site and on-site, with re-capping after construction is complete. The new landfill capping layer will reduce the potential for landfill gas emissions and odour.

During construction, the operation of a new water management system within the former Tempe landfill will prevent contaminated water leaving the site.

Managing waste removed from the former Tempe landfill

We will need to excavate parts of the capping layer and waste material from the former Tempe landfill.

To minimise heavy vehicle movements on the local road network, we are proposing to store and manage some waste material excavated from the former Tempe landfill on-site. Some material will be transported off site, while other material will be managed on-site and recapped after work is complete. The new landfill capping layer would prevent the release of landfill gases and odour.

Final decisions on the location and size of spoil mound(s) will be made to minimise potential turbulence impacts to planes, and enhance open space opportunities.

A new gas collection and venting system will also be installed below sections of the new landfill capping layer to allow landfill gas to be collected and filtered.

A Construction Waste Management Plan will also be developed to explain more about how we will store and dispose of spoil off site.

For more information about how we are managing contamination refer to Sydney Gateway's combined EIS and draft MDP, Chapter 13: Contamination and soils.

We will replant many of the trees removed during construction to help increase the amount of tree canopy.

3.10 Urban design and landscape

We are looking at ways to improve the existing landscape and visual environment and how we can reduce the impact to local vegetation, environment and landscape during construction and operation.

We understand the local community has questions and concerns about the landscape and visual impacts from Sydney Gateway.

There will be a number of major changes to the visual landscape once Sydney Gateway is complete. This will include the road connection from St Peters Interchange through Tempe and our flyover that will cross over Qantas Drive and Sir Reginald Ansett Drive near the Domestic terminals. We will prepare an Urban Design and Landscape Plan (UDLP) in close consultation with Inner West Council and the local community. The UDLP will be prepared by our appointed construction contractor.

The map below shows open space areas available at the completion of the project. These areas will be addressed as part of Inner West Council's master plan for the future use of Tempe Lands and adjoining areas.

For further information about how we are addressing urban design and landscape, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 21: Landscape character and visual amenity.

Artist impression of new open space area after completion of Sydney Gateway

Cyclist crossing a bridge over Alexandra Canal

3.11 Water and flooding

Groundwater

Our assessment looked at the existing groundwater situation. We identified the potential impacts construction work may cause and set out the steps we will take to minimise and manage these.

Excavations during construction are likely to reach groundwater which will be appropriately managed.

Our construction work will be carefully planned and carried out to minimise any impact on groundwater. We'll do this by avoiding removal of groundwater wherever possible and by minimising any flow of groundwater into excavations. In addition, we will develop and follow a strict process for how we remove groundwater from excavation areas. Any contaminated groundwater will be treated before discharge.

For further information about how we are addressing groundwater, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 15: Groundwater.

Surface water

Our assessment looked at surface water and water quality in the Sydney Gateway area. This allowed us to identify any potential impacts from construction and operation of the road and plan how to reduce them.

The project sits largely within the Cooks River catchment, with Alexandra Canal passing through the project site. The assessments showed the canal is in poor condition. During construction, we will be building new and upgrading existing pipes and outlets to manage stormwater. We will be monitoring water quality during construction.

We will install water treatment devices and grass drainage channels (known as swales) to improve water quality within Alexandra Canal. Once Sydney Gateway is open to traffic, there will be very little change in nutrients in the water.

For further information about how we are addressing surface water, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 16: Surface water.

Flooding

Our research looked at the existing water environment in the Sydney Gateway area and its potential for flooding. We examined how construction and operation might affect this and what we could to reduce and manage these impacts.

We found that our work is likely to have a minor impact on flood levels in the Sydney Airport and St Peters connection area, with levels increasing by up to 50 millimetres above existing levels. Negligible to minor impacts may occur in other areas. Our assessment indicated that once Sydney Gateway is open, it will have only a minor impact on flood behaviour.

To reduce impact at all stages, we will carry out further flood investigations and implement measures during construction. This will include examining the effectiveness of drainage systems once Sydney Gateway is complete and considering the potential impact of climate change on flooding.

For more information about how we are addressing flooding, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 14: Flooding.

