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February 2014

East Coast Infrastructure Strategy

Context

The current east coast population of Australia is 18 million± with 14 million± people located in NSW, the ACT and Victoria.

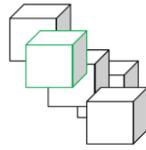
Major domestic and international airports are located in all capital cities, and varying quality road and rail links connect the main population regions of the East Coast – refer diagram 1.

Sydney, the largest city with a population of 5 million±, is geographically restricted by east coast CBD location and surrounding Great Dividing Range and Blue Mountains to the west. Existing road and rail links to the Sydney Basin are via the Southern Highlands, western Blue Mountains and northern Hawkesbury River.

These environmental and topographical limitations provide potential for increased commercial and residential development – but seriously restrict future major infrastructure programs.

Sydney's rail and road systems are inadequate and antiquated – and limited Sydney Airport capacity is further restricted by a curfew, inner city location, and increasingly difficult traffic congestion, noise and pollution.

Any further major infrastructure, such as the proposed Badgerys Creek second Sydney airport – will further compromise projected growth of the city and increase traffic, noise and pollution in the Sydney Basin. A further limitation is that Sydney Airport has first right of refusal on a second airport within 100km of the CBD.



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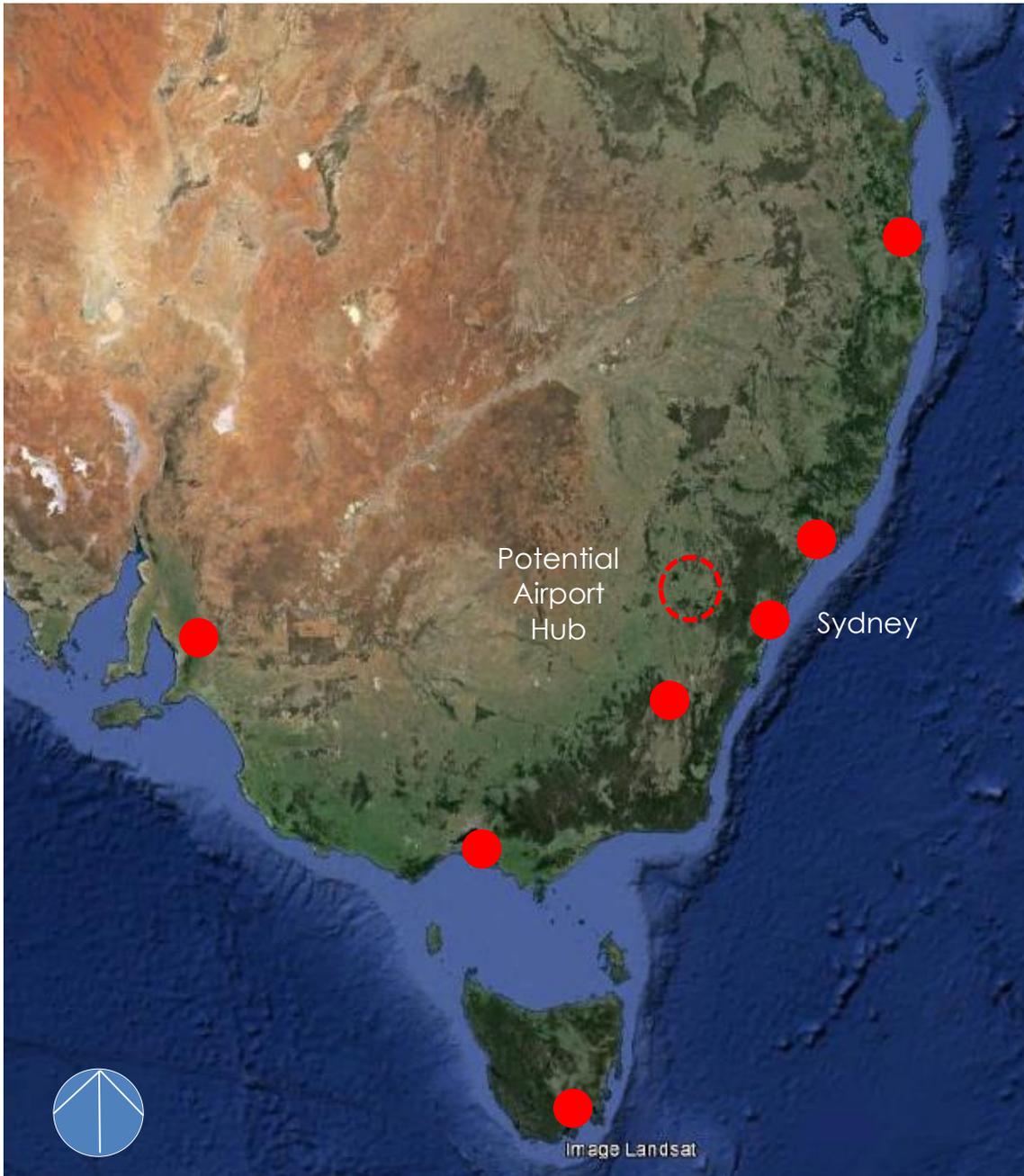
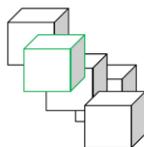


