



COMMONWEALTH DEPARTMENT OF  
**TRANSPORT AND REGIONAL  
DEVELOPMENT**

1

# Consultation

Proposal for a Second Sydney Airport  
at Badgerys Creek or Holsworthy Military Area

**Technical Paper**

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Environment & Infrastructure

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**TRANSPORT AND REGIONAL  
DEVELOPMENT**

GPO Box 594  
Canberra ACT 2601

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**Technical Paper**

Prepared by:

**PPK**  
Environment & Infrastructure

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A NATA Certified Quality Company

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## **Explanatory Statement**

This technical paper is not part of the Draft Environmental Impact Statement (EIS) referred to in paragraph 6 of the Administrative Procedures made under the Environment Protection (Impact of Proposals) Act 1974.

The Commonwealth Government is proposing to construct and operate a second major airport for Sydney at Badgerys Creek. This technical paper contains information relating to the Badgerys Creek airport options which was used to assist the preparation of the Draft EIS.

The technical paper also assesses the impacts of developing a major airport at the Holsworthy Military Area. On 3 September 1997, the Government eliminated the Holsworthy Military Area as a potential site for Sydney's second major airport. As a consequence, information in this technical paper relating to the Holsworthy Military Area is presented for information purposes only.

## **Limitations Statement**

This technical paper has been prepared in accordance with the scope of work set out in the contract between Rust PPK Pty Ltd and the Commonwealth Department of Transport and Regional Development (DoTRD) and completed by PPK Environment and Infrastructure Pty Ltd (PPK). In preparing this technical paper, PPK has relied upon data, surveys, analyses, designs, plans and other information provided by DoTRD and other individuals and organisations, most of which are referenced in this technical paper. Except as otherwise stated in this technical paper, PPK has not verified the accuracy or completeness of such data, surveys, analyses, designs, plans and other information.

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## **Acknowledgments**

Data used to develop the figures contained in this document have been obtained and reproduced by permission of the Australian Bureau of Statistics, NSW Department of Land and Water Conservation, NSW National Parks and Wildlife Service (issued 14 January 1997), NSW Department of Urban Affairs and Planning and Sydney Water. The document is predominantly based on 1996 and 1997 data.

To ensure clarity on some of the figures, names of some suburbs have been deleted from inner western, eastern, south-eastern and north-eastern areas of Sydney. On other figures, only 'Primary' and 'Secondary' centres identified by the Department of Urban Affairs and Planning's Metropolitan Strategy, in addition to Camden, Fairfield and Sutherland, have been shown.

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# Part A

## Introduction

# CHAPTER 1 INTRODUCTION

## 1.1 INTRODUCTION

*This technical paper describes the consultation strategy developed as part of the previously proposed development of the Second Sydney Airport at either Badgerys Creek or Holsworthy Military Area. It contains information used to prepare the Draft Environmental Impact Statement (EIS) which addresses the overall environmental impacts of the Badgerys Creek airport options.*

*This paper describes the development of the consultation strategy and outlines the history and context which influenced its development. It describes the objectives of the consultation strategy, the philosophy underpinning them, the role of consultation in the EIS process and some of the difficulties faced as the strategy evolved. It also outlines the areas targeted by the consultation strategy, the stakeholders identified and the elements or components of the consultation strategy. Chapter 4 details the various consultation activities undertaken and Chapter 5 outlines the issues raised by the community and Chapter 6 summarises the key issues of concern and provides a review of the consultation process.*

## 1.2 A BRIEF HISTORY

The question of where, when and how a second major airport may be developed for Sydney has been the subject of investigation for more than 50 years. The investigations and the associated decisions are closely related to the history of the development of Sydney's existing major airport, located at Mascot.

The site of Sydney Airport was first used for aviation in 1919. It was acquired by the Commonwealth Government in 1921, and was declared an International Aerodrome in 1935. In 1940 the first terminal building and control tower were opened.

In 1945 the airport had three relatively short runways. A major expansion began in 1947, and by 1954 the current east-west runway was opened. The north-south runway was first opened in 1954 and was extended to its current length in 1972. The present international terminal was opened in 1970.

Planning and investigations for a site for a second Sydney airport first started in 1946. A large number of possible sites both within and outside the Sydney Basin have been investigated.

The *Second Sydney Airport Site Selection Program Draft Environmental Impact Statement* (Kinhill Stearns, 1985) re-examined all possible locations for the second airport and chose 10 for preliminary evaluation. Two sites, Badgerys Creek and Wilton, were examined in detail and an EIS was prepared. In February 1986 the then Commonwealth Government announced that Badgerys Creek had been selected as the site for Sydney's second major airport.

The Badgerys Creek site, which is about 46 kilometres west of Sydney's Central Business District and is 1,700 hectares in area, was acquired by the Commonwealth between 1986 and 1991. A total of \$155 million has been spent on property acquisition and preparatory works.

Since 1986, planning for Sydney's second airport has been closely linked to the development of the third runway at Sydney Airport. In 1989 the Government announced its intention to construct a third runway. An EIS was undertaken and the decision to construct the runway was made in December 1991.

At the same time as investigations were being carried out on the third runway, detailed planning proceeded for the staged development of the second airport at Badgerys Creek. In 1991 it was announced that initial development at Badgerys Creek would be as a general aviation airport with an 1,800 metre runway.

The third runway at Sydney Airport was opened in November 1994. In March 1995, in response to public concern over the high levels of aircraft noise, the Commonwealth Senate established a committee in March 1995 to examine the problems of noise generated by aircraft using Sydney Airport and explore possible solutions. The committee's report, *Falling on Deaf Ears?*, containing several recommendations, was tabled in parliament in November 1995 (Senate Select Committee on Aircraft Noise, 1995).

During 1994 and 1995 the Government announced details of its proposed development of Badgerys Creek, and of funding commitments designed to ensure the new airport would be operational in time for the 2000 Olympics. This development included a 2,900 metre runway for use by major aircraft.

The decision to accelerate the development of the new airport triggered the environmental assessment procedures in the *Environment Protection (Impact of Proposals) Act 1974*. In January 1996 it was announced that an EIS would be prepared for the construction and operation of the new airport.

In May 1996, the present Commonwealth Government decided to broaden the environmental assessment process. It put forward a new proposal involving the consideration of 'the construction and operation of a second major

international/domestic airport for Sydney at either Badgerys Creek or Holsworthy on a site large enough for future expansion of the airport if required' (Department of Transport and Regional Development, 1996). A major airport was defined as one 'capable of handling up to about 360,000 aircraft movements and 30 million passengers per year' (Department of Transport and Regional Development, 1996).

The Government also indicated that 'Badgerys Creek at this time remains the preferred site for Sydney's second major airport, subject to the favourable outcome of the EIS, while Holsworthy is an option to be considered as an alternative' (Minister for Transport and Regional Development, 1996). The two sites considered in this technical paper are shown in *Figure 1.1*.

Following the substantial completion of a Draft EIS on the Badgerys Creek and Holsworthy airport options, the Government eliminated the Holsworthy Military Area as a potential site for Sydney's second major airport. The environmental assessment showed that the Badgerys Creek site was significantly superior to the Holsworthy Military Area. As a result a Draft EIS was prepared which examines only the Badgerys Creek site. While this technical paper examines both the Badgerys Creek and Holsworthy airport options, only the parts of the assessment relating to the Badgerys Creek airport options were used to assist the preparation of the Draft EIS.

### 1.3 THE PROPOSAL

The Commonwealth Government proposes the development of a second airport for Sydney capable of handling up to 30 million domestic and international passengers a year. By comparison, Sydney Airport will handle about 20 million passengers in 1997. The *Second Sydney Airport Site Selection Program Draft Environmental Impact Statement* anticipated Sydney's second airport would accommodate about 13 million passengers each year (Kinhill Stearns, 1985).

In the Government's view, Sydney needs a second major airport to handle the growing demand for air travel and to control the level of noise experienced by Sydney residents (Coalition of Liberal and National Parties, 1996).

Government policy (Coalition of Liberal and National Parties, 1996) indicates:

- an intention that Sydney's second airport will be more than just an overflow airport and will, in time, play a major role in serving Sydney's air transport needs; and
- a goal of reducing the noise and pollution generated by Sydney Airport as much as possible and that the Government would take steps to

ensure that the noise burden around Sydney Airport is shared in a safe and equitable way.

Certain assumptions are made on how the Second Sydney Airport would operate, and in the master plans which set out the broad framework for future physical development of the airport. These assumptions are based on an operational limit of 30 million passengers a year. The main features include parallel runways, a cross wind runway and the provision of the majority of facilities between the parallel runways.

Consideration has also been given to how the airport might be expanded in the future and the subsequent environmental implications. Such an expansion could not proceed, however, unless a further detailed environmental assessment and decision making process were undertaken by the Government.

Five airport options are considered in this Technical Paper, as well as the implications of not proceeding with the proposal. Three of the airport options are located at Badgerys Creek and two are located within the Holsworthy Military Area. The environmental assessment of all five airport options assisted the Government in making its decision to eliminate the Holsworthy Military Area from further consideration. The environmental assessment of the Badgerys Creek airport options was also used to assist in the preparation of the Draft EIS which examines only those three options. Generally, the airport options are:

- Badgerys Creek Option A develops the site in a form generally consistent with the planning undertaken since 1986. The airport would be developed within land presently owned by the Commonwealth with two parallel runways constructed on an approximate north-east to south-west alignment;
- Badgerys Creek Option B would adopt an identical runway alignment to Option A, but provides an expanded land area and also a cross wind runway;
- Badgerys Creek Option C would provide two main parallel runways on an approximate north to south alignment in addition to a cross wind runway. Again the land area required would be significantly expanded from that which is presently owned by the Commonwealth;
- Holsworthy Option A would be located centrally within the Holsworthy Military Area and would have two main parallel runways on an approximate north to south alignment and a cross wind runway; and
- Holsworthy Option B would be located in the south of the Holsworthy Military Area and would have two main parallel runways on an

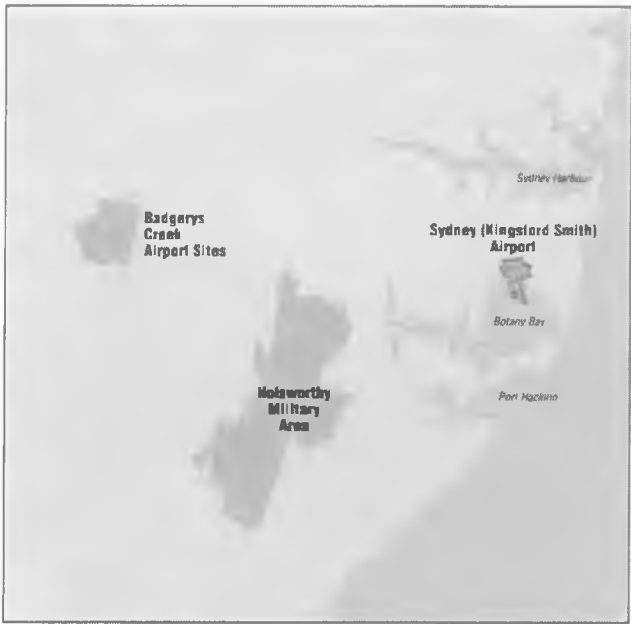
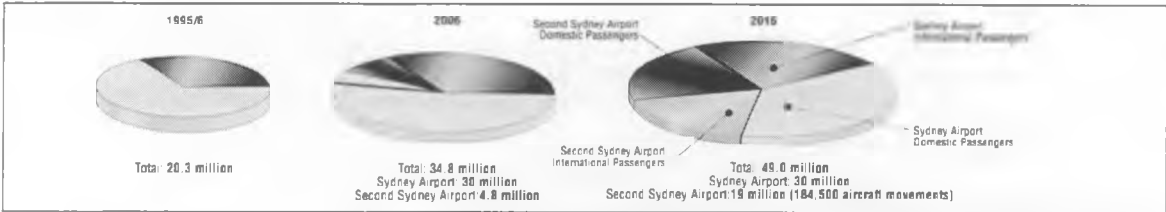
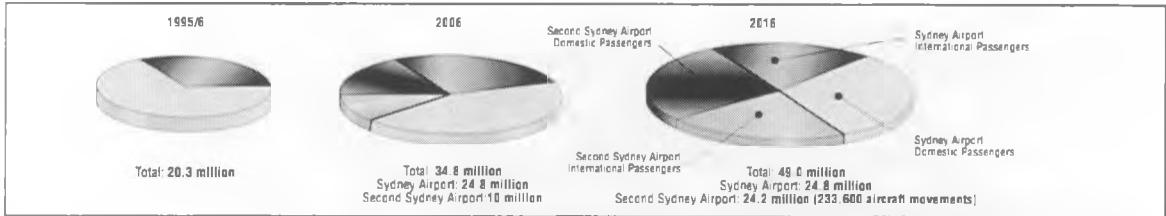


Figure 1.1

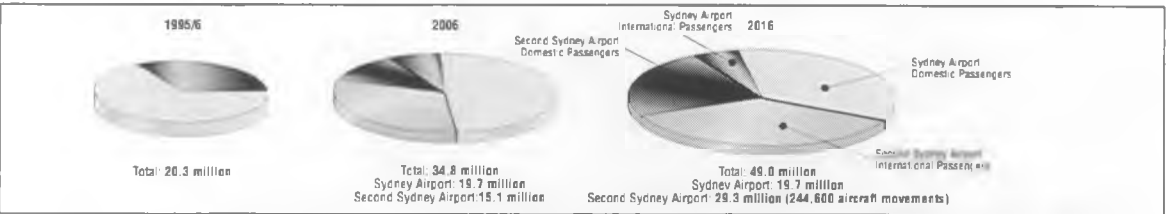
Potential Airport Sites Considered in the Draft EIS



Assumptions about Passenger Movements for Air Traffic Forecast 1



Assumptions about Passenger Movements for Air Traffic Forecast 2



Assumptions about Passenger Movements for Air Traffic Forecast 3

Figure 1.2

Summary of Passenger Movement Forecasts Used for Environmental Assessment

approximate south-east to north-west alignment and a cross wind runway.

To ensure that the likely range of impacts are identified, a number of assumptions have been made about how the different airport options would be developed and operate. These relate to the number and types of aircraft that may operate from the airport, the flight paths used and the direction of take offs and landings.

It is clear that the number of flights into and out of the proposed airport would depend partly on the types of aircraft using it and the associated numbers of passengers in each aircraft. The proposal put forward by the Government anticipates a major airport handling 30 million passengers and up to 360,000 aircraft movements per year.

Air traffic forecasts have been developed based on an examination of the number and type of aircraft liable to be using the airport as it approaches the proposed operating level of 30 million passengers per year. This examination has shown that if the airport accommodated about 245,000 aircraft movements each year, the number of air passengers would approach 30 million. This assumes a relatively high percentage of international flights being directed to the Second Sydney Airport. Therefore it is appropriate for this environmental assessment to examine the airport operating at a level of 245,000 aircraft movements per year, rather than the 360,000 originally anticipated by the Government. It has been assumed that this level of operation could be reached by about 2016.

## 1.4 AIR TRAFFIC FORECASTS

Cities around the world which have developed second major airports have responded to their particular needs in different ways. For example, the original airport in Dallas, United States, is now used for short range traffic that does not connect with other flights. Second airports in New York and Washington serve as hubs for particular airlines. In Taipei, Taiwan, smaller domestic aircraft use the downtown airport and larger international flights use a newer airport 40 kilometres from the city.

It is clear that each metropolitan area around the world has unique characteristics and the development of multi-airport systems respond to particular local circumstances. The precise role and consequential staging of development of the Second Sydney Airport would be the subject of future Government decisions. To assist in developing a realistic assessment of the potential impacts of the Second Sydney Airport, three sets of air traffic forecasts for the airport were developed. Each forecast assumes a major airport would be developed, however, this may be achieved at different rates of growth.

The three potential air traffic scenarios considered for the Second Sydney Airport are shown in *Figure 1.2*. They are:

- *Air Traffic Forecast 1* where the Second Sydney Airport would provide only for demand which cannot be met by Sydney Airport. This is an overflow forecast, but would nevertheless result in a significant amount of air traffic at the Second Sydney Airport. The proportion of international and domestic air traffic is assumed to be similar at both airports;
- *Air Traffic Forecast 2* where the Second Sydney Airport would be developed to cater for 10 million passengers a year by 2006, with all further growth after this being directed to the second airport rather than Sydney Airport. The proportion of international and domestic traffic is also assumed to be similar at both airports; and
- *Air Traffic Forecast 3* which is similar to Forecast 2 but with more international flights being directed to the Second Sydney Airport. This would result in the larger and comparatively noisier aircraft being directed to the second airport. It would accommodate about 29.3 million passengers by 2016.

## 1.5 OPERATION OF THE AIRPORT OPTIONS

At any airport, aircraft operations are allocated to runways (which implies both the physical runway and the direction in which it is used) according to a combination of wind conditions and airport operating policy. The allocation is normally performed by Air Traffic Control personnel.

Standard airport operating procedures indicate that a runway may not be selected for either approach or departure if the wind has a downwind component greater than five knots, or a cross wind component greater than 25 knots. If the runway is wet, it would not normally be selected if there is any downwind component. This applies to all aircraft types, although larger aircraft would be capable of tolerating relatively higher wind speeds. Wind conditions at the airport site therefore limit the times when particular runways may be selected. However, there would be a substantial proportion of the time, under low wind conditions, when the choice of runways would be determined by airport operating policy.

For the environmental assessment, the maximum and minimum likely usage for each runway and runway direction was estimated and the noise impact of each case calculated. The actual impact would then lie between these values and would depend on the operating policy which is applicable at the time.



The three airport operation scenarios were adopted for the environmental assessment, namely:

- *Airport Operation 1* shown in *Figure 1.3*. Aircraft movements would occur on the parallel runways in one specified direction (arbitrarily chosen to be the direction closest to north), unless this is not possible due to meteorological conditions. That is, take offs would occur to the north from the parallel runways and aircraft landing would approach from the south, travelling in a northerly direction. Second priority is given to operations in the other direction on the parallel runways, with operations on the cross wind runway occurring only when required because of meteorological conditions;
- *Airport Operation 2* shown in *Figure 1.4*. As for Operation 1, but with the preferred direction of movements on the parallel runways reversed, that is to the south; and
- *Airport Operation 3*. Deliberate implementation of a *noise sharing* policy under which seven percent of movements are directed to occur on the cross wind runway (equal numbers in each direction) with the remainder distributed equally between the two parallel runway directions.

Since a cross wind runway is not proposed at Badgerys Creek Option A, only Operations 1 and 2 were considered for that option.

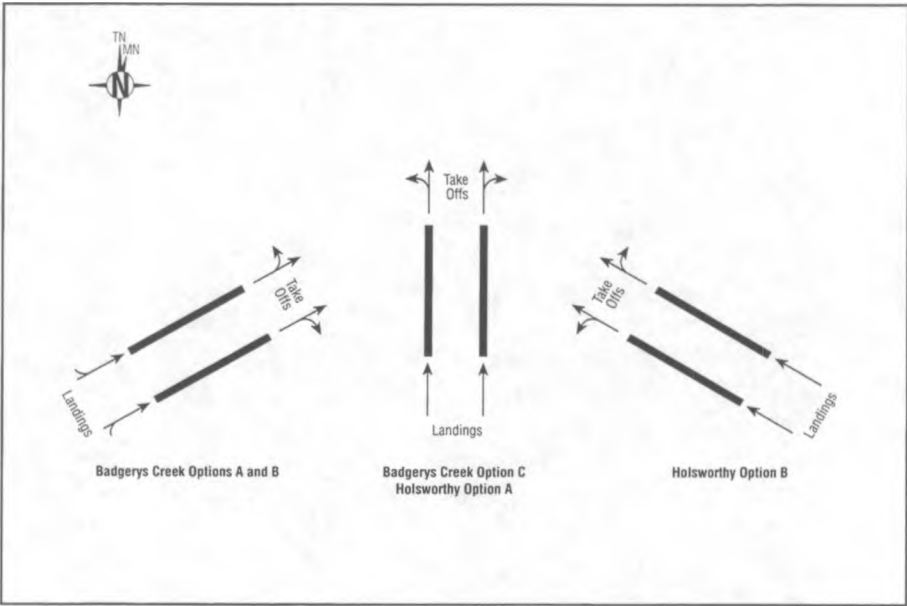


Figure 1.3  
**Predominant Directions of Movement of Aircraft  
 for Airport Operation 1**  
 Note: Cross wind runway used only when required  
 because of meteorological conditions

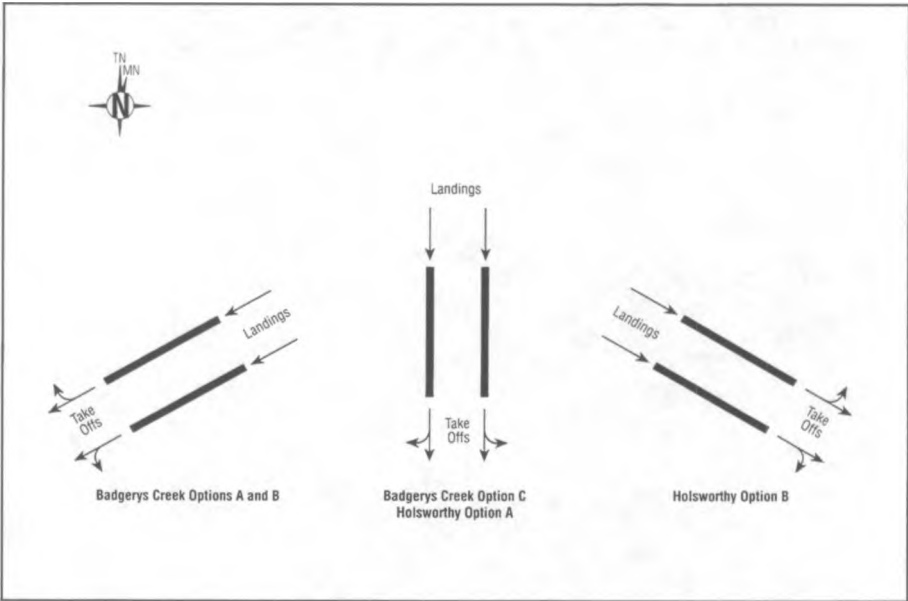


Figure 1.4  
**Predominant Directions of Movement of Aircraft  
 for Airport Operation 2**  
 Note: Cross wind runway used only when required  
 because of meteorological conditions

## CHAPTER 2 BACKGROUND

### 2.1 REQUIREMENT FOR COMMUNITY CONSULTATION

Formal processes for environmental assessment of major proposals have been in existence across Australia for over 20 years. Most legislation which defines these processes contain requirements for community consultation. Those requirements usually involve exhibiting a report outlining potential environmental impacts and taking into account any submissions made during that exhibition before a decision is made on the proposal.

In NSW, these requirements are contained in the *Environmental Planning and Assessment Act, 1979*. The Draft EIS has been prepared in accordance with Commonwealth Legislation and similar requirements are contained in the *Environment Protection (Impact of Proposals) Act, 1974*.

While the above legislation does not formalise a requirement for consultation prior to the preparation of the Draft EIS, the value of and demand for community input into the entire environmental assessment process is increasingly being recognised. In accordance with the recommendations of the Senate Select Committee on Aircraft Noise in Sydney (1995), the Commonwealth Government in the brief for this Draft EIS and other documents has stated its desire to involve the community throughout the EIS process.

### 2.2 CONSULTATION FOR DEVELOPMENT OF THE EIS GUIDELINES

The Administrative Procedures under the *Commonwealth Environment Protection (Impact of Proposals) Act, 1974* require that Guidelines on the contents of an EIS are prepared in consultation with the community including the issue of draft Guidelines for public comment.

For the Second Sydney Airport proposal the development of the Guidelines has been a two stage process. This is because of the evolution of the proposal from an assessment of the sites of the Badgerys Creek Airport options to the inclusion of Holsworthy Military Area as an alternative site.

*Draft Guidelines*, prepared by the *Commonwealth Department of Environment, Sport and Territories*, were released for public comment in January 1996 for the proposal at Badgerys Creek and 224 submissions were received. Additional public input was required following the decision to also assess Holsworthy Military Area. Exhibition of the revised draft Guidelines

commenced in July 1996 and some 51,000 submissions were received from an estimated 12,000 individuals and groups.

The draft Guidelines were finalised after considering the submissions received during both stages of the consultation process and released in November 1996. Copies of the Guidelines were subsequently made available at consultation activities held throughout the preparation of the Draft EIS.

## 2.3 STUDY TEAM

The consultation study team that developed and implemented the strategy as outlined in this report was:

Ann Shaw Rungie	-	Consultation Team Leader
Alistair Bridie	-	Consultation
Isabelle Connolly	-	Consultation
Fiona Court	-	Consultation Coordinator
Susan Crick	-	Consultation Coordinator, Badgerys Creek Proposals
Alison Cusack	-	Consultation
Gary Fenelon	-	Consultation
Faye Hargreaves	-	Consultation
Rowena Lennings	-	Consultation Coordinator, Holsworthy Military Area Proposals
Eva Martinez	-	Consultation
Jeremy Pepper	-	Consultation

# Part B

## Methodology

## CHAPTER 3 ENVIRONMENTAL IMPACT STATEMENT CONSULTATION STRATEGY

### 3.1 PHILOSOPHY AND APPROACH

Development of the consultation strategy for the EIS was influenced by a number of important factors. Foremost amongst them was the influence of the long and controversial history of airport development in Sydney. Many people in Sydney have a high level of interest and knowledge of airport related issues.

The experience of significantly increased aircraft noise following the construction of the third runway at Kingsford Smith Airport and a high level of complaints about noise led to the establishment of the Senate Select Committee on Aircraft Noise in Sydney. This committee, amongst other things, inquired into the environmental impact assessment process and why it was not able to accurately predict noise levels and convey them to the community. This experience, according to the Committee's report *irretrievably complicated the future of airport development in Australia*.

In addition the past experience of many Sydney people of extended discussions about the development of a second airport for Sydney and the lack of any progress in confirming a site has made them cynical about the motives behind the EIS process. This, together with the immediacy of the experience of the EIS for the Third Runway at Sydney Kingsford Smith provided an audience highly sensitised to airport issues and likely to critically question and examine the process.

The Consultation Team was sensitive to these issues and determined that the consultation for this EIS should set new standards.

#### 3.1.1 RECOGNISING PAST HISTORY

##### *Badgerys Creek Site*

Badgerys Creek was originally selected as the site for Sydney's second airport by the Commonwealth Government in 1986. In 1989, the then Commonwealth Government announced that the staged development of the airport at Badgerys Creek would commence with a general aviation airport. In 1991, following a decision to proceed with the construction of the parallel runway at Sydney Airport, the Government confirmed that the initial development at Badgerys Creek would be a general aviation airport with an 1800 metre runway.

In May 1994, the then Commonwealth Government announced that the development of the airport at Badgerys Creek would be accelerated by the construction of a 2900 metre runway, suitable for use by major aircraft, to be commissioned in 1999. As a consequence of this decision, the planning focus for the second Sydney airport changed from a general aviation airport to a small scale domestic and international airport.

In January 1996 the Commonwealth Government announced that a new EIS on the development of Sydney's second major domestic and international airport at Badgerys Creek would be prepared. Draft Guidelines for the proposed EIS were prepared by the Commonwealth Environment Protection Agency and released for public comment between January and April 1996.

### *Holsworthy Military Area*

Many of the submissions to the draft EIS guidelines argued strongly for an updated assessment of alternative airport sites. This and other general comments on the Guidelines were considered in the Government's subsequent review of the location and development of Sydney's second major airport. In May 1996 the Federal Cabinet decided that, in addition to examining the construction and operation of a major airport at Badgerys Creek, the EIS process would be expanded to include a full examination of the implications of developing an airport within the Holsworthy Military Area.

The Commonwealth Government has stated that Badgerys Creek remains the preferred site for the second major airport, subject to a favourable outcome of the EIS process, but that it believes the Holsworthy Military Area options should be considered as an alternative in case the Badgerys Creek option proves to be environmentally unacceptable.

### *Influence of the Proposed Third Runway (Kingsford Smith) EIS*

This EIS and the experience of subsequent increased noise levels heightened community sensitivity to airport issues.

There were a number of criticisms of the EIS itself and of the consultation processes specifically. Some of the information provided, especially on projected noise levels was seen to be inaccurate and misleading. In particular the effectiveness of the consultation process was questioned on three grounds; that the information provided in the consultation process was seen to promote the interests of the proponent and was in the nature of advocacy rather than real consultation, information was presented in an excessively technical or complex manner and that the consultation did not adequately take account of the non English speaking background of many of those affected by the proposal. These criticisms and the subsequent Senate Inquiry led a large part of the community to be highly cynical about and distrustful of the EIS process.

The way in which decisions have been made about the future of Sydney's second airport, particularly the extended period over which the discussions have taken place, together with the general community dissatisfaction with the Third Runway EIS have led to cynicism about the EIS process in general and a high level of community interest and concern about the process of the Second Sydney Airport EIS.

In designing the consultation process for this EIS it was therefore important to recognise and respond to this level of community concern.

### **3.1.2 BEST PRACTICE APPROACHES**

Since 1970, following the passing of the *US National Environmental Policy Act*, public participation, and the right to comment on an EIS at the draft stage, has been incorporated in legislation. Since then, most Australian environmental impact assessment legislation has incorporated some provision for public participation. EIS practice and procedures in relation to consultation, however, vary considerably between the Commonwealth and the states and from state to state.

Recent reviews of environmental impact assessment practice and community input to the process in Australia have been undertaken by Martyn, Morris and Downing (1990) and Thomas (1996). These recognise that despite the legislative framework which exists there are varying levels of public participation in practice. They provide some overview of the differing reasons adopted for consultation including public participation required in the EIS process. They also review barriers to effective consultation in the EIS process. The timing of consultation, the levels of participation offered and the way information is provided to the community can all significantly affect the outcomes. They have been addressed in the development of the consultation strategy for this project.

#### *Timing*

The point at which public consultation commences during the EIS process can have a significant impact on the degree of influence that community issues and concerns have on the outcomes. Martyn, Morris and Downing (1990) have summarised and compared the extent of public participation in EIS processes between the Commonwealth and the State in three stages:

- at the pre EIS stage which provides the opportunity to raise all relevant environmental issues and have them incorporated in guidelines where relevant;
- during the EIS which provides the opportunity to influence scoping and studies; and



- post EIS which provides the opportunity to ensure implementation and monitoring.

They suggest in most cases the opportunities for public participation are limited to what they define as the lower levels of participation, that is, largely information and comment on completed studies rather than real influence on the shaping of the studies.

The consultation strategy for the Second Sydney Airport EIS, in contrast, has provided for much more extensive community involvement during the development of the draft EIS, rather than merely seeking comment on the completed draft, as is generally the practice in Australia. This allows for important opportunities for greater community involvement in the EIS process.

The principle of the early release of information, which is part of the strategy, was developed on the basis that it would assist people in understanding the types of studies that were part of the development of the EIS and make it easier to consider the EIS documents as a whole. The information that was released as part of this process is detailed in *Chapter 4*.

In addition the objective of encouraging early submissions was aimed at allowing community issues and concerns to be incorporated into the assessment studies. A comprehensive database was developed to enable the results of submissions to be progressively provided to the specialists undertaking the studies for the Draft EIS. In this way community input was an integral part of the assessment process.

### *Levels of Participation*

The potential consultation audience can be defined in a number of ways. There are those who have a high level of interest in the proposal and therefore can be expected to be involved in the consultation processes and there are those who need to be sought out and given the opportunity to participate. The consultation strategy specifically seeks to meet the needs of both of these audiences.

Most people can be expected to be interested in how a proposal would affect them and not necessarily in the broader issues. Not all members of the public will express an interest, even though they may be affected by the proposal. This may be because they lack confidence to participate or they do not understand the potential effects. Typically, the majority of participants in a consultation program will be those who see themselves as disadvantaged. Those who see benefits frequently do not take an active role (Thomas 1996). Porter (1985) suggests that it is difficult to get a representative response to an EIS because it is common for individuals to feel powerless to influence events

and to feel that public participation submissions will be ignored, if they are read at all.

The consultation strategy was developed to target both the broader community and ensure that they were aware of the EIS studies and also to meet the needs of those who required more detailed information at an early stage.

Other sections of the community who may not participate without special consideration are those who are not fluent in English. The consultation strategy included specific targeting for such people.

### *Clear Concise and Understandable Information*

The provision of clear, concise and understandable information is an essential prerequisite for the EIS. Given that the studies are complex it is also essential for effective and meaningful consultation. The objective of the provision of early information as the studies evolved was aimed at providing clarity and assisting with the ultimate understanding of the EIS studies.

The strategy set out three development phases:

- Phase One - From announcement of the EIS until draft EIS studies completed:
  - development of the strategy
  - explanation of the methodology
  - explanation of the options
  - dissemination of environmental data as it becomes available
  - receive feedback
  - ensure community concerns and issues are considered in the EIS studies;
- Phase Two - From completion of the Draft EIS studies:
  - draft EIS briefing
  - staff training
  - information dissemination about the proposals and EIS process;
- Phase Three - From exhibition of the Draft EIS:
  - draft EIS exhibition
  - seeking responses
  - recording responses

A separate consultation strategy has been developed to cover the period commencing with the exhibition of the Draft EIS.

Best practice principles adopted for the development of the consultation strategy include:

- developing and clearly defining a consultation strategy early in the process;
- stating the underlying principles or values;
- defining what is negotiable and what is not;
- identifying opportunities and impediments to achieving the consultation objectives;
- defining anticipated outcomes; and
- evaluating and assessing the outcomes.

### 3.1.3 DEFINING CONSULTATION

The community consultation process provides the opportunity for community issues and concerns to influence the extent of the EIS studies and the way they are conducted. It involves sharing information with the community and responding to concerns. It does not imply that the community has control over the assessment or decision making process, which is the role of the Commonwealth Government, but rather that the process will be open and responsive to the views of those consulted.

The consultation strategy was developed to be responsive to community concerns. It was seen as a series of interactions between the EIS study team and various stakeholders who have an interest in the proposal. The phases of this process are illustrated in *Figure 3.1* and included identifying interested communities and the development of information, communicating that information to the community, consulting with the community and seeking their feedback. The issues raised by the community then provided a direct input to the Draft EIS studies. The development of the consultation strategy evolved in response to issues raised by the community.