When we are building, Sydney Gateway we will create

up to 3,000

indirect full time jobs through construction and generate about

$5.3 billion

for the NSW economy

3.12 Social and economic

We have designed the project to minimise the need for property acquisition.

Our assessments considered how the project may impact on social and economic aspects such as cultural diversity, community connectivity and liveability while also considering traffic and transport, parking, accessibility and property impacts.

During construction there will be some temporary traffic and transport delays. We are working closely with Transport for NSW's Sydney Coordination Office, Sydney Airport, local councils, emergency services and bus operators to minimise traffic and transport impacts. Once we are open to traffic, you will experience greater access and connectivity to Western and South-western Sydney and improved travel times.

We will need to acquire land to build new roads and will work with Inner West Council to unlock new open spaces for the community as part of Council's master plan for the Temple area.

We are committed to managing our impacts such as noise, vibration and dust at our sites during our work and at the end of work.

In operation, the business and wider community will enjoy better journey times and improved movement of people and freight.

For more information about how we are addressing social and economic impacts, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 21: Social and economic impacts.

3.13 Health and safety

Our study assessed how Sydney Gateway may affect health, safety and hazards. We have determined the best ways to reduce impacts during construction and when we are open to traffic.

We recognise that large scale infrastructure projects like Sydney Gateway can impact local communities, so we are committed to looking after your health while we build. Noise and vibration is a significant impact from the project and is likely to occur. So we will take steps to keep these impacts to a minimum. *Refer to section 3.6 of this document for more detailed information.*

We identified other factors that may also increase levels of stress and anxiety. These included traffic changes during construction, visual changes, and changes to your neighbourhood, such as loss of recreational space. While in many cases, these will only be experienced during construction work, we do know there is a potential for construction fatigue, where people experience impacts over an extended period of time. We will work to minimise these factors and seek to identify anyone who may be susceptible to construction fatigue so we can take action to reduce this.

We will take steps to make sure there are no hazards or risks to public safety during and after construction. This will include storing and handling dangerous goods appropriately.

Our study found that there will be no measurable change in vehicle emissions in the area during construction. While permanent changes in an environment can negatively affect health and wellbeing, they can also bring benefits. Our study suggests local health and wellbeing will benefit from the economic improvements from better access and travel times, together with reduced stress and anxiety from less congestion, and better access to travel, transport and employment opportunities.

During construction we will form an emergency response plan to manage emergency situations that may threaten public or worker safety.

Sydney Gateway will pass through the Tempe Lands, where we will be excavating material out of former landfill. Our expert environment and construction teams are investigating ways to minimise our impact at this site and on the community. *Refer to section 3.9 of this document for more information.*

Park and residential area in Tempe

No residential properties will be acquired for Sydney Gateway.

For more information about how we are addressing health, safety and standards, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 23: Health, safety and hazards.

3.14 Property and land use

We have designed the project to minimise the need for property acquisition and our construction approach allows us to minimise our land and property impacts.

Our property and land use assessment identifies the potential impact of the project on properties and open space.

Around 69 hectares of land will be required for construction, of which around 33 hectares is temporary. We have placed our temporary construction sites in areas where we can rehabilitate including around 17 hectares of Commonwealth-owned land, 12 hectares of state-owned and council land, and around 4 hectares of privately owned commercial land. We will relocate advertising billboards at locations alongside the project infrastructure. No residential property will be disturbed as part of work at our construction sites.

We recognise how important open space is to the community. We are consulting with Inner West Council to unlock open space in your area. A new active transport link will keep the shared cycle and pedestrian pathway along Alexandra Canal into the future.

We will use space efficiently and make the most of our work areas, enabling us to reduce our overall project footprint. We are managing the property acquisition process in accordance with legislative requirements and reforms.

For more information about how we are addressing property and land use, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 19: Property and land impacts.

3.15 Heritage

Our evaluation of heritage has included looking at items of potential heritage significance within the Sydney Gateway area.

Non-Aboriginal heritage

We examined any impact the project might have on non-Aboriginal heritage and how we could reduce and manage it.

We found that Alexandra Canal, the heritage listed item 'the Sydney Airport (Kingsford Smith) Group' and the Cooks River Intermodal Terminal were most at risk of impact during construction. For example, Alexandra Canal will have bridges built over it and nine drainage outlets constructed in its walls.