Diagram 1 Major South & East Coast Airports

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Opportunity

The Australian Government has the opportunity to initiate a major East Coast Infrastructure Strategy and legacy – with significant national and regional transportation, environmental and decentralisation benefits.

Through the previous Government the *2012 Joint Study on aviation capacity for the Sydney region* recommended optimising existing Sydney region airports and select / confirm 'the site for a new supplementary airport for the Sydney region'.

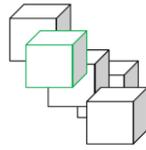
The Joint Study mainly considered sites in the Sydney region and provided limited commentary on regional transportation implications and the potential East Coast High Speed Rail (HSR).

The Australian Government should now develop a new infrastructure framework with a wider regional context – encompassing progressive development of the East Coast HSR and a major 24 hour International Airport Hub – similar to Dallas Fort Worth in the US and current planning for a new London Airport Hub.

This would provide the East Coast with a major 24 / 7 Hub for all international flights – supplemented by domestic feeder flights and efficient rail and road links to capital cities and regional centres.

Potential Airport Hub locations require careful investigations of sites west of the Sydney region between Canberra and Newcastle – in conjunction with identifying the most cost effective HSR corridor, with recommended initial Sydney Canberra phase – refer diagram 2.

The opportunity is to create a comprehensive East Coast infrastructure, decentralisation and transportation vision for the next 100 years – and a lasting legacy for the Abbott Government.