This approach allowed for constant evaluation of the nature, type and location of activities to ensure that the consultation program was appropriate, relevant and responsive to community needs.

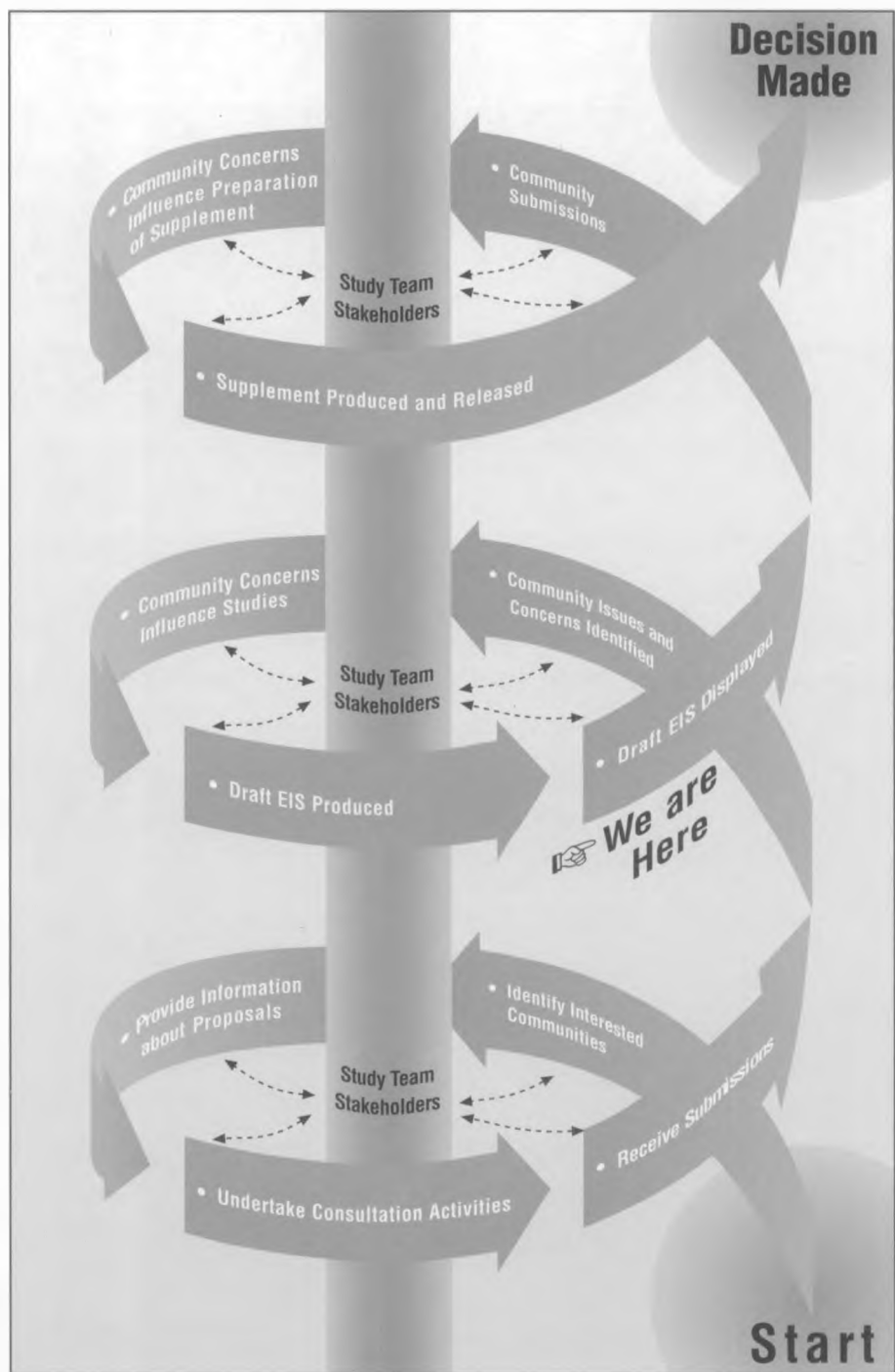


Figure 3.1  
Community Consultation and Input to the EIS Studies

## 3.2 OBJECTIVES OF THE CONSULTATION STRATEGY

Consultation was an integral part of the preparation of the EIS and will also be integral to the preparation of the supplement. The consultation process does not, however, exist separately from the process of producing the EIS and Supplement.

A draft Consultation Strategy was developed in October 1996, prior to the commencement of the EIS process. The objectives of the consultation strategy are to:

- design and implement an appropriate consultation program to operate for the duration of the EIS process;
- identify key stakeholders and understand their interest in the project;
- liaise as required with community groups, industry groups and other stakeholders on matters which arise during the course of the study;
- provide appropriate opportunities for the community to raise issues on the proposals and to provide appropriate responses from the study team;
- determine the critical issues of community concern;
- obtain general community and stakeholder acceptance of key issues and move towards agreement on the means to resolve issues; and
- build confidence in the EIS process.

## 3.3 CONSULTATION METHODOLOGY

Because of the potential impact of the airport proposals on a large area of Sydney and the widespread interest in them, the consultation strategy was targeted at a very large audience. A range of consultation activities was planned to cover both large broad scale audiences and more focussed target audiences. The strategy was designed to respond to community interest and the scope of the activities was expanded as community interest in the proposals grew. This section describes the target audiences, the stakeholder groups identified and range of consultation activities undertaken.

### 3.3.1 TARGET AREAS FOR CONSULTATION

The consultation strategy set out the initial geographic target areas for the distribution of information. The November newsletter announcing the

proposal had a target distribution area of 10 kilometres around each airport option. As interest in the proposal grew, the consultation target area extended to encompass 13 local Government areas. This was later extended to the 15 local Government areas identified in *Table 3.1*. *Figure 3.2* shows the Local Government areas in which consultation activities were held.

The number of people within the expanded target area for consultation exceeded 1.8 million and the number of households was approximately 800,000. *Table 3.1* provides a breakdown of populations by Local Government Area. Large scale audiences were targeted through an extensive advertising program.

TABLE 3.1 LOCAL GOVERNMENT AREA BY POPULATION

Auburn	48,500
Bankstown	154,000
Blacktown	212,000
Blue Mountains	69,400
Camden	22,500
Campbelltown	137,800
Fairfield	175,200
Holroyd	79,100
Hurstville	63,800
Liverpool	98,200
Parramatta	132,800
Penrith	150,000
Sutherland	184,400
Wollondilly	31,000
Wollongong	173,800

Source: Australian Bureau of Statistics, 1991 Census Data

Consultation activities were planned from Springwood and Warragamba in the west to Parramatta and Hurstville in the east to Picton and Thirroul in the South, a study area of over 60 kilometres by 50 kilometres. Within this area activities were planned that focussed on the sites of the Badgerys Creek Airport proposals and the Holsworthy Military Area.

3.3.2 STAKEHOLDERS

The draft consultation strategy identified an initial range of stakeholders. This has been modified during the course of consultation, particularly to include a range of new community groups that were established in direct response to the proposals. As new information was prepared and released it was provided to all stakeholder groups.



Urban Areas (indicated by local roads)

Figure 3.2  
Target Area for Consultation



0 10 20 km

### *Stakeholder Groups*

Stakeholders to the second Sydney airport proposals were seen to include:

- Aboriginal groups, corporations and Local Aboriginal Land Councils;
- Australian Nuclear Science and Technology Organisation;
- bicycle and cycling groups;
- bushcare groups;
- business groups such as Chambers of Commerce and Industry, Greater Western Sydney Economic Development Board etc;
- conservation groups such as water and landcare groups, earthworks, catchment management committees etc;
- Councils;
- disabled persons resource groups;
- educational institutions, schools and teachers associations;
- flora and fauna specialist groups such as Better Birds in Bankstown;
- health associations such as Blacktown Healthy Cities;
- historical societies;
- key groups that made a submission to the Draft EIS Guidelines;
- National Parks Associations;
- parents and citizens associations;
- progress associations;
- residents and resident action groups;
- recreational groups;
- Regional Organisations of Councils;
- transport groups such as the NRMA, Australian Air Transport Association and operators such as Westbus; and



- universities.

Stakeholders were identified through a review of all Community Directories for the various Councils within the target area for consultation, a review of key groups that made submissions to the EIS Guidelines prepared by Environment Australia, a collation of schools in the Local Government areas (over 700 facilities), a search for recreational groups in the yellow pages telephone directory, and through various groups that contacted the consultation team following extensive advertising and information distribution.

*People Who Are Not Fluent in English*

In 1991 there was a large number of people within the areas targeted by the consultation strategy who speak a language other than English at home. In the 1991 census there were 1,001,241 people, 32.2 percent of the population in Sydney who were born in a non-English speaking country. Of these 43 percent resided in the consultation study area. This does not, however, indicate that they do not speak English at all. In 1991 more than 80 000 people in the target areas identified themselves as not speaking English well, or not speaking English at all. These are shown, by Local Government Area, in *Table 3.2*. The consultation strategy was therefore designed to include specific components for people who did not speak English well or who were not fluent in English.

Each of the Council areas has range of different language groups. These vary from area to area, but overall the most common languages are Arabic, Chinese, Greek, Italian and Spanish. Other languages which are strongly represented in some areas include Vietnamese, Macedonian, Polish, Croatian, Serbian (Yugoslavian) and Maltese. *Appendix A* includes information about the primary languages other than English spoken at home by Local Government Area.

TABLE 3.2      PERSONS STATED AS NOT SPEAKING ENGLISH WELL OR NOT AT ALL BY LOCAL GOVERNMENT AREA

Local Government Area	Number	Percent of the Total Population
Auburn	6,396	13.1
Bankstown	9,973	6.4
Blacktown	6,730	3.2
Camden	252	1.1
Campbelltown	2,850	2.1
Fairfield	27,583	15.7

Local Government Area	Number	Percent of the Total Population
Holroyd	3,459	4.4
Hurstville	2,285	3.6
Liverpool	5,495	5.6
Parramatta	5,965	4.5
Penrith	2,211	1.5
Sutherland	1,395	0.7
Wollongong	6,329	3.6

Source: Australian Bureau of Statistics, 1991 Census

Note: Only Local Government Areas with more than 0.5 percent of population not speaking English well or not at all above included in this table.

### 3.3.3 COMPONENTS OF CONSULTATION ACTIVITIES

The tasks involved in delivering the consultation strategy included the following components:

- *preparing and distributing information* about the EIS process, the proposals and aspects of the EIS studies;
- providing a range of opportunities for *two way exchange of information* and discussion where Consultation Team members could provide information, answer questions and receive submissions;
- providing a range of ways of *receiving submissions*, documenting them; and
- ensuring that community *concerns and issues were considered* in the studies.

This section outlines the details of those components.

The *information prepared* included:

- an introductory newsletter titled *Second Sydney Airport Proposal Environmental Impact Statement, Newsletter*;
- the *Guidelines for An Environmental Impact Statement on the Proposal to Consider the Construction and Operation of a Second Major Airport For Sydney at Badgerys Creek or Holsworthy*, prepared by the Department of the Environment, Sport and Territories;

- subsequent information updated titled:
  - *Second Sydney Airport Proposal Environmental Impact Statement Process, Fact Sheet 1;*
  - *Second Sydney Airport Proposal Environmental Impact Statement Study Team, Fact Sheet 2;*
  - *Air Traffic Forecasts For Sydney* prepared by the Commonwealth Department of Transport and Regional Development;
  - *Second Sydney Airport Environmental Impact Statement* update brochure on the proposal, the EIS process and how to get in touch with the study team;
  - *Second Sydney Airport Proposal Environmental Impact Statement Update 1 - Preliminary Airport Master Plans;*
  - *Second Sydney Airport Proposal Environmental Impact Statement Update 2 - Road and Rail Access to the Airport Sites;*
  - *Second Sydney Airport Proposal Environmental Impact Statement Update 3 - Assessing the Impact of Noise;*
  - *Second Sydney Airport Proposal Environmental Impact Statement Update 4 - Preliminary Flight Paths*, prepared by Airplan.
- advertisements in more than 25 weekly local and three regional daily newspapers advising of the launch the EIS, the availability of information and dates of local displays and information sessions;
- posters in approximately 200 venues such as Council foyers, libraries, community centres and secondary schools;
- a weekly Local Government Bulletin to Councils to provide details of local events;
- posters and fact sheets in languages other than English;
- advertising the Second Sydney Airport proposals on ethnic radio, in seven languages;
- media liaison through the provision of information and briefings to journalists; and

- the conduct of range tours through the otherwise inaccessible Holsworthy Military Area.

The components which provided for *two way exchange of information*; discussion and feedback included:

- the establishment and staffing of the Second Sydney Airport Community Access Centre at Liverpool;
- the Telephone Information Line (toll free) with message service;
- staffed mobile information displays at shopping centres throughout the study area;
- community information days with study experts in attendance to provide opportunities for detailed discussion of impacts with the community on a one to one basis;
- briefings to various community groups, progress associations and public meetings;
- briefing of local government Community Development Officers to assist with development of the *Strategy for Consulting with People Not Fluent in English*;
- briefing of local government elected members;
- briefing of representatives of State Government agencies;
- the establishment of and meetings with three Community Group Forums for key interest groups for the proposal at Badgerys Creek and for the proposals within the Holsworthy Military Range;
- the establishment of a home page on the Internet, both as a source of information and an opportunity for people to provide feedback through a linked E-mail address; and
- the preparation of replies to submissions that required further information or responses to issues raised.

Methods for *receiving submissions* included:

- by phone, mail, E-mail and fax;
- through response sheets provided at all meetings or displays; and

- in person at the Community Access Centre.

The ways that community *concerns and issues were considered* included:

- a personal reply was provided to written submissions where possible;
- response forms, E-mail and telephone submission forms were prepared in a format that assisted with the collation of community comments and concerns;
- data provided from community discussions and public meetings, mobile displays and information sessions was summarised and key issues identified;
- a database of which included all community comments was developed; and
- feedback was provided to study team leaders on information provided by the community or issues to be addressed by the EIS studies.

## CHAPTER 4 CONSULTATION ACTIVITIES

Interest in the Second Sydney Airport proposal is of a national scale. Direct interest in the process of environmental assessment has come from members of the community as far as Blue Mountains in the west, Baulkham Hills in the north, Hurstville and Cronulla in the east, Wollongong in the south and Picton on the south-western outskirts of Sydney. The population of this area is in the order of 1.8 million people.

While it has not been possible to respond to all requests from such a large potentially affected population, the scale of consultation activities has nevertheless been commensurate with the objectives of the Government to ensure ongoing community participation. Further discussion on the adequacy of the consultation process is contained in *Section 6.4*.

Consultation activities commenced in October 1996 and will continue until the release of the Supplement to the Draft EIS. The initial phase prior to the release of the Draft EIS focussed on providing information about the EIS process and the proposals. From October 1996 to May 1997 10 separate documents were released and over 400,000 copies distributed to the community. In addition non-English language documents were produced in 14 languages and over 20,000 copies distributed. Advertisements in seven languages were placed on ethnic radio. Four types of display posters were produced and a total of 700 copies distributed. Over 140 advertisements were placed in metropolitan and local newspapers. A weekly Local Government Bulletin provided information about local activities to councils.

Opportunities for direct contact and two way exchange of information with the community occurred through meetings, information days, displays at shopping centres, telephone conversations and by responding to written submissions. Through these activities it is estimated over 20,000 members of the community directly participated in the consultation activities.

These activities (listed in *Appendix F*) included:

- 21 community group meetings to which the consultants were invited to provide information on the proposal and EIS process;
- 18 Council and interagency meetings to which the consultants were invited to provide a briefing, including the Macarthur Regional Organisation of Councils and Western Sydney Regional Organisation of Councils;
- five meetings with a committee of State Government representatives;

- three meetings of the Badgerys Creek Community Group Forum, one of the Blue Mountains Community Group Forum and two meetings of the Holsworthy Community Group Forum;
- 32 mobile display sessions at shopping centres throughout the study area; and
- six information days throughout the study area.

This involved a large team of technical and support staff and community access to specialist consultants. The equivalent of over 2,000 days of staff time was spent on consultation activities prior to the release of the Draft EIS.

Perhaps of more consequence, issues raised either through written submissions or comments made via the freecall Telephone Information Line were processed through a database designed to group and describe issues raised. Over 5,000 submissions were received between October 1996 and April 1997. The results of this process were progressively provided to specialists undertaking the studies for the Draft EIS so that continual input from the community became an integral part of the assessment process.

This chapter describes the scope and extent of the consultation activities and provides some detail of the audience, the distribution and the attendance. The chapter is set out in four parts which cover:

- the preparation and distribution of information;
- opportunities for two way exchange of information;
- receiving submissions; and
- responding to community concerns and issues and ensuring they were considered in the studies.

*Chapter 5* summarises the issues and concerns raised by the community.

## **4.1 PREPARATION AND DISTRIBUTION OF INFORMATION**

Clear, concise information available in an easily understood format is the basis of meaningful consultation. In the early stages of the development of an EIS people need information about the proposals and the EIS process. Given the very large consultation audience a wide range of techniques was needed to ensure adequate distribution of this information. The consultation strategy not only focussed on distributing information but also providing opportunities for

the community to raise issues and ask questions of a number of the study specialists.

One of the principles adopted in the development of the strategy was to recognise the importance of existing community networks and to work with them whenever possible. Groups were an important part of this process and assisted considerably in the distribution of information, including Councils in the areas adjacent to the airport options and a range of community groups which formed to specifically provide responses to the airport proposals.

### *Local Government*

Councils have many well established avenues for communication with their communities and were able to assist with the distribution of information on the proposals. Councils often initiated arrangements and collaborative arrangements were developed for information dissemination.

Council facilities were used to display and distribute information including libraries, community centres, public notice boards and public information counters. Other assistance provided by Councils included:

- providing a central point for distribution of information to various community centres and groups;
- providing advice on the most appropriate local newspapers for advertising in their local government area;
- communicating regularly with a broad cross-section of the community that otherwise would be difficult to reach; and
- assisting with the choice and arrangement of suitable venues for information days and mobile information sessions.

### *Community Group Participation*

Community groups with a specific focus on the airport proposals, showed a willingness to work with the EIS team in the promotion of information sessions and in distributing information updates prepared by PPK. They:

- independently held various public activities such as festivals, public meetings and displays which assisted greatly with spreading community awareness of the proposals;
- displayed material adjacent to PPK mobile displays which assisted in promoting community awareness of the proposals;



- assisted with the hand delivery of flyers advertising information sessions; and
- prepared detailed submissions that represented their community group in a consolidated and coherent format.

Community groups with a focus on the Second Sydney Airport were notified of new information through:

- flyers forwarded to groups advertising mobile displays and information days; and
- the forwarding of new information brochures to all groups or individuals identified as stakeholders. Approximately 45 community groups whose focus was the proposals were forwarded 100 copies of each information update for distribution to their local community. Larger numbers were provided to some groups who undertook more extensive distribution.

The role of the consultation team evolved to meet the information needs of community groups. A community consultation co-ordinator was appointed for both the Badgerys Creek groups and the Holsworthy groups. Their role was to personally maintain contact with all of the key groups in each area and to respond to specific information requests as well as act as the key point of contact for any queries.

The very large potential audience with an interest in this EIS has posed significant challenges to the consultation team. One way of developing contact with groups around the Badgerys Creek and Holsworthy sites has been the establishment of Community Forums for each of these areas. The Community Forums, which generally consist of two members of each of the key local interest groups, have met on a number of occasions so that they could be kept up to date with the development of the EIS studies. A Blue Mountains Community Forum was also established in response to public request.

#### **4.1.1 NEWSLETTERS AND INFORMATION UPDATES**

Newsletters and information updates were prepared and released during the preparation of the Draft EIS. They were provided at all mobile displays, information sessions, community meetings and at the Community Access Centre and aimed to assist community understanding of the EIS proposals.

Information packages were prepared and distributed to stakeholders at various points. They generally included all of the newsletters and information updates available at that time together with any relevant press releases from the office of the Minister for Transport and Regional Development.

*Second Sydney Airport Proposal Environmental Impact Statement Newsletter, November 1996*

This newsletter was distributed to an initial audience of over 160,000 households within a 10 kilometre zone of each airport proposal. The six page fold out newsletter was available until February 1997.

*Guidelines for an Environmental Impact Statement on the Proposal to Consider the Construction and Operation of a Second Major Airport for Sydney at Badgerys Creek or Holsworthy, November 1996*

These final Guidelines were produced by the then Department of the Environment, Sport and Territories.

*Second Sydney Airport Proposal Environmental Impact Statement, Fact Sheet 1, December 1996*

An outline of the EIS process was provided in a single A4 size fact sheet to assist the community to understand this process.

*Second Sydney Airport Proposal Environmental Impact Statement, Fact Sheet 2, December 1996*

The single page A4 fact sheet listed those studies undertaken by PPK and those undertaken by specialist subconsultants retained by PPK.

*Air Traffic Forecasts for Sydney prepared by the Commonwealth Department of Transport and Regional Development, February 1997*

The Department of Transport and Regional Development produced a newsletter to provide information on the anticipated demand for air transport facilities. The newsletter provided a description of how the forecasts for air traffic were developed and forecasts for passenger and air traffic movements up to the year 2025.

*Second Sydney Airport Proposal Environmental Impact Statement  
Update Brochure, March 1997*

This newsletter updated previous mapping of the regions surrounding the proposals and also provided an update on the proposals and assessment process.

*Second Sydney Airport Proposal Environmental Impact Statement  
Update 1 - Preliminary Airport Master Plans, March 1997*

The A2 fold out brochure showed Preliminary Master Plans and indicative airport layouts for each of the five airport options.

*Second Sydney Airport Proposal Environmental Impact Statement  
Update 2 - Road and Rail Access to the Airport Sites, April 1997*

This brochure described alternatives being examined for road and rail access into the sites of the Badgerys Creek options and the Holsworthy Military Area and the methods used to assess impacts.

*Second Sydney Airport Proposal Environmental Impact Statement  
Update 3 - Assessing the Impact of Noise, April 1997*

The assessment of the impact of noise is a complex issue subject to a high level of community interest. This six page fold out brochure explained some of the terms used when measuring and assessing noise impacts and the methods used to assess the potential noise impact of the Second Sydney Airport proposals.

*Second Sydney Airport Environmental Impact Statement Information  
Update 4 - Preliminary Flight Paths, Prepared by Airplan, May 1997*

Airplan and the Department of Transport released an information update on preliminary flight paths. The 33 page black and white A4 booklet with 18 regional maps depicted the preliminary flight zones for each of the airport options, including take off and landing options.

#### **4.1.2 ADVERTISING**

Advertising in newspapers was an important method of broad scale community notification of both information sessions and the release of new proposal information. Advertisements in regional newspapers with a wide readership such as The Sydney Morning Herald, the Illawarra Mercury and the Daily Telegraph contained major progress announcements such as the announcement of the proposals and the subsequent release of new information. Local newspapers which have a suburban distribution area were

utilised to provide information on public information sessions and mobile displays in local areas.

*Appendix B* provides an advertising schedule for the project to April 1997. General advertisements describing the proposal were placed at the commencement of the EIS investigations (November 1996) in regional, local and ethnic newspapers. These full page, colour advertisements provided an outline of the proposals and provided contact details for the EIS study team. Subsequent smaller advertisements notified the public of the release of information updates on *Air Traffic Forecasts for Sydney, Preliminary Master Plans, Road and Rail Access Corridors, Assessing the Impacts of Noise and Preliminary Flight Paths*. These advertisements were placed in a mixture of local and regional newspapers.

Advertisements were also placed in 22 separate newspapers in a language other than English. In November 1996, full page advertisements were placed in 11 ethnic newspapers providing details of the proposal and the telephone number for the NSW Department of Ethnic Affairs Translating and Interpreting service, should readers wish to contact the study team. In April 1997, large advertisements were placed in 15 ethnic newspapers providing details of the Preliminary Master Plan information. These newspapers are listed in *Appendix B*.

#### **4.1.3 POSTERS**

Posters were produced to assist with the display of community information and Councils assisted with their display.

In December 1996 a poster about the proposals was produced for use at libraries, Councils and community centres. The A1 poster showed the runway alignments and provided a brief description of the proposal, the EIS and decision making processes and provided study team contact information. Six copies were distributed to each of 13 local Government areas.

In April 1997 posters were produced to provide an update on the proposals. Three posters were provided on Regional Map and Proposal Explanation, (200 A1 colour posters); Preliminary Master Plans, (200 A1 colour posters showing Masterplans for five proposals, as detailed in Information Update No.1); Road and Rail Access to the Site, (200 A1 colour posters showing Access options as detailed in Information Update No.2). The poster sets were distributed to over 200 venues including Councils, Council libraries and community centres, secondary schools and community groups.

#### **4.1.4 LOCAL GOVERNMENT BULLETIN**

Notice was provided to Local Government of consultation events and the advertisements in local newspapers via a local Government bulletin. The bulletin provided an update of consultation activities in all areas to all local Government stakeholders. The bulletin was faxed weekly and included advertising for the release of new information, the location of mobile displays and the location of information sessions.

#### **4.1.5 POSTERS AND FACT SHEETS IN LANGUAGES OTHER THAN ENGLISH**

In March 1997, posters were produced to provide communities not fluent in English with display information on the proposals. Broad details were provided on the proposals and contact details to make a submission either by phone using a translating and interpreter service or by written letter. The posters including translations in Arabic, Chinese, Greek, Spanish, Vietnamese, Serbian, Maltese, Polish, Croatian, Macedonian and Italians. Approximately 100 State and Council agencies, Migrant Resource and Welfare Centres and ethnic social groups received a poster for display.

Fact sheets which gave an outline of the proposals and information on how to contact the translating and interpreter service were printed in 15 languages. These fact sheets were distributed to 150 addresses including migrant resource centres, community groups, churches, Councils and government departments. To assist with making a submission, response sheets were printed in the same 15 languages and distributed simultaneously. The distribution strategy for these brochures was developed in consultation with local government and migrant interagency committees.

The toll free information line was established by the NSW Department of Ethnic Affairs who provided interpreters for callers and enabled a three way conversation with EIS study team personnel.

#### **4.1.6 RADIO ADVERTISEMENTS IN LANGUAGES OTHER THAN ENGLISH**

Radio advertisements in Arabic, Cantonese, Mandarin, Italian, Greek, Spanish and Vietnamese were prepared to inform groups about the availability of more detailed information about the proposal. The interpreter and translating service offered by the NSW Department of Ethnic Affairs was publicised as an avenue for finding out more information from the EIS study team. Radio advertisements were considered to be an effective method of communicating to people with low levels of literacy in English.

The radio advertising schedule provided a total of 434 advertisements on nine stations over the period 14 April to 18 April. *Appendix C* contains a schedule of languages, radio stations and numbers of advertisements placed.

#### **4.1.7 MEDIA LIAISON**

In order to ensure the discussion of the proposals, the EIS investigations and approvals process within the media was supported by accurate information, packages containing all public newsletters and updates and relevant media releases regarding the Second Sydney Airport studies were forwarded to regional and metropolitan radio stations, newspapers and television stations.

Interviews with the project managers for the EIS studies and consultation activities took place over the course of the EIS investigations.

#### **4.1.8 LETTERBOX DELIVERY**

Letter box delivery of flyers advertising local consultation activities was used when:

- the community did not receive a local newspaper;
- the target community was semi rural in nature; or
- community representatives requested additional notice be provided of a consultation activity.

### **4.2 OPPORTUNITIES FOR TWO WAY EXCHANGE OF INFORMATION**

#### **4.2.1 SECOND SYDNEY AIRPORT COMMUNITY ACCESS CENTRE**

The Community Access Centre was established on 15 November 1996 at 43 Moore Street, Liverpool. It provides a venue in which members of the public can meet with the consultation team, discuss issues or concerns, take away material on the proposals and make a submission.

The Access Centre is staffed by two to three members of the community consultation team from Tuesday to Friday 11.00am to 6.00pm and Saturday 10.00am to 4.00pm, they are able to either answer questions directly or seek appropriate responses from members of the technical study team.

The information material available at the Access Centre included regional maps, street maps, aerial maps, brochures and other relevant Environmental Impact Statements. The material was designed to provide an overview of the proposals and an understanding of the EIS process.

#### 4.2.2 TELEPHONE INFORMATION LINE

The provision of a toll free contact with members of the EIS study team and assisted community members to seek information on the proposals and make a submission.

Established in November 1996 the service was staffed by members of the community consultation team. Three telephone lines were dedicated to answering inquiries; two at the Community Access Centre in Liverpool and one at Rust PPK office in Rhodes. All calls were registered on a Conversation Record form (*Appendix I*) which aimed to record submissions in a standardised way.

The phone was staffed Monday to Friday during business hours and Saturday 10.00 am to 4.00pm. If all lines were busy an answering machine prompted the caller to leave their name and telephone number.

*Figure 4.1* provides a summary of calls received on the 1800 line by month.

#### 4.2.3 MOBILE INFORMATION DISPLAYS

The purpose of mobile displays was to provide information on the proposals to the community in locally convenient venues. Shopping centres were particularly valuable as high pedestrian traffic areas. To ensure peak attendance 32 mobile displays were held on Thursday evenings and Saturday mornings over a period of 20 weeks.

This consultation activity was often arranged as a response to requests from communities for further consultation in particular areas.

Mobile displays were staffed by two to three community consultation staff. Residents and shoppers were introduced to the proposals, provided with take away information packages and encouraged to make a submission to the EIS investigations. Information available at various times included all of the newsletters discussed in *Section 4.1* and the *EIS Guidelines* prepared by Environment Australia. *Figure 4.2* depicts the distribution of locations of mobile displays.

In general the mobile displays were promoted by:

- advertisements in local and regional newspapers;
- household mailbox delivery of flyers to target areas if that area did not receive a local newspaper or was considered by the team to not have a good awareness of the proposals; and

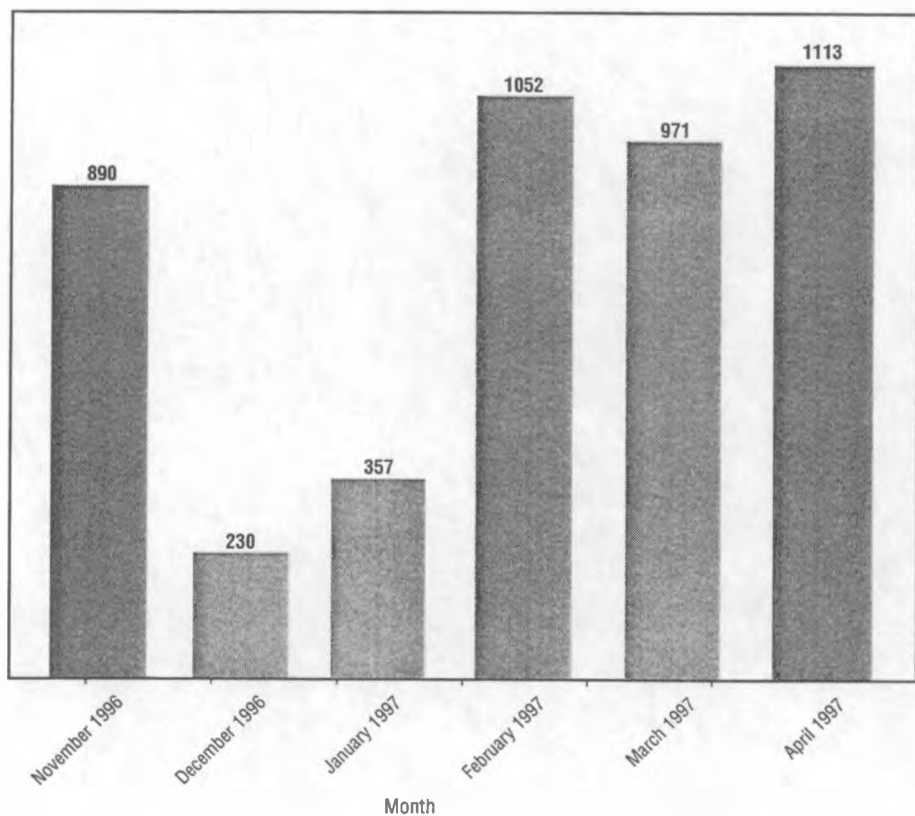


Figure 4.1  
**Number of Incoming Calls Telephone Information Line  
November 1996 - April 1997**  
*Source: Telecom, 1996, 1997*





- distribution of flyers to:
  - Local and Federal Government representatives;
  - community groups and stakeholders located in the region of the display venue; and
  - shopping centres in and around the proposed display location.

*Appendix D* provides a schedule and description of mobile displays held between November 1996 and May 1997.

#### 4.2.4 COMMUNITY INFORMATION DAYS

The purpose of information days was to provide detailed information on the proposals to the community and direct contact with study team specialists. The information sessions enabled people with a good understanding of the proposal access to further detailed information whilst others could gain an understanding of the proposals, perhaps for the first time. Sessions were held at Lucas Heights, Kemps Creek, Ingleburn, St Helens Park, Springwood and Sutherland.

Information sessions were staffed by up to six study team members including representatives from the Rust PPK study team, traffic and transport specialists, Wilkinson Murray (noise), Navin Officer (Aboriginal Heritage), Coffey Partners (Air Quality), Biosis Research (Flora and Fauna) and Robyn Tuft and Associates (Water Quality). Information available to take away included newsletters and information updates and the *EIS Guidelines* prepared by Environment Australia. The information sessions were set out as a series of displays enabling people to study material and ask questions of the EIS team members. In addition several short presentations about the EIS investigations were held followed by question and answer periods. *Figure 4.2* depicts the distribution of information days.

In general the information days were promoted by:

- advertisements in local and regional newspapers;
- household delivery of flyers to surrounding areas; and
- flyer distribution to Local and Federal Government representatives, community groups and stakeholders located in the region of the information session venue.

*Appendix E* provides a description of information days held between November 1996 and May 1997.

