



**SYDNEY AIRPORT COMMUNITY FORUM INC**

**[SACF Inc]**

P.O. Box 154

Summer Hill NSW 2130

Tel/Fax : (02) 93497470 [Chair]; (02) 97989606 [Secretary]

Secretariat Email: [pslingard@tpgi.com.au](mailto:pslingard@tpgi.com.au)

4 March 2012

Dear Sir/Madam:

**Re. JOINT FED /NSW SECOND SYDNEY AIRPORT (AVIATION CAPACITY)  
REVIEW 2/3/2012**

**SACF Inc MEDIA RELEASE ATTACHED**

In considering discussion of the above topic we would appreciate your attention to the matters raised in the attached MEDIA RELEASE which relates to the environmental suitability of the Commonwealth's Badgery's Creek (Second) Airport site for future expansion of Sydney (Kingsford Smith) Airport capacity, as proposed in the above mentioned Joint Federal/NSW Government Aviation Capacity Review released by the Department of Transport on 2 March 2012.

Our position is that the Review's second option (ie WILTON) be selected, and we support the Transport Minister's position in this respect and in the denial of further capacity increases or Curfew Relaxations at Sydney (Kingsford Smith) Airport. The choice of Wilton was also second choice nominated in the comprehensive 1985 Kinhill-Stearnes Site Selection Process, and it was there ranked significantly better than Badgery's on both air quality and noise affectation.

Subsequent analysis in the 1999 Badgery's Creek Second Airport EIS showed that all that Badgery's would achieve is Sydney having two large airports which would need a curfew and that the flight paths from Badgery's would depress those from KSA with even worse noise effects than for KSA alone. Wilton has neither of these disadvantages. It will not need a Curfew, and it will (or should) have minimal effects on traffic at Sydney (Kingsford Smith).

We will appreciate your consideration of the issues raised.

Yours Faithfully

A handwritten signature in black ink that reads "P.S. Lingard".

Philip S. Lingard

Secretary, Sydney Airport Community Forum *INCORPORATED [SACF Inc]*

Encl: SACF Inc Media Release; Tables 1 & 2 from "The Way Forward from Sydney's Airports Quagmire" (SACF Inc 1999).

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**PO Box 154**  
**Summer Hill , NSW 2130**

**MEDIA RELEASE**

**DATE 4/3/2012**

**Re. JOINT FED /NSW SECOND SYDNEY AIRPORT (AVIATION CAPACITY) REVIEW 2/3/2012**

Sydney Airport Community Forum Inc [SACF Inc] , formed in 1998, is the peak body representing a coalition of most Airport Noise community groups . SACF Inc strongly welcomes the decision by the Federal Minister for Transport , Anthony Albanese, to not only to reject the Badgery's Creek option for a second Sydney Basin airport , but to reassess the viability of the WILTON option for resolving the logistic and environmental crisis evolving at Sydney (Kingsford Smith) Airport.

It is important that NIMBY (Not In My Backyard) politics be removed from arguably the most important environmental issue for the Sydney Basin . It is irresponsible to promote far-away sites such as Canberra, Goulburn or Newcastle which will create more problems than they seek to solve. Wilton was the wartime standby airport for Sydney should it be attacked. Then in 1985 it was recognised as the second best site for Sydney's Second Airport (Kinhill-Stearnes Site Selection Report 1985).

Wilton is not in the Sydney Airshed, but is on the rim and at an altitude of 1000-1200 ft has sufficient air flows to flush 5% of Sydney's air pollution from the Sydney Basin . In comparison Badgery's Creek puts this "Point Pollution Source" in precisely the worst part of greater Sydney: Low-down near the Blue Mountains foothills where fog and inversion layers trap much of the pollution. Wilton avoids needing a curfew and its lesser population would result in 40 times fewer people than Badgery's and 200 times fewer than Sydney KSA bearing noise pollution impacts (See Tables).

Wilton is immediately adjacent to existing major transport routes - the M5/Hume and Sydney-Melbourne Rail corridors - justifying at least a first segment of High Speed Rail from the Sydney CBD , this being readily expandable into high speed rail link(s) to or from the Illawarra, Goulburn, Canberra and Melbourne. In comparison , the Badgery's EIS identified \$1bn in required new road and rail infrastructure , all lumbered by a curfew. Indeed Wilton and Badgery's have nearly identical travel times by road or rail from the CBD and less than half that of Goulburn or Newcastle.

The only legitimate issue needing resolution would be Sydney Water's open creek channels from Cordeaux, Cataract , Avon and Nepean Dams which can be easily rectified by the use of pipes .

SACF Inc therefore calls for the immediate cessation of all residential expansion in the Wilton area pending a full investigation of the only site which offers unimpeded relief from the present high noise impacts of Sydney (KSA).