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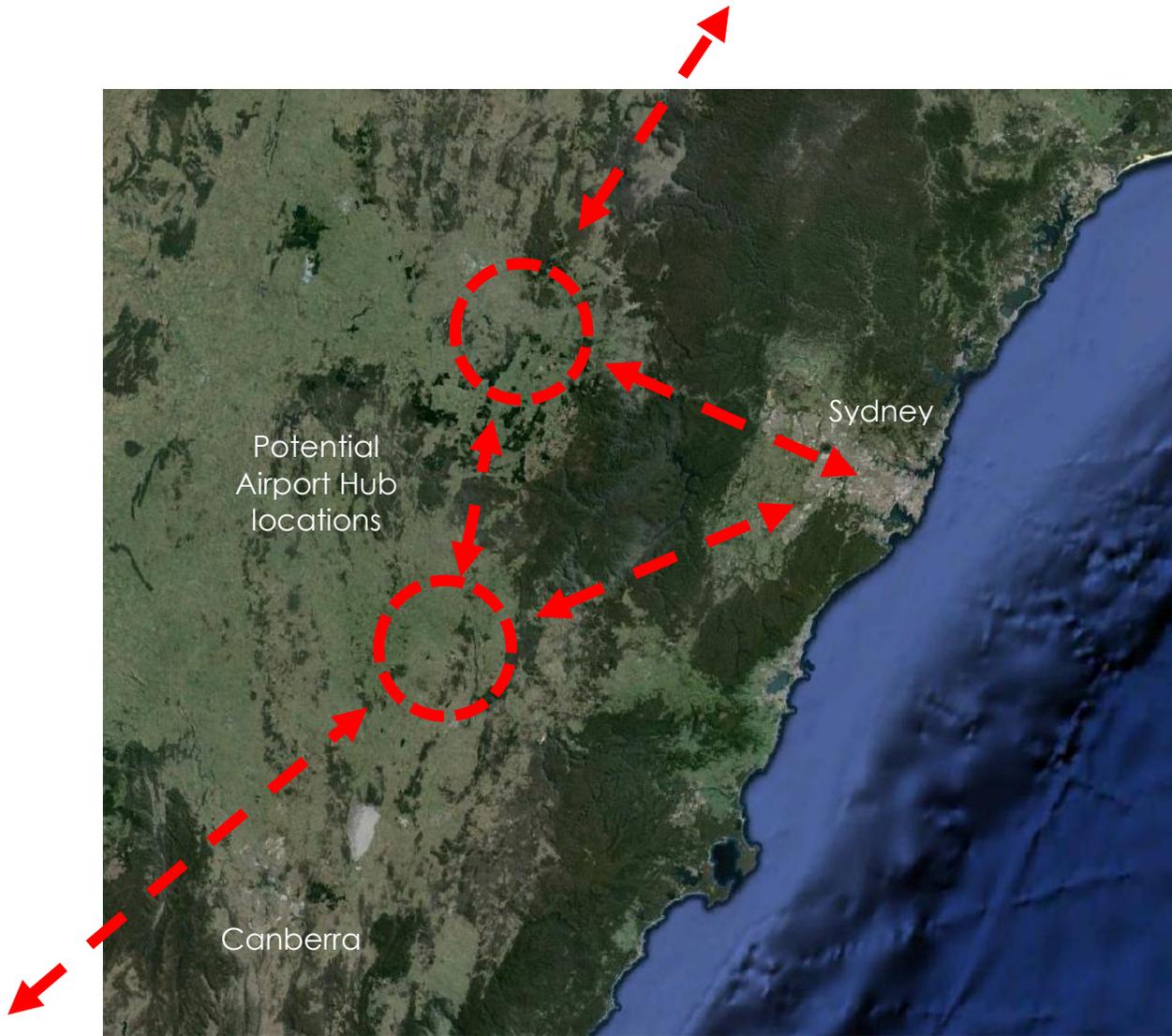
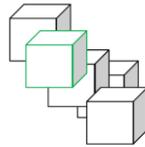