#### 4.2.5 COMMUNITY GROUP MEETINGS

The EIS study team were invited by various community groups and stakeholders to attend many meetings. While it was not possible to respond to all invitations, study team members attended more than 35 Council and community sponsored meetings. The role of the EIS study team representative was to provide a presentation on the proposals and EIS process, answer questions on these issues and take a record of the meeting that noted community opinions or concerns so that these could be fed into the EIS assessment process.

*Appendix F* provides a schedule of meetings and information sessions attended by representatives of the EIS study team.

#### 4.2.6 LOCAL GOVERNMENT LIAISON

##### *Community Development Officers*

Community Development Officers have regular contact with their local communities through community centres, libraries and other council operated community services. Representative officers of 15 Councils were invited to attend two information and discussion sessions held at the Community Access Centre and Liverpool Council Chambers.

Presentations about the proposal and community consultation strategy sought feed back and advice, particularly in relation to communicating with people who are not fluent in English. As a result the strategy placed greater emphasis on distribution of information via community networks and use of radio advertising.

##### *Elected Representatives*

Briefings for the elected representatives from 12 of the 15 Councils in the Consultation target area were held at Council Chambers during November 1996 and February 1997 as shown in *Figure 4.3*. *Appendix G* provides a schedule of meetings with Local Government.

##### *Town Planning Staff*

Town planning staff were briefed either through the regular Regional Organisation of Council meetings (*Refer Appendix G*) or at informal meetings of Council planners. Nominated Council staff were weekly faxed a bulletin of all advertisements and flyers for mobile displays, information days and information releases. A Regional Planning Workshop was held on 11.2.1997 with key State and local Government planning representatives to present analysis and gain feedback on regional planning issues.

#### 4.2.7 STATE GOVERNMENT LIAISON

Consultation with State Government took place through a Commonwealth/ State Liaison Committee which was a regular forum. During five meetings over the EIS preparation period, the State Government provided access to a wide range of documents and data and provided clarification and feedback on land use planning issues.

#### 4.2.8 COMMUNITY GROUP FORUMS

Two forums for the known community groups whose focus was to protest an airport at Badgerys Creek and within the Holsworthy Military Area were established in November 1996. Community groups represented at the Forums are listed in *Appendix H*. The purpose of the Forums was to provide a first hand opportunity for the groups to hear about the proposal and the EIS studies, to raise their issues of concern and provide feedback to the EIS study team. It was anticipated that the representatives of community groups attending the forum would also act as a conduit for information flow between the study team and their members.

##### *Badgerys Creek Community Group Forum*

###### *Meeting No. 1*

The first meeting, to which two representatives from each group were invited, was held on 9 November 1996, at Penrith Council Chambers and was attended by 18 representatives. The meeting was attended by representatives from Airplan and EIS air quality and noise specialists. The major issues raised by the Forum included concerns with the EIS process, the methodology for air quality and noise impact studies.

###### *Meeting No. 2*

The second meeting held on 5 December at Penrith Council Chambers was attended by 23 representatives and eight Council representatives. Major issues raised included the EIS process to date, the noise impact assessment, consultation strategy and November newsletter, the audit process, and water quality issues, in particular Warragamba Dam.

###### *Meeting No. 3*

The third meeting, held on 27 March at Fairfield Council Chambers, was attended by 20 representatives and two Council representatives. Major issues raised included air pollution studies and the availability of study results, the auditing process and public accessibility to data and airspace management.

#### *Meeting No. 4*

The fourth meeting on 3 June 1997 at the Parramatta Park Royal was attended by 15 representatives. Issues included airspace management for the proposals and within the Sydney basin generally and surface transport requirements for the proposals.

#### *Blue Mountains Community Group Forum*

In response to a request from the Badgerys Creek Community Group Forum, a meeting was held for representatives of interested groups in the Blue Mountains on 10 December at the Springwood Neighbourhood Centre. Major issues raised included road and rail access to the proposals and increased surface traffic volumes, noise impacts for the Blue Mountains and consultation with people in the Blue Mountains. Subsequent to this meeting an information day was held at the Ivy Market at Springwood on Saturday 8 February.

#### *Holsworthy Community Group Forum*

#### *Meeting No. 1*

The first meeting held on 9 November 1996, at Sutherland RSL Club was attended by 20 representatives. Flora and fauna, air quality and water quality specialists were in attendance. The major issues raised by the Forum included concerns with the EIS process, in particular the appointment of the auditor and the EIS consultation strategy.

#### *Meeting No. 2*

The second meeting, held on 14 December at Sandy Point Community Centre was attended by 13 representatives. Major issues included the need for further information such as preliminary flight paths, the scope of noise and flora and fauna studies and consultation activities.

#### *Meeting No. 3*

The third meeting, held on 11 June at the Sandy Point Community Centre, was attended by 23 representatives and three Council representatives. Major issues included the proposed flight paths, airspace management for the Sydney basin and the methodology for noise investigations.



- Meetings with Town Planning staff      ●
- Meetings with elected representatives      ▲
- Meetings with Community Development Officers      ■
- Urban Areas (indicated by local roads)      [shaded area]

Figure 4.3  
**Local Government Liaison**



#### 4.2.9 SECOND SYDNEY AIRPORT INTERNET HOME PAGE

The world wide web site for the Second Sydney Airport EIS (<http://www.magnet.com.au/2sydair>) was set up as an information source for those with Internet access. The site contained:

- information on and maps of the proposals at Badgerys Creek;
- information on and maps of the proposals within the Holsworthy Military Area site;
- Fact Sheets 1 and 2 and Information Updates 1, 2 and 3;
- contact details for the study team;
- a regularly updated calendar showing future information days and mobile displays;
- the E-mail address for submissions to the EIS investigations;
- links to web sites at Environment Australia and the Commonwealth Department of Transport and Regional Development (including access to the brochure: Air Traffic Forecasts for Sydney); and
- links to the Airplan web site for information on Information Update 4 - Preliminary Flight Paths.

The E-mail address ([2sydair@magnet.com.au](mailto:2sydair@magnet.com.au)) was widely advertised and a response form on the web page linked to the EIS E-mail address provided a direct way of making a submission (see *Appendix I*).

### 4.3 WAYS OF RECEIVING SUBMISSIONS

Submissions were received in writing by letter, fax or e-mail and also by telephone.

A Response Sheet was developed which was available at meetings, displays and information sessions. A standard format was developed for Response Sheets, Telephone Conversation Records and E-Mail responses to assist with recording of the issues raised. The format was based on the structure and content of the Draft EIS. A copy of these forms is included in *Appendix I*.



## 4.4 RESPONDING TO COMMUNITY CONCERNS

The submissions received were linked into a database and grouped to describe the issues raised. Many submissions raised a number of questions and written responses were provided to these where possible. Over 3,000 responses were provided to queries and submissions.

Entries in the database grouped issues in a manner similar to the structure of the Draft EIS, and also included qualitative comments. This information was progressively provided to specialists undertaking the studies for the Draft EIS so that continued input from the community became an integral part of the assessment process.

The issue groupings were as follows:

- Part A - Introduction:
  - EIS Process;
  - Consultation Process;
- Part B - Need for a Second Major Airport for Sydney:
  - Future Passenger and Aircraft movements;
  - Strategic Alternatives;
  - Potential Role of the Second Sydney Airport;
- Part C - The Proposals:
  - Airport Planning;
  - Badgerys Creek Airport Options;
  - Holsworthy Airport Options;
- Part D - Planning and Land Use Impacts:
  - Planning and Land Use Impacts;
- Part E - Noise Impacts:
  - Effects of Aircraft Noise;
  - Aircraft Overflight Noise;
  - Ground Operation Noise;
  - Other Noise;



- Part F - Physical and Biological Impacts:
  - Meteorology;
  - Air Quality;
  - Geology, Soils and Water;
  - Flora and Fauna;
  - Resources, Energy and Water;
  - Hazards and Risks;
- Part G - Social and Economic Impacts:
  - Aboriginal Cultural Heritage;
  - Non-Aboriginal Cultural Heritage;
  - Transport;
  - Visual and Landscape
  - Defence;
  - Economics;
  - Social;
- Part H - Environmental Management:
  - Overview of Potential Environmental Management.

# Part C

## Consultation Results

## CHAPTER 5 COMMUNITY COMMENTS

This chapter summarises the issues and concerns raised during the initial phase of consultation prior to the preparation of the Draft EIS.

As they were received, the issues raised in these submissions were referred to the relevant specialist consultants undertaking the studies for the Draft EIS so that they could be taken into account as the studies proceeded.

Issues have been drawn from written submissions, including response sheets, facsimiles and letters and from telephone submissions, discussions with community groups at meetings and at the Community Access Centre, information days and mobile displays.

*Figure 5.1* shows the issues raised by submissions received between October 1996 and 30 April 1997, and the relative proportion of them in relation to each part of this Draft EIS. Almost half of the concerns raised related to the proposals, the options being considered and EIS process rather than the individual impacts.

### 5.1 PART A - INTRODUCTION

#### 5.1.1 EIS PROCESS

Comments about the EIS process were made in relation to the Guidelines under which the EIS was prepared, the timeframe allowed for the EIS studies, the appointment of the auditor, the basis upon which Holsworthy Military area was selected for investigation and how the results of the EIS would guide decision making.

#### *EIS Guidelines Prepared by Environment Australia*

Comments about the Guidelines expressed concern about both the preparation process and final content of the Guidelines prepared by Environment Australia. The purpose of the Guidelines was not well understood and comments suggested that the EIS studies were legally bound to adhere to the methodologies contained within the Guidelines. Given that the EIS studies had commenced prior to the release of the Final Guidelines, concern was expressed that the EIS studies would not have been designed in accordance with the Guidelines.

Suggestions made in submissions included that the Guidelines should be amended to allow for consideration of other sites, particularly outside of the Sydney Basin, and that public submissions made to the Draft Guidelines should be reconsidered as submissions to the Draft EIS.

### *EIS Timeframe*

There was concern that the timeframe allowed for the EIS studies was too short. Questions were therefore raised about the integrity of the process and whether quality results could be achieved. It was requested that the impact assessment be conducted over a 12 month period to take account of seasonal changes in some studies and allow a wider collection of data in others. It was also maintained that an extension of time was necessary to allow for an investigation of alternative sites.

Comments were also received expressing the need for a firm decision on the Badgerys Creek proposals to end planning uncertainty in this region for affected residents.

There were many requests for information about timing for the completion of the Draft EIS, the period for public comment and the anticipated date for a decision. It was requested that the results of the EIS and technical papers be made available on the internet, that special interest groups receive free copies of the Draft and Final EIS and that all groups receive access to copies at the same time.

### *The Appointment of the Auditor*

Comments expressed initial concerns about the lack of an auditor appointment prior to the commencement of EIS studies. Concern was also expressed that no consultation had taken place about the selection of an auditor.

### *Site Selection Process*

Requests were made for the Department of Transport and Regional Development to provide the reason for the selection of Holsworthy Military Area for environmental investigation. It was questioned as to why a re-evaluation was not conducted of all the sites considered in the 1985 EIS.

## **5.1.2 CONSULTATION PROCESS**

Submissions made about the consultation process included both comments about individual activities and events and comments about the extent and adequacy of the process. Wherever possible a response was made to suggestions to improve the process. Some submissions about the process indicated widespread misconceptions about the role of the EIS and how

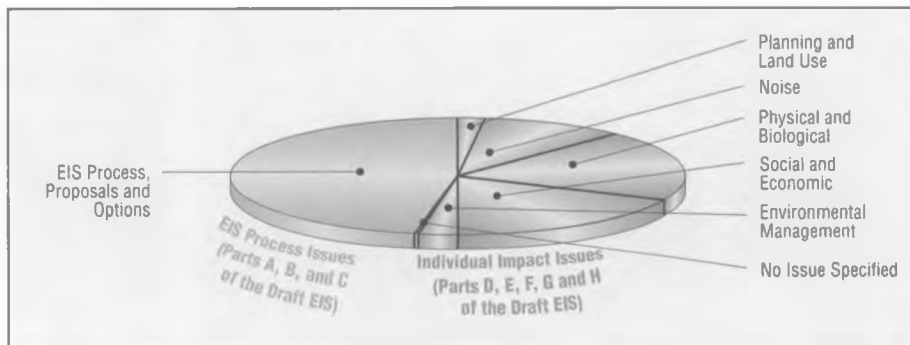


Figure 5.1

**Issues and Concerns Raised by the Community -  
October 1996 to April 1997**

Note: October 1996 to April 1997

decisions would be made. The fact that the EIS would not provide a recommendation or decision was not well understood. Wherever possible submissions were provided with an individual letter of response.

### *Extent of consultation*

As an example, following the first major distribution of information, the newsletter delivered to households in November, 1996, concerns were expressed from some suburbs within the distribution area that they had not received a copy. It was discovered that the newspaper distribution system used did not in fact cover all intended suburbs. A new updated brochure was therefore produced and delivered to households in those areas originally targeted. There were also a number of requests to extend the area of distribution. As the consultation proceeded the target areas were expanded to meet the growing level of community interest. This is described in Section 3.3. Some submissions sought individual household notification for all consultation activities. This was generally not undertaken although individual household notification was provided for a number of local activities such as the mobile shopping centre displays and information days. Details are provided in Chapter 4.

### *Detail in the initial newsletter*

There was community concern about the accuracy of base maps and the lack of a scale in the initial newsletter distributed in November. A Geographic Information System database was subsequently developed to provide accurate base maps for all future information. This took some time to develop, but was available for all information issued after March 1997. There were some requests to modify and reprint the November newsletter, but this was not done as it was considered that it would provide a misleading picture of the current status of airport planning and environmental assessment given that the studies had developed further in the meantime. A new updated brochure was therefore produced and used in subsequent consultation activities. Copies of the November newsletter were recalled once the new brochure was available.

### *The Role of the Community Access Centre*

It was suggested the Community Access Centre at Liverpool was not accessible to many people and requests were made for other similar centres to be opened in both the western Sydney and Sutherland regions. Many residents outside Liverpool had no reason to visit the area and expressed difficulty in undertaking such a journey. It was argued a 'social barrier' exists in that the Access Centre at Liverpool does not service the needs of residents north of Badgerys Creek or east or south of the Holsworthy Military Area. As much as possible this concern was met by holding displays and Information Days in local areas, as described in *Appendices D and E*.

Some submissions expressed disappointment with the lack of information provided at the Access Centre. The primary aim of the early consultation program was to provide information about the proposals and the EIS process. Many people felt details about individual studies should be available. The information most often requested was about flight paths and noise impacts.

### *Other*

Other public comments included appreciation for the consultation program, thanks for the opportunity to express an opinion and requests for information about the team, costs of the EIS and the proposal, the brief and the methodology.

## **5.2 PART B - NEED FOR A SECOND MAJOR AIRPORT FOR SYDNEY**

### **5.2.1 FUTURE PASSENGER AND AIRCRAFT MOVEMENTS**

Submissions and comments made during consultation in relation to air traffic forecasts for Sydney suggested projected air travel demand figures were not realistic. It was commented that building a second major airport would not be justified based on current demand estimates in view of:

- the analysis of demand that uses unconstrained growth assumptions as a basis for future current predictions;
- the reported diminishing global fossil fuel supply which is likely to suppress the demand for air travel by increasing costs; and
- the projected future use of telecommunications that would reduce the need for air travel and encourage greater reliance on electronic communication methods.

### **5.2.2 STRATEGIC ALTERNATIVES**

Comments on strategic alternatives suggested that:

- planning for an airport should examine Sydney's demand requirements and environmental impacts for the next 100 years;
- the Second Sydney Airport will service all of NSW and not simply the Sydney basin and its location choice should reflect that criteria; and
- the role of the airport could be reconsidered as a freight integration centre to serve the south-east of Australia with an agricultural and export focus.

Comments on strategic alternatives focussed on the central theme that for various reasons the Second Sydney Airport should not be located within the Sydney basin and that the Government should examine alternatives. The call for a proposal outside the Sydney basin was related to Sydney's meteorological conditions and associated pollution levels. It was suggested that an assessment of strategic alternatives outside the Sydney basin should examine the potential for a very fast train link to Sydney central.

Goulburn, the RAAF Williamtown base and the RAAF Richmond base were each suggested as alternative sites worthy of investigation. Otherwise, specific site strategic options were not widely discussed.

Some comments offered qualified support for a second airport while other comments were not in favour of a second airport anywhere. Comments included suggesting airport facilities should all remain at Sydney Airport as this airport was not operating at capacity and that lifting the curfew and operating to full capacity would satisfy the growth in aviation demand.

### **5.2.3 POTENTIAL ROLE FOR THE SECOND SYDNEY AIRPORT**

Comments were received on the role of the second airport expressing concern that:

- it was not operationally feasible to operate two major airports in Sydney;
- Holsworthy Option A was in conflict with Sydney Airport in terms of airspace management and efficiency of operations;
- Sydney Airport may be substantially downgraded or closed and all of Sydney's air traffic would be directed to the new facility;
- both military and commercial aircraft activities may be retained in the Holsworthy Military Area and concerns about noise implications of this scenario;
- international operations may be retained at Sydney Airport and the second facility used for domestic and freight use; and
- noisy aircraft may be retained at Sydney Airport and quieter aircraft redirected to the second airport to reduce impacts.

The latter two comments were based on overflight noise concerns.

Submissions about the future role of the airport raised many questions and was the subject of much confusion. How Sydney Airport would operate and



whether the expanded role of the second airport meant a reduction in Sydney Airport's role was the subject of debate. The Sydney Airport curfew was discussed in relation to the extent of operation of a second airport. Comments reflected concerns that the curfew severely restricts operational capacity at Sydney Airport including the arrival of foreign tourists and inhibits the import and export of fresh produce. It was suggested that far fewer people would be affected by relaxing the curfew at Sydney Airport than by having no curfew in the second airport. It was felt that to not have a curfew at the second airport due to the presence of a curfew at Sydney Airport would be a political and discriminatory decision not based on environmental data.

### **5.3 PART C - THE PROPOSALS**

#### **5.3.1 AIRPORT PLANNING**

Comments were received on the design considerations of the Badgerys Creek and Holsworthy airport proposals.

Comments expressed a belief that, in order to provide a realistic assessment of likely impacts, the EIS should examine an airport proposal of four or five runways, as per future expansion potential and the conceptual plans for the airports ultimate development as discussed in the EIS Guidelines prepared by Environment Australia. Similarly, it was suggested that impacts over the next 100 years should be assessed, given the time period of impact will extend beyond this.

It was commented that the Preliminary Master Plans should indicate the proposed location of off-site infrastructure such as fuel pipelines, electrical easements and sewerage pumping stations. Similarly, it was submitted the Draft EIS should discuss in detail the potential impacts of associated infrastructure and services, for example freight handling facilities or additional car parking facilities.

Concerns have been expressed that the Commonwealth Government may eventually close down or significantly reduce the level of activity at Sydney Airport and increase the level of activity at the second airport so that this airport becomes Sydney's major aviation facility. Many participants have requested assurances that the Master Plans and flight zones relating to the Second Sydney Airport proposals have been designed with Sydney Airport current and future operating scenarios in mind.

Concerns were raised in relation to airport design that an adequate separation of the runways and the necessary facilities to accommodate the new generation of aircraft were incorporated into the proposals.

### 5.3.2 BADGERYS CREEK AIRPORT OPTIONS

Comments were received on the potential construction and operation impacts of the Badgerys Creek airport proposals.

#### *Construction Impacts*

Comments reflected a concern about the environmental and social impacts of the construction process. It was commented that the acquisition of land for Badgerys Creek Options B and C could result in an increased time frame for the construction of the airport.

#### *Operation Impacts*

The potential for 24 hour operation of the Badgerys Creek options was raised as a concern. Comments reflected worries that potential impacts would be extreme without a curfew. However, it was also noted that with a curfew in place impacts would still be high.

Many comments expressed concern over the potential difficulties of assessing the impacts of flight paths, in view of the likelihood of these being altered over time. Potential conflicts with Sydney and secondary airport operations such as Hoxton Park, Bankstown, Camden and Richmond airports and the social and economic impacts should these airports have operations modified or closed down was commented upon. Other comments on airspace congestion and the need to meet safety and noise standards and conflicts with paragliding and other recreational activities have been raised as airspace management issues.

### 5.3.3 HOLSWORTHY AIRPORT OPTIONS

Comments were received on the potential construction and operation impacts of the Holsworthy airport proposals.

#### *Construction Impacts*

Comments reflected a concern about the environmental and social impacts of the construction process. The majority of issues raised related specifically to the Holsworthy airport options and include:

- the management and disposal of potentially contaminated dust on the Holsworthy site generated from the clearing of unexploded ordnance;
- the management of contaminated landfill remnants from the building of houses at Wattle Grove, sited adjacent the northern runways of Holsworthy Option A;

- concern as to whether the EIS could provide accurate estimates of the volume of land-fill required, the anticipated source of land-fill materials;
- the extent of on-site quarrying required, and/or the route of delivery of any imported material into the site;
- the management of dust, noise and vibration during the construction phases;
- potential areas of contaminated fill (possibly located near the Holsworthy Option A) and their management; and
- the filling in of the valleys 90 to 110 metres deep for Holsworthy Option B, to provide for the development of airport terminals and associated infrastructure.

### *Operation Impacts*

The potential for 24 hour operation of the Holsworthy options was raised as a concern. Comments reflected worries that potential impacts would be extreme without a curfew. However, it was also noted that even with a curfew in place impacts would still be high.

Many comments expressed concern over the potential difficulties of assessing the impacts of flight paths, in view of the likelihood of these being altered over time. Potential conflicts with Sydney and secondary airport operations such as Hoxton Park, Bankstown, Camden and Richmond airports and the social and economic impacts should these airports operations be modified or closed down was commented upon. Other comments on the need to meet safety and noise standards and conflicts with paragliding and other recreational activities have been raised as airspace management issues. Potential airspace impacts were also identified for the model aeroplane clubs at Darkes Forest and Wedderburn. Potential conflicts were identified as airspace congestion and the need for 'cross overs' on a regular basis.

Assurances were requested that there are no plans to investigate the simultaneous use of a Second Sydney Airport in the Holsworthy Military Area for both commercial and military operations.

### **5.3.4 ULTIMATE AIRPORT DEVELOPMENT**

Comments about the conceptual ultimate development were prompted by the inclusion in the Guidelines of the statement *although environmental clearance is not being sought for the ultimate capacity of the airport, conceptual plans for the airport's ultimate development will be addressed in*

*the environmental assessment process.* Comments expressed concern that the EIS is only considering a design maximum of three runways when overseas airports currently have four or five runways.

The physical limitations of the sites of the Badgerys Creek options were noted. Comments on the extent of residential development adjacent to the proposal boundaries and further concerns about the selling of Commonwealth Government land sited to the north of Elizabeth Drive formed a debate on the viability of future expansion potential of this site. Due to the availability of Government owned land within the Holsworthy Military Area, it was suggested that the future expansion of Holsworthy options was more viable than that of Badgerys Creek. It was noted the time and expense of purchasing land was avoided with this option.

## **5.4 PART D - PLANNING AND LAND USE IMPACTS**

Comments were received about current local planning decisions and the potential impacts of an airport on future planning for population growth and local infrastructure.

### *Sydney West Airport Sub-Region Draft Strategic Plan*

It was suggested the boundaries of the 'Sydney West Airport Sub-Region Draft Strategic Plan' drafted by the Taskforce on planning for the Sub-Region Surrounding Sydney West Airport, 1996 may not be based on geographical and environmental factors as recommended but more so on land ownership patterns. It was suggested that these planning controls would assist some property owners in receiving resale profits.

### *Local Planning*

It was noted that housing developments within the vicinity of the proposal and within 25 and 20 ANEF zones determined by previous studies on Badgerys Creek airport proposals have been approved and constructed without insulation facilities. These include the housing estates at Warragamba, Luddenham, West Hoxton, Cecil Park and Horsley Park.

Recent buyers of houses and land adjacent to both the Badgerys Creek and Holsworthy options bought not knowing an airport proposal was likely, other than Option A at Badgerys Creek. It was noted that there are several growth centres around Badgerys Creek which would conflict with any of the options being considered. The townships of Warragamba, Silverdale, Werombi, Theresa Park, Orangeville, Mt Hunter and Camden were specified.

Other comments noted that Badgerys Creek has been the accepted and anticipated location for the second airport and planned for accordingly, and this should be a factor in the current decision making process.

### *Planning Controls*

Comments called for the EIS studies to include an examination of potential implications for all nearby residents, businesses and urban developments in relation to future zoning restrictions and development approval implications. It was suggested a federal Government approvals authority was needed for local developments in potentially affected areas and a clear definition of subdivision allowances, building limitations and development restrictions was required.

It was requested the EIS provide clear definition and establishment of a development exclusion zone for both sites, that would meet international best practice standards, and allow for future expansion of all options.

### *Regional Planning*

It was identified that the Macarthur region is one of the fastest growing areas within Australia and is expected to accommodate 0.5 million people by the year 2000. It was anticipated that an airport development in this locality would limit the amount of residential development to accommodate future population growth in Sydney. Taking development restrictions into account, given the estimated life expectancy of an airport of 200 years and expected population growth in Macarthur, it was submitted that far higher numbers would be affected by an airport next century than the current census figures indicate.

### *Land Use Planning*

The presence of the Lucas Heights nuclear facility was commented upon as an incompatible land use adjacent to an airport. It was also commented that one economically feasible location for a possible additional nuclear reactor would be across Heathcote Road from Lucas Heights, on Government land within the Holsworthy Military Area. Access to the nuclear infrastructure of ANSTO could be via a connecting private bridge across the Heathcote Road.

### *Infrastructure and Public Facilities*

Comments noted the potential loss of public facilities or limitations on their use given aircraft noise impacts included uses such as schools, hospitals, theatres, community halls, parks etcetera was commented upon. How to either replace such facilities or mitigate impacts was questioned. There was a general response that public facilities in the western and south western

suburbs of Sydney were under resourced and that an airport would provide another impact such that services or the quality of facilities would be further reduced.

The relocation of power lines, road and rail developments associated with the proposal and the provision of sewerage services were all seen to potentially affect the health and welfare of many nearby areas. Implications for the existing (recently developed) Army hospital within the Military Area were questioned.

Concerns about the use of a fuel pipeline included:

- location and effect on the immediate environment;
- safety and contamination issues;
- potential for terrorist attacks as Australia and particularly Sydney becomes more involved with global events;
- effects of monitoring fuel flows;
- emergency response services and response times; and
- evaluation procedures following emergencies.

Concerns were expressed about potential impacts of the construction of the pipeline on the Georges River.

### *Land Acquisition*

Comments received on this issue have generally been in relation to the Badgerys Creek option, as the Holsworthy Military Area is entirely Commonwealth land. Badgerys Creek Options B and C would require an increase in the size of the airport site. The selection of one of either of these options would potentially affect current private land owners who would be subject to the *Compulsory Acquisition Act*. Questions were raised as to the requirements for the resumption of private lands for the construction of road and rail access corridors. The amount of compensation the commonwealth Government is likely to offer for resuming property was questioned.

Concerns have been expressed as to the history of decision making and the timeframe for this investigation to be resolved. These proposals have created an uncertain environment and affected participants ability to make informed decisions and choices about their land future development.

## *Methodology*

It was commented that the 1996 Census data would not be available in time to be used by the EIS study team and therefore the full extent of new suburban areas would not be adequately represented and impacts would not be measured.

## **5.5 PART E - NOISE IMPACTS**

This section is divided into comments about the effects of aircraft noise on matters such as health, learning and property values and the immediate impacts of overflight noise, ground operation noise and other noise, including that from construction activities.

### **5.5.1 EFFECTS OF AIRCRAFT NOISE**

Comments about the effects of aircraft noise focussed on the issues of potential health effects of aircraft noise and impacts of overflight noise on property values and subsequently the availability of compensation for property devaluation. Other comments on noise and impacts on lifestyle are discussed in *Social Impacts, Section 5.7.7*.

### *Health Effects of Aircraft Noise*

Comments suggested that a second major airport development within the Sydney basin would have negative impacts on the health of the western and south-western communities. Diminished air quality and increased noise levels were identified as the factors associated with an airport development that would contribute most significantly to a decline in the health status of residents.

Potential health impacts associated with increased aircraft noise levels include sleep disturbance, stress and psychological factors - specifically anxiety, nervousness, irritability, anger and a feeling of powerlessness. It was suggested that information on health risks associated with an airport operation, as documented in *Falling on Deaf Ears* (Senate Select Committee on Aircraft Noise, 1995) needs to be taken into account in the assessment of the options. Comments quoted from this report or separate submissions to the committee noted:

- aircraft noise affects sleep patterns and often disturbs sleep;
- intermittent noise such as aircraft flyovers is more disturbing than a continuous noise;

- older people are generally more disturbed by noise than younger people;
- workplace performance can be reduced by a lack of sleep and feelings of tension;
- aircraft noise has potential impacts on shift workers and their ability to receive rest;
- symptoms of depression are related to aircraft noise and reduced property values;
- there may be a hostile response to the cause of the noise disturbance; and
- illnesses specifically relating to the operations of airports including psychiatric illness, anxiety, tinnitus (ringing in the ears), sleeping disorders, hearing damage, hypertension, increased blood pressure, cardiovascular problems, lung and bladder cancer, headaches and migraine, asthma, respiratory problems, bronchitis, emphysema, skin conditions and cancer.

References were made to a submission by the University of Sydney Department of Psychology, to the Senate Select committee on Aircraft noise which identifies particular health risks for various sectors of the community as:

- young people (diastolic blood pressure responses suggest preclinical changes which may increase cardiovascular risk in the long term);
- school children exposed to noise at school (especially those with learning difficulties);
- people with a family history of hypertension (limited data suggests short term responses in this group);
- people exposed to the sudden onset of aircraft noise (extremely high systolic blood pressure responses in this group);
- the aged (possibility of emergence of clinical disease in this group);
- people with hostile or resentful attitudes to noise sources or noise makers; and
- shift workers.



Direct comments from residents who moved away from existing aircraft noise affected areas have focussed on the effects of sudden and constant exposure to aircraft noise including a range of physical and psychological symptoms associated with anxiety, sleep disturbance and lifestyle loss. Secondary impacts commented upon include financial loss and disruption associated with the need to relocate residence. It was proposed that mitigation of the impacts on community health should include financial compensation in regard to loss on property values, enabling people to chose to move elsewhere. Compensation would also assist in overcoming the sense of powerlessness and anger that is one of the causes of psychological and physical reactions to aircraft noise.

### *Impacts on Learning*

Potential impacts on education and the ability for children to learn given a classroom environment disrupted by aircraft noise, were discussed. The findings of the Senate Select Committee on Aircraft Noise and recent publicised overseas research that conclude the ability of children to learn has been impaired in some areas by aircraft noise were noted.

Noise insulation techniques were not considered adequate for maintaining teaching environments. Concerns were expressed about both the health implications and the subsequent maintenance costs of air conditioning and double glazing.

### *Property Values*

Comments anticipated a relatively large decline in property values and referred to the effects of the third runway at Sydney Airport. It was suggested a similar result would occur as a result of the Second Sydney Airport options.

Comments expressed a concern about the length of time it may take to make a decision about the airport proposals and the effect on decision making about property this would have. It was noted that people's lives were being put on hold because they are unable to make a decision to buy or sell property in areas potentially affected by the airport proposals.

It was requested that the wider implications of house and land devaluation in outer western Sydney suburbs be assessed as this area is essentially the last remaining area available for expansion, be it for housing, industry, or agriculture. It was commented that the airport proposals would sterilise all of that available land.

Information was requested on how affected parties might apply for compensation for loss of property value due to the proposals. An expectation was expressed that compensation would be awarded by the Commonwealth

Government. It was commented that some people stand to make substantial profit from the proposals and some people would suffer to the extent that their lifestyle would become unbearable, and that this latter group must be compensated at values prior to the proposal, or full and total relocation arranged.

### 5.5.2 AIRCRAFT OVERFLIGHT NOISE

The release of Preliminary Flight Paths information resulted in some comment being received on the potential impacts of overflight noise on residential communities. The level of comment received was limited due to the timing of the release of Information Update No.4 - Preliminary Flight Paths in April 1997.

Concern was expressed about the impacts of overflight noise including:

- impacts of noise on schools and learning, the use of community halls, libraries and outdoor sporting facilities;
- impacts on lifestyle and communications;
- impacts on sleep;
- financial impacts of having to insulate residences and the associated cost of running airconditioning; and
- financial impacts of loss of investment in outdoor facilities.

Related impacts such as loss of health, economic and social impacts are discussed further in *Sections 5.5.1, 5.7.6 and 5.7.7* respectively.

Comments on noise impacts also related to the frequency with which noise would be received, for example, a noise incident every two minutes, up to 24 hours a day. As noise pollution is considered under local legislation to be a punishable offence with fines for misdemeanours the imposition of aircraft noise was seen by participants as being inconsistent with existing social and legal expectations.

### *Noise Insulation*

Comments on noise insulation issues were based on the premise that a policy of insulation within a certain noise impact zone would be implemented. It was requested that all residences requiring insulation be identified along with the most appropriate types of insulation, suitable contractors, a time frame of implementation and predicted costs. It was also suggested that residences that do not meet Australian Standard 2021 should be provided with the option of

insulation or relocation. It was recommended the mitigation techniques should be completed prior to the opening of the airport.

### *Disturbance*

Specific comments related to TV reception disturbance and sleep disturbance, especially for shift workers who cannot benefit from a reduction in the frequency of flights at night. It was recommended that the EIS should include an account for human reaction and cost equivalent to the impacts of areas within the 20 ANEF zone and beyond.

### *Effect of Topography and Meteorology*

Topography was a strong theme in noise impact discussions. It was suggested that the topography of rolling hills and valleys eastward of Badgerys Creek to Cowpasture Road and westward to Blue Mountains would carry and echo sound. This factor and extremely low ambient background noise levels would result in an environment affected by jet engine noise and other aircraft. Additional noise sources related to this impact would be from vehicular traffic attending the airport including heavy freight vehicles.

Similar concerns were expressed about noise impacts in the Illawarra escarpment and Lucas Heights areas where it was considered that noise would be enhanced by topography.

Meteorological conditions such as temperature inversions were commented upon as potentially compounding noise impacts. It was recommended that as nighttime noise travelled further than daytime noise this impact be 'weighted' for the EIS investigations.