The Sydney Airport Heritage Management Plan is also being prepared to assess heritage items and provides a plan for managing heritage. For more information about the national heritage values of the airport, refer to the Commonwealth Government's Heritage List.

Aboriginal heritage

The evaluation examined potential impacts to existing Aboriginal heritage items and how we could best reduce and manage this. Our process involved close consultation with the traditional owners of the land and looked into the presence of any below-ground Aboriginal heritage items that might be affected by the project.

Consultation with Aboriginal parties included:

- contacting relevant organisations to identify Aboriginal parties with cultural interest/knowledge in the study area
- placing advertisements in newspapers, including the Koori Mail and local newspapers
- sending letters to Aboriginal parties to invite them to register their interest in the project – a total of 12 individuals representing 10 groups registered their interest
- presenting information about the project and assessment at an Aboriginal focus group meeting held in December 2018
- sending the draft Aboriginal Cultural Heritage Assessment Report to registered Aboriginal parties for review.

There are no listed Aboriginal sites within the project site; however Alexandra Canal has been identified as having Aboriginal heritage values. Field surveys identified two areas with potential to contain Aboriginal archaeological deposits. To preserve these, we will carry out salvage excavation ahead of any construction work.

Our assessment showed there will be no impacts to recorded Aboriginal sites or places during construction.

For more information about how we are addressing heritage, refer to Sydney Gateway's combined EIS and draft MDP, Chapter 17: Non-Aboriginal heritage and Chapter 18: Aboriginal heritage.

Alexandra Canal shared cycle and pedestrian pathway

Aerial representation of the project

We have designed the project to minimise our environmental footprint.

3.16 Sustainability, climate change and greenhouse gas

Climate change and greenhouse gas assessments informed the concept design. Sustainability targets and initiatives will be integrated into the detailed design, construction and operation of the project.

Our assessments considered how the project will reach sustainability targets for climate change resilience, waste reduction, resource consumption, community liveability, heritage, and natural environment.

To minimise environmental impacts, we will re-use waste materials on site where possible, reducing truck movements by taking less material off site and creating new landscape features. A sustainability management plan will be developed to ensure that sustainability considerations are implemented in all project phases. The plan will also include measures and targets to reduce greenhouse gas emissions during construction and operation of the project.

For more information about how we are addressing sustainability and climate change and greenhouse gas refer to Sydney Gateway's combined EIS and draft MDP, Chapter 25: Sustainability and Chapter 26: Climate change and greenhouse gas.

Passengers at Sydney Airport

Section 4

How to make a submission

The Sydney Gateway road project is subject to approval under the *NSW Environmental Planning and Assessment Act 1979* and the *Commonwealth Airports Act 1996*.

The NSW planning process requires the display of the EIS, while the Commonwealth process requires a draft MDP.

We developed a combined EIS and draft MDP document to fulfil both State and Commonwealth approval processes which was placed on public exhibition from 20 November 2019 for the public to read and make submissions.

Submissions are invited under both processes and you can decide whether you would like to provide your submission to the NSW Government, Commonwealth Government or both.

We welcome all your comments and feedback and you may submit comments on either process.

Artist impression of the new flyover into the Domestic terminals

Artist impression of the new bridge over Alexandra Canal near the International terminal

The EIS will be on exhibition from Wednesday 20 November 2019 until Thursday 19 December 2019. Submissions must be received by DPIE.

The preliminary draft MDP will be on exhibition from Wednesday 20 November 2019 until Friday 21 February 2020. Submissions must be received by Sydney Airport Corporation.