In 1999 , SACF Inc released a thorough study of all sites for a second airport for Sydney . In 2004 SACF Inc released a further report on the chaotic and dangerous flight path arrangements at Sydney (KSA) , revealing that the so-called Long-Term Operating Plan (LTOP) had not been implemented by Airservices Australia as promised and requested by the then Coalition Government in 1997. These Documents can be downloaded from [\[http://users.tpg.com.au/plingar/Pubsacfi.htm\]](http://users.tpg.com.au/plingar/Pubsacfi.htm)

SACF Inc calls upon all politicians to resist kneejerk reactions until a properly researched study is concluded . It is the view of SACF Inc that an airport site in the Southern Highlands on the rim of , but outside, the Sydney Basin airshed is the only viable alternative to the potentially disastrous situation continuing to fester at Sydney (Kingsford Smith) Airport.

**Contacts:** Philip S. Lingard (Secretary) (02) 97989606; Graeme P. Harrison (Chairman) Tel 93497470 Mob: 0411680666; Richard J. Tanner (Deputy Chairman) (02) 63774534.

**Table 1 KINHILL-STEARNES DRAFT EIS April 1985**

<b>SITES 1985 EIS KINHILL – STEARNES</b>	<b>OVERALL RANKING</b>	<b>RESIDENTS DISPLACED 1981 Census</b>	<b>ENVIRONME NT OVERALL RANKING (1=least impact]</b>	<b>AIR QUALITY FACTOR (1 = Least effect on Sydney Basin]</b>	<b>ANEF 25 AFFECTED Land Use hectares</b>	<b>ACCESS KM FROM SYDNEY</b>	<b>OPERATIONS - FOG BOUND Days (D) Closures (C) per year</b>	<b>OPERATIONS- AIRSPACE EFFECTS - PRE 3RY &amp; LTOP</b>	<b>COST -RANK (0=Most Expensive]</b>
<b>GOULBURN</b>	10	20 pp	1	1	70	210 km - furthest	50 C/YR & turbulence effects	NO EFFECTS ON SYDNEY REGION	2
<b>DARKES FOREST</b>	8	30 pp	2	=2	375	57 km - moderate	14 D/YR & Rain & Wind Shear Effects	MINIMAL ON EXISTING A/Ps BUT SAFETY CONCERNS	9
<b>WILTON</b>	=2	310 pp	3	4	2,414	71 km - medium	15 - 20 C /YR & turbulence in strong winds	Camden	8
<b>HOLSWORTHY</b>	9	1230 pp	4	6	2,095	33 km - Good	Not stated	REQUIRES COOR- DINATION WITH KSA; BANKSTOWN CLOSURE	1
<b>SOMERSBY</b>	7	860 pp	5	=2	3,274	74 km – medium	Some Effects	MINIMAL EFFECTS	7
<b>WARNER VALE/ WYONG</b>	6	380 pp	6	5	5,337	94 km – far	Nil persistent adverse	MINIMAL EFFECTS	6
<b>BADGERYS</b>	1	1350 pp	7	7	7,525	48km - Good	12-25 D /YR	BANKSTOWN & HOXTON PARK	4
<b>BRINGELLY</b>	=2	4250 pp	8	8	6,743	47 km – Good	Max 25 D /YR	CAMDEN; BANKSTOWN & KSA	3
<b>LONDON DERRY</b>	4	1700 pp	9	9	4,789	62 km - medium	Max 100 C/ YR	RAAF RICHMOND	5
<b>SCHEYVILLE</b>	5	3160 pp	10	10	6,948	49 km – Good	25 - 60 D/YR	Richmond & Schofields	0