### *Future Changes to Flight Paths*

It was suggested overflight noise impacts could change with alteration to the flight paths and airspace management in the Sydney basin as:

- the noise management and operational plans for the Second Sydney Airport are finalised;
- stage 1 and stage 2 of the airport are opened and consequent changes made to the operation of Sydney Airport; and
- changes are made to the noise management plan and operating plan for each airport given new operational or noise policies.

On this basis, the reliance that could be placed on the findings of the Draft EIS in regard to noise impact and management was questioned.

## *Methodology*

The locations and length of time for background noise monitoring was questioned as was the inherent difficulty in measuring noise impacts given their subjective nature. Comments have also been received that the scope of the EIS should be extended to cover the impact of increased noise on animals, both domestic such as dogs barking at aircraft and non-domestic such as interruption to the reproductive cycle of native animals, and fauna migrating away from particularly affected areas.

### **5.5.3 GROUND OPERATION NOISE**

This source of potential noise impact was not easily identified by the community during initial consultation activities.

Comments on the level of ground operation noise concluded impacts would occur in nearby residential areas for the Badgerys Creek options and within four to five kilometres of the Holsworthy options.

Existing low levels of background noise were thought to increase the impacts of operation noise.

Comments on the general impact of operation noise also noted the effects of topography and meteorological conditions. These impacts were commented upon in relation to all airport proposals and it was concluded features such as the Illawarra escarpment and the Blue Mountains would trap noise and would “magnify” potential ground operation noise pollution.

### **5.5.4 OTHER NOISE IMPACTS INCLUDING CONSTRUCTION NOISE**

This source of potential noise impact was not as easily identified by the community during initial consultation activities.

Comments on the requirement to conduct blasting for Holsworthy options and associated noise levels concluded there would be impacts on fauna and nearby residents. Suburbs within four to five kilometres of the Holsworthy options were nominated as potential impact areas.

Comments on the general impact of construction noise noted the effects of topography and meteorological conditions. These impacts were commented upon in relation to all airport proposals and it was concluded features such as the Illawarra escarpment and the Blue Mountains would trap noise and would “magnify” potential construction noise pollution.

## 5.6 PART F - PHYSICAL AND BIOLOGICAL IMPACTS

### 5.6.1 METEOROLOGY

The incidence of heavy fog in the vicinity of all the proposals was raised as well as the danger of storm activity and lightning strike. These factors were noted in relation to both aircraft operations and commuter surface traffic.

#### *Wind Turbulence*

The hazards of wind down drafts from the Blue Mountains and the potential impact of high winds ('whirlies') between Liverpool and Richmond were commented upon as issues of concern. It was claimed the Australian International Pilots Association had reported concern over the presence of strong turbulence generated on the lee side (east) of mountains during strong westerly winds, and in regard to the presence of thermals (currents) over the Blue Mountains.

The issue of changed wind and air movement conditions at Holsworthy and potential turbulence for Holsworthy Option B was also raised. It was suggested that the infill of valleys for the construction of Holsworthy Option B parallel runways would act to change wind conditions in this area, and account of these needed to be taken in the assessment of meteorological conditions.

### 5.6.2 AIR QUALITY

Concerns were expressed that current levels of air pollution in western and south western Sydney are a cause for alarm due to their associated impacts on health. The impacts from increased aircraft and vehicle emissions were considered to be detrimental to surrounding communities. A recommendation from air quality submissions was that the second airport should not be constructed within the Sydney basin.

#### *Badgerys Creek Options*

Concerns were expressed about existing levels of ozone and photochemical smog in western and south western areas of Sydney. It was recommended that high levels of airborne pollution should require the second airport to be constructed outside the Sydney airshed. It was understood by some groups that by 6.00 pm, the ozone producing capability of the western Sydney region exceeds maximum World Health Organisation standards and it was predicted that any further sources of nitrogen dioxide would create a dangerous health environment. The air pollution that would be generated by a second airport was suggested as being equivalent to a residential development of 80,000 people.

It was suggested that the air pollutant load is exacerbated by meteorological impediments to the dispersement of pollutants in some regions of western Sydney. Previous studies were referred to which recommend that industrial development should be avoided on those areas which are intrinsically poorly ventilated and experience more persistently stable atmospheric conditions compared to other regions of Sydney. It was noted that ground level emissions from airport operations such as engine testing, taxiing, take off and landing from surface traffic are likely to be trapped in the evening by the temperature inversion, rather than blown away by nighttime air currents.

Concerns include that near surface emissions from the airport would be trapped within the highly stable local South Creek drainage flow and flow north towards residential areas of St Marys and that stable atmospheric conditions in the South Creek Valley would mean that pollution would be trapped throughout the night, past sunrise until the breakdown of the local air drainage flow inversion.

The Camden Basin (a sub-basin within the Hawkesbury Basin) was noted for deep strong inversions that would have a significant influence on the dispersion of pollutants in that region.

### *Holsworthy Options*

Several submissions stated their understanding that air quality within the Macarthur region (Campbelltown) is relatively poor compared to that of Sydney as a whole. Particular concerns relate to summer months with temperature inversions (known to occur over the Holsworthy Firing Range) occurring and photochemical ozone being produced. Increased levels of road and air traffic related pollution are anticipated to significantly contribute to existing air pollution problems in the Macarthur region.

Total airport related emissions were estimated by respondents for both aircraft allowing for 360,000 movements per year and surface vehicle movements. These predictions estimate carbon monoxide emissions would equal 33,822 tonnes per annum, hydrocarbon emissions would equal 4,083 tonnes per annum and nitrogen oxide emissions would equal 6,880 tonnes per annum. The role of nitrogen oxide in the production of photochemical ozone was discussed.

It was commented that the Holsworthy Military Area is a significant natural resource considered to be essential in the maintenance of fresh air volumes in western and south western Sydney. The potential loss of this oxygen replenishing resource is considered to be detrimental to these regions.

### *Water Quality*

Comments were made concerning the potential impacts of increased air pollution from aircraft and vehicular emissions on water quality in the catchment areas of Woronora Dam, Warragamba Dam and Prospect Reservoir.

### *Health Concerns*

The impacts of air pollution on community health were commented on, generally linking the second airport proposals with the likelihood of increased incidents of asthma and cancer amongst residents of surrounding areas.

Comments suggested a direct causal link between air pollution and respiratory problems, including asthma and various forms of cancers. Comments reflected an understanding of a high prevalence of these diseases in western and south western Sydney areas and related this to poor air quality and restrictions to local air movement patterns. It was noted in April 1990 the *"Strategic Plan for Health Promotion of the South Western Area Health Service"* identified pollution and industrial waste as a major environmental risk factor within the Camden and Wollondilly local government areas.

Comments expressed concern with the health implications of increased exposure to benzene, released to the environment due to combustion of aviation and gasoline fuels. It was commented that benzene is a substance for which there is believed to be some chance of adverse effects at any level of exposure. Quotes from a report by Michael Dawson, Brent Young and Noel Child (1996) to a Commonwealth Government Senate Committee on Air Traffic Noise in Sydney, suggest that with an already high base concentration of benzene and other pollutants from car emissions, the extra pollutants (especially benzene from air traffic) would put people under the flight path at risk. This submission maintains that there is sufficient evidence of carcinogenicity of benzene in humans. A series of epidemiological studies, both cohort and case-control, showed statistically significant associations between leukemia (predominantly myelogenous) and occupational exposure to benzene and benzene-containing solvents. These results were replicated in a number of countries and different industries. In the epidemiological studies of people exposed to benzene, statistically significant excesses of leukemia were observed.

Other potential impacts commented upon included skin conditions resulting from exposure to air borne aviation fuel and potential lead poisoning from dust associated with the removal of unexploded ordnance from the Holsworthy Military Area.

## *Methodology*

Comments on the air quality studies were in regard to:

- the absence of air quality monitoring stations around the proposed airport boundaries (concern that this would result in a lack of a valid data for air quality analysis);
- the need to consider microclimates associated with the topography around both the Holsworthy Military Area and the Badgerys Creek sites;
- the need to consider the air quality and community health implications of the potential release of lead emissions in the air during construction, from soil contaminated by its association with unexploded ordnance;
- the need to apply World Health Organisation standards when assessing potential impacts;
- the need to assess a minimum of twelve months of data on thermal inversion, fog levels, ozone levels and atmospheric composition data;
- the need to assess carcinogenic aircraft emissions (including benzene, butadiene, formaldehyde, acetaldehyde and polyaromatic hydrocarbons) and study the synergetic relationship amongst these, fugitive dusts in the form of particulate residues and primary pollutants including as nitric, nitrogen and nitrous oxides, nitrogen dioxide, dinitrogen tetroxide, carbon monoxide, sulphur dioxide, kerosene vapour and other prime source chemical compounds and gases;
- the need to analyse the last ten years of data on Sydney metropolitan photochemical smog levels; and
- the need to analyse high level transient fumigation associated with aircraft emissions and the residual impact on lower level thermal inversion.

### **5.6.3 WATER AND SOILS**

Comments questioned the suitability of local soils for an airport development for each option, including the soil structure limitations of the Holsworthy Military Area and the high quality of soil in the Badgerys Creek area.

Comments in regards to water quality related to aircraft emissions and the potential pollution of drinking water catchment areas neighbouring both the Badgerys Creek and Holsworthy options. Those mentioned specifically include the Burragorang Valley (catchment site for Warragamba), Prospect



Reservoir, South Creek and Blaxland Creek and in the south the Woronora, Cataract, Cordeaux, Avon and Nepean catchment areas.

The potential impacts on water quality from fuel dumping was a concern. A common community misunderstanding of fuel issues concerned emergency fuel dumping and accidental fuel discharge. Subsequently, the emergency procedure of fuel dumping was thought to be a common practice of poor aircraft maintenance. Comments on this issue also related to aircraft emissions such as burnt and unburnt fuel to potential impacts on water quality.

The issue of potential contamination of tank water from aircraft emissions was commented on by and for those who depend on tank water for drinking water supplies. The related issue of potential impacts on dam water used for irrigation and animal watering was also raised.

### *Badgerys Creek Options*

Comments on the high value of regional soils in the Badgerys Creek area used for food production noted the potential loss of land productivity associated with the Badgerys Creek options. These comments relate to both the loss of agricultural land to site an airport and other impacts that would reduce the viability of agricultural activity such as changing land uses and loss of agricultural support infrastructure.

Potential impacts on Prospect Reservoir and Warragamba Dam as the major drinking water supply sites for the Sydney Basin was commented upon. The risk of plane crash into the Dam was viewed to have serious consequences for the water quality of this reservoir.

The height of the water table under Badgerys Creek was reported as rising and nominated as a construction impact.

Other issues commented on include the potential for runoff from the proposals contributing to siltation of local waterways such as Badgerys and Thompson Creeks and South Creek, which already carries high concentrations of nutrients (phosphorous and nitrogen). It was noted that the Hawkesbury River is already polluted from high density population run-off and which an airport development would be likely to aggravate.

### *Holsworthy Options*

Comments included that the soils were of a highly erodible nature and that to clear land to the depth required for runways and airport infrastructure would result in massive levels of soil erosion. The Lucas Heights and Hawkesbury Soil Groups, which constitute 93 percent of the soil types in the Holsworthy Military Area characteristically have high erosion potential. It was also

suggested that land clearing for bush fire mitigation purposes around the airport site would further exacerbate levels of soil erosion. It was also suggested that the steep slopes of this land would make the subsequent siltation of the Georges River catchment inevitable during heavy rain. The subsequent potential impact of soil runoff and siltation impacts on oyster farming in the Georges River (nine million oysters produced annually downstream of the airport site) and concern that heritage sites may be washed out by rapid run-off were also noted.

Engineering solutions such as tailings dams and settling ponds were considered to have previously failed with coal mining activities in the nearby southern region of the Woronora Plateau consequently are unlikely to be effective in this instance.

### *Water Study Methodology*

Comments on the methodology for water quality impact studies include:

- concerns that the water sampling regime within the Holsworthy Military Area is inadequate;
- an analysis of local development restrictions due to poor water quality in South Creek, a tributary of Badgerys Creek;
- the need to check previous water quality studies held by the National Parks and Wildlife Service;
- the need to examine impact of pollution on aquatic life in Lake Warragamba; and
- concern that the EIS include a study on tank water including identification of all residents on tank water, testing of current water quality and quantification of future impacts of the proposals, including studies to measure residual (burnt) fuel emissions settling on roof tops during dry periods and then being washed into water tanks during rainfall.

#### **5.6.4 FLORA AND FAUNA**

Detailed comments were provided on the Holsworthy Military Area and the adjacent National Park and recreational areas, including concerns about the impacts of the construction and operation of an airport and associated infrastructure on existing flora and fauna. Comments on impacts such as overflight and construction noise levels, the clearing of bushland for access corridors, traffic pollution and loss or destruction of habitat due to soil erosion and edge effects were provided.

It was suggested that the little remaining flora and fauna within the sites of the Badgerys Creek options is important to the western Sydney region and should not be further degraded but preserved as bushland remnant.

The Holsworthy Military Area was described as one component of an uninterrupted green-belt area of wildlife corridors providing an important environmental buffer between the Royal National Park (and Woronora Plateau catchment areas) and urban development to the north and west. This area was described as having unique environmental values such as:

- extensive natural habitat which has remained intact within the urbanisation process over the last 200 years;
- it constitutes one component of an uninterrupted green-belt area of wildlife corridors, incorporating Heathcote National Park; the Woronora Catchment Area which, in turn, links to the Cataract Dam catchment area, and, the Dharawal Recreation Area and Nature Reserve along O'Hares Creek in the South West;
- a resource for fauna in surrounding areas for food and water;
- a valuable Koala habitat supporting a significant koala population. Comments express concerns that an airport within the Holsworthy Military Area would cut koala migratory tracks and reduce habitat through land clearing and increase their exposure to noise, cars and feral animals.

It is also noted that certain tree species defined as critical Koala habitat by the Australian Koala Foundation are well represented on the military firing ranges. The species types include Grey Gums, blue Stringybarks, Blackbutts and Turpentines. These trees occur particularly in ravines and gorges and they support the rankings of koalas throughout the Holsworthy Military Area. It was reported koalas have been radio tagged from Kentlyn in the north east of the Military Area to Woronora Dam in the south.

Comments emphasised that the resident Koala population is currently free of the chlamydia disease. As chlamydia is stress-induced, and therefore it was recommended that habitat reduction through land clearing and habitat alienation may have a significant health impact on current colonies within the Military Area and at Wedderburn the largest remnant stand of Cumberland Plain Woodland, an indication of how Sydney looked pre-European settlement: and

- the largest remnant stand of Cumberland Plain woodland, an indication of how Sydney looked pre-European settlement.

The following list of species occurring in the Holsworthy Military Area is drawn from several submissions. Previous studies and actual sightings were both quoted to support claims of occurrence:

- Mammals: rare natives such as the Koala, Tiger Quoll, New Holland Mouse, Wallaroo and the Long-nosed Potoroo;
- Amphibians: Giant Burrowing Frog and the Red-crowned Toadlet, Green and Golden Bell Frog and the Heath Frog;
- Birds: Turquoise Parrot, Powerful Owl, Glossy Black Cockatoo;
- Bats: Greater Broad-nosed Bat; Large-footed Myotis, Large pied Bat; Eastern False (or Great) Pipistrelle, Common Bent-wing Bat, Yellow Bellied Sheathail Bat; (Eastern) Cave Bat; and
- Reptiles: Broad Headed Snake and Heath Monitor both nominated as being of conservation value, the Brown Tree Snake, Green Tree Snake, Rumphotyphops Nigrevens, Diamond Python, Bandy Snake, Red Belly Black Snake, Eastern Brown Snake, Tiger Snake, Red Naped Snake, Yellow Faced Whip Snake, Marsh Snake, Death Adder and Small Eyed Snake.

Previous studies were noted which identify 23 plant species classified as protected under Commonwealth or State legislation and nine plant species classified as having conservation significance. They point out that a number of these plants, and old tree growth (important breeding areas for the threatened glossy black cockatoo and native bats can take up to 150 years to develop.

It was recommended consideration should be given to Holsworthy Military Area being added to the Royal National Park or to the Dharawal Conservation Area and urge that on-site propagation, rescue and conservation techniques be instituted to save the remaining rare and endangered plants.

### *Flora and Fauna Study Methodology*

It was claimed that the extent and variety of fauna in the Holsworthy Military Area is significant and that an acceptable study would take a minimum of three years to complete (in order to assess those species which may seasonally range within the region). Concerns about the study methodology included that:

- conducting the survey from October to December would not allow for migratory species to be assessed;

- flora and fauna surveys should be extended beyond the boundaries of the Holsworthy Military Area, especially within the water catchment areas;
- no pit fall traps were used and concern was expressed that this would exclude finds of rare reptiles and frogs;
- the provisions of NSW State legislation *Threatened Species Act*, *Environmental Planning and Assessment Act*, for environmental impact studies should be considered; and
- orchids would be dormant during the sampling period, therefore the field surveys would not be comprehensive.

#### 5.6.5 MINERAL RESOURCES, AGRICULTURE, ENERGY AND WASTE

Comments relating to impacts on natural resources such as agricultural land, the utilisation of energy and the difficulties in the management of waste associated with the proposals were received.

##### *Natural Resources*

Comments discussed the agricultural value of land around the sites of the Badgerys Creek options. It was noted that a number of agricultural uses would not be able to operate under the Badgerys Creek options.

The existence of high quality coal seams was noted under the Holsworthy Military Area and concern expressed that an airport development would be likely to sterilise these coal reserves because of the dangers of land subsidence. The NSW Department of Mineral Resources was quoted as having estimated that coal reserves to the value of 30 billion dollars exist under the Military Area. The mining of this coal is considered technically feasible as the coal measures are 520 metres below the surface. It was estimated up to one third of these coal reserves would be inactivated if a 5,200 hectares airport were built.

##### *Energy*

The future availability of fossil fuels and the implications of an anticipated global shortage in fuel was raised. In light of predicted fuel shortages it was suggested that the EIS studies should investigate the feasibility of alternative modes of transport (to air travel) such as a very fast train network throughout Australia. The need was stressed for the EIS to explore alternate power generation sources for the airport proposals.

## *Waste Management*

Issues relating to the generation of waste from the proposals and management techniques were raised.

A range of potential sources of contaminants likely to be generated during airport construction and operation were noted to include; sediment, nutrients, contaminated food and water, sulphuric acid, emulsified oil, grease, decarbonising solvent cleaners, detergents, paint strippers, acid, fluorocarbon, hydrocarbon solvents (fire fighting equipment) trade wastes, aircraft fuel, rubber detritus, pesticides and herbicides. Disposal techniques were questioned.

Other concerns were raised about the disposal of quarantine waste (waste from aircraft whose port of origin is outside Australia) because of the potential to spread new pests to Australia. It is understood this waste must be disposed of in a safe and efficient manner and that the only incineration facility for quarantine waste in Sydney is the Waterloo incinerator. The Castlereagh facility is understood to be closed shortly. Unless the proposals include incineration facilities, it was commented the impacts of transporting quarantine waste to a site of disposal required consideration for impact and safety arrangements.

In regard to the Badgerys Creek options, it has been commented that waste water would need to be treated on-site to avoid impacting on the existing over-burdened local sewerage system.

## *Agricultural Impacts*

Comments related to concerns about the future viability of agricultural activities in the vicinity of Badgerys Creek noted:

- considerable amounts of poultry farming would be unable to continue;
- crops would potentially be subject to air and water quality impacts; and
- fish hatcheries would potentially be subject to air and water quality impacts.

### **5.6.6 HAZARDS AND RISKS**

#### *Plane Crash and Emergency Response*

The implications of an air crash near residential areas was a cause of public concern. Some commented on the difficulties of responding to emergencies in the isolated and rugged terrain of Holsworthy Option B. It was suggested

that in regards to the Badgerys Creek options the land locked nature of the site and associated emergency access opportunities required evaluation.

An assessment of flight paths and the need for 'crossovers' with Sydney Airport aircraft led to concerns about the potential for plane crash and the mostly residential nature of the area in which planes would be crossing. Concern was also expressed that neighbouring suburbs to the airport site would be in a disaster corridor in the event of an air accident. The risk of an aircraft crashing into dams and the potential for subsequent pollution of drinking water supplies and downstream flooding was raised in relation to Warragamba Dam, Prospect Reservoir and Woronora Dam.

### *Fuel Dumping*

The risk of fuel dumping was a key area of concern. It was widely perceived that fuel dumping would occur as a normal procedure related to the poor maintenance of aircraft fuel facilities and misunderstood as an emergency procedure occurring infrequently. The potential for fuel dumping to pollute drinking water supplies was raised in relation to both Woronora and Warragamba Dams and Prospect Reservoir.

### *Power Lines*

A comment specific to the sites of the Badgerys Creek options was the need to assess the implications of aircraft crashing into the nearby high tension electric power lines or moving the power lines.

### *Lucas Heights Nuclear Facility*

Concern was expressed regarding the potential for aborted take-offs or the realignment of aircraft flight paths in an emergency that would take aircraft over the restricted airspace of the Lucas Heights nuclear facility. The implications of an aircraft crashing into this facility were questioned.

### *Kingswood Munitions Depot at Orchard Hills*

Comments noted the presence of the munitions depot and restricted airspace at Orchard Hills in relation to the Badgerys Creek options. The possible relocation of this depot was questioned given that the dangers of detonation are very high.

### *Clearing of Unexploded Ordnance within the Holsworthy Military Area*

It was suggested that it cannot be guaranteed that all unexploded ordnance within the Holsworthy Military Area would be located and successfully disposed of. It was noted the method of detection such as Magnetic Anomaly Detection methods have limitations including the potential to not detect deeply buried munitions. The risk of sympathetic detonation of munitions due to ground resonance as aircraft take-off and land was of concern. Safety implications were commented upon.

### *Bushfires*

Concerns were raised about existing bushfire hazards and potential bushfires in relation to the airport proposals. Comments note the implications of:

- the high level of bushland within the Holsworthy Military Area making bushfire incidence likely;
- being unable to fight bushfires within the Holsworthy Military Area due to areas where unexploded ordnance may not have been cleared; and
- the issue of unburnt fuel being emitted as planes depart and dumped during emergency procedures on landing increasing the risk of bushfire.

It was suggested that bushfire mitigation techniques including vegetation clearing and slow burning would have a high impact on the integrity of remaining natural landscapes.

### *Changed Wind Conditions at Holsworthy Option B*

Comments questioned a natural meander in the gorge at the western end of the northern parallel runway which, in easterly and south easterly wind conditions, would act to funnel air into an updraft several hundred metres from the end of the proposed runway. A corresponding down draft would exist at the end of the runway as air flows down in to the gorge. It was anticipated that an aircraft approaching to land from the west would first encounter the updraft and then the down draft and could result in an aircraft crash. It was recommended that the EIS consider the effect of topography on turbulence above the runway should be considered for all possible wind directions.

Other comments regarding hazard and risk issues included:

- the potential for engine failure due to bird strike. Flocks of birds at the Menai tip and at the number of quarries and tips in western Sydney were noted as a hazard;



- the danger of storm activity, wind turbulence and prevalence of heavy fog as a potential danger to surface commuters as well as for airport operations and safety;
- the ironstone ridge located south of Holsworthy Option B and its attraction for lightening. Similarly comments on Badgerys Creek note the presence of a dyke of iron laden basalt which crosses the proposed runways;
- that a serious road accident involving vehicles associated with fuel haulage or quarantine waste would potentially result in personal injury and wide scale environmental damage; and
- the issue of civil reaction to overflight noise and the potential for disruption to the construction of an airport by people physically impeding the progress of earthworks, sabotage incidents etc.

## 5.7 PART G - SOCIAL AND ECONOMIC IMPACTS

### 5.7.1 ABORIGINAL CULTURAL HERITAGE

Potential impacts on areas of Aboriginal heritage value were identified for both the Badgerys Creek and Holsworthy airport options although the Holsworthy Military Area was noted as being particularly significant. Impacts included potential site destruction during construction activities, continued degradation of heritage sites during airport operation and the additional impacts of road and rail links into the airport sites. The potential increase in bushfire risk due to fuel emissions, particularly within the Holsworthy Military Area and adjacent National Parks was also noted as a threat to sites of Aboriginal heritage significance.

It was noted that other impacts could occur on places of Aboriginal heritage value outside the airport sites including in the Blue Mountains and adjacent to the Holsworthy Military Area.

Submissions on the heritage value of Holsworthy Military Area noted:

- over 295 sites of Aboriginal Art were present that could be affected;
- depictions include a sailing ship, the polled bulls that escaped from Sydney Cove and fauna no longer found in the area; and

- it is through the study of rock engravings depicting Aboriginal ancestors and animals such as the Tiger Quoll (extinct in most of NSW but identified in Holsworthy) that a record of Aboriginal history has been determined.

### *Aboriginal Consultation*

Submissions sought assurances that adequate consultation would occur between relevant Aboriginal Land Councils and groups and the study team undertaking Aboriginal cultural heritage investigations.

### *Legislative Requirements*

It was commented that the siting of an airport within the Holsworthy Military Area may directly conflict with Sections 4, 9, 10 and 12 of the *Aboriginal and Torres Strait Islander Heritage Protection Act 1984* relating to “... the preservation and protection from injury or desecration of areas and objects that are of particular significance to Aboriginals in accordance with Aboriginal tradition...”.

The *Australian Heritage Commission Act 1975* was also quoted in relation to concerns that the proposal did not meet legislative requirements. The Act specifically relates to the protection of Aboriginal sites from “... excavation, uncovering or exposing any part of the site (including anything which might cause erosion), road or path making, earthworks or landscaping at or near the site; ... change in land use of the place or the area near it, such changes from pastoral to industrial use ...”.

### *Aboriginal Cultural Heritage Assessment Methodology*

Comments on the methodology for the Aboriginal cultural heritage study included:

- concern that the EIS may not be considering the Badgerys Creek site as a significant site for Aboriginal heritage;
- the assessment methodology using a 33 percent sample survey is deficient. It was suggested that the whole of the Holsworthy Military Area should be explored and evaluated for Aboriginal heritage significance; and
- the impact of off-site infrastructure associated with the airport proposals should be considered in detail for Aboriginal heritage impact.

Comments from Aboriginal groups and individuals are discussed in *Technical Paper No. 12*.

### 5.7.2 NON-ABORIGINAL CULTURAL HERITAGE

Potential impacts on areas of non-Aboriginal heritage value were identified along with the recommendation that potential degradation of sites was an important issue and every effort should be made to preserve them.

#### *Badgerys Creek Options*

Lists of European heritage items were submitted, drawn from the Local environmental plans of the Councils of Blue Mountains, Campbelltown, Wollondilly, Penrith, Liverpool, Camden and Fairfield. Sites noted as being possibly affected by the Badgerys Creek proposals include:

- OTC Site Group – Road Receiving Station on Badgerys Creek Road at Bringelly;
- water tanks on Badgerys Creek Road, Bringelly;
- Badgerys Creek Public School;
- Road Bridge on Pitt Street at Badgerys Creek;
- St Johns Anglican Church Group including the church and the cemetery;
- Vicarys Winery including woolshed, slab horse shed, land area and main house and garden on Northern Road;
- Luddenham Public School, The Northern Road at Luddenham;
- Lawson's Inn Site on the Northern Road at Luddenham; and
- Bringelly Public School including school house and former headmaster's residence on The Northern Road at Bringelly.

Comments were provided regarding heritage structures under flight paths that could be potentially affected by vibration due to overflight noise or by fuel dumping. The Horsley Homestead was provided as an example.

#### *Holsworthy Options*

It was commented that European archaeological remnants in the north of the Holsworthy Military Area are of heritage value. Important remnants relating to the history of this area since first European settlement outside Port Jackson include:

- ship-building yards, old rum stills, paper and flour mills, evidence of early land grants dating from the 1700's;
- the Old Coach Road to the Illawarra is one of Australia's earliest roads, and one that has been in continual use since 1817;
- the 1880's Grodno Vineyard with its large wine cellar and deep well, its nearby stone wall roadway and stone boundary wall;
- the existence of the township of Ekersley in the north of the Reserve that can still be defined; and
- the site of army facilities associated with Boer War manoeuvres; of the camp for the Light Horse Regiments, and the 47,000 horses dispatched during World War 1.

In 1914 to 1916, under the *War Precautions Act* nearly 7,000 Australians of German association were interned in a concentration camp within the Holsworthy Military Area. The preservation of the Holsworthy Military Area was recommended as a memorial to the internment and subsequent denaturalisation of Germans during World War I.

Comments on the EIS methodology for the non Aboriginal heritage impact studies include that the impact of all infrastructure associated with the airport proposals should also be considered in detail for heritage impacts.

### *Landscape Heritage*

Submissions expressed concern about the historical significance of the landscape of the Holsworthy Military Area. Several submissions noted that the Holsworthy Military Area has been listed by the National Trust of Australia (NSW) and is also being assessed by the Australian Heritage Commission for inclusion in the Interim List of the Register of the National Estate.

### **5.7.3 TRANSPORT**

It was suggested that development of the proposals would result in significant increases in traffic on both local and regional roads. Additional traffic congestion was seen as a serious impact, both on local and regional roads that already had high levels of congestion. Noise and air quality issues were also noted in relation to traffic impacts. Comments noted the provision of improved public transport as uncertain, given that approval and construction are State and local Government responsibilities. Comments in some cases considered the provision of extra road and rail facilities would have devastating noise and landscape effects.

### *Traffic Congestion*

Roads noted as suffering existing traffic congestion include Ferrers Road, Doonside Road, Mamre Road, the M4 Motorway, The Horsley Drive, Elizabeth Drive, the Cumberland Highway, the Hume Highway (Liverpool Road) and Heathcote Road. Limited opportunities to cross the Georges River and subsequent bottlenecks this would create were noted.

### *Transport Corridors Severing Communities*

It was commented that the dislocation of communities would result from additional noise volumes from vehicles, alienation of local roads by airport destined traffic including new and widened roads, the isolating impacts for some communities of new road and rail corridors, and the potential impacts of increased air pollution in these regions.

It was noted the comparative isolation of the southern portion of the Military Area and Holsworthy Option B meant that as well as the congestion and severance effects of new road and rail links, significant public expenditure would also be required to develop new links.

#### **5.7.4 VISUAL AND LANDSCAPE**

The visual impact of planes flying overhead was commented upon. Comments also related visual and landscape issues to social issues in terms of loss of scenic character and atmosphere, tourism and economic impacts as a reduction in viability of tourist destinations such as the National Park Area and the Blue Mountains.

### *Badgerys Creek Options*

Comments noted the Badgerys Creek options would impair the view to the west from Wallgrove Road, the view of the night skies visible from Horsley Park and the renowned vistas to the Blue Mountains National Park.

The Orchard Hills area was the focus of comment as some of the areas in the preliminary flight path of Badgerys Creek Option C have been zoned "Agriculturally Protected" in *SEPP 25: Orchard Hills*. One of the aims of *SEPP 25: Orchard Hills* to protect the scenic quality of the area identified as partly the rows of grape vines and fruit trees which give Orchard Hills its name, was noted in a discussion of landscape and visual impacts of Badgerys Creek Option C.

### *Holsworthy Options*

Comments noted the scenic beauty of the Military Area and adjacent bushland and expressed concern that the visual and aesthetic impacts of the Holsworthy options would be high. It was suggested the airport development would necessitate massive changes to the natural landscape including that resulting from large scale earthworks.

The high visual and landscape value of the Holsworthy Military Area was noted as it was confirmed that the NSW National Trust had listed Holsworthy Military Area as *Holsworthy Landscape Conservation Area*.

It was felt the size of the airport development and associated infrastructure would overshadow nearby natural areas.

#### **5.7.5 DEFENCE**

The possible relocation of existing army facilities within the Holsworthy Military Area was of concern. The choice of relocation was questioned and concern was expressed about the effect this relocation would have on local businesses and nearby real estate values, with an associated slump in demand for goods and real estate. It was commented that the army made a contribution to the local community and the potential loss of this contribution would be an impact. Families had settled nearby and children attend local schools.

Potential planning for the existing (recently developed) Army hospital within the Holsworthy Military Area were questioned as were the future planning options for the army base. The recent construction of the Army hospital was seen as a waste of resource with the airport proposals making this facility redundant.

#### **5.7.6 ECONOMICS**

Comments provided on economic issues and concerns were in regard to the potential loss of local business, negative impacts on tourism related activities and on the methodology used to assess economic impacts. Comments in regards to the impacts on property values are discussed in *Section 5.5.1*.

Views that the economic impacts associated with the proposal would be either beneficial or detrimental were offered. The creation of jobs and opportunities for local businesses was identified by the community. It was suggested by some that benefits would be provided for the western region of Sydney by locating the proposal at Badgerys Creek and this could be considered a valuable opportunity for new employment generation and provide a general economic 'kick start'. Comments however, were also made that an airport

would be likely to result in considerable economic and employment losses in local businesses in the suburbs surrounding the proposals.

### *Secondary Economic Impacts*

The loss of business due to direct overflight noise impacts was discussed, it was considered some activities would be unable to continue with aircraft noise including 'instructional' businesses. Businesses mentioned as being potentially affected include private schools and tutoring facilities, recreational activities south of the National Park including hang gliding, retirement villages and restaurants. The secondary impacts of loss of workforce due to health impacts related to aircraft noise were also noted. Submissions noted that sleep deprivation and other impacts would either reduce the local workforce able to benefit from employment opportunities or cause a population shift (thereby further lowering economic conditions in remaining areas).

### *Tourism*

Potential economic implications of a loss of tourism were noted and reference was made to activities within and adjacent to the Royal National Park including hang gliding and recreational activities. The impacts on tourism and Australia's international reputation following the potential construction of the Holsworthy options (and associated loss of bushland and endangered flora and fauna) was also questioned.

### *Commercial Opportunities*

Comments have been supportive of an airport at Badgerys Creek noting benefits in the form of additional jobs, economic activity and arterial roads. The potential to attract significant amounts of new global activity and the resulting growth in transport shipment activities, hotel development, business parks for foreign companies and technology development with high export content was noted. It was commented that the proposed Sydney West Airport would be within 30 minutes of most greater western Sydney commercial centres and major industrial estates and would provide a direct gateway to service Greater Western Sydney's \$34 billion economy. It would also offer many opportunities for the development of commercial clusters of airport related activities.