Tempe community at Tempe Reserve

Where to make a submission

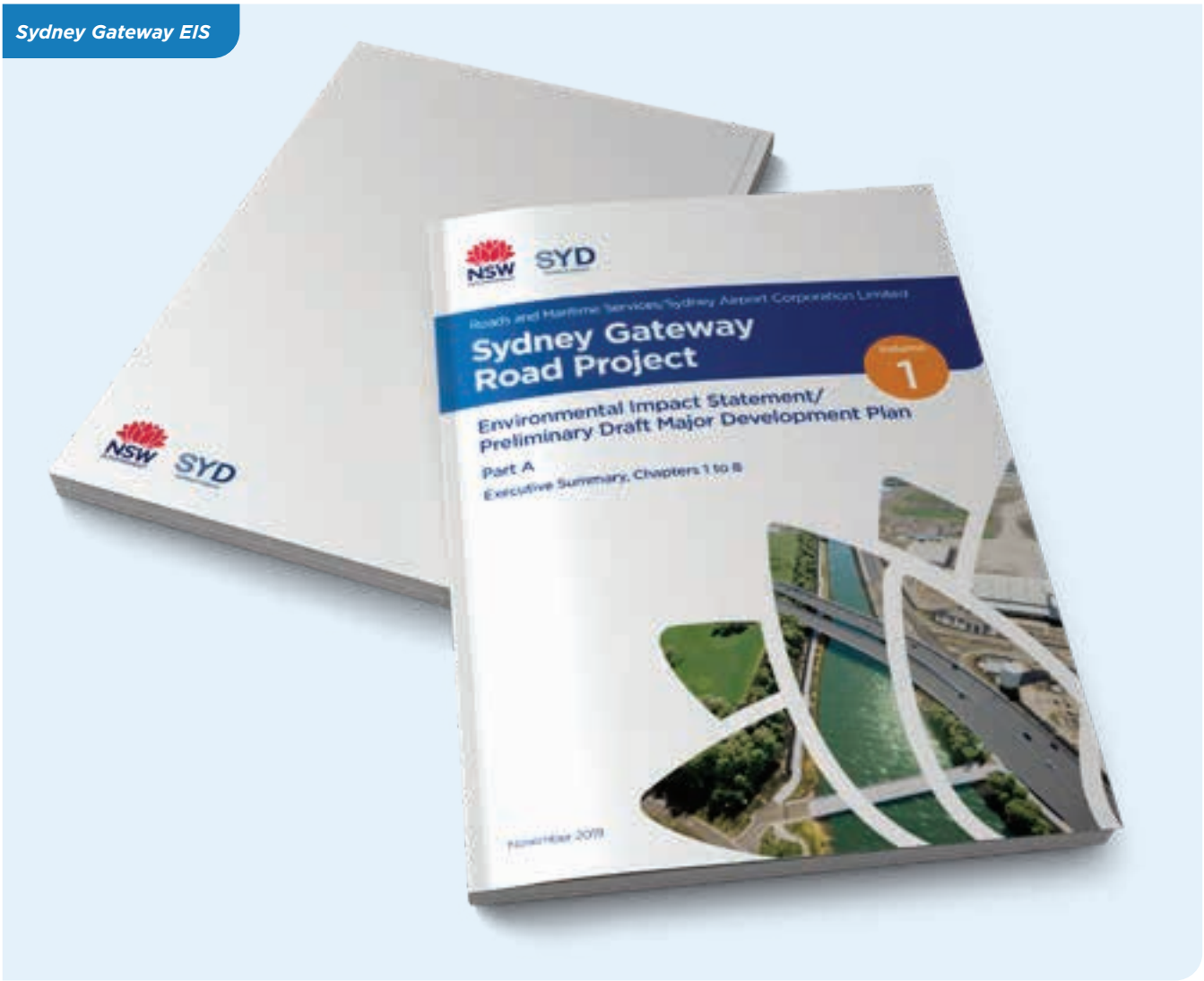
The submission process is your opportunity to have your say in the development of Sydney Gateway road project. We are aware of the importance of this project to the community and will consider all submissions received.

You can make submissions about the proposed project under the NSW or Commonwealth process, or both.

Hard copies of the EIS and preliminary draft MDP can be viewed at the venues listed below:

- **Roads and Maritime Services (Head Office)**
  20-44 Ennis Road, Milsons Point NSW 2061
- **Sydney Airport Corporate Office**
  Ground Floor Reception,
  Nigel Love Building, 10 Arrivals Court,
  Sydney International Airport, Mascot NSW 2020
- **Green Square Library**
  355 Botany Road, Zetland NSW 2017
- **Marrickville Library**
  313 Marrickville Road, Marrickville NSW 2204
- **Arncliffe Library**
  11 Firth Street, Arncliffe NSW 2205
- **Bayside Council**
  Rockdale Customer Service Centre
  444-446 Princes Highway, Rockdale NSW 2216
- **Mascot Library**
  2 Hatfield Street, Mascot NSW 2020
- **Eastgardens Public Library**
  Eastgardens Library, Westfield,
  152 Bunnerong Road, Eastgardens NSW 2036
- **City of Sydney Council**
  Town Hall Customer Service Centre, Level 2,
  456 Kent Street, Sydney NSW 2000
- **Inner West Council**
  Petersham Customer Service Centre
  2-14 Fisher Street, Petersham NSW 2049