**Table 2 COMPARISON OF THE TWO HISTORICALLY SHORT-LISTED SITES (Kinhill-Stearnes]**

CRITERION	BADGERYS CREEK SITE	SOUTH OF WILTON SITE
<b>Population Adversely Affected/Noise factor Rank 1</b>	Badgerys was rated in 1984 as having fourteen fold the number of people affected as Wilton. Since 1984 residential development has occurred right up to the boundary fence of the proposed site at Badgerys. The EIS predicts a tripling in passenger movements by 2025 – requiring expansion of Badgerys. <b>Score: Inverse proportion to population (7)</b>	Wilton remains relatively undeveloped at the eastern edge of the Southern Highlands. Less than one-fourteenth the number of people would be adversely affected compared to Badgerys. From EIS figures, more people would smell kerosene from Badgerys than would hear planes at Wilton. World's best practice is to locate new airports away from people. <b>Score (inverse proportion to population) 93</b>
<b>Air Pollution/Health factors Rank 2</b>	Badgerys is the worst part of the basin, the EIS noting "air currents tend to carry pollutants towards western Sydney, where they can be slow to disperse". By 2020 the airport may have grown from accounting for 5% of Sydney's total hydrocarbon emissions to 8-10%. <b>Score: Poor (20)</b>	Wilton is on top of a plateau and has good air dispersion factors (1984 study). Any such outside-the-basin site can relocate at least 5% of Sydney's smog away from 3 million people. Badgerys EIS noted "Most respondents expressed the view that the Second Sydney Airport should not be located within the Sydney basin" <b>Score Very Good(80)</b>
<b>Passenger Convenience/Access factor Rank 3</b>	48 min by train & 60-74 min by car to/from CBD. Badgerys is 48km from the CBD by road & 68km by rail assuming the 2015 networks (source 1984 study which also calculated relative travel times). <b>Score – Inverse proportion to person-hours (58)</b>	Wilton is 71km from the CBD by road. With M5 East due soon, KSA to/from Wilton connection will be all expressway. 15km further by rail, but right on Very Fast Train route, so could be quicker trip than Badgerys! <b>Score: Inverse proportion to person-hours (42)</b>
<b>Suitability as KSA Replacement Rank 4</b>	Badgerys residents will also deserve a curfew, so Badgerys will eventually be environmentally-constrained like KSA. Extensive night fogs will force planes to land at KSA, effectively removing KSA's curfew. <b>Score: Poor (20)</b>	Wilton could support true 24 hour operation and be an eventual replacement for KSA, for well through the next century. Aviation industry could continue its rapid expansion without this growth always being at the expense of residents. <b>Score: Very Good (80)</b>
<b>Air Space Conflict with Other Airports Rank 5</b>	Badgerys will close Hoxton Park, conflict with the 500,000 movements/year at Bankstown, and affect Camden. As to KSA, the EIS notes Badgerys will have "significant impact, potentially reducing the capacity of both airports". Badgerys will prevent noise-sharing modes at KSA. <b>Score: Fair (40)</b>	Wilton will not have any substantial impact on any Sydney basin airports (affecting only Camden) and would allow independent operation of the two major airports (ie any mix of modes at KSA to be used at any time). Planes using Wilton need never fly over greater Sydney metro area. <b>Score: Good(60)</b>
<b>Employment Effects</b>	Sydney's job-hungry west and SW suburbs would be the main job beneficiaries of the construction and operation of Badgerys. <b>Score: Excellent (100)</b>	Sydney's equally job-hungry south-west corridor (Liverpool to Campbelltown) would be the main job beneficiaries of an airport at Wilton. <b>Score" Excellent (100)</b>
<b>Costs – Site Construction</b>	1984 study put site work at \$94m. Tens of millions spent on land acquisition to date could be recouped by selling site for residential development.	1984 study put site work at \$103m (ie only \$9m more than Badgerys in overall \$3-4b project). Wilton has far lower total land acquisition and subsequent expansion costs.
<b>Costs – Road</b>	Badgerys would require a new expressway (as proposed by the government) to link it to KSA.	Wilton is only 3km from existing SW freeway that is currently being extended (M5 East) to directly link KSA.
<b>Costs – Rail</b>	Badgerys would need a new rail line (optional in EIS) connecting the western line via Badgerys to the Macarthur line. The trip to the CBD would be circuitous, with suburban track most of the way.	Wilton has an existing rail line crossing the site, and is only a few kilometres from the proposed Very Fast Train line to connect Sydney to Canberra, thereby affording the opportunity of high speed rail access.
<b>Costs – Overall</b>	Badgerys requires slightly less earthworks on site, but has far higher value land tied up/impacted and requires more new infrastructure (road & rail). <b>Overall Cost: Fair (40)</b>	Wilton requires slightly more earthworks, but far less acquisition costs (non-residential land) and far less in new road and rail infrastructure (located on existing infrastructure corridor). <b>Overall Cost: Fair (40)</b>
<b>Safety – Aviation// Suitability of Site</b>	Badgerys will suffer windshear in winter, with SW and west winds blowing over the Blue Mountains causing disturbance. Rising land beyond each end of proposed runways (Horsley Park escarpment is much higher than runway) adds crash risk. EIS notes 2,500 residents above EPA-approved risk. Wetland bird-life brings bird-strike risk.	Wilton has some river gullies within 10km but any turbulence in strong winds would be limited to a very low near-ground effect. No "Blue Mountains crash risk". Likely number of fog/poor visibility days far lower than Badgerys Creek adding to overall safety, as well as operation away from mountains and other airports.
<b>Safety – Fuel Transport</b>	Unless a new fuel pipeline is built (proposed), Badgerys will require fuel to be transported by road on the F4 or by rail on the suburban network.	Wilton has existing rail route allowing fuel to be transported from Shellharbour through primarily uninhabited bush areas. New pipeline is also just as viable.
<b>Safety – Crash Risk to Infra-structure</b>	A crash could not only kill a larger number of residents than at Wilton, but could also disable Sydney's water supply or electricity grid (critical components of Sydney's water, electricity and gas supply being very close). <b>Overall Safety: Poor (20)</b>	A crash at Wilton would affect primarily bush and farmland. Gas pipeline risk is same. One open creek feed (downstream of dam) may need to be converted to a pipeline, but this affects less than 20% of Sydney's water supply capability. <b>Overall Safety: Very Good (80)</b>
<b>Grand Total</b>	<b>Grand Total Score 305</b>	<b>Grand Total Score 575 (88% above Badgerys)</b>