### *Construction Costs and Economic Impacts*

The relatively large costs of constructing an airport within the Holsworthy Military Area, due to the need to detect and remove unexploded ordnance, topography and associated large scale earthworks and the relocation of the existing military establishment were noted. It was also suggested an economic

advantage existed in locating an airport at Holsworthy in that the Commonwealth Government would not have to pay to resume the land.

### *Economic Analysis Methodology*

Cost benefit analysis should take into account long term costs, such as potential damage to the environment and loss of businesses and jobs as well as short term employment, service and construction industry gains. It was suggested that to value income from an airport more highly than the value of natural bushland would be an example of economic rationalism of a proposal. The results of the financial feasibility studies prepared separately to the Draft EIS were requested. The economic studies prepared for the Third Runway EIS were considered inadequate.

Positive construction impacts in terms of employment both directly and indirectly for service industries were noted.

### **5.7.7 SOCIAL IMPACT**

A range of factors were identified as affecting peoples' quality of life. They are a combination of a number of factors and include impacts which change community character and individual lifestyles, loss of community facilities and services, displacement of individuals or communities and impacts on community health. They included reference to impacts on recreation, opportunities for employment, impacts on the aesthetic value of the south coast region and potential impacts on community services.

### *Lifestyle/Quality of Life*

For many communities a high value was placed on an outdoor lifestyle that embraces the natural environment. It was stated that many people chose their area of residence based on the presence of peaceful, quiet surroundings. Comments expressed the view that the proposals would detract from the ability to maintain current activities and lifestyle. Comments expressed concern about the need for noise insulation and a fear that noise impacts would force residents to lead an indoor lifestyle. The potential impacts of overflight noise levels, traffic congestion, property value losses, health issues, and deterioration of nearby recreational areas were all commented upon as contributing to a decline in lifestyle standard.

Comments regarding the range of factors influencing a change in quality of life can be summarised as:

- psychological impacts of aircraft noise such as stress and anxiety;
- sleep disturbance from overflight noise;



- living in noise insulated houses (an “acoustic cocoon”) when many residents enjoy an outdoor lifestyle;
- property devaluation resulting in economically depressed areas;
- health impacts of air pollution;
- loss of recreational facilities such as water activities in the upper reaches of the Georges River due to siltation and water pollution; and
- loss of flora and fauna which for many people, contributes to their quality of life.

A further impact identified in submissions for the Badgerys Creek options is the cumulative impacts on families. It was commented that it was common for several generations to reside in the same area or region for support and contact purposes and as such, there would be no ‘escaping’ the impacts of leaving affected areas to travel to other family homes.

#### *Choice of Housing Location*

Many comments about social impact centred on the fact that residents in southern Sydney chose their residential location on the assumption that the second airport would be built at Badgerys Creek, with no knowledge of the potential for a nearby airport development at Holsworthy Military Area. Many responses indicated that any development at Holsworthy would threaten complete communities and peoples total way of life.

People who recently moved to the suburb of Wattle Grove stated that they felt they had been misled by the Commonwealth Government when they purchased land and homes. In addition, many people who previously lived in areas affected by aircraft noise from Sydney Airport stated that they have moved to Campbelltown and other southern suburbs as a direct consequence and now find that a second international airport is proposed near them.

#### *Impact on Recreational Facilities*

Comments on the loss of recreational facilities were received with reference to the potential impacts on the future of hang gliding and paragliding at Stanwell Park. Existing conditions for hangliding are considered to be world class and to support many local businesses.

Regarding Badgerys Creek, recreational facilities nominated as likely to be affected by an airport development include Bents Basin recreational facility, Wallacia camping and swimming area, Long Bore Shooting Range, Warragamba Dam picnic and recreational area, Prospect Reservoir picnic and

recreational area, Luddenham model park (operating high flying radio controlled model aircraft), and Girl Guides recreational camping area.

### *Employment and Quality of Life*

The perception that an airport would create jobs and opportunities for local businesses was commented on. This was seen as a positive opportunity for residents and their children and likely to contribute to an increased quality of life.

On the other hand comments were also presented that an airport would be likely to result in considerable local business and employment losses in the suburbs surrounding the proposals (refer *Section 29.1*). These comments were also made in relation to tourism businesses.

### *Loss of Aesthetic Values*

The southern Sydney coastline and park areas were nominated as having a high aesthetic value which is in turn a major attraction for tourists and a major source of enjoyment for local residents. Concern was expressed that the Holsworthy options would result in:

- a loss of bushland and scenic quality within Holsworthy Military Area;
- overflight noise and visual intrusion from planes which would impact on recreational activities and areas;
- the loss of the peaceful atmosphere noted within coastal villages such as Helensburgh, Otford, Wedderburn and Stanwell Park; and
- the loss of scenic character of this coastal area.

O'Hares Creek catchment is on the Register of the National Estate, is part of the Blue Mountains World Heritage nomination, and is listed in the *Directory of Important Wetlands for Australia* by the Australian Nature Conservation Agency. Voyager Point wetlands have an interim listing on the Register of the National Estate. Submissions emphasised that the EIS needs to comment on the potential impact of an airport on the natural values of these neighbouring areas.

The impacts on tourism and recreational activities to the east and south of the Holsworthy options were also a cause of concern (refer *Section 5.7.6*).

### *Loss of Community Services*

The potential loss of public facilities or limitations on their use given aircraft noise impacts, would include schools, hospitals, theatres, community halls and parks. Whether it was possible to either replace such facilities or mitigate impacts was questioned.

### *Dislocation Impacts of Relocation*

It was considered that the proposal would inevitably cause residents affected by noise and/or pollution to move to new suburbs. Apart from the expectation that parents would leave their children a worthwhile inheritance not being met, other issues that were felt to be relevant include:

- that families in which individuals have based location decisions to be in proximity to one another may now be separated; and
- dislocation impacts as residents move to new and unfamiliar areas and lose existing community support networks.

## **5.8 PART H - ENVIRONMENTAL MANAGEMENT**

Comments often did not acknowledge the issue of environmental management techniques given the submissions basis that the proposals were not viable. Where comments were made in regards to pollution controls they were in relation to construction and operation emissions and the need for appropriate planning controls to be in place.

### *Existing Pollution*

Pollution of the air, beaches, ocean, bushland, waterways and water catchments by aircraft emissions and unburnt fuel was commented upon as a cause of concern and it was pointed out that there already exists pollution problems from other sources such as industry. It was commented that meteorological conditions such as thermal inversions require consideration during the potential design of pollution mitigation techniques.

### *Drinking Water Reservoirs*

The potential for the proposals to pollute Warragamba Dam, Woronora Dam and Prospect Reservoir was noted as a concern and an expectation was expressed that flight paths would avoid these catchment areas, and that extensive pollution mitigation techniques would be implemented.

### *Construction Impacts*

The need for an environmental management plan for construction impacts was submitted and that thoughtful planning would be required to preserve adjacent areas for the future. The large scale movement of spoil was commented upon as a concern regarding the Holsworthy options, and that particularly careful mitigation would be required to avoid water quality impacts. It was recommended that many of these impacts would be impossible to contain.

### *Local Planning*

It was recommended that discussions take place with State Government and Local Councils about:

- possible restrictions on local environment planning controls including approval jurisdictions over development to ensure appropriate development took place;
- the need to change building codes within the vicinity of the proposals to accommodate noise insulation techniques;
- local flood management variations on the South Creek, Nepean, Hawkesbury and Parramatta River systems;
- the need for additional long term funding to monitor and service an anticipated escalation of community health impacts; and
- the need for coordination of specialist emergency services to ensure a rapid response to potential fuel spillage, pollution dispersment and run off, fire and accident involving aviation fuel resulting in a possible explosion.

# Part D

## Summary

## CHAPTER 6 SUMMARY

### 6.1 CONSULTATION ACTIVITIES

The consultation strategy was designed to facilitate community understanding, enable community input and provide responses to community queries about the proposals and EIS process. A wide range of audiences was identified, communicated with and involved in the studies. A range of issues were presented through face to face discussions at public information sessions, mobile displays, community meetings (hosted by community groups) and community group forums. The nature and location of a range of activities was influenced by local groups and Councils.

The main issues raised during consultation are broadly summarised below.

### 6.2 KEY ISSUES OF CONCERN

The EIS key issues can be briefly summarised as follows:

- *the planning process.* There was clear community awareness of the planning process with almost half of submissions received focussing on the proposal itself rather than individual aspects of it. Most respondents expressed their primary concern that the Second Sydney Airport not be located within the Sydney basin;
- *the site selection process.* There were strong calls for the proponent to provide the community with the reasons for the selection of Holsworthy Military Area and Badgerys Creek. Others requested that a re-evaluation of all sites (considered prior to 1985) be undertaken since so much has changed since the last investigations;
- *potential aircraft noise impacts.* Aircraft noise was one of the most significant issues. There were many residents who stated that they moved from the city to escape aircraft noise. This concern was compounded by the anticipation of a no curfew airport. The basis of concern about noise included conversation disturbance, sleep disturbance, associated stress and potential effects on learning and child behaviour;
- *air quality and impacts on community health.* The presence of asthma was noted to be especially high in the western and south-western areas of Sydney. This factor, combined with general community apprehension over the possible relationship between air pollution and

asthma made this issue a worrying one for many communities. Similar concerns were raised about aircraft emissions and the potential promotion of cancer;

- *water quality issues.* A high value was attached to clean drinking water supplies, catchment areas, stream habitat value and water quality. Water quality issues were strongly associated with both the Badgerys Creek and Holsworthy Military Area proposals;
- *loss of lifestyle and amenity.* Communities that have located in regions surrounding the airport options have created and maintained an outdoor lifestyle with an emphasis on recreational activities and an enjoyment of bushland and nature in their surrounds. These communities considered that the airport options and resulting noise and air pollution, extra traffic and removal of bushland would effectively destroy this keenly sought environmental amenity;
- *hazards and risks.* The risk of a plane crash into urban areas and a variety of facilities such as Lucas Heights Science and Technology Centre and Warragamba Dam was noted as a major concern;
- *decision making.* The history of decision making in relation to the Badgerys Creek proposals has led to long term uncertainty. While an airport was proposed at Badgerys Creek over 10 years ago no substantial commencement has occurred and this uncertainty has had considerable impact on community stability. Many community members are seeking a decision to enable them to plan their future; and
- *characteristics of Holsworthy Military Area.* Additional concerns regarding the Holsworthy airport options focussed on the potential impacts on bushland that provides habitat for a number of rare or threatened species of flora and fauna. The potential loss of a pristine landscape of conservation and heritage significance is also a key concern of nearby communities.

### 6.3 INFLUENCES ON THE CONSULTATION STRATEGY

The consultation strategy was developed early in the EIS process and designed to be responsive to community issues and concerns. The process of assessing the Second Sydney Airport proposal is highly dynamic and subject to a range of influences, many of which have a bearing on the evolution of the approach to consultation.

A primary role of the consultation process is to provide accurate, up to date information about the proposals. In addition to the role PPK played in consultation, a wide range of people, organisations and events have shaped community knowledge and understanding of the EIS. Some of these are indicated in *Figure 6.1*. There have been a large number of community meeting, rallies and protest meetings. There has also been significant involvement from Members of Parliament, both State and Federal, state authorities, councils and groupings of councils as well as a high level of electronic and print media coverage. It is not possible to fully evaluate the impact of these activities but they have certainly influenced general community understanding of the proposals.

Another major influence on the consultation strategy was the unexpected nature of most of the airport options. While the communities around Badgerys Creek had been familiar with the airport proposal for more than 10 years, Options B and C at Badgerys Creek and the Holsworthy airport options were completely unexpected. The response to these new options was often very intense and can be seen as similar to the response to loss, interpreted as loss of familiar lifestyle. The responses ranges from disbelief to anger. The Community Consultation Team needed to recognise and deal with these issues, particularly anger and depression, and to assist people to express their concerns.

The very large potential audience with an interest in this Draft EIS has also posed significant challenges for the consultation strategy. As interest in the proposals developed and community groups formed to respond to the proposals the strategy needed to change to better meet community needs and ensure equity in the process.

## 6.4 CONSULTATION PROCESS REVIEW

The extent of the consultation program undertaken prior to the release of this Draft EIS was unique in Australia. There is no legal requirement for community consultation prior to the release of a Draft EIS and it is generally not undertaken to such a degree until after the Draft EIS is placed on public exhibition. There was, however, a high level of awareness and interest in the Second Sydney Airport proposal and the consultation strategy was developed to commence immediately work started on the Draft EIS.

As part of the consultation strategy it was proposed to identify any perceived inadequacies in the EIS process or gaps in information that might inhibit the consultation process. This section examines the extent to which the objectives of the consultation strategy have been met to date and outlines some of the difficulties encountered.



### *Release of Information*

The primary aim of the early consultation program was to provide information about the proposals and the EIS process. Many members of the community, however, wanted the consultation to provide details about the range of impacts anticipated by the airport development proposals in order to document their response to these likely impacts. The fact that detailed information about likely impacts could not be provided until the completion of the studies was not well understood and provided a source of continuing confusion and frustration.

There was community concern about the accuracy of base maps and the lack of a scale in the initial newsletter distributed in November 1996 outlining the proposal. A Geographic Information System database was developed subsequently to provide accurate base maps for all future information. This took some time to develop and in the meantime the airport planning had developed further. It was therefore inappropriate to modify and reprint the November newsletter as requested by some members of the community. Accurate base maps were used in all subsequent material.

It was intended that information expanding on the proposal, such as preliminary flight paths for each option, be released in time for community responses to be incorporated into the EIS process prior to the finalisation of the draft. It was proposed that where technical studies were completed in advance of the Draft EIS information summarising the main findings would be released to assist with community understanding of the proposals.

In fact, it took longer than anticipated to prepare and gain approval for release of information. Although the consultants were responsible for the co-ordination of the EIS, associated critical studies were prepared by others and a number of studies had to be developed and approved by other government agencies. These included the Air Traffic Forecasts, the Preliminary Master Plans and the Preliminary Flight Paths. Due to the timing of the release of the information on flight paths, submissions made on this information could not be considered in the Draft EIS.

### *Timing*

The consultation process started in October 1996. At that stage it was understood that environmental assessment would be undertaken on two airport options. In fact the scope of work was not finalised until November 1996 when it was determined that the assessment should proceed on five options. This had a number of implications. Firstly, it significantly expanded the scope of work and meant that nearly all studies were not completed until very close to the completion of the Draft EIS, too late for prior release. Secondly, the target areas for consultation needed to be expanded to cover the



Figure 6.1  
**Influences on Community  
Knowledge and Understanding**

five options. As the Preliminary Master Plans and later the flight path material was developed it was recognised that the target areas for consultation needed to expand still further.

Until the Minister's announcement in February 1997 that the completion date for the draft EIS would be extended by at least two months, the community understood that the Draft EIS was due to be released in March 1997. Many were aware that some studies would already have had to be completed if this timetable was realistic and made specific requests for information. As demand for more information, particularly about flight paths, intensified a level of frustration developed in the community.

The level of consultation activity undertaken to date has been very extensive and has enabled the objectives of the consultation strategy to be substantially met, particularly at the initial stage prior to the release of the Draft EIS. It has not, however, been possible to meet all community expectations for detailed information. That need will be substantially met by information contained in this Draft EIS.

The principle difficulties encountered in the consultation process to date have been associated with timing and the release of information. The scale of the studies undertaken, and uncertainties about the timing of the completion of studies and the release of the Draft EIS have contributed to a climate of confusion and mistrust about the EIS process.

The experience gained from the initial consultation will be reflected in the consultation strategy for future stages.

## 6.5 ONGOING CONSULTATION

The Commonwealth Government is committed to ongoing community consultation. The Draft EIS will be on display for 12 weeks.

Advertisements advising where the Draft EIS can be either viewed or purchased will be placed in national, metropolitan and local newspapers. All interested persons and groups are invited to make a submission in writing to Environment Australia on the proposals and the Draft EIS. Guidelines explaining how to make a submission are outlined in the Summary of the Draft EIS.

The submissions will be considered during several stages of the decisions making process.

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# Appendices

## **Appendix A**

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Primary Languages Other Than  
English Spoken at Home by Local  
Government Area

## PRIMARY LANGUAGES OTHER THAN ENGLISH SPOKEN AT HOME BY LOCAL GOVERNMENT AREA

Local Government Area	Language	Percent of Local Government Area Population
<b>Auburn</b>	Arabic	12.0
	Chinese	10.2
	Turkish	7.2
	Vietnamese	3.0
	Croatian	2.2
	Italian	2.2
	Greek	2.1
	Spanish	1.8
<b>Bankstown</b>	Arabic	10.1
	Greek	4.4
	Vietnamese	4.1
	Italian	3.1
	Chinese	2.3
	Macedonian	1.6
	Polish	1.0
<b>Blacktown</b>	Arabic	2.5
	Maltese	2.3
	Italian	1.7
	Chinese	1.4
	Spanish	1.4
	Greek	1.2
	Croatian	1.0
<b>Campbelltown</b>	Arabic	2.2
	Spanish	2.0
	Italian	0.9
	Chinese	0.8
<b>Fairfield</b>	Vietnamese	9.8
	Chinese	8.7
	Italian	6.9
	Spanish	6.1
	Arabic	5.4
	Khmer	2.5
	Croatian	2.4
	Serbian	2.2
	Lao	2.1
	Maltese	1.4
	Yugoslav	1.2
	Greek	1.1
	Macedonian	1.0
	Polish	1.0



Local Government Area	Language	Percent of Local Government Area
		Population
<b>Holroyd</b>	Arabic	7.3
	Maltese	3.9
	Italian	3.3
	Greek	2.3
	Chinese	1.5
	Croatian	1.4
	Spanish	1.2
<b>Hurstville</b>	Greek	4.9
	Chinese	4.7
	Arabic	2.8
	Italian	2.8
	Macedonian	1.7
<b>Liverpool</b>	Croatian	1.3
	Italian	6.0
	Arabic	3.7
	Spanish	3.0
	Greek	2.0
	Vietnamese	1.9
	Chinese	1.5
<b>Parramatta</b>	Polish	1.2
	Croatian	1.1
	Arabic	8.2
	Chinese	3.6
	Greek	1.5
	Italian	1.5
	Spanish	1.1
<b>Penrith</b>	Italian	1.3
	Maltese	1.2
	Arabic	1.1
<b>Sutherland</b>	Greek	1.0
	Greek	1.5
	Italian	1.3
<b>Wollongong</b>	Chinese	1.2
	Italian	3.9
	Macedonian	3.5
	Greek	1.5
	Spanish	1.2
	German	1.0
	Yugoslav	1.0

Source: Australian Bureau Statistics, 1991 Census

## **Appendix B**

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Advertising Schedule for Second  
Sydney Airport Community  
Consultation

## ADVERTISING FOR THE SECOND SYDNEY AIRPORT

Language	Subject	Newspaper	Date of Issue
<b>Not Fluent in English</b>			
Chinese	General EIS Information	Australian Chinese Daily	23.11.96
Chinese	General EIS Information	The Chinese Herald	20.11.96
Croatian	General EIS Information	Nova Hrvatska	19.11.96
Greek	General EIS Information	Ellenikos Kirakas	20.11.96
Greek	General EIS Information	O Kosmos	19.11.96
Italian	General EIS Information	La Fiamma	21.11.96
Lebanese	General EIS Information	Al Bairak	21.11.96
Serbian	General EIS Information	Novosti	22.11.96
Turkish	General EIS Information	Yeni Vatan	22.11.96
Vietnamese	General EIS Information	Dan Viet	21.11.96
Ukrainian	General EIS Information	Wilna Dumba	27.11.96
Chinese	General/Masterplans	Australian Chinese Daily	11.4.97
Chinese	General/Masterplans	Sing Tao	11.4.97
Croatian	General/Masterplans	Spremnost	14.4.97
Tagalog	General/Masterplans	Philippine Community Herald	15.4.97
Khmer	General/Masterplans	Smaradey Khner Newspaper	13.4.97
Lao	General/Masterplans	Khao Lao	17.4.97
Serbian	General/Masterplans	Novosti	11.4.97
Spanish	General/Masterplans	El Espanol en Australia	8.4.97
Italian	General/Masterplans	La Fiamma	10.4.97
Macedonian	General/Masterplans	Denes	11.4.97
Maltese	General/Masterplans	Maltese Herald	14.4.97
Greek	General/Masterplans	O Kosmos	11.4.97
Polish	General/Masterplans	Weiczorny	15.4.97
Vietnamese	General/Masterplans	The Vietnamese Herald	11.4.97
Arabic	General/Masterplans	El Telegraph	9.4.97

Event	Event Date	Newspaper	Date of Issue	Size (cm) (width x height)
Proposals	November announcement	Sydney Morning Herald	9.11.96	
Proposals	November announcement	The Daily Telegraph	9.11.96	
Lucas Heights Information Day	23.11.96	Engadine District News	19.11.96	15*17
Roselands mobile displays	28.11.96	Bankstown Express	26.11.96	15*17

Event	Event Date	Newspaper	Date of Issue	Size (cm) (width x height)
Kemps Creek Information Day (Date Correction)	7.12.96	Bankstown Express	3.12.96	15*17
Roselands Mobile Displays	28.11.96	St George & Sutherland Shire Leader	26.11.96	15*17
Kemps Creek Information Day (Date Correction)	7.12.96	St George & Sutherland Shire Leader	5.12.96	15*17
Mt Druitt Mobile Displays	30.11.96	Mt Druitt & St Marys Standards	27.11.96	15.5*17
Roselands Kemps Creek Information Day (Date Correction)	7.12.96	Mt Druitt & St Marys Standards	4.12.96	15*17
Blacktown Mobile Displays Kemps Creek Information Day	1.12.96 & 7.12.96	Blacktown City Guardian	27.11.96	15*17
Blacktown Mobile Displays Kemps Creek Information Day	1.12.96 & 7.12.96	Blacktown City Guardian	4.12.96	15*17
Penrith Mobile Displays	7.12.96	Penrith Press	26.11.96	15.5*7
Kemps Creek Information Day	7.12.96	Penrith Press	4.12.96	15*17
Kemps Creek Information Day	7.12.96	Hills News	26.11.96	15*5
Kemps Creek Information Day	7.12.96	Hills News	3.12.96	15*17
Parramatta Mobile Displays	14.12.97	Hills News	10.12.97	15*17
Parramatta Mobile Displays	14.12.96	Parramatta Advertiser	4.12.96	13.3*17
Parramatta Mobile Displays	14.12.97	Parramatta Advertiser	11.12.96	15*17
Kemps Creek Information Day, Ingleburn Information Day	7.12.96 & 16.12.96	Camden Crier	3.12.96	15*17
Ingleburn Information Day	16.12.96	Camden Crier	10.12.96	15*17
Kemps Creek Information Day, Ingleburn Information Day	7.12.96 & 16.12.96	Macarthur Advertiser	4.12.96	15.5*17

Event	Event Date	Newspaper	Date of Issue	Size (cm) (width x height)
Ingleburn Information Day	16.12.96	Macarthur Advertiser	11.12.96	15*17
Ingleburn Information Day	16.12.96	The Macarthur Chronicle	3.12.96	13.3*17
Ingleburn Information Day	16.12.96	The Macarthur Chronicle	10.12.96	15*17
Kemps Creek Information Day, Ingleburn Information Day	7.12.96 & 16.12.96	Liverpool Champion	4.12.96	15*17
Ingleburn Information Day	16.12.96	Liverpool Champion	11.12.96	15*17
Kemps Creek Information Day, Ingleburn Information Day	7.12.96 & 16.12.96	Liverpool Leader	4.12.96	15*17
Ingleburn Information Day	16.12.96	Liverpool Leader	11.12.96	15*17
Miranda Fair Mobile Display, Ingleburn Information Day	16.12.96 & 19.12.96	St George & Sutherland Shire Leader	10.12.96	15*17
Miranda Fair Mobile Display	16.12.96 & 19.12.96	St George & Sutherland Shire Leader	17.12.96	15*17
Miranda Fair Mobile Display	19.12.96	Engadine District News	17.12.96	19.5*18
Fairfield Forum Mobile Display	4.1.97	South Southwestern Districts Advertiser	18-31.12.96	12.5*17.5
Fairfield Forum Mobile Display	4.1.97	Fairfield City Champion	25.12.97	15.3*19
Fairfield Forum Mobile Display	4.1.97	Fairfield City Champion (South Western Shopper)	1.1.97	27*19
Bankstown Square Mobile Displays	16.1.96	Bankstown Express	7.1.96	15*17
Bankstown Square Mobile Displays	16.1.96	Bankstown Express	14.1.96	15*17
Hurstville Westfield Mobile Displays	9.1.97	St George & Sutherland Shire Leader	7.1.96	15*17
Narellan Town Centre Mobile Displays	Sat 18.1.97	Macarthur Chronicle	14.1.97	15*17
Narellan Town Centre Mobile Displays	18.1.97	Camden Crier	14.1.97	15*17

Event	Event Date	Newspaper	Date of Issue	Size (cm) (width x height)
Merrylands Mall Mobile Display	Thurs 23.1.97	Parramatta Advertiser	15.1.97	15*17
Merrylands Mall Mobile Display	Thurs 23.1.97	Parramatta Advertiser	22.1.97	15*17
Hinchinbrook Plaza Mall	25.1.97	Valley Plaza Voice	14.1.96	15*17
Hinchinbrook Plaza Mall	25.1.97	Liverpool City Champion	15.1.97	15*17
Hinchinbrook Plaza Mall	25.1.97	Liverpool City Champion	22.1.97	15*17
Menai Community Centre Mobile Display	18.1.97, 25.1.97 & 1.2.97	St George and Sutherland Shire Leader	14.1.97	15*17
Menai Community Centre Mobile Display	18.1.97, 25.1.97 & 1.2.97	St George and Sutherland Shire Leader	21.1.97	15*17
Menai Community Centre Mobile Display	18.1.97, 25.1.97 & 1.2.97	St George and Sutherland Shire Leader	28.1.97	15*17
Menai Community Centre Mobile Display	18.1.97, 25.1.97 & 1.2.97	St George and Sutherland Shire Leader	16.1.97	15*17
Menai Community Centre Mobile Display	8.2.97	St George and Sutherland Shire Leader	6.2.97	15*20
St Clair Mobile Display	18.1.97	Mt Druitt and St Marys Standard	28.1.97	15*17
St Helens Park Information Day	28.1.97	Macarthur Chronicle	22.1.97	15*20
St Helens Park Information Day	28.1.97	Macarthur Advertiser	22.1.97	15*20
St Helens Park Information Day	28.1.97	Macarthur Chronicle	28.1.97	15*20
St Helens Park Information Day	28.1.97	Telegraph	25.1.97	10*10.5
Warragamba Mobile Display	1.2.97	Penrith Press	24.1.97	15*20
Warragamba Mobile Display	8.2.97	Penrith Press	28.1.97	15*20
Springwood Information Day	8.2.97	Penrith Press	21.1.97	15*20
Springwood Information Day	8.2.97	Penrith Press	4.2.97	15*20

Event	Event Date	Newspaper	Date of Issue	Size (cm) (width x height)
Springwood Information Day	8.2.97	Blue Mountains Gazette	5.2.97	15*20
Springwood Information Day	8.2.97	Blue Mountains Gazette	12.1.97	15*20
Macarthur Square Mobile Display	15.2.97	South Southwestern District Advertiser	5.2.97	12.5*17.5 + Editorial
Macarthur Square Mobile Display	15.2.97	Macarthur Chronicle	4.2.97	15*20
Macarthur Square Mobile Display	15.2.97	Macarthur Chronicle	11.2.97	15*20
Thirroul Mobile Display	15.2.97	Illawarra Mercury	8.2.97	11.3*18
Thirroul Mobile Display	15.2.97	Illawarra Mercury	13.2.97	11.3*18
Thirroul Mobile Display	15.2.97	Illawarra Mercury	14.2.97	11.3*18
Thirroul Mobile Display	15.2.97	Wollongong Advertiser	5.2.97	15.5*20
Thirroul Mobile Display	15.2.97	Wollongong Advertiser	12.2.97	18*11.3
Helensburgh Mobile Display	22.2.97	Wollongong Advertiser	19.2.97	15.6*20
Helensburgh Mobile Display	22.2.97	Illawarra Mercury	21.2.97	15.2*20
Sutherland Information Evening	27.2.97	St George and Sutherland Shire Leader	18.2.97	19*26.1
Sutherland Information Evening	27.2.97	St George and Sutherland Shire Leader	25.2.97	19*26.1
Rosemeadow Mobile Display	Thurs 20.3.97	Macarthur Advertiser	19.3.97	15*20
Rosemeadow Mobile Display	Thurs 20.3.97	Macarthur Chronicle	18.3.97	15*20
St Marys Mobile Display	Sat 22.3.97	Penrith Press	18.3.97	15*20
St Marys Mobile Display	Sat 22.3.07	Penrith Press	21.3.97	15*20
Parramatta Mobile Display	Thurs 3.4.97	Parramatta Advertiser	26.3.97	15.2*20
Parramatta Mobile Display	Thurs 3.4.97	Parramatta Advertiser	2.4.97	15.2*20
Engadine Mobile Display	Sat 5.4.97	St George and Sutherland Shire Leader	25.3.97	15.2*20

Event	Event Date	Newspaper	Date of Issue	Size (cm) (width x height)
Engadine Mobile Display	Sat 5.4.97	St George and Sutherland Shire Leader	1.4.97	15.2*20
Roselands Mobile Display	Thurs 10.4.97	Canterbury Express	2.4.97	150.2*20
Roselands Mobile Display	Thurs 10.4.97	Canterbury Express	9.4.97	15.2*20
Masterplans		Penrith Press	26.3.97	15.2*20
Masterplans		Macarthur Chronicle	25.3.97	15.2*20
Masterplans		Liverpool Leader	26.3.97	15.2*20
Masterplans		Menai Revesby Express	25.3.97	15.2*20
Masterplans		Mt Druitt Standard	25.3.97	15.2*20
Masterplans		Bankstown Express	25.3.97	15.2*20
Masterplans		Fairfield Advance	25.3.97	15.2*20
Masterplans		Blacktown Advocate	25.3.97	15.2*20
Masterplans		Canterbury Express	26.3.97	15.2*20
Masterplans		Times	26.3.97	15.2*20
Masterplans		Illawarra Mercury	29.3.97	15.2*20
Masterplans		Wollongong Advertiser	26.3.97	15.2*20
Masterplans		Hills News	25.3.97	15.2*20
Masterplans		Blue Mountains Gazette	26.3.97	19*19.5
Masterplans		Fairfield City Champions	26.3.97	14.8*20
Masterplans		Liverpool City Champion	26.3.97	14.8*20
Masterplans		Macarthur Advertiser	26.3.97	14.8*20
Masterplans		St George and Sutherland Shire Leader	27.3.97	14.8*20
Masterplans		Parramatta Advertiser	2.4.97	15.2*20
Masterplans		Sydney Morning	24.3.97	17.1*20
Masterplans		Daily Telegraph	24.3.97	14.8*20
Blaxland Mobile Display	12.4.97	Penrith Press	8.4.97	15.2*20
Picton Mobile Display	19.4.97	Macarthur Chronicle	8.4.97	15.2*20
Picton Mobile Display	19.4.97	Macarthur Chronicle	15.4.97	15.2*20
Picton Mobile Display	19.4.97	Picton News	15.4.97	14*20
Bass Hill Mobile Display	24.4.97	Canterbury Bankstown Torch	16.4.97	14.7*20



Event	Event Date	Newspaper	Date of Issue	Size (cm) (width x height)
Bass Hill Mobile Display	24.4.97	Canterbury Bankstown Torch	23.4.97	14.7*20
Information Updates, Masterplans, Road and Rail and Assessing the Impacts of Noise		Sunday Herald	27.4.97	14.7*10
Information Updates, Masterplans, Road and Rail and Assessing the Impacts of Noise		Sunday Telegraph	27.4.97	14.8*10
Casula Mobile Display	1.5.97	Liverpool Leader	30.4.97	15.2*20
Casula Mobile Display	1.5.97	Liverpool City Champion	30.4.97	14.8*20
Revesby Mobile Display	3.5.97	Canterbury Bankstown Torch	30.4.97	14.7*20
Revesby Mobile Display	3.5.97	Menai Revesby Express	29.4.97	15.2*20

## **Appendix C**

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Non-English Speaking Radio  
Advertising Schedule

## ETHNIC RADIO ADVERTISING

Language	Radio Station	Number of Advertisements Placed
Arabic	Middle East Radio	63
	CBR Lebanese	15
Chinese		
Cantonese	2AC - Sydney Australia Chinese Radio	56
	2CR - China Radio Network	56
Mandarin	2AC - Sydney Australia Chinese Radio	56
	2CR - China Radio Network	56
Italian	Rete Italia	56
	Radio Uno	21
Greek	2RES	36
Spanish	2RES	4
	2AM	4
	Radio Uno Spanish	5
Vietnamese	2 - BFM	4
	2AM	2
<b>Total</b>		<b>434</b>

## **Appendix D**

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Schedule of Mobile Displays Held  
Between November 1996 and May  
1997

*Roselands Shopping Centre (28.11.96)*

**Target audience:** residents of Canterbury and Hurstville local government areas;

**Venue:** Roselands Shopping Centre, Roselands Drive, Roselands;

**Date and time :** 28 November 1996, 5.00pm to 9.00pm;

**Notification techniques:** advertised in the Bankstown Express;

*Mt Druitt Markettown (30.11.96)*

**Target audience:** residents of Mt Druitt within Blacktown local government area;

**Venue:** Mt Druitt Markettown, corner Carlisle Ave and Luxford Rd, Mt Druitt;

**Date and time :** 30 November 1996, 10.00am to 3.00pm;

**Notification techniques:** advertised in the Mt Druitt and St Marys Standards;

*Blacktown Westpoint Square (1.12.96)*

**Target audience:** residents of Blacktown and to some extent residents of Penrith local government area;

**Venue:** Blacktown Westpoint Shopping Centre, Patrick St, Blacktown;

**Date and time :** 1 December 1996, 10.00 am to 3.00 pm;

**Notification techniques:** advertised in the Blacktown City Guardian;

**Comments:** the need for material for people not fluent in English was noted.

*Penrith (7.12.96)*

**Target audience:** residents in the Penrith district and lower Blue Mountains.

**Venue:** Penrith Plaza Shopping Centre

**Date and Time:** 7 December 1996, 10.00am to 3.00pm;

**Notification techniques:** advertised in the Penrith Press;

**Comments:** attendance included residents from the lower Blue Mountains prompting further consultation with these areas.