Diagram 2 East Coast Hub & HSR – Phase 1

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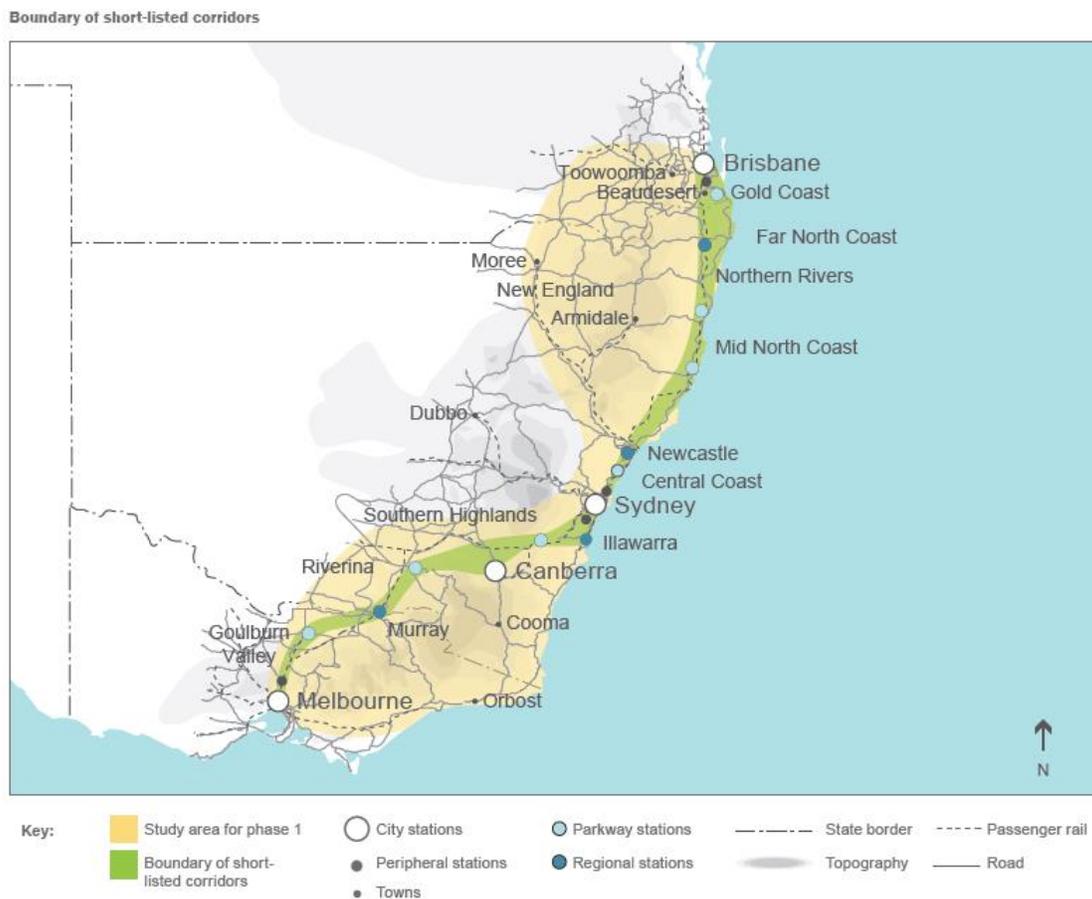
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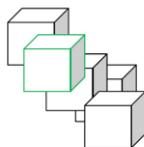
Strategy

To commence this Strategy the Government should defer further consideration of the Badgerys Creek site as 'Sydney's second airport'.

A Working Group or Committee of Government representatives and appropriate experts should be assembled to carefully investigate and progressively implement this East Coast Infrastructure Strategy.

Working Group references should include the *2012 Joint Study on aviation capacity for the Sydney region* and the *2013 High Speed Rail Study – Phase 2*, as following extract.





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Strategy activities should include

- ❖ Review existing reports etc, and current and projected East Coast transport movements – including all existing International and domestic Airports
- ❖ Site assessment of potential East Coast Airport Hub locations 100km+ west of the Sydney Basin with relevant authorities
- ❖ Review recent HSR proposals and corridors – investigate cost effective rationalising of CBD links with high quality feeder services (similar to Hong Kong or London) rather than central city HSR stations
- ❖ Develop an Airport Hub and HSR planning brief – based on global precedents including the east coast of China and Dallas Fort Worth
- ❖ Assess Airport Hub and HSR environmental, decentralisation, employment and socio-economic implications, costs and benefits
- ❖ Analyse transportation, environmental and cost benefits reviews of Sydney and other East Coast Airports – resulting from the proposed East Coast Airport Hub
- ❖ Investigate opportunities for long term redevelopment of the existing Sydney Airport and Badgerys Creek sites – in conjunction with long term growth projections for the Sydney region

This Strategy was submitted in good faith to the Prime Minister and NSW Premier in February and March 2014 – and is recommended for progressive implementation.