Sydney Gateway EIS



EIS

Members of the public can read the combined document on the DPIE website at www.planningportal.nsw.gov.au/major-projects.

Feedback on the EIS should be made to the DPIE.

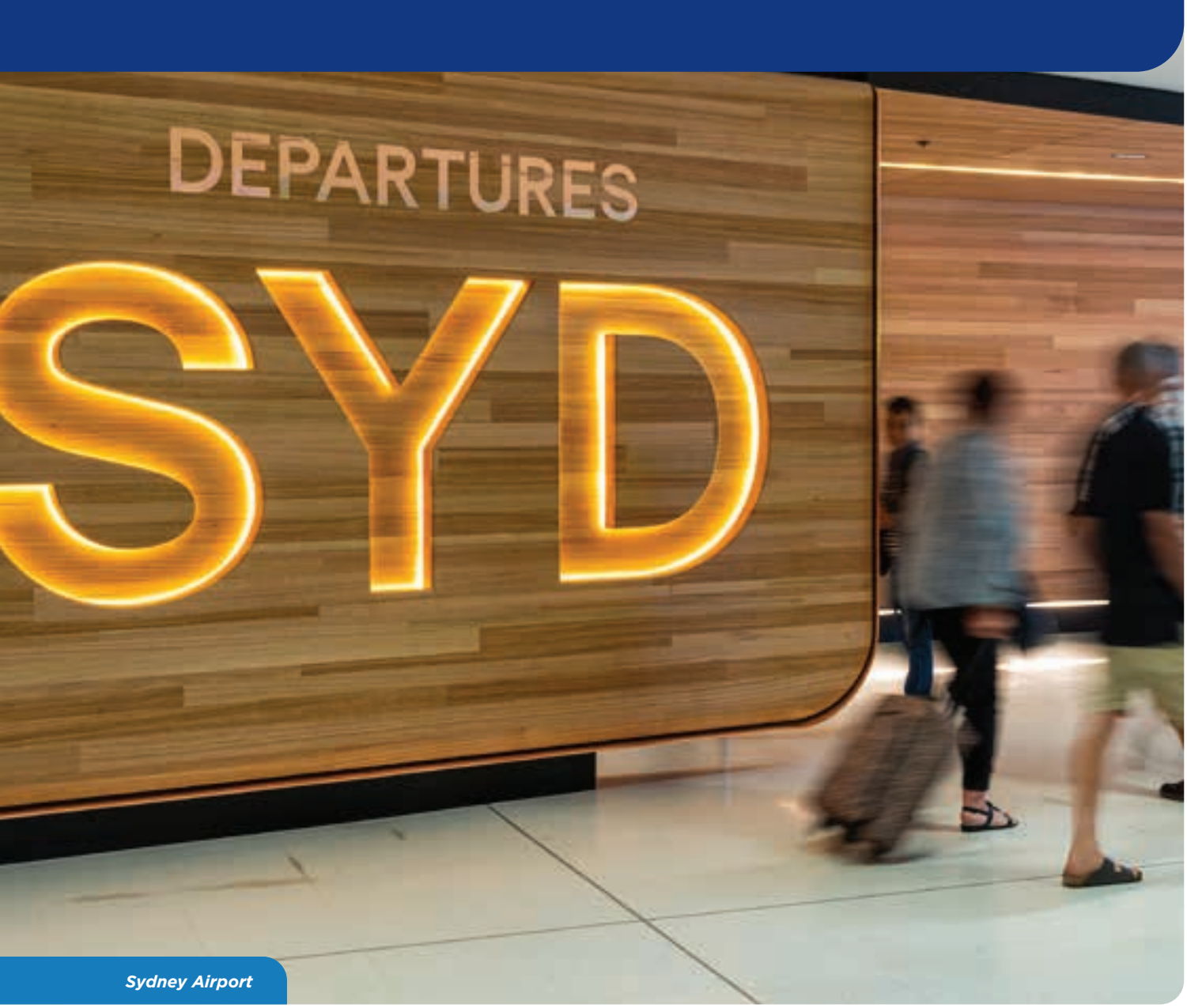
Submissions must be in writing and can be lodged:

www.majorprojects.planning.nsw.gov.au

Sydney Gateway Road Project Submission
Attention: Director – Transport Assessments
Planning and Assessment, Department of Planning, Industry and Environment
Application number SSI-9737
GPO Box 39,
Sydney NSW 2001

Your submission needs to include:

- your name and address
- the name of the project you are commenting on
- the SSI Application number: SSI_9737
- a brief statement outlining whether you support or object to the proposal
- the reasons why you support or object to the proposal
- a declaration of any reportable political donations from the last two years.



Sydney Airport

Preliminary draft MDP

Under the *Commonwealth Airports Act 1996*, the draft MDP will be placed on public exhibition for a minimum of 60 business days, not including public holidays or the period between Christmas Day and New Year's Day.

Members of the public can read the combined EIS and draft MDP on the Sydney Airport Corporation website at www.sydneyairport.com.au/sydneygateway.

Submissions must be in writing and can be lodged:

Sydney Gateway Major Development Plan
Attention: Mr Ted Plummer (Special Adviser Government and Community Relations)
Sydney Airport
Locked Bag 5000
Sydney International Airport
NSW 2020

@ sydneygateway@syd.com.au

Please note there will be a Christmas shutdown period from 20 December 2019 to 5 January 2020. During this time the Sydney Gateway Project Team will not be available to answer phone calls or respond to emails until we return to the office on 6 January 2020.

Next steps after submissions close

The NSW process and the EIS

At the end of the exhibition period, DPIE will provide us with a copy of all public and government submissions and a summary of issues raised.

All submissions received will be posted on the DPIE website. We will protect the privacy of those who request privacy in their submissions, by removing their names from submissions before they are posted online.

We will respond to any submissions received, according to the *Environmental Planning and Assessment Regulation 2000*. As we expect more than 10 submissions, we will prepare a Submissions Report responding to the issues raised. We will make this available on the DPIE website.

If there are any changes made to the project after the exhibition period, we will document the changes in a Preferred Infrastructure Report.

If the Minister for Planning and Public Spaces approves the parts of the project on State land, and the Australian Minister approves parts of the project on Commonwealth land, then the Sydney Gateway road project can be built. For the project to proceed, both the EIS and the draft MDP need to be approved.

The Commonwealth process and the preliminary draft MDP

After the exhibition period, a document will be prepared outlining issues raised and how they have been addressed for consideration by the Australian Minister for Infrastructure, Transport and Regional Development. A summary of issues raised and any changes to the preliminary draft MDP will be documented in a supplementary report, which is then submitted to the Minister. The Final MDP is published if approved by the Australian Minister. If the Australian Minister for Infrastructure, Transport and Regional Development approves the parts of the project on Commonwealth land, and the State Minister approves parts of the project on State land, then the Sydney Gateway road project can be built. For the project to proceed, both the EIS and the draft MDP need to be approved.

Visit us

We encourage you to drop in at one of our community information sessions, or public information booths if you would like to find out more about Sydney Gateway before you make your submission.

Interactive portal

Visit our new interactive portal to tour Sydney Gateway: rms.nsw.gov.au/sydneygatewayportal

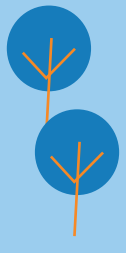
Contact the Sydney Gateway team

rms.nsw.gov.au/sydneygateway

sydneygateway@rms.nsw.gov.au

1800 654 446

Sydney Gateway
Roads and Maritime Services
Locked Bag 928, North Sydney NSW 2059



Contact the Sydney Gateway team

rms.nsw.gov.au/sydneygateway

sydneygateway@rms.nsw.gov.au

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Sydney Gateway
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Locked Bag 928, North Sydney NSW 2059

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