*Parramatta Westfield (14.12.96)*

**Target audience:** although the residents of Parramatta and Holroyd local government areas were the primary targeted audience Parramatta Westfield appeals to shoppers from a large surrounding area.

**Venue:** Westfield Parramatta, 159-175 Church St, Parramatta;

**Date and time :** 14 December 1996, 10.00 am to 3.00 pm;

**Notification techniques:** advertised in the Parramatta Advertiser and the Hills News;

*Miranda Shoppingtown (19.12.96)*

**Target audience:** residents of Sutherland local government area;

**Venue:** Miranda Shoppingtown, The Kingsway, Miranda;

**Date and time :** 19 December 1996, 5.00 pm to 10.00 pm;

**Notification techniques:** advertised in the St George and Sutherland Shire Leader;

*Fairfield Forum (4.1.97)*

**Target audience:** residents of Fairfield local government area;

**Venue:** Fairfield Forum, Station Street, Fairfield;

**Date and time :** 4 January 1997, 10.00 am to 3.00 pm;

**Notification techniques:** advertised in the Fairfield City Champion, South & Southwestern Districts Advertiser;

**Notable outcomes:** attendees prompted the need for information material for People Not Fluent In English.

*Hurstville Westfield (9.1.97)*

**Target audience:** residents of Hurstville local government area as well as a smaller proportion from Kogarah local government area;

**Venue:** Hurstville Westfield, Cnr Cross St and Park Rd, Hurstville;

**Date and Time:** 9 January 1997, 5.00 pm to 9.00 pm;

*Bankstown Square (16.1.97)*

**Target audience:** residents of Bankstown local government area;

**Venue:** Bankstown Square Shopping Centre,

**Date and Time:** 16 January 1997, 5.00 pm to 9.00 pm;

**Notification techniques:** advertised in the Bankstown Express

*Narellan Town Centre (18.1.97)*

**Target audience:** residents of Camden local government area and a small proportion from Campbelltown and Liverpool local government areas.

**Venue:** Narellan Town Centre, Camden Valley Way, Narellan;

**Date and Time:** 18 January 1997, 10.00 am to 3.00 pm;

**Notification techniques:** flyer distribution to Camden, Campbelltown and Liverpool Councils for placement at public counters, libraries etc. as well as shopping centres and community groups in the area, newspaper advertisements in Camden Crier and Macarthur Chronicle, household mail delivery to Narellan using Australia Post,

**Notable outcomes:** specialist in air quality present in response to requests. Narellan was selected as the most appropriate regional venue after discussions with Camden Council and Community Groups. A high level of interest was shown in air quality issues;

*Menai Community Centre(18 and 25.1.97, 1 and 8.2.97)*

**Target audience:** residents of Sutherland local government area;

**Venue:** Menai Community Centre 'Legends', Alison Cres, Menai;

**Date and Time:** 18, 25 January and 1, 8 February 1997, 10.00 am to 4.00 pm;

**Notification techniques:** advertisements in St George and Sutherland Shire Leader, flyers distributed to Sutherland Council and community groups as well as shopping centres in the area (including Menai Marketplace), a banner and two signs displayed around Menai Marketplace to attract shoppers;

**Comments:** This display was set up in response to a request for a semi-permanent display in the Sutherland local government area from the group - Sutherland Shire Residents Against Holsworthy.

*St Clair Shopping Centre (18.1.97)*

**Target audience:** residents of St Clair;

**Venue:** St Clair Shopping Centre, Bennet Rd, St Clair;

**Date and Time:** 18 January 1997, 10.00 am to 3.00 pm;

**Notification Techniques:** Advertised in the Mt Druitt and St Marys Standards;

**Comments:** Media attendance. Community was interested in obtaining flight zones.

*Merrylands Stocklands Mall (23.1.97)*

**Target audience:** residents of Holroyd local government area;

**Venue:** Merrylands Stocklands Mall, McFarlane St, Merrylands;

**Date and Time:** 23 January 1997, 5.00 pm to 9.00 pm;

**Notification techniques:** advertisements placed in the Parramatta Advertiser. Display flyers distributed to community groups and local shopping centres;

*Hinchinbrook (25.1.97)*

**Target audience:** residents of Green Valley, Hinchinbrook and Liverpool and Fairfield local government areas generally;

**Venue:** The Valley Plaza, Wilson Rd, Hinchinbrook;

**Date and Time:** 25 January 1997, 10.00 am to 3.00 pm;

**Notification techniques:** display flyers distributed to Liverpool and Fairfield Councils and community groups. Advertisements were placed in the Valley Plaza Voice and Liverpool City Champion;

**Comments:** demand for information for people not fluent in English, particularly Croatian and Serbian.

*Warragamba Town Hall (1.2.97)*

**Target audience:** residents of Wollondilly local government area

**Venue:** Warragamba Town Hall, Civic Centre Circle, Warragamba;

**Date and Times:** 1 February 1997, 10.00 am to 3.00 pm;

**Notification techniques:** household mailbox delivery to Warragamba, Wallacia, Luddenham, Silverdale, Cobbitty and Werombi, display flyers distributed to community groups and Wollondilly Council. Advertisements were placed in Penrith Press and the Blue Mountains Gazette. Flyers were distributed to local shops by community group - Silverdale / Warragamba Against Airport Noise;

*Macarthur Square Shopping Centre (15.2.97)*

**Target audience:** residents of Campbelltown and Camden local government areas;

**Venue:** Macarthur Square Shopping Centre, Gilchrist Ave, Ambarvale;

**Date and Time:** 15 February 1997, 10.00 am to 3.00 pm;

**Notification techniques:** flyer delivery to local shops in Macarthur Square, local community groups and Campbelltown and Camden Councils. Advertisements were placed in the Macarthur Chronicle and the South Southwestern Districts Advertiser,

**Comments:** strong demand for information about as flight zones and noise contours. Display a response to a request from community groups, in particular the Glen Alpine Residents Association.

*Thirroul Plaza (15.2.97)*

**Target audience:** residents of Wollongong local government area, specifically areas around Thirroul, Bulli and Austinmer;

**Venue:** Thirroul Plaza, Lawrence Hargraves Drive, Thirroul;

**Date and Time:** 15 February 1997, 10.00 am to 3.00 pm;

**Notification techniques:** display flyers were distributed to Thirroul Plaza, Sutherland and Wollongong Councils, and local community groups. Advertisements placed in the Illawarra Mercury and the Wollongong Advertiser. Household mail delivery of flyers to Thirroul, Austinmere, Coledale, Scarborough, Wombarra, Stanwell Park, Stanwell Tops, Otford, Darkes Forest and Helensburgh.

**Comments:** strong demand for more information about flight zone. Display a response to requests from community groups, particularly Illawarra Residents Against Holsworthy.

*Helensburgh Cecil Lumb Arcade (22.2.97)*

**Target audience:** residents of Helensburgh, Stanwell Park and Stanwell Tops, Otford, Bulgo, Lilyvale within Wollongong local government area. Displays in response to requests from community groups, particularly the Illawarra Residents Against Holsworthy;

**Venue:** Outside Clancy's Supermarket, Cecil Lumb Arcade, Helensburgh;

**Date and Time:** 22 February 1997, 10.00 am to 3.00 pm;



**Notification techniques:** display flyers were distributed to Sutherland and Wollongong Councils and local community groups. Advertisements were placed in the Illawarra Mercury and the Wollongong Advertiser.

**Comments:** demand for more information about flight zones, noise contours and a request for more consultation in the Helensburgh area.

*Rosemeadow Marketplace (20.3.97)*

**Target audience:** audience of communities at Rosemeadow, St Helens Park, to some extent Wedderburn and generally Campbelltown local government area;

**Venue:** Rosemeadow Marketplace, Copperfield Drive, Rosemeadow;

**Date and Time:** 20 March 1997, 5.00 pm to 9.00 pm;

**Notification techniques:** event flyers distributed to local shops, local community groups and Campbelltown and Camden Councils. Advertising in the Macarthur Chronicle and the Macarthur Advertiser and household mailbox delivery to postcode of Rosemeadow in response to community request;

**Comments:** demand for more information about flight zones and noise contours. Displays in response to request from St Helens Park Airport Protest Groups.

*St Marys Village Shopping Centre (20 and 22.3.97)*

**Target audience:** residents of St Marys and generally Penrith local government area;

**Venue:** St Marys Village Shopping Centre, Charles Hackett Drive, St Marys;

**Date and Time:** 20 March 5.00pm to 9.00pm and 22 March 1997, 10.00 am to 3.00 pm;

**Notification techniques:** display flyers distributed to local shops, local community groups and Penrith Council. Advertising in the Penrith Press and household mail delivery to postcode of St Marys;

**Comments:** request for more information about as flight zones and noise contours.

*Parramatta Westfield (3.4.97)*

**Target audience:** although the residents of Parramatta and Holroyd Local Government Areas were the primary targeted audience Parramatta Westfield appeals to shoppers from a large surrounding area.

**Venue:** Westfield Parramatta, 159-175 Church St, Parramatta;

**Date and Time:** 3 April 1997, 5.00 pm to 9.00 pm;

**Notification techniques:** flyer distribution to Westfield Parramatta and surrounding shopping areas, Parramatta Council and local community groups. Advertisements placed in the Parramatta Advertiser;

### *Engadine Shopping Centre (5.4.97)*

**Target audience:**

**Venue:** Engadine Shopping Centre, Princes Highway, Engadine;

**Date and Time:** 5 April 1997, 10.00 am to 3.00 pm;

**Notification techniques:** display flyers were distributed to Sutherland Council, shops in Engadine and local community groups. Advertisements were placed in the St George and Sutherland Shire Leader;

**Comments:** High demand for further information regarding flight zones. This display was in response to requests for events in the Sutherland Shire, in particular from the Sutherland Shire Residents Against Holsworthy.

### *Campbelltown Show (6.4.97)*

**Target audience:** Residents of Campbelltown local government area;

**Venue:** Campbelltown Show, Menangle Park Paceway;

**Date and Time:** 6 April 1997, 8.00am to 4.00pm;

**Comments:** This display was organised in response to a request for a display at the Campbelltown Show.

### *Roselands Shopping Centre (10.4.97)*

**Target audience:** residents of Canterbury local government area and a proportion from Hurstville local government area;

**Venue:** Roselands Shopping Centre, Roselands Drive, Roselands;

**Date and Time:** 10 April 1997, 5.00 pm to 9.00 pm;

**Notification techniques:** display flyers were distributed to Roselands Shopping Centre, Hurstville and Canterbury Councils, advertisements placed in the Canterbury Express;

**Comments:** a demand for more information about flight zones and noise contours.

### *Blaxland Arcade (12.4.97)*

**Target audience:** residents of the Blue Mountains local government area especially the lower Blue Mountains and Penrith local government areas;

**Venue:** Blaxland Arcade, Great Western Highway, Blaxland;

**Date and Time:** 12 April 1997, 10.00 am to 3.00 pm;

**Notification techniques:** display flyers were sent to Penrith and Blue Mountains Councils for distribution to community counters, notice boards etc. and local community groups. Advertisements were placed in the Penrith Press.

### *Picton Festival Arcade (19.4.97)*

**Target audience:** residents of eastern Wollondilly local government area;

**Venue:** Festival Shopping Centre, Argyle St, Picton;

**Date and Time:** 19 April 1997, 10.00 am to 3.00 pm;

**Notification techniques:** display flyers sent to Wollondilly Council and local community groups. Household mailbox flyers delivery to Picton, Buxton, Wilton, Razorback, Thirlmere, Lakesland and Tahmoor. Advertisements were placed in the Macarthur Chronicle and the Picton News;

#### *Bass Hill Plaza (24.4.97)*

**Target audience:** residents of Bass Hill, Lansdowne and Yagoona and Bankstown local government area.

**Venue:** Bass Hill Plaza, Hume Highway, Bass Hill;

**Date and Time:** 24 April 1997, 5.00 pm to 9.00 pm;

**Notification techniques:** Display flyers sent to local community groups and Bankstown Council for distribution to public counters, libraries etc. Advertisements were placed in the Bankstown-Canterbury Torch.

**Comments:** Display a response to requests from community groups, particularly the Bankstown Division of the South West Community Alliance.

#### *Casula Mall Shopping Centre(1.5.97)*

**Target audience:** residents of eastern Liverpool local government area;

**Venue:** Casula Mall Shopping Centre, Kurrajong Rd, Casula.

**Date and Time:** 1 May 1997, 5.00 pm to 9.00 pm;

**Notification techniques:** advertisements were placed in the Liverpool Leader and the Liverpool City Champion. Display flyers sent to local community groups and Liverpool Council for distribution to public counters etc.;

**Comments:** Display a response to requests from community groups, especially the South West Community Alliance.

#### *Revesby Shops (3.5.97)*

**Target audience:** audience of residents of Bankstown local government area.

**Venue:** outside Commonwealth Bank, Marco Ave, Revesby;

**Date and Time:** 3 May 1997, 10.00 am to 3.00 pm;

**Notification techniques:** display flyers distributed to local community groups. Advertising in the Menai-Revesby Express and the Canterbury-Bankstown Torch.

**Comments:** Requests for information days on flight paths. This mobile display was organised in response to requests from local community groups, particularly the Bankstown division of the South West Community Alliance.

## **Appendix E**

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Information Days Held Between  
November 1996 and April 1997  
Inclusive

*Lucas Heights (23.11.96)*

**Target audience:** Residents of Sutherland local government area;  
**Venue:** Lucas Heights Community School, Lucas Street, Lucas Heights;  
**Date and Time:** 23 November 1997, 10.00 am to 3.00 pm;  
**Notification techniques:** advertised in the Engadine District News;

*Kemps Creek (7.12.96)*

**Target audience:** Residents of Penrith and Liverpool local government areas;  
**Venue:** Kemps Creek Public School, Cross St, Kemps Creek;  
**Date and Time:** 7 December 1997, 10.00 am to 4.00 pm;  
**Notification techniques:** advertised in the Bankstown Express, Mt Druitt and St Marys Standard, St George and Sutherland Shire Leader, Penrith Press, Hills News, Camden Crier, the Macarthur Advertiser, the Liverpool Champion, the Liverpool Leader. A household mail box drop delivered to suburbs of St Clair, Erskine Park, Mount Vernon, Rossmore, Regentville, Mulgoa, Wallacia, Warragamba/Silverdale, Kemps Creek, Badgerys Creek, Orchard Hills, Cecil Park, Horsley Park/West Hoxton, Abbotsbury, Bringelly, Leppington, Catherine Field, Oran Park, Cobbitty and Greendale. Flyers were distributed to Councils and newsagents in the local area.

*Ingleburn (16.12.96)*

**Target audience:** Residents of Liverpool and Campbelltown local government areas;  
**Venue:** Ingleburn Community Centre, cnr Oxford and Cumberland Roads, Ingleburn;  
**Date and Time:** 16 December 1997, 4.30pm to 7.30pm for displays followed by questions and answer period at 7.30pm;  
**Notification techniques:** Advertising placed in the Macarthur Chronicle, the Macarthur Advertiser, the Liverpool Champion and the Liverpool Leader. Flyers delivered to Campbelltown Council facilities, Council, Community Groups, 10 local shopping centres, and facilities such as service stations, entertainment/convenience shops

*St Helens Park (28.1.97)*

**Target audience:** residents of Campbelltown and Camden local government areas;  
**Venue:** St Helens Park Hall, Kellerman Ave, St Helens Park;  
**Date and Time:** 28 January 1997, 4.00pm to 7.00pm for displays followed by a question and answer period at 7.00pm;  
**Notification techniques:** household mailbox flyers delivery by community groups to northern Campbelltown suburbs, display flyers distributed to Camden and Campbelltown Councils, local shopping centres and local community groups. Advertisements were placed in the Macarthur Chronicle, the Macarthur Advertiser and the Daily Telegraph;  
**Comments:** demand for information regarding flight zones, EIS time frame and noise contours.

### *Springwood (8.2.97)*

**Target audience:** prompted by the Blue Mountains Community Group Forum, target audience of residents of (lower) Blue Mountains and Penrith local government areas;

**Venue:** Ivy Markets, Springwood Civic Centre, Macquarie Rd, Springwood,

**Date and Time:** 8 February 1997, 8.30am to 12.30pm for displays followed by a questions and answers session;

**Notification techniques:** display flyers distributed to local community groups and Blue Mountains and Penrith Councils. Flyers distributed to local shops by local residents. Household mailbox delivery of flyers to Lapstone, Glenbrook and Blaxland. Advertisements were placed in the Penrith Press and the Blue Mountains Gazette;

### *Sutherland (27.2.97)*

**Target audience:** residents of Sutherland local government areas;

**Venue:** Sutherland Entertainment Centre, Eton St, Sutherland;

**Date and Time:** 27 February 1997, 4.00pm to 7.30pm with a question and answer session from 7.30pm to 9.30pm;

**Notification techniques:** flyers distributed to large number of local and regional community groups, local shopping centres, Sutherland Council. Advertising in St George and Sutherland Shire Leader. Community groups undertook an advertising campaign for the session.

**Comments:** request for information on flight zones. This session a response to an invitation to hold an information session in the Sutherland area by the Sutherland Shire Residents Against Holsworthy.

## **Appendix F**

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Consultation Activities Register and  
Minutes of Meetings

## Meetings Register

Date	Meeting Details
8 October, 1996	South West Community Alliance
9 October, 1996	Sutherland Shire Environment Centre
14 October, 1996	Fairfield Council (Council Chambers)
17 October, 1996	Georges River Environmental Alliance (Chipping Norton Neighbourhood Centre)
21 October, 1996	Blaxland and Environs Airport Resistance (Bankstown Library)
25 October, 1996	Georges River Catchment Management Committee (Chipping Norton Neighbourhood Centre)
25 October, 1996	Liverpool Council (Council Chambers)
26 October, 1996	National Parks Association Macarthur Branch (Campbelltown City Art Gallery)
7 November, 1996	Macarthur Regional Organisation of Councils (meeting with local Government strategic planning staff)
8 November, 1996	Western Sydney Regional Organisation of Councils (meeting with local Government strategic planning staff)
8 November, 1996	Sutherland Council (Council Chambers)
9 November, 1996	Badgerys Creek Community Group Forum (Penrith Council Chambers)
9 November, 1996	Holsworthy Community Group Forum (Sutherland Returned Services Club)
18 November, 1996	Wollondilly Council (Council Chambers)
20 November, 1996	Holsworthy Precinct Committee (Wattle Grove Community Centre)
21 November, 1996	South West Sydney Community Alliance - Bankstown Division (Revesby Workers Club)
22 November, 1996	Helensburgh Community Meeting (Helensburgh Community Centre)
23 November, 1996	Information Day (Lucas Heights Community School Hall)
27 November, 1996	Hurstville Council (Council Chambers)
28 November, 1996	Mobile Display (Roselands Shopping Centre)
29 November, 1996	Coalition of Airport Action Groups (Annandale Community Centre)



Date	Meeting Details
30 November, 1996	Mobile Display (Mount Druitt Market Town)
1 December, 1996	Mobile Display (Blacktown Westpoint Shopping Centre)
2/3/4 December, 1996	Holsworthy Military Area Range Tours
3 December, 1996	Campbelltown Council (Council Chambers)
4 December, 1996	Fairfield Council (Council Chambers)
4 December, 1996	Fairfield Residents Against Airport Noise (Council Chambers)
5 December, 1996	Badgerys Creek Community Group Forum (Penrith Council Chambers)
7 December, 1996	Mobile Display (Penrith Plaza Shopping Centre)
7 December, 1996	Information Day (Kemps Creek Community School)
9 December, 1996	Lugarno Progress Association (St Stephens Church Hall)
9 December, 1996	Camden Council (Council Chambers)
10 December, 1996	Blue Mountains Community Group Forum (Springwood Neighbourhood Centre)
12 December, 1996	Bankstown Council (Council Chambers)
12 December, 1996	Fairfield Law Society (Sunnybrook Community Centre)
14 December, 1996	Mobile Display (Parramatta Westfield Shopping Centre)
14 December, 1996	Holsworthy Community Group Forum (Sandy Point Community Centre)
16 December, 1996	Information Day (Ingleburn Community Centre)
16 December, 1996	Blacktown Council (Council Chambers)
17 December, 1996	Badgerys Creek Progress Association (Badgerys Creek Hall)
18 December, 1996	Macarthur Anti-Airport Group (Art Gallery Camden Civic Centre)
19 December, 1996	Local Government Community Development Officers Workshop (Second Sydney Airport Community Access Centre)
19 December, 1996	Blue Mountains Council (Council Chambers)
19 December, 1996	Mobile Display (Miranda Fair Fresh Food Market)
4 January, 1997	Mobile Display (Fairfield Forum Centre Court)
9 January, 1997	Mobile Display (Hurstville Westfield)
16 January, 1997	Mobile Display (Bankstown Square)
18 January, 1997	Mobile Display (Menai Community Centre)

Date	Meeting Details
18 January, 1997	Mobile Display (St Clair Shopping Centre)
18 January, 1997	Mobile Display (Narellan Town Centre)
22 January, 1997	Coalition of Airport Action Group (Annandale Community Centre)
23 January, 1997	Holroyd Council (Council Chambers)
23 January, 1997	Mobile Display (Stocklands Merrylands Mall)
25 January, 1997	Mobile Display (Menai Community Centre)
25 January, 1997	Mobile Display (Hinchinbrook Shopping Centre)
26 January, 1997	Mobile Display (Wattle Grove Community Picnic)
27 January, 1997	Alliance of Western Sydney Mayors public meeting (Blacktown Civic Centre)
28 January, 1997	Information Evening (St Helens Park)
1 February, 1997	Mobile Display (Menai Community Centre)
1 February, 1997	Mobile Display (Warragamba Town Hall)
3 February, 1997	Liverpool Council (Council Chambers)
5 February, 1997	Liverpool Council Community Services (Council Chambers)
8 February, 1997	Mobile Display (Menai Community Centre)
8 February, 1997	Information Day (Springwood Civic Centre)
10 February, 1997	Aboriginal Advisory Committee Meeting, Campbelltown Council (Campbelltown Civic Centre)
10 February, 1997	Penrith Council (Council Chambers)
10/11/12 February 1997	Holsworthy Military Area Range Tours
12 February, 1997	Bringelly Precinct Committee (Bringelly Community Hall)
12 February, 1997	Darkes Forest Progress Association (Darkes Forest Community Hall)
15 February, 1997	Mobile Display (Macarthur Square Shopping Centre, Campbelltown)
15 February, 1997	Mobile Display (Thirroul Plaza)
21 February, 1997	Migrant Interagency Committee (Fairfield Council Chambers)
22 February, 1997	Mobile Display (Helensburgh - outside Woolworths)
27 February, 1997	Information Evening (Sutherland Entertainment Centre)

Date	Meeting Details
12 March, 1997	Fairfield Residents Against Airport Noise Community Meeting (Club Marconi, Fairfield)
20 March, 1997	Mobile Display (Rosemeadow Marketplace)
20 March, 1997	Mobile Display (Village Shopping Centre, St Marys)
22 March, 1997	Mobile Display (Village Shopping Centre, St Marys)
27 March, 1997	Badgerys Creek Community Group Forum (Fairfield Council Chambers)
3 April, 1997	Mobile Display (Westfield Shoppingtown, Parramatta)
5 April, 1997	Mobile Display (Engadine Shopping Centre)
6 April, 1997	Mobile Display (Campbelltown Show, Menangle Park)
10 April, 1997	Mobile Display (Roselands Shopping Centre)
12 April, 1997	Mobile Display (Blaxland Shopping Centre)
14 April, 1997	Community Meeting, St Patricks College
19 April, 1997	Mobile Display (Festival Shopping Centre, Picton)
22/23/24 April, 1997	Holsworthy Military Area Range Tours
24 April, 1997	Mobile Display (Bass Hill Plaza)
1 May, 1997	Mobile Display (Casula Mall Shopping Centre)
3 May, 1997	Mobile Display (Revesby Shopping Centre)
12 May, 1997	Holsworthy Military Area Range Tour
23 May, 1997	Public Meeting, Camden Council (Elderslie High School)
3 June, 1997	Badgerys Creek Community Group Forum (Parramatta Park Royal)
11 June, 1997	Holsworthy Community Group Forum (Sandy Point Community Centre)
17 July, 1997	Information Evening (Campbelltown Civic Centre)
19 July, 1997	Information Day (Fairfield Showground)
22 July, 1997	Information Evening (Helensburgh Community Centre)
26 July, 1997	Information Day (Penrith Civic Centre)
15 August, 1997	Alliance of Western Sydney Councils (Holroyd Centre, Merrylands)

# **Second Sydney Airport Proposal Community Meeting Record of Meeting**

**Date:** 17 October, 1996

**Time:** 8.00 pm

**Location:** Chipping Norton Neighbourhood Centre

**Attendees:** Georges River Environmental Alliance  
Rust PPK representatives: Mark Keogh, Project Manager  
Susan Crick, Consultation  
Renata Bali, Biosis  
Robyn Tuft, Water Quality  
Ross Best, Coffey Partners

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## **PRESENTATION**

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

## **ISSUES RAISED**

### **The EIS Process**

- Concern that there is a predetermined result.
- EIS needs to consider submissions already made.
- Timing for release of information about runways.
- Adequate time for survey of the area.

### **Air Quality**

- Concern about time needed to adequately measure air quality data.
- Effect of and on inversion layer.

### **Community Consultation**

- Timing for the commencement of the information process.
- Want to be informed through the Herald.

### **Flora and Fauna**

- Effect on trees.
- Loss of trees and effects on air.
- Not enough time for assessment of flora.
- Effect on Eastern Bristle Bird.
- State or Commonwealth laws for classification of endangered species.
- Impact on fauna due to disturbance.
- Impact on Southern Blue Mountains wilderness areas.

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**RECORD OF COMMUNITY MEETING - 17 OCTOBER, 1996**

**Water**

- Impact of runoff, stormwater and sediment on waterways.
- Effect on drinking water.

**General**

- There is no room on roads for extra traffic.
- Unexploded ordinances.
- Investigate impact of waste and dumping of fuel.
- Impact on housing and employment.
- Impact on lifestyles from increased noise and air pollution.

# **Second Sydney Airport Proposal Community Meeting Record of Meeting**

**Date:** 21 October, 1996

**Time:** 6.30 pm

**Location:** Bankstown Library

**Attendees:** Blaxland and Environs Airport Resistance  
Rust PPK representatives: Mark Keogh, Project Manager  
Susan Crick, Consultation

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## **PRESENTATION**

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

## **ISSUES RAISED**

### **Community Consultation**

- The objectives of community consultation.
- The measurement of these objectives.
- Ensure that venues are more widely spaced - include southern suburbs.
- Would like to have public meetings.
- Access to Holsworthy.
- Shopfront helpful to have open until 8.00 pm and on weekends.
- Integration of results of the community consultation.

### **EIS Process**

- Time too short, for example, flora and fauna surveys.
- Release of the EIS guidelines after commencement of the EIS.
- Concern about runway configuration.
- Timetable should be public.
- How are you deciding which airport people will use?
- Concern about repeating mistakes of Kinhill.
- Placement of runways.
- Appointment of auditor.
- Benchmarking.
- Government preference for airport location.
- Access to politicians.

### **Noise**

- Location of the noise monitors.
- Query if noise is deliberately being created to affect results of noise monitors.

**SECOND SYDNEY AIRPORT PROPOSAL  
MINUTES OF COMMUNITY MEETING - 21 OCTOBER, 1996**

**Other**

- Concern about fogs and frosts at both sites.

**ACTIONS**

Rust PPK to provide a listing of the qualifications of the EIS team.

# Second Sydney Airport Proposal Community Meeting Record of Meeting

**Date:** 25 October, 1996

**Time:** 7.30 pm

**Location:** Chipping Norton Neighbourhood Centre

**Attendees:** Georges River Catchment Management Committee  
Rust PPK representatives: Mark Keogh, Project Manager  
Susan Crick, Consultation  
Robyn Tuft, Robyn Tuft & Associates

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## PRESENTATION

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

## ISSUES RAISED

### Water Quality Study

- The study should be checked with National Parks and Wildlife Service.
- Participants interested in methodology, waterways being studied and flora being studied:
  - methods used, measures being used;
  - pollutants being looked at;
  - time taken and adequacy of time for the study;
  - water flow (flow regime?);
  - what is being done about waste water, sewerage and disposal?;
  - impacts on waterways - Georges River, Woronora, Punchbowl Creek;
  - pollutants from access and internal roads; and
  - effects of ordinances on water.

### Runways and Flight Paths

- Release of the options for runways.
- Impact of infrastructure, roads, buildings.
- Impact of population growth on existing roads.
- Release of flight paths.
- Interaction with KSA flight paths.
- Possibility of timeframe extension.

### Noise

- Measurement of noise.

### Community Consultation

- Location and timing of shopping centre displays and information days.



# Second Sydney Airport Proposal

## Liverpool Council Meeting

### Record of Meeting

**Date:** 25 October, 1996

**Location:** Liverpool Council

**Attendees:** Liverpool Council Staff: Roy Newsome (Acting General Manager)  
Steve Layman  
Jan Murrell (Planning Manager)  
Russell Winlaw (Strategic Planning)  
Mike Ritchie (Environment Manager)  
Vlad Grepl (Community Manager)  
Wayne O'Connor  
DoT Taskforce: Adam Geitzl (Environment Branch)  
Stephen Borthwick  
Steve Fitzgerald  
Rust PPK: Mark Keogh (Project Manager)  
Christine Gunn (Strategic Planner)

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#### PRESENTATION

Stephen Borthwick and Mark Keogh gave brief presentations. The following is a list of issues raised by participants.

#### ISSUES RAISED

Council staff raised several issues including:

- Implications for Wattle Grove development (and other residential areas), a significant community issue.
- Timing of airport decision may conflict with State Government need to begin development of Olympic pistol shooting facility at Holsworthy.
- Comparative lack of data on Holsworthy is seen as a problem (especially environmental data).
- It was suggested that research institutions in the region be contacted for additional information esp. environmental survey information.
- Protocols re contact with Liverpool Council need to be discussed directly with the Mayor and Council representatives - Russell Winlaw to set up meeting (possibly 7/11).
- Establishment of shopfront in Liverpool town centre may not be a problem - will need clearance with Mayor.
- Liverpool would probably push for a three month exhibition period.

#### ACTIONS

Rust PPK will send several documents to Russell Winlaw:

- a copy of the overheads shown at the meeting
- a copy of the "capabilities chapter".

# **Second Sydney Airport Proposal National Parks Association (NPA) Meeting Record of Meeting**

**Date:** 26 October, 1996

**Time:** 7.30 pm

**Location:** Campbelltown City Art Gallery

**Attendees:** National Parks Association  
(Macarthur Branch): Coral Sewell (meeting chairperson)  
Julie Shepherd  
Campbelltown City Council: Cr Verlie Fowler  
Paul Sinclair  
Mayor Russell Matheson  
Local Residents  
Rust PPK representatives: Mark Keogh, Project Manager  
Jeremy Pepper, Environmental Planning

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## **PRESENTATION**

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

## **ISSUES RAISED**

### **A. Campbelltown City Council:**

Opposed to any airport in the Sydney Basin

### **B. NPA (Julie Shepherd)**

#### **Holsworthy conservation values**

Airport construction operations will damage natural ecosystems and cause habitat loss

Precautionary principle should be applied - full extent of Holsworthy's biodiversity not yet known

Holsworthy:- is a valuable resource which should be conserved;  
is unique in that it is an area of pristine bushland close to a major city;  
has high biodiversity in both local and national contexts

#### **Koalas**

Sitings have been recorded throughout the entire (Holsworthy) Range  
Known to be mobile, particularly after bushfires

**SECOND SYDNEY AIRPORT PROPOSAL  
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Populations are currently expanding  
Construction activities will disrupt and isolate populations

**Rust PPK credentials**

Is this Rust PPK's first airport EIS?  
Qualifications of the study team.

**EIS process/time-frame**

Adequacy of the timeframe to complete the EIS.  
Can/will the Government choose an option irrespective of its inherent values (and the values of other sites)?  
Definition of 'EIS'  
Submissions (to CEPA) on the draft EIS from the community.  
Federal decision-making process work at a Federal level?  
The 30-day period for public display of the draft EIS is too small.  
How long did it take to complete the 1985 Sydney West Airport EIS?  
Who chooses the auditor?

**Community health**

Need years to do a comprehensive, scientifically sound survey - time-frame too short  
Should be first priority in EIS.

**Rust PPK's Brief/Methodology**

Legally, can Rust PPK make a recommendation in the EIS?  
Concern that runway alignments be a part of the EIS.  
What contingency does Rust PPK have for outlining possible future impacts (as a result of increased air traffic) to the Commonwealth Government?

**Unexploded ordnance (UXOs)**

Concern that the EIS address disposal of UXOs for the Holsworthy options.  
Concern that lead/brass contamination be considered.

**Consultation**

Print media to be used to advertise various events.

**Support Infrastructure**

The impacts of additional support infrastructure.  
The effects of surface traffic and pollution after construction of the airport be considered.

**Aboriginal (Navin Officer - Kerry Navin's presentation)**

Navin Officer methodology for:

**SECOND SYDNEY AIRPORT PROPOSAL**  
**RECORD OF MEETING - 26 OCTOBER, 1996**

- Choosing their sampling sites (in order to cover 33% of the site).
- Conducting studies in ordinance-laden areas.
- Establishing trust with the aboriginal community.
- Off-site study areas.

**Flora and Fauna (Biosis - Renata Bali's presentation)**

Orchid expertise on the Biosis team.

(Orchids will be dormant during the sampling period, therefore survey will not be comprehensive).

Accounting for plant and animal losses during bushfires.

The fire history of Holsworthy.

Is the 4-week survey period a typical time-frame?

**Water Quality**

Public availability of previous studies.

Effect on catchments such as Warragamba Dam.

**Noise**

Current ambient noise monitoring.

**Airport Operations and Capacity**

24 hours a day airport operation.

Expected volume of air traffic/frequency of take-offs.

**Air Quality**

General overview of air quality study methodology

What provisions for protection of air quality in the EIS.

# Second Sydney Airport Proposal Macarthur Region Planning Staff Record of Meeting

**Date:** 7 November, 1996

<b>Attendees:</b>	Campbelltown Council:	Councillor Fowler Keith Richardson Fiona Mann
	Wollondilly Council:	Ian Sinclair Julie Garbett
	Camden Council:	Graham Pascoe
	MACROC:	Steve Bowley
	DoT Taskforce:	Stephen Borthwick Pip Spence
	Airplan:	John Rogers
	Rust PPK	Mark Keogh Christine Gunn

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## PRESENTATION

Mark Keogh gave a brief presentation introducing the EIS process. The following is a list of issues raised by participants.

## ISSUES RAISED

### General

- Assessment of costs associated with issues such as site access, site clearance, unexploded ordnance etc.
- Assessment of Aboriginal heritage on Holsworthy/Badgerys Creek. Site coverage (33 percent). Land Council involvement.
- Cost/benefit analysis.
- Community health issues.
- Bushfire Clearance around the Airport options.
- Identification and clearance of unexploded ordnance.
- Volume and origin of fill required for Holsworthy.
- Consideration of fuel transport options.

### Regional Planning

- The EIS should take into account analysis completed on rail access to Badgerys Creek re. alignment and population projections.
- The EIS should consider a range of public transport options for both airport sites.
- Regional economic opportunities/constraints should be taken on board.
- Relocation of the army.

**SECOND SYDNEY AIRPORT PROPOSAL**  
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**Noise Impacts**

- Methodology to assess noise impacts.
- Availability and clarity of noise impacts information.
- Costs of noise amelioration in adjacent residential areas.
- Impact of a Holsworthy or Badgerys Creek airport on Camden, Bankstown and Hoxton Park airports.
- Changes to current aircraft flying patterns in the area, for example flying lower.

**Consultation Suggestions**

Suggestions for possible consultation venues/opportunities include:

- Cinema complex at Campbelltown.
- Bushfire Brigade headquarters.
- Local community radio station (limited).
- Wollondilly Council Bush Telegraph (newsletter to local residents - needs copy by 15th of month).
- Need to remember the Warragamba/Silverdale area of Wollondilly in consultation in that region (western side of Nepean River).

# Second Sydney Airport Proposal

## Western Sydney Region Strategic Planning Staff

### Record of Meeting

**Date:** 8 November, 1996

<b>Attendees:</b>	Steve Goldie (Fairfield)
	MACROC Planners
Airplan	John Rogers
	Malcolm Dow
DoT Taskforce	Stephen Borthwick
	Pip Spence
Rust PPK	Mark Keogh
	Christine Gunn

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#### PRESENTATION

John Rogers and Mark Keogh gave brief presentations. The following is a list of issues raised by participants.

#### ISSUES RAISED

- Accommodation of a rail line in the North/South Badgerys Creek option.
- Provision of rail access to Holsworthy.
- Split of the various airport functions between KSA and the Second Sydney Airport - relation of this to the NSW regional airports (hub and spoke pattern).
- Review of the do nothing option in the EIS.
- Impact of various options on the existing airports of Hoxton Park, Camden and Bankstown.
- Should the EIS look at infrastructure impacts of the airport options.
- Consideration of the impacts of electricity infrastructure, for example there are large pylons on the Holsworthy site, and the main supply station from the Snowy Mountains is at Ingleburn.
- The EIS may leave itself open to criticism by not drawing a conclusion as to the preferred site.

#### ACTIONS

- List of contacts/attendees at meeting from Fairfield Council.
- Copy of some overheads to Jane Pretty (WSROC).

# Second Sydney Airport Proposal

## Sutherland Council Meeting

### Record of Meeting

**Date:** 8 November, 1996

**Location:** Sutherland Council

**Attendees:** Sutherland Council Staff: 13  
DoT Taskforce: Pip Spence, Stephen Borthwick  
Malcolm Dow  
Rust PPK Staff: Mark Keogh  
Ann Shaw Rungie  
Kirsten Williamson

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#### PRESENTATION

Mark Keogh gave a presentation introducing the EIS process. Malcolm Dow discussed the various airport options and implications. The following is a list of issues raised by participants.

#### ISSUES RAISED

- Separate financial study (feasibility study).
- Traffic studies, and changes in guidelines raised.
- Issue of Liverpool Council not co-operating with regards to Holsworthy raised.
- The relation of environmental and financial studies with regards to land size (financial vs environmental).
- Reassurance was requested that Rust PPK's judgements on issues will not be slanted.
- Possibility that the options may be found unfeasible, if so then what?
- Need for an accumulative analysis of the noise impacts.
- Participants suggested setting up another access centre in Sutherland.
- Need for the EIS team going to convince the public/council that the EIS is valid (particularly with regards to the timeline and length of studies).
- Community needs to believe that the EIS is valid, need for the community to benefit from the EIS process.
- 24 hour operation of airport.
- Comments were made on KSA flights paths being addressed to allow military airspace.
- Concerns were raised about the affects on air pollution and water catchments.
- Discussion was generated about CSIRO land north of Badgerys Creek and other land ownership issues were raised.
- The EIS is considering two or three runways when overseas 24 hour airports have four or five runways.
- The 1985 EIS rules out Holsworthy on the basis of costs related to ordnance disposal. Has the new northern option been introduced because it is cheaper?
- Issue raised concerning "other" infrastructure, including capacity and storage implications of fuel leaching and other implications.
- House insulation and costs for upgrading these homes.
- Methodology for forecasting ANEFs.
- Timeline/program for community consultation.



# **Second Sydney Airport Environmental Impact Statement Community Meeting Minutes**

**Date:** Saturday 9 November, 1996

**Time:** 9.00 am - 12 noon

**Location:** Penrith City Council

**Attendees:** Representatives of Community Groups  
Rust PPK representatives: Mark Keogh, Project Manager  
Rowena Lennings, Community Consultation

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## **PRESENTATION**

### **Susan Crick, Community Consultation, Rust PPK.**

Welcome and introduction to the format of the day.

### **Mark Keogh, EIS Project Manager, Rust PPK.**

Introduction to Rust PPK, the EIS team, the EIS process, timing and decision making procedure. Key points included that the EIS will provide an objective assessment rather than an evaluation. It will not recommend a preferred option, the final decision will be made in Cabinet.

### **John Rogers Airplan Services**

Explanation of proposal, the various options and the planning parameters.

### **Ross Best , Coffey Partners**

Outlined air quality studies, incorporating dust, odour, primary and secondary pollutants, greenhouse gases and ozone depletion.

### **Rob Bullen, Mitchell McCotter**

Outlined the range of noise studies being conducted on a number of operating scenarios for the various options

### **Robyn Tuft, Robyn Tuft and Associates**

Outlined the parameters of the water quality studies.

## **QUESTIONS AND COMMENTS FROM PARTICIPANTS**

### **EIS Process**

#### **1. Consultation/Information Provision**

A number of participants representing community groups in the Badgerys Creek area

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expressed disappointment that the meeting also included representatives of community groups from Southern Sydney. They felt it would be more appropriate for the meeting to focus solely on the proposals affecting their local area, as they believed that Southern Sydney has been more represented in the consultation process to date.

It was resolved by the end of the meeting that in the future, to make the most expedient use of time, each community forum meeting will focus on local options and issues, with Minutes from the other community forum meeting (north or south) being made available to each group.

**Requests were made for information as to:**

- **how the EIS budget is being apportioned amongst the various studies;**
- **a list of all the assets of all the 350 staff of Rust PPK;**
- **minutes of weekly meetings of Rust PPK with the task force; and**
- **copies of the EIS brief.**

Mark Keogh explained that background information, including the brief for the EIS and a full list of consultants participating in the study, is being made available at the Access Centre. In addition, information resulting from the various studies will be disseminated as it becomes available as newsletters and/or summary papers. A budget breakdown will not be provided because it is both commercial in confidence and likely to be adjusted throughout the EIS process. Personal financial information, which it is not a policy of Rust to require of their staff, is also not considered to be a fair request. Mark mentioned that Rust PPK is a 100% owned public company with no directors in Australia. A copy of the notice which appeared in the Commonwealth Government Gazette is attached.

**Participants raised the issue of accessible language and asked who would be taking responsibility for clearly communicating the results of the studies.**

Mark Keogh explained that appropriate communication and consultation was one of the primary requirement of the EIS and that Rust PPK was responsible for the standard of these activities.

**2. External Auditor**

**Participants asked if the community have input into the selection of the auditor?**

Mark Keogh explained that he understood that the appointment of the auditor is about to be announced, and the community would have free access to the auditor once appointed.

**3. EIS timeframe**

**It was commented that the timeframe for completion of the EIS in accordance with the final guidelines was inadequate and likely to compromise the quality of the study and therefore Rust's professional credibility.**

Mark Keogh responded that Rust had anticipated many of the increased provisions of the finalised EIS guidelines and that Rust believes they are providing sufficient resources to

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conduct the study to a high professional standard within the timeframe. Furthermore, he continued, the external auditor provides the process with additional assurances of credibility and transparency.

**4. EIS budget overrun**

**Concern was expressed that in the likelihood of a budget overrun the quality of the studies would suffer.**

Mark Keogh commented that communication with the Client was ongoing, and that a budget overrun is unlikely to occur because of the level of planning, and preparation that has taken place. The scope of work and budget is being constantly reviewed.

**5. State Government Co-operation**

**Participants asked what assurance will the community have that the Government authorities will co-operate with the EIS team. A lack of faith was expressed in the quality of information provided and the impartiality of State Government was queried.**

Mark Keogh explained that co-operation is also occurring at a high level through a combined Federal/State committee.

Furthermore, most of the information required by the EIS is raw information, and therefore unlikely to be subject to bias. Rust PPK is confident in the quality of the data, having drawn from many of these sources for previous consultancies.

**6. Quality Assurance**

**Participants asked if the studies would be prepared according to Australian Quality Standards.**

Mark Keogh responded that Rust PPK was quality assured company.

## **Airplan Services Presentation**

**1. Consideration of KSA future operations**

**Participants asked if consideration of KSA future operating options was included in the Master Plan and if it is intended that the Second Sydney Airport will become Sydney's major airport.**

John Rogers responded that the proposal focused on the provision of a new airport, which was described in the brief as a major airport, not the major airport.

**Comment was made that KSA will not be able to accommodate the new generation of aircraft, which would eventually force the Second Airport to become Sydney's major airport.**

John Rogers explained that KSA can accommodate the larger planes currently in the design stage (code F ) and also the airport would be able to cope to a limited capacity with the very large new generation (Code G). He added, in later discussion, that with the exception of Badgerys Creek Option A, all the other options proposed would also be able to accommodate both Code F and, to a limited degree, Code G aircraft.

**Potential conflict with KSA operations, air space congestion and the need for cross-overs was raised as an issue in view of the proposal of a split operation of two major airports.**

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John Rogers explained that this issue was being addressed through the proposal of a variety of runway alignments.

**2. Presentation Maps**

**Comment was made that the maps depicting the options don't show sufficient detail, the estates along Narellan Rd and Cobbity Farm, for example are missing. Participants said they would like to see more detail. Request was made for maps to scale to be provided (Greg Frawley)**

John explained that if the maps were fully detailed they would not be able to demonstrate the options adequately.

**3. Option B**

**Concern was expressed that the North/South Alignment of the runways would impact on Narellan estates and the Macarthur High School at Cobbity Village. The level of community consultation undertaken to come up with these options was queried.**

John explained that a proposal had to be devised before a meaningful consultation process could take place, he emphasised that this was the beginning of the consultation process and that further to the outcomes, there is room for limited refinement of the proposals.

**4. Risk**

**The issue of risks including wind sheer, fog, power lines and proximity to Kingswood munitions and the land locked nature of the site were raised as reasons contributing to the overall unsuitability of Badgerys Creek for a major airport development. It was also mentioned that the International Pilots (Association) may boycott Badgerys Creek because of the risk factors.**

John Rogers responded that these and other risk factors would be taken into account and considered alongside the procedures and technology available to increase flight safety. He mentioned that it was unlikely that Pilots would boycott Badgerys Creek in view of the fact they have not boycotted other far more problematic airports.

**What are the implications of these options for the future of Bankstown and Richmond Airports**

Changes to the operation of both airports would be necessary but none of the options would require closure of other airports.

**Are the options for the Second Airport being developed on the understanding they will operate over 24 hours, or with a curfew**

While there has not been a policy statement from the current government regarding hours of operation, the EIS will consider the impacts of 24 hours operation.

## **Air Quality Studies**

**1. The issue of the impacts of air quality on agricultural land use was raised.**

Ross Best responded that the impacts will be presented as ground level impacts, not agricultural impacts specifically.

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2. **Participants queried if the impact of increased traffic flow be included**  
Traffic models for each option will be incorporated in the air quality modelling.
3. **Participants asked if the studies would be relying on existing data or conducting site specific studies, especially regarding thermo inversion. Concern was also expressed that results from the MAQS and other previous studies into air quality in Western Sydney have not yet been published.**  
Mark Keogh explained that some of the authors of these reports were now part of the EIS team and the concerns they expressed previously would be taken up in the current process. Ross Best responded that existing data and additional studies using 94-95 as the base year for comparison, would be conducted. He nominated the Sydney Oxidant Study and the Metropolitan Air Quality Study as two of the specific sources on thermo inversion.
4. **Health Studies**  
**Participants complained that they have been promised a health study and it has never been conducted. They also asked if the impact of cancer causing substances from planes was being studied.**  
Mark Keogh explained that while health data was being considered a health survey would take 5-10 years to complete. The health study being undertaken would use existing information. Ross Best mentioned that the risk from cancer causing substances would also be included in the studies.

## **Noise**

1. **Request for maps of areas where sound monitoring is taking place (South West Sydney Community Alliance)**  
Rob Bullen agreed to provide a list of the areas where sound monitoring is taking place.
2. **Participants commented that noise studies should also consider the impact of aircraft noise on conversations held outdoors?**  
This impact is largely covered by the studies worst case assumption of being indoors with open windows.
3. **Participants asked how noise studies could be conducted without knowing the exact flight paths**  
Rob Bullen explained that a range of scenarios were being developed that would predict the actual paths.
4. **Participants commented that as ANEFs have been largely discredited , why are they still being used, albeit under a different name, ANEC?**  
Rob Bullen explained that ANEC were a useful tool for land use planning and that other indicators were being included to more accurately indicate actual impacts.

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5. **Participants asked if the cumulative effects including traffic noise and fuel delivery trucks and the (air and noise ) pollution impact on the residential strips along the M4 would also be considered**  
Rob Bullen responded that all these factors were being incorporated in the program of studies.
6. **Participants asked if the studies:**
  - **will be detailed or be averaged over a region;**
  - **will a weighted system be used to differentiate between the impact of noise in a rural residential area as compared to a urban area; and**
  - **will the specific educational impact of increased noise be considered.**Rob Bullen explained that noise contours would be produced to show varying affects, that a weighted system would not be used and that specific education impact studies would be considered.
7. **The issue of the differing impacts of noise experienced in different styles of housing, eg. the building material used was also raised.**  
As the investigations included worst case assumptions of being inside a house with the windows open the impact of building materials becomes insignificant.

## **Water Quality Studies**

1. **Participants asked if the studies would include monitoring the quality of water in tanks**  
Robyn responded that it may be possible to acquire some relevant data from the Health Department and Councils.
2. **Badgerys Creek drains into South Creek, and the fact that it is well recognised as one of the most polluted waterways in Western Sydney has resulted in restrictions to the planning of local development. Will your studies be taking this into account.**  
Robyn Tuft acknowledged that she was well aware of the polluted status South Creek, and that she would be taking this into account.

## **CONCLUSIONS**

After general discussion participants agreed that it would be useful to conduct similar style meetings on a regular basis at alternating venues.

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**COMMUNITY CONSULTATION UPDATE**

The Community Access Centre has opened at 43 Moore Street, Liverpool.

Susan Crick has been appointed as the contact person for community groups in the western Sydney area. Susan can be contacted at Rust PPK Head Office on (02) 9743 0333.

Rowena Lennings has been appointed as the contact person for community groups in the southern Sydney area. Rowena can be contacted at Rust PPK Head Office on (02) 9743 0333.

Scheduled information days are:

Saturday 23 November at Lucas Heights from 10.00 am to 4.00 pm.

Saturday 7 December at Kemps Creek Public School from 10.00 am to 4.00 pm.

Monday 16 December at Ingleburn Community Centre from 4.30 pm to 9.30 pm.

Displays with staff have been scheduled at:

Roselands	-	Thursday 28 November
Mount Druitt Marketown	-	Saturday 30 November
Blacktown Westpoint	-	Sunday 1 December
Penrith Plaza	-	Saturday 7 December
Parramatta Westfield	-	Saturday 14 December
Miranda Fair	-	Thursday 19 December
Fairfield Forum	-	Saturday 4 January
Bankstown Square	-	Thursday 16 January

To accommodate the need to hold public events on a Saturday it has been necessary to re-schedule the community forum meetings to a week night.

A notice of the next meeting accompanies these minutes.

# Second Sydney Airport Proposal Community Meeting Minutes

**Date:** Saturday 9 November, 1996

**Time:** 2.00 pm - 5.00 pm

**Location:** Sutherland Returned Services Club

**Attendees:** Representatives of Community Groups  
Rust PPK representatives: Mark Keogh, Project Manager  
Rowena Lennings, Community Consultation

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## PRESENTATIONS

**Susan Crick, Community Consultation, Rust PPK.**  
Welcome and introduction to the format of the day.

**Mark Keogh, EIS Project Manager, Rust PPK.**  
Introduction to Rust PPK, the EIS team, the EIS process, timing and decision making procedure. Key points included that the EIS will provide an objective assessment rather than an evaluation. It will not recommend a preferred option, the final decision will be made in Cabinet.

**John Rogers Airplan Services**  
Explanation of proposal, the various options and the planning parameters.

**Kerry Navin, Navin Officer**  
Described the investigation into Aboriginal heritage values and sites at Holsworthy.

**Rob Bullen, Mitchell McCotter**  
Outlined the range of noise studies being conducted on a number of operating scenarios for the various options

## QUESTIONS AND COMMENTS FROM PARTICIPANTS:

### Process Issues

1. **Consultation**  
Participants expressed their dissatisfaction with the process to date. Their main points included:
  - More notice is needed for meetings.
  - Rust PPK representatives have refused to attend public meetings to discuss the EIS and are therefore only prepared to conduct consultation on their terms.
  - This group is not representative, there is no logic in the invitation list.



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- Participants would like the opportunity to see the agenda in advance and make submissions as to what they would also like to see included in the meetings.
- A more appropriate venue is needed.

Mark Keogh explained that the consultation process included a range of opportunities for the public to receive information and make comment, including a series of Open Days beginning on the 23 November. He explained that the Open Day approach was preferred because it provided an extended opportunity to answer questions and address public concerns, whereas public meetings usually result in many people walking away even more frustrated, with their questions unanswered.

Later in the meeting, in response to a further request for Rust representatives to participate on a panel along with the community's expert representatives at a public meeting, Mark Keogh explained that it was the Auditor's role to independently assess the quality of Rust PPK's work and he couldn't participate in activities that would dilute the auditor's role.

**2. External Auditor**

**Participants commented that the fact that the external auditor has not yet been appointed does not lead to trust in the process.**

Mark Keogh responded that this was beyond Rust PPK's control, however he would ensure that the Commonwealth was aware of community views on this matter.

**3. EIS Guidelines**

Questions included:

- **How could a brief have been prepared before the final EIS guidelines were released?**

Mark Keogh explained that the EIS methodology would now be adapted to accommodate the increased provisions of the Final Guidelines and that it was possible to predict many of the variations. He also mentioned that it was reasonably predictable that some studies would have to be done regardless of modifications to the guidelines.

- **What redress do community members have if their submission was not incorporated in the EIS guidelines?**

Submissions can be sent to Rust.

- **How can community members get hold of the Final EIS guidelines?**

To request a copy call toll free number 1800 818017.

**3. Timeframe**

It was commented that the timeframe was ridiculous, and with the new guidelines involving an increase work load of some 400%, it is even more ridiculous. Rust PPK should hand back the Brief. The issue was raised as to how the study could accommodate cumulative impacts, regional bio-diversity and environmental sustainability within the timeframe.

Mark Keogh responded that Rust PPK had anticipated many of the increased provisions of the finalised EIS guidelines and that Rust believes they are providing sufficient resources to conduct the study to a high professional standard within the timeframe. The final guidelines are under review.

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**4. Standard of Information**

Participants emphasised that they wanted access to the facts, and that some information should be targeted at a broad level for general public consumption and some at a detailed level for people who wish to examine it more closely.

Mark Keogh responded that different information requirements would be accommodated through a range of documentation such as the EIS, working papers and lay person summaries and detailed documentation.

**5. Decision Making Process**

Participants commented that it doesn't matter how good a job Rust do, the Ministers will decide and community members should focus their effort on lobbying them.

Rust PPK was asked to obtain an explanation from CEPA about what the criteria would be for making the Badgerys Creek site environmentally unacceptable.

## **Airport Planning**

**1. Airspace conflict**

- **If KSA keeps operating as a major airport the runway alignment of Badgerys Creek Option B would be in conflict?**

Yes, that is why we have devised Option C for Badgerys Creek.

**2. Runway orientation & separation**

- **Participants asked how a EIS could proceed if there was uncertainty as to the exact orientation of the runways and requested that Rust undertake to make available their precise locations as soon as possible.**

John Rogers commented that the assessment process provides a limited capacity for their refinement and that if through the EIS process the alignments change, they will be published before the Draft EIS is published.

- **Would the separation of the runways be sufficient for the new generation of aircraft?**

Yes for Code F, the aircraft currently on the drawing board, and limited provision for the much larger Code G aircraft which may be manufactured in the future.

**3. Northern Holsworthy proposal**

- **What are the engineering advances that brought Hosworthy back from option number 9 of 10 sites?**

New equipment for the detection of unexploded ordinances. The studies will reveal if other factors have changed.

- **Does the Northern Proposal on the Holsworthy site mean that Bankstown Airport would have to close down?**

No but it would need to operate differently, with changes to flight paths.

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**4. Southern Holsworthy Proposal**

- **How are you going to get road and rail corridors without private land resumption and what about roads through National Park and water catchment areas?**

John Rogers responded that the EIS will consider all these issues including land resumption.

**5. Cross runways**

- **Why are cross runways necessary and when will they be used?**

They increase the operational efficiency of the airport making it possible to land aircraft under a broader range of climatic conditions. They are largely for smaller aircraft, up to around 36 seaters who are more affected by the weather conditions than the larger aircraft.

- **Why isn't there a cross runway on the original proposal?**

Because it was envisaged as having a smaller capacity than the current brief prescribes.

**6. Option A Badgerys Creek**

- **Option A will not get up because it doesn't meet the brief, why are you including it?**

10 years of community expectation justify its assessment and comparison with other options.

**7. General discussion re Holsworthy Options:**

- **Were efficient airport operations and airspace the only planning criteria?**

No. John Rogers explained that in eliminating many options, they have also considered stream flows, cost of site preparation and preliminary noise assessment.

- **Do you know the detention basins and culverts?**

No. John Rogers explained that they were investigating layouts now which would be presented in the Draft EIS with information released as it becomes available.

- **Holsworthy is surrounded by Georges River and the Woronora. The Georges River is already polluted. Runoff in the area is very rapid. Can you prevent heritage sites from being washed out and can you give us an engineering perspective on the likely impacts of these proposals on air and water quality?**

The EIS will describe the impacts of both construction and operation but we need to have a chance to do the detailed surveys to give you more precise information. Mark Keogh emphasised that these proposed options would have significant impacts which will be described.

- **A participant commented that all the brief required the proposal of prudent and feasible options, those proposed are capricious in view of the cost of resuming land.**

## Noise

1. **Impact on people sleeping during the day**
  - **Are you also considering the impact on people sleeping during the day? Are you aware that surrounding Holsworthy are rapidly expanding areas with a predominantly young population and proportionally higher representation of shift workers and young children?**

We will have a definition of various demographic variables.
2. **Australian Noise Standards**
  - **How reliable are the Australian standards that you refer to?**

We are not intending to rely on the numbers in the Standard.
3. **ANEC/ANEFs**
  - **Why are you using ANECs after their recent discrediting?**

They are a reliable predictive indicator for land use planning and they are being supplemented by considering other indicators to measure actual impact
  - **ANEFs are predicated on flat earth, how are you going to account for the contours in the Holsworthy options?**

Rob Bullen commented that this was not a limitation to there usefulness in the way they were being applied in the study. The model takes account of topographic details.
  - **The temperature inversion that occurs at Holsworthy amplifies noise on the ground, how are you dealing with this?**

We are considering ground based noise such as the reverse thrust factor when aircraft lands
  - **Will you take into account the noise we are already exposed to through KSA operations and Holsworthy?**

The Brief is to look at the impact of a new airport, but we could expand the study along those lines under circumstances where Sydney Airport would not be the major source of noise.
  - **Can we have a map indicating the locations of the noise monitors and is it standard to leave them at each location for one week?**

Yes, they remain for one week and we can provide an indication of the general areas where the monitors will be placed.
  - **We are not getting a fair reading of existing noise levels because we are experiencing more air traffic now than ever.**

The model does allow us to disregard unusual variations.
  - **When will the noise contours be available?**

Noise studies will not be complete until towards the end of the draft EIS process.
  - **I'm concerned about the length of the noise as well as its duration.**

We will describe noise factors in a variety of ways.

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- **In relation to the Southern Holsworthy option, are you considering noise impacts on passive recreational users, and on potential disturbance of the predator prey relationship.**

Yes, there are studies on those issues.

## **Aboriginal Heritage**

- **What about the washing out of heritage sites, can you make recommendations to prevent this?**

Yes, detention basins will be one strategy

- **Where have you been looking on the Holsworthy site?**

All over the site, not just on the areas covered by the options.

- **At meetings I never see any Aboriginal people, how widely are you consulting?**

You may not recognise the Aboriginal people who have attended meetings as being Aboriginal, because aboriginality is not determined just by skin colour. In addition we have an extensive consultation program underway involving the Local Aboriginal Land Councils.

- **Are you considering the logistics of applying for consent to destroy applications at the moment?**

No, we are fully occupied conducting the field work.

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**COMMUNITY CONSULTATION UPDATE**

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Fairfield Forum	-	Saturday 4 January
Bankstown Square	-	Thursday 16 January

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A notice of the next meeting accompanies these minutes.

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** 18 November, 1996

**Time:** 5.00 pm

**Location:** Wollondilly Council Chambers

**Attendees:** Marina Voncina (Mayor)  
Ian Sinclair, Director, Strategic Planning  
Rust PPK representatives: Mark Keogh, Project Manager  
Anna Easson, Community Consultation

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#### PRESENTATION

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

#### ISSUES RAISED

##### Airspace Management

- Difficulties of assessing impacts of the proposed flight paths in view of the likelihood of these being changed over time (eg. KSA flight paths are constantly changing).
- Likelihood of the downgrading of KSA following the development of a Second Sydney Airport.
- North-South parallel runways at KSA are not compatible with prevailing winds.

##### Noise

- Who is doing the noise assessment?
- Inadequacy of ANEC as a forecasting tool.
- Need for assessment of existing background noise levels in quiet residential areas.

##### Water Quality

- The EIS should consider the impacts on tank water, especially in the Wollondilly and Camden catchment areas.
- Impact on water catchment areas.

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- Impact of fuel dumping on water supply/catchment areas.

**Flora/Fauna**

- A significant amount of flora, approximately 170 hectares which contains the endangered Eucalyptus Terracon will be affected by the proposal.
- Differences in State and Federal legislation regarding endangered species. Need to consider State legislation in the EIS.

**Land Acquisition**

- Potential for acquisition of additional land to result an increased time frame for airport construction.

**Regional Planning**

- There are five growth centres / areas around Badgerys Creek which may conflict with any of the options being considered.

**Background Information**

- Public availability of the 1985 reports.
- Time frame for availability of information from current EIS studies.

**Costs**

- Factors contributing to major differences in the costs between the proposals - earthworks component.



# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** 20 November, 1996

**Time:** 7.30 pm

**Location:** Wattle Grove Community Centre

**Attendees:** Holsworthy Precinct Committee and local residents (250)  
Rust PPK representatives: Mark Keogh, Project Manager  
Rowena Lennings, Community Consultation

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#### ISSUES RAISED

##### Community Consultation

- Participants asked how the input Rust received from this meeting would be taken into account in the EIS process, and would the EIS also indicate the impact on people and their lifestyles, along with the other "scientific" studies.

##### EIS Guidelines

- Is the EIS methodology addressing the Draft Guidelines or the Guidelines, and has the scope of works been adjusted to accommodate the extra requirements contained in the Guidelines?

##### EIS Timing

- How can the EIS possible meet all the additional requirements within an already inadequate timeframe?
- Is it possible to ask for more time, if it proves impossible to complete the EIS to a professional standard within the time?

##### EIS Auditor

- Are they available for discussion with community representatives and residents?

##### Airport operations and capacity

- Concern about the anticipated design life of the Second Sydney Airport, suggestions that the EIS studies may be superseded by rapid developments in technology, such as the size of the new generation of aircraft.
- Concern about the possibility of utilisation of a second airport at Holsworthy by the Defence forces.

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- Concern about the fact that the proposed sites on Holsworthy provides more capacity for expansion of the airport than the Badgerys Creek proposals, therefore, the selection of Holsworthy over Badgerys Creek is a foregone conclusion.

**Noise**

- Type of planes being considered in the EIS.
- Differing impacts of noise at night, as compared to day time and at different heights, when flying overhead.
- Inherent difficulties in measuring noise impacts (because they are so subjective). How could they, therefore, have confidence in the study?)
- Will the study look at the likely impact on a range of houses with different types of building materials and at the types of noise mitigation that may be required?

**Traffic**

- Does the study incorporate factors other than aircraft, such as air pollution and traffic on roads?

**Risk Factors**

- Will the EIS look at the prospect of major disasters, such as aircraft in trouble having to dump fuel over a local bushfire?

**Holsworthy options - Associated Infrastructure**

- How much does the EIS focus on the environmental impacts of off-site infrastructure, such as a fuel tunnel?
- Have you taken into account the impacts of the services needed with an airport, including cargo operators and a bonded warehouse?

**Holsworthy Flora and Fauna Study**

- Participants asked how much time was being spent on the Flora and Fauna survey and if it would also contain mitigation proposals.

**Water Quality**

- How can adequate measurement take place when only one day is allowed for sampling?

**Economic Analysis**

- Will the economic implications of airport development be analysed?

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**ACTIONS**

- Send a record of the meeting, a copy of the brief and a listing of all the sub-consultants employed on the EIS and their qualifications was sent to Jim McGoldrick, Chairman & Denise Burfield, Treasurer (SWSCA).

**SUBMISSIONS**

- 44 written submissions were handed to Rust PPK representatives at the conclusion of the meeting.

**RESOLUTIONS**

Jim McGoldrick proposed the motion that an airport development is not wanted on the Holsworthy site.

Seconded by Peter Sorlie

A vote was taken by a show of hands and the motion was upheld unanimously.

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** 21 November, 1996

**Time:** 7.30 pm

**Location:** Revesby Workers Club

**Attendees:** South West Sydney Community Alliance and local residents (250-300)  
Rust PPK representatives: Mark Keogh, Project Manager  
Rowena Lennings, Community Consultation

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#### ISSUES RAISED

##### Water Quality

- Both the Northern and Southern Holsworthy runway options have implications for the quality of local water ways. Flood mitigation for the Georges River is an important issue.

##### Community Consultation

- The EIS team should have access to submissions on the draft Guidelines.
- How can the community make submissions when the information from the studies is not available to them? When information is available it should be posted to local residents, because many people commute and can not make the time to gather it from consultation activities.

##### EIS Timeframe/Process

- Rust PPK was asked if they have ever undertaken such a large study before, or comparative study within a similar time frame.
- Can the community have access to the terms and conditions of Rust PPK's contract with the Department of Transport. Is this information available under the Freedom of Information Act?
- Can the Government stop the EIS process once the Draft EIS is released ( and begin development of their preferred option with out completing the EIS process)?
- Why is Holsworthy being considered again, after the 1985 EIS?

##### Noise

- The Government have stated that building at Holsworthy would solve "Sydney's" noise problem, this is untrue, it would only shift it.

**SECOND SYDNEY AIRPORT PROPOSAL  
RECORD OF COMMUNITY MEETING - 21 NOVEMBER 1996**

- Will the EIS include the impact of aircraft put into holding patterns over this area?

**Community Health**

- An extract was read from a Royal Prince Alfred Hospital study which identified and described the impacts of certain carcinogens in aircraft fuel. The extent to which the EIS would investigate community health issues was raised.
- Will the EIS consider the impact of the proposed airport on hospitals in the West, which are already over burdened?

**State/Federal Co-operation**

- It was pointed out that it would be very difficult to develop the supporting infrastructure that would be necessary to develop an airport on either of the Holsworthy options without State Government co-operation.

**Airspace Conflict**

- Do the current runway alignments take into account operations at KSA?

**Risk**

- Concerns about the proximity of Lucas Heights and the impact of an air accidents in a populated area.

**Flora & Fauna**

- How many people are involved in the study. Is the EIS team aware the Southern options goes through one of the few remaining healthy Koala colonies?

**Population Data**

- How can you conduct an accurate study without access to the 1996 census data?

**Mineral Resources**

- Will the EIS take into account the presence of oven coke in the Southern portion of the Holsworthy site?

**Airport Infrastructure**

- Is the EIS considering a the transportation of jet fuel by pipeline in the Georges River?
- How thorough is the EIS, if it doesn't provide a detailed study of off-site infrastructure?

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**Airport Financing**

- Will the Second Sydney Airport be financed by foreign capital or by taxpayers money?

**SUBMISSIONS**

- 156 written submissions were handed to Rust PPK representatives at the conclusion of the meeting.

**RESOLUTIONS**

- Linda Downey proposed a motion of no confidence in the EIS process.  
Seconded by James Cable  
A vote was taken of a show of hands and the Motion was carried unanimously.
- Linda Downey proposed the motion that in the event that Holsworthy is selected as the Second Sydney Airport site we agree to mount a campaign of intensive and continued opposition and non-co-operation regarding the project.

Seconded by Ms L Beatty.

A vote was taken of a show of hands and the Motion was carried unanimously.

# Second Sydney Airport Proposal Community Meeting Minutes

**Date:** 22 November, 1996

**Time:** 7.30 pm

**Location:** Helensburgh Community Centre

**Attendees:** Helensburgh local residents (250-300)  
Rust PPK representatives: Mark Keogh, Project Manager  
Rowena Lennings, Community Consultation

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## ISSUES RAISED

### EIS Process

- The accuracy of the EIS is of concern, how big is the EIS team?
- Did Rust PPK design the brochure with missing suburbs?
- If we indicate our concerns to you, will they be reflected back to the Government?
- Has the Government asked you to consider the economic implications of relocating the army, within the context of the EIS?
- Will the EIS also take into account the potential implications to Airport operation that will be brought about by privatisation?
- Is the no second airport option receiving as much attention as the other options in the work program?
- Part of the EIS Brief is that the Airport has to offer room for potential expansion, Badgerys Creek doesn't appear to so why is it still being considered?
- Did Rust PPK have any input into the options proposed?

### Geological impacts

- The cliff road (near Helensburgh) is deteriorating, the vibration from planes flying low overhead is likely to cause further instability. How can you take this into account and measure potential impacts without actually flying planes overhead?

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**Water Quality**

- A Second Sydney Airport would stimulate more growth in this area and there is already too much strain on the water basin, are you going to take these broader issues into account?

**Recreational Impacts**

- This area is famous for hang gliding, it offers excellent conditions and hosts many hang gliding events, will the EIS also consider this?

**Aviation**

- Is there a lower height limit for aircraft flying over residential areas, say not less than 3000 feet?

**Noise Studies**

- Noise impacts need to be indicated for 60 & 65, as well as 70 decibels.

**RESOLUTIONS**

Robert Tickner proposed the Motion that:

This meeting expresses its total opposition to the proposals put forward by Mr Howard and his government for an airport at Holsworthy or the Sutherland Shire and notes with alarm that both the current proposals have both their runways targeted at Helensburgh and surrounding communities.

This meeting further deplores the improper abuses of public process as the Howard government proposed these airport sites without any public consultation or public debate, and expresses its determination to build a united campaign of local residents to defend our communities.

That arising from this meeting there be established a community committee to organise opposition to the Airport and to work with other groups and communities threatened by the Federal Government proposal.

Finally, that residents of Helensburgh and district be urged to assemble in Walker Street Helensburgh at 10am on Sunday 24 to proceed by convoy to Waratah Park, Sutherland to join the major rally at 11am on that day.

Seconded by Bob Proudfoot

A vote was taken by show of hands and the Motion was carried unanimously.



# **Second Sydney Airport Proposal Hurstville City Council Record of Meeting**

**Date:** 27 November, 1996

**Location:** Hurstville Council Chambers

**Attendees:** Hurstville Council: Peter Olay (Mayor)  
Howard Wallace (General Manager)  
Jan McCredie (Strategic Planner)  
Plus 10 Councillors

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## **PRESENTATION**

Mark Keogh gave a brief presentation introducing the EIS process. The following is a list of issues raised by participants.

## **ISSUES RAISED**

- Mayor, Peter Olay began by stating that Hurstville Council is strongly opposed to the Holsworthy Airport option and supports the Badgerys Creek option.
- Concern that the EIS might be biased towards support for Holsworthy.
- Methodology to gather information on the Holsworthy site - is there a substantial body of information already existing on Badgerys Creek and will that make any comparison more difficult.
- Adequacy of the timeframe for the studies.
- Consideration of other sites, for example Goulburn.
- The draft EIS Guidelines allowed only minimal consultation time - the final guidelines need to incorporate community comments.
- Community consultation appears ad hoc - on what basis are community groups invited to Forums etc. Need for a broader consultation strategy.
- Hurstville needs to be included in the mobile display schedule.
- Consultation of the National Trust.
- Factors the EIS will consider recommendation/preferred option.

## **ACTION REQUIRED**

- Send a copy of Consultation Strategy to Councillor Philip Sansom.
- Arrange a date and location for Hurstville mobile display.

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

Date: 29 November 1996

Time: Coalition of Airport Action Groups

Location: Annandale Community Centre

Attendees: Rust PPK Representatives: Mark Keogh, Project Manager

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#### Issues Raised

##### Auditor

- would like to know more about the Danish airport expert

##### Other EISs

- would like a copy of the Adelaide Airport EIS
- will the EIS recognise and take into account the work on airport environmental impact by the Natural Resources Defence Council of the USA

##### Business Risk Implications

- would like to know if Rust PPK will be taking into account the business risk implications of environmental constraints on airports as outlined by the Airports Council International (19 Sept 1996)

##### Airplan

- would like to know the background of Airplan

##### Runway

- would like to know the exact bearing of the runways for all options

##### Airspace Management

- interested in the airspace management problems for Badgerys Creek options A and B, including conflicts to the north east, vertical separations etc.
- would like to know what maximum annual movements, hourly movements and what fleet mix is predicted

##### Noise

- with respect to noise exposure forecasts for representative aircraft types, would like to know the types to be considered, as well as the stage lengths and thrust
- could we confirm if the EIS will consider using the standards for noise near airports applied in the Netherlands, and whether the EIS will assess whether the Kosten method is a more suitable alternative to the ANEF
- if the British Noise Act was applied in Australia, would the proposed new airport be able to comply
- will the EIS recognise that loud noise spikes are one of the most disturbing aspects of aircraft noise impact (rather than the impact of artificially averaged noise)
- would like to know how the noise model will be calibrated

- would like to know if the profoundly deaf and hard of hearing will be included in the EIS study
- would like to have noise and air quality data input files
- would like to know if community assessment will be done using Munich airport data
- would like to know how much time in man days will be spent on noise and air quality studies (can we confirm that it is 300 and 500 days respectively)

#### Weather

- would like to know what meteorological data is available and what has been used in assessing the sites and options
- would like to know what wind assumptions are being used and who is supplying the information

#### Brief

- would like to know if the brief to consider a two runway capacity is more than was in the original brief and whether the airport will be expanded in the future - would also like to know what the staging is and what scenarios will be look at

#### Cost

- would like to know what the expense of one runway versus other scenarios would be
- would like to be supplied with financial and feasibility information and advise which information will not be supplied
- would like to know what the cost is of connecting Holsworthy to suburban rail access and to high speed rail access
- would like to know the cost differential between north and south Holsworthy sites

#### Standards

- what will be the standard for noise impact mitigation - will it be AS 2021?
- will the standard for mechanical ventilation be Standard 2107?

#### Roads and Access

- would like to know if and how costings for road traffic congestion will be carried out
- can Rust PPK confirm that a new major airport in the Sydney basin and the expansion of KSA will adversely impact on air quality
- would like to know what the brief is for assessing road surface access infrastructure and associated environmental impacts

#### Pollution

- would like to know if direct and indirect air pollution associated with the new airport is to be estimated and if so, by what method

#### Health Impact Assessment

- will one be carried out and what criteria will be used
- would like to know:
  - if a full health study will be carried out
  - if medical research references given in submissions to the EIS guidelines be acknowledged and considered as part of this EIS in relation to the impact of aircraft noise on health
  - if the EIS will recommend that the WHO's revised guidelines on safe noise levels be adopted as the appropriate 'safe level' baseline?
  - if the EIS will acknowledge the following recent work and findings
    - a) Staffan Hygge, Royal Institute of Technology, Gavle, Sweden on the effects on aircraft noise on children
    - b) Valeria Regecova and Eva Kelleroval, Slovak Academy of Sciences, Bratislava, Slovakia, on the effects on aircraft noise on children
    - c) Dr Gary Evans - College of Human Ecology, Cornell University New York

- d) in his study of people living near Munich Airport  
Thomas Francesco Tomei et al, Department of Occupational Medicine, La Sapienza University, Rome on the effects of high noise levels on men
- e) Arline Bonzaft, City University of New York, Staten Island, on the effects of aircraft noise on Staten Island residents
- f) Stephen Stansfield, University of College London Medical School on the effects of "adaptation to noise" on susceptibility to illness

#### Options

- which, if any, of the options would be able to cater for all Sydney's international, domestic and regional traffic with the long term possibility of closing KSA, if this were to occur
- if KSA is to have 500,000 movements per year, how could an airport with a capacity for 360,000 absorb this
- would like us to confirm whether or not the EIS will be applied to the ultimate capacity for both proposed sites
- would like to know the implications for Bankstown airport and Regional Airlines for all scenarios
- would like to know who determined sites and options
- would like to know why the Wilton site is not being considered

#### Timing

- would like to know if Rust PPK can confirm the date on which the draft EIS is due to be submitted to the Federal Government

#### Air Space Management

- would like to know who determined air space management implications
- would like to know what air traffic would be moved to new airport from KSA, and if so, how much

#### Feasibility

- would like to know what Rust PPK's main observations and concerns are in relation to the feasibility of the sites and options considered so far

#### Associated Land Uses

- would like to know the predicted generation of freight business and of other industry around the new airport
- would like to know if there will be a casino at the new airport
- would like to know if land around the new airport will be exempted from Local Government requirements
- would like to know if local businesses will be affected by the new airport and if so, what compensation arrangements will be provided
- would like to know if freight will be moved from KSA to the new airport and if so, how much

#### UXOs

- would like to know if Rust PPK can guarantee that there will be absolutely no problem with clearing UXOs at Holsworthy

# Second Sydney Airport Proposal Campbelltown Council Meeting Record of Meeting

**Date:** 3 December, 1996

**Time:** 7.30 pm

**Location:** Campbelltown City Council Chambers

**Attendees:** Councillors and senior staff  
Rust PPK representatives: Mark Keogh, Project Manager  
Jeremy Pepper, Environmental Planner

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## PRESENTATION

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

## ISSUES RAISED

### Holsworthy Options

Consideration of other options (for example, Goulburn).  
Chance of the EIS recommending the Holsworthy option (site) listed in the 1985 EIS.  
Feasibility of the Holsworthy South option, considering its apparent distance from existing support infrastructure.

### Support Infrastructure

Impacts of additional support infrastructure.

### Demographics

Base maps for demographic analysis of the Campbelltown area.

### Unexploded ordinance (UXOs)

Unexploded ordinances at Holsworthy.

### Scope of work

Remodification of the scope of work in response to the final CEPA guidelines.

### EIS Timing

Concerns about the time-frame for field work (11 weeks).

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**Other airports**

The EIS should address the potential impacts on other airports, such as Hoxton Park, Bankstown, or Canberra.

**Fuel issues**

Limitations of global aircraft fuel supply.

**Land Acquisition**

The (land) corridor and land acquisition issues.

**Noise**

Public confidence in Rust PPK's noise methodology.  
Noise monitoring being carried out at present.  
Consideration of site factors at each monitoring station.

**Rust PPK's Brief/Methodology**

Rust PPK have stated they will make no value judgements in the final EIS, does this mean you will simply be dumping a large amount of technical information in the hands of an uneducated Federal politician.  
Collation or assessment of data/information.

**Airport operations and capacity**

Time-frame for Rust PPK's study (EIS) analyse model airport viability and operations.  
Inclusion of assessment of the impacts of expanding the airport in the EIS.  
Maximum number of runways.

**Air quality**

General overview of air quality study methodology  
Provisions for protection of air quality in the EIS.

**Waste disposal**

Disposal of quarantined (contaminated) fill material should be considered in the EIS.  
New amendments to Federal airport waste management laws allow looser controls on waste disposal.

**ACTIONS**

Councillors requested Rust PPK to fax info regarding next Information Day at Ingleburn Community Centre (Monday 16.12.96)

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**RESOLUTIONS**

Council is opposed to Holsworthy options.

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** 4 December, 1996

**Time:** 6.30 pm

**Location:** Fairfield Council Chambers

**Attendees:** Ken Chapman (Mayor)  
Terry Barnes (General Manager)  
Councillors and senior staff  
Rust PPK representatives: Mark Keogh, Project Manager  
Christine Gunn, Community Consultation

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#### PRESENTATION

Mark Keogh gave a brief presentation introducing the EIS process. The following is a list of issues raised by participants.

#### ISSUES RAISED

Fairfield Council supports Holsworthy as the preferred option not Badgerys Creek.

##### Noise

- Noise analysis of 24 hour airport operation.
- Description of noise impacts needs to be simplified to be able to be easily understood by the general public.
- Will the noise analysis include the existing level of ambient noise especially from KSA?

##### Airport Design

- Necessity for, and operating basis of, the proposed cross runways.
- Does the analysis include opportunities for expansion beyond the 2 parallel and cross runway options now shown?
- Plans for the future operation of KSA.
- Timeframe for release of the flight paths.



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**Airport Policy**

- Consideration of Goulburn as a potential site for an airport development.
- Long term strategic plan for Sydney's airport operations.
- Is Holsworthy a "red herring" ....to divert attention away from Badgerys Creek?

**EIS Process**

- Is Badgerys Creek being analysed to the same degree as Holsworthy?
- Is much of the existing analysis being taken into account?
- Fairfield Council proposed an auditing process in their submission on the Draft CEPA guidelines....they still support this.

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** 4 December, 1996

**Time:** 7.30pm

**Location:** Fairfield City Council

**Attendees:** Fairfield Residents Against Noise members  
Rust PPK representatives: Mark Keogh  
Christine Gunn

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#### PRESENTATION

Mark Keogh gave a brief presentation introducing the EIS process. The following is a list of issues raised by participants.

#### ISSUES RAISED

##### Consultation Strategy

- There were a number of errors in the brochure: omission of suburb names around Badgerys Creek, the paragraph on impact analysis did not appear in Badgerys Creek text, distribution missed Horsley Park, Cecil Park and Silverdale (separate list distributed to Susan Crick), the two options were presented at different scales.
- The flier advertising the Kemps Creek Open Day does not appear to have been distributed to areas as planned - this will be audited.
- The advertisement for the Kemps Creek Open Day listed an incorrect date (this has since been rectified).
- The performance indicators for the Community Consultation Program and their evaluation.

##### Rust PPK Background and Subcontractor Background

- FRAN queried the corporate structure of Rust PPK: who are the owners, what is the role of Pacific Waste Management in Rust operations - is there a conflict of interest between Rust PPK responsibility for the EIS and the part ownership by Pacific Waste Management - did Rust PPK do the EIS on Pacific Waste Management Plan?
- What EIS's have been done by Rust PPK - what EISs are currently underway (see Followup Actions).
- Involvement of any of the subcontractors who have worked on the KSA EIS or the 1985 Badgerys Creek EIS - what elements of the 1985 EIS will be used in this EIS.
- Involvement of Kinhill or Axis Environmental on the EIS.

##### EIS Timeframe/Process

- FRAN are concerned that the EIS process be fair, open and honest.
- EIS timeframe and progress.
- What is the scope of work (see followup actions).

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- Ability of the Auditor to challenge the EIS findings - will they have access to the same information.
- Timeframe and process undertaken by the Commonwealth in contracting Rust PPK and Airplan - when were the Airplan options first available
- Budgets for this study.
- Completed results should be published as they are available.

**Air and Water Quality**

- Air quality analysis should use recent/anticipated land uses as input, for example Western Sydney Orbital and newly commissioned co-generation plant (noxious emissions).
- Inclusion of current data from Mary McKillop College (which will take 6 months to assess).

**Risk Assessment**

- Risk assessment should include the risk to the AGL pipeline, the local high incidence of storms and lightening activity, Smithfield/Wetherill Park industrial area, water pipelines, chlorine tanks at the dams, Kingsford munitions dump, electricity sub stations, wind shear.
- The risk associated with large numbers of freight aircraft should be reviewed - and the possibility that these aircraft may be less well maintained.

**Bio-physical Environment**

- What is meant by this term - language that is readily understood by the general public should be used.
- Research on birds both migratory and predatory birds are common in the area.

**Airport Operations**

- Proposed life of the airport.
- Plans for expansion beyond the size indicated in the brochure.
- Role of the airport in Sydney at the level of 30 million passengers.
- 24 hours per day operation.
- Military operations.
- Holding patterns for aircraft using Badgerys Creek.

**ACTIONS**

Rust PPK will provide the following information to FRAN:

- Copy of scope of work.
- List of EISs that Rust PPK have been involved in in this area/are currently working on program of consultation, past and future.
- Copy of brief.
- Copy of overheads used.
- Will be placed on Rust PPK mailing list for all information.

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FRAN will provide:

- Copy of their submission to Draft EIS guidelines.
- Copy of submission prepared by Mr and Mrs Lawson.
- Copy of membership list with names and addresses.

# Second Sydney Airport Proposal Community Groups Meeting Record of Meeting

**Date:** 5 December, 1996

**Time:** 7.00 pm

**Location:** Nepean Room, Penrith City Council

**Attendees:** Penrith City Council: Kevin Cramery  
G A Khan  
Cr Tim Brown  
Gary Dean  
Cr Jackie Greenow, East Ward  
Vince Hardy  
Cr Cathy O'Toole, East Ward  
Cr Pat Sheehy, North Ward

PAAAN: Kay Vella  
Stephen Vella  
May Sinclair

SWAG: Ian Naddell  
John Harding

HAAAN: Lyn Campion  
Robert Tobias

FRAAN: Josie Lawson  
Ken Lawson  
Peter Cork

PRAAAN: Reyne Grullemans  
Peter Grullemans

BAAN: Sandra Prout  
Alison Dunn

SWARP: Lynn Oliver  
Badgerys Creek Progress  
Association:

Residents: Hazel Taylor  
Geoff Webb, Elspeth Craft, Helen Corbett, L Sheehy,  
Kathleen Corbett, Andrew Mulyk, Margaret Connor,  
Susan Mulyk

Rust PPK representatives: Mark Keogh, Project Manager  
Susan Crick, Community Consultation  
Rob Bullen, ERM Mitchell McCotter

**Apologies:** Leonie Jackson, Councillor

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**SECOND SYDNEY AIRPORT PROPOSAL  
RECORD OF COMMUNITY MEETING - 5 DECEMBER, 1996**

## **PRESENTATIONS**

The following presentations were given:

- Update on progress with the EIS since the last meeting including an overview of the studies and how they contribute to the EIS. Mark Keogh,  
Rust PPK
- The noise study and how noise impact will be measured. Barry Murray,  
Wilkinson Murray
- The remainder of the meeting was a question and answer session.

## **ISSUES RAISED**

### **Process**

A number of issues were raised which reflected concern or a need for knowledge, about the EIS process. They were as follows:

- Length of time allocated for the EIS:
  - allocation of more time
  - is the deadline moveable?
  - not enough time for some studies - biological, meterological
  - need for a timetable
- Can another site be recommended and is there another option?
- Regret that the brief for the EIS does not require assessing the impact on the whole of Sydney.
- There is a need to assess the impact of using Badgerys Creek as the only airport for Sydney since this may eventually happen.
- How "successful" have been the EISs done by Rust PPK?
- How will the information from the 1985 EIS be used?

### **Noise**

Following Rob Bullen's address, the following questions and issues associated with noise were raised:

- Measurement of noise impacts.
- The community needs help in coming to an understanding of noise.

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- How will the noise measures being applied here be more credible than the KSA studies?
- Noise monitoring of hospitals and schools.
- Inclusion of local effects in the noise monitoring.
- Is the noise study accounting for the new generation of jumbo jets?
- Will homes needing sound insulation be identified? - the cost, the method?

**Community Consultation**

- Brochure - the study of impacts on Badgerys Creek is not mentioned as fully as for Holsworthy - there was some criticism of the distribution of the brochure.
- Ideas for better information distribution included:
  - distribute brochures, flyers through groups;
  - have information days at St Clair, Glenmore Park, Fairfield;
  - use local post offices for distribution;
  - use paid advertisements on radio;
  - provide NESB information and opportunity for NESB feedback;
  - publicise impacts more;
  - please use everyday language;
  - please put a scale on maps.

**Audit**

- Timing for the audit report.
- Interaction between Rust PPK and the auditor.
- Independence of the auditor.
- Auditing process and terms of reference.

**Air and Water Pollution**

- Impact of pollution on aquatic life in Warragamba and other water bodies in both the long and the short term.
- Suggest comparing the REF of South Creek Valley by Johnson and Hyde.

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**Other**

- Impact of additional external infrastructure on the environment is a problem.
- Impact on costs for the State and planning for Sydney.
- Impact on property values.
- Likelihood of KSA operating at the same time as the Second Sydney Airport - concern that KSA will close and Badgerys Creek will be expanded.

**NEXT MEETING**

It was decided that the next meeting would be held in late January in Fairfield (exact date and venue to be notified).



# Second Sydney Airport Proposal Community Meeting Record of Meeting

**Date:** 7 December, 1996  
**Time:** 11.00 am  
**Location:** Kemps Creek Public School  
**Attendees:** Approximately 40 people  
Rust PPK representative: Mark Keogh, Project Manager

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## PRESENTATION

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

## ISSUES RAISED

- Land values.
- Timeframe for study.
- Air quality - existing.
- Adequacy of existing background data.
- Predictions/forecasts on land use planning.
- Waste Depot - bird hazards.
- Rail/road access.
- Road impacts - traffic.
- Fog.

# **Second Sydney Airport Proposal Lugarno Progress Association Record of Meeting**

**Date:** 9 December, 1996

**Time:** 8.00 pm

**Location:** St Stephens Church Hall, Lugarno

**Attendees:** Lugarno Progress Association John Apter, Chairperson  
Rust PPK representatives: Mark Keogh, Project Manager  
Rowena Lennings, Community Consultation

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## **PRESENTATIONS**

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

## **ISSUES RAISED**

### **Commonwealth/NSW State Government Conflict**

- Potential for developing an airport if the State Government is opposed to it, and will not co-operate in providing the supporting infrastructure.

### **Alternative Sites**

- Consideration of Holsworthy is ridiculous.
- Proposal of:
  - Goulburn;
  - Williamstown; and
  - Wilton.

### **Planning Issues**

- Holsworthy has a much larger site area of Commonwealth owned land than Badgerys Creek. Concern that this implies an airport development in Holsworthy is more likely than at Badgerys Creek.
- Future location of the army - newly constructed hospital on the Holsworthy site.
- Location of off-site infrastructure, especially fuel line.

### **Social Impacts**

- Adverse impact of an airport development on quality of life enjoyed by local residents.

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**Water Quality**

- Impact of an airport development on the Woronora catchment area.

**Air Quality**

- Concern about the lack of site specific air quality monitoring on the Holsworthy site, this was a shortcoming in the Third Runway EIS and highlighted in the findings of the Senate Select Committee.

**Risk/Hazard**

- Fuel dumping.
- Aircraft related crash impacts on surrounding built up areas.
- Proximity to Lucas Heights.

**EIS Process**

- The no-build option must be given equal weight in the EIS process as the other options.
- Rust PPK maps of the proposed airport development sites:
  - the Northern and Southern Holsworthy options should be renamed;
  - the map indicating the proposed southern Holsworthy airport development should also indicate the location of the Woronora dam along with the Dharawal and Garrawarra State recreation areas (neighbouring Heathcote National Park).
- Amount of time available to collect scientific data.

**Consultation**

- Location of Scheduled mobile displays.
- Local advertising.
- Value of personal submissions vs group submissions.

# **Second Sydney Airport Proposal Community Meeting Minutes**

**Date:** 9 December, 1996

**Time:** 8.00 pm

**Location:** Camden City Council Chambers

**Attendees:** Camden City Council Councillors  
Rust PPK representatives: Doug Wallace  
Anne Shaw Rungie, Community Consultation  
Fiona Court, Community Consultation

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## **ISSUES RAISED**

### **Air Quality**

- What level of air contamination could be expected with an airport of this magnitude?

### **Airspace Congestion**

- What consideration is being given to existing airports, such as the local facility at Camden?

# Second Sydney Airport Proposal Community Meeting Record of Meeting

**Date:** 10 December, 1996

**Time:** 7.30 pm

**Location:** Springwood Neighbourhood Centre

**Attendees:** Springwood & Winmalee  
Action Group Inc: Vicki Marshall  
Thelma Murphy

Blue Mountains Conservation  
Society: Hugh Paterson

Blue Mountains Bushcare  
Network: Francoise Matter  
John Hill  
Jenny Hill

Penrith Association Against  
Airport Noise: Steve Vella  
Kay Vella

Blue Mountains Catchment  
Management Committee: Di Shanks

Fairy Dell Restoration  
Committee: Justine Newby  
Andrew Edgar

Nepean Greens: Steve Quinn  
Brian Mills

Blue Mountains Conservation  
Society: Colin Williams

Snowy Mountains  
Engineering Corporation: Alan Limbury

Resident: C. Bruce

Rust PPK representatives: Mark Keogh, Project Manager  
Susan Crick, Community Consultation  
Barry Murray, Wilkinson Murray

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## PRESENTATIONS

The following presentations were given:

- Overview of the EIS process and the options for runways Mark Keogh  
Rust PPK
- Noise and how its impact will be assessed Barry Murray  
Wilkinson Murray
- Community consultation and how it could be best achieved Susan Crick  
in the Blue Mountains Rust PPK

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## **ISSUES RAISED**

### **Other Airports**

- Questions about impact on other airports and interaction between Badgerys Creek or Holsworthy and Kingsford Smith, Bankstown or RAAF base at Richmond.

### **Studies**

- Are any new studies being undertaken?
- Length of time for meteorology considered to be too short for a comprehensive assessment.

### **Access and Increased Traffic**

- Concern about increased traffic for the route to and through the Blue Mountains.
- Is a rail link being examined?
- Where is the western orbital road going?

### **Fuel**

- Location of fuel lines for either airport.
- Aircraft emissions and their impact on air quality.
- Query about the risk of fuel dumping.

### **Process**

- Query about the independence of the auditor.
- Cost of the EIS.
- Will the EIS go on exhibition in March? Date for exhibition of the EIS.

### **Noise**

- Noise measurement methods.
- Does topography come into the noise impact calculations?
- Noise impact on different parts of the Blue Mountains.
- Will the noise study include an assessment of the impact of prolonged periods of exposure?
- Location of noise monitoring. People are more sensitive in the Blue Mountains because they are not used to closer air traffic.

### **Community Consultation**

- Concern about lack of time for adequate community consultation for Blue Mountains due to "late start".
- Concern about lack of general information and lack of people at the meeting.
- Support for the idea of a community information day at Springwood in early February to coincide with the Ivy Market (second Saturday in the month).

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■ Advice given about how best to promote the information day:

- Blue Mountains Gazette through advertisement, letter to the editor, press release and photo;
- flyers (A5);
- posters (A4) in shops, libraries, train stations;
- Conservation Society bulletin; and
- bushcare groups.

# **Second Sydney Airport Proposal Bankstown Council Record of Meeting**

**Date:** 12 December, 1996

**Time:** 6.45 pm

**Location:** Bankstown Council Chambers

**Attendees:** Bankstown Council Second Sydney Airport Committee  
SMEC  
Rust PPK representatives: Rosemary Howell  
Mark Keogh, Project Manager  
Rowena Lennings, Community Consultation

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## **PRESENTATION**

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

## **ISSUES RAISED**

### **Planning Issues**

- Capacity of the proposed airports to accommodate the "new generation of aircraft".
- Standard to which the EIS will investigate the impacts of off-site infrastructure.
- Impact on Bankstown Airport.
- Implications of the sell off of CSIRO land near Badgerys Creek.
- Potential for the army to co-exist with an airport development in Holsworthy.
- Transport of fuel/location of fuel lines.

### **EIS Process**

- Possibility of an additional option being proposed on the Holsworthy site.
- Basis of selection of the successful tenderer.
- Date for the finalisation of the Master Plan.
- Concern regarding the time lines for conducting the EIS.
- Inadequacy of time frame for the flora and fauna study.
- Rust PPK should consider the 53,000 submissions put to CEPA re the Draft Guidelines.
- Rust PPK should consider the implications of the International Conventions that Australia is a signatory of.

## **ACTIONS**

- Requested a copy of the overheads presented by Mark Keogh.



# Second Sydney Airport Proposal

## Fairfield Law Society

### Record of Meeting

**Date:** 12 December, 1996

**Time:** 8.00 pm

**Location:** Sunnybrook Convention Centre, Warwick Farm

**Attendees:** Fairfield Law Society  
Rust PPK representatives: Mark Keogh, Project Manager  
Rowena Lennings, Community Consultation

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#### PRESENTATION

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

#### ISSUES RAISED

##### Water Quality

- Potential impacts of airport development (Badgerys Creek east-west runway alignment) on the catchment area for Sydney's drinking water supply.

##### Planning

- Timeframe for the construction of the Second Sydney Airport.

##### EIS Process

- Outcome if all proposals are found to be environmentally unacceptable.
- Basis for the consideration of Holsworthy.
- Timeframe for the release of the noise maps.
- Overall timeframe.

##### Alternatives

- Feasibility of a floating airport.

# Second Sydney Airport Proposal Community Meeting Record of Meeting

<b>Date:</b>	Saturday 14 December	
<b>Time:</b>	2.00 pm to 5.00 pm	
<b>Location:</b>	Sandy Point Community Centre	
<b>Attendees:</b>	Sandy Point Progress Association:	Coralann Shead Louisa Singleman
	Blaxland & Environs Airport Resistance:	Kevin Duffy Tony Wilson
	Georges River Catchment Management Committee:	Rob Michie
	Illawarra Residents Against Holsworthy Airport:	Anne Woods Andrew Nethery Kris Smith
	Wedderburn Community Association:	
	National Parks Association - Macarthur Branch:	Verlie Fowler
	South West Sydney Community Alliance:	Michael Clune
	Sutherland Shire Residents Against Holsworthy Airport:	Vanessa Mallin
	Georges River Environmental Alliance:	Sharon Cullis
	No Holsworthy Airport Action Group:	John Wilson
	Rust PPK Representatives:	Mark Keogh, Project Manager Rowena Lennings, Community Consultation
	SMEC Representatives:	Maureen Wade Rosemary Howell Alan Limbury
<b>Apologies:</b>	Pat Durman	National Parks Association

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## PRESENTATIONS

- Introduction to the Auditing process, Rosemary Howell, Auditor
- Information on runway alignment proposals for Holsworthy Options 1 & 2. John Rogers, Airplan Services
- Surface traffic and transportation - outline of scope & approach of studies, potential access routes. Frank Gennaoui, Principal - Traffic and Transport, Rust PPK
- Flora & Fauna - update on site survey, Mark Chidel, Biosis Research

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- Community Consultation Update - Input from participants  
Next Steps

## **ISSUES RAISED**

The following is a list of issues raised by participants:

### **Auditing Process**

- A wider role for the auditing process, the work of Airplan should also be audited.
- Previous experience of the auditing team.
- Importance of the Auditor's outputs to reflect the standard nominated in EIS Guidelines.
- Implications of the late appointment of the Auditor.
- Public availability of the Auditor brief and reports.
- Timing and distribution of the Auditor reports.
- Distribution of contact details for the Auditor.
- Development of protocols by the Auditor.

### **Proposals**

- Flooding and drainage analysis.
- Cut and fill quantity estimation - need for assurances that these are accurate, looks like there is a massive underestimation of the amount of fill when considering the amounts nominated in the MANS Report.
- Placement of fuel supply pipeline.
- Date of appointment of Airplan.
- Source of information for population data surrounding Southern Option.
- The location of possible future (conceptual) runways also should be indicated in the Master Plan.
- The difficulty with accommodating two 4000m runways in the area designated for the Southern Option. Likelihood of reducing the length of one of the runways in order to accommodate safety factors and other infrastructure.
- The Southern Holsworthy option is a "furphy".
- Lack of credibility of either Holsworthy proposals.
- Impacts of sewage treatment on site.

### **Flight Paths**

- Need for assurances that the flight paths nominated have been designed with KSA operation in mind.
- Need to consider curved flight paths for aircraft approaches.
- Detail on wind patterns.

### **Noise Impacts**

- Impacts of vibrations need to be considered - structures around Illawarra in particular have been impacted by mining.

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**EIS Process**

- Issue of the possibility of the nomination, within the current EIS process, of a new proposal for an airport development at a different location on the Holsworthy site.
- The Draft EIS needs to reflect the extent of the coverage of the studies and their adequacy/inadequacy.
- Participants requested that it be noted that the scope of EIS should be expanded to cover the impacts of increased noise on domestic animals.

**Traffic Study**

- Objections to the concept of maximum rail potential - if there are more trains people will use them more.
- Potential for the light rail.
- More definite traffic study data available in February.
- Major elements of airport development, roads etc will be subject to a separate EIS, current EIS will provide a preliminary environmental assessment of these items.
- Traffic volume implications.
- Noise and air quality implications.
- Runoff implications.
- Implications of additional off-ramps planned for between Casula and Campbelltown.
- Model needs to take into account additional traffic from Newcastle and Wollongong.
- Impact of extra levy on flying into KSA (quoted as Joe Hockey's intention to provide an incentive to encourage more people to use SSA).
- Upgraded roads will create more general traffic, in addition to airport generated trips.
- EIS will show the difference between anticipated car and freight trips.
- Crossing over Georges River will involve massive traffic bottlenecks or the environmental impacts of building another bridge.

**Flora and Fauna**

- Location of harp traps.
- Impacts of unexploded ordnances on accessibility of site to researchers.
- Appropriateness of pit fall traps.
- Presence of Red Crown Toadlets & Giant Burrowing Frogs.
- Methods for determining habitat size.
- Need to survey areas outside of the Holsworthy site. Adequacy of study questioned if surveys only undertaken within military area.
- Request that it be noted that Rust PPK has been asked to review whether or not the scope of the flora and fauna survey should be extended beyond the bounds of the military area, especially within water catchment area.
- Results of the flora and fauna surveys will be reported in the terms of the Federal legislation.
- The need for public availability of EIS fire management plan, outlining the environmental implications of changing fire management practices.
- Inadequacy of the time frame of field survey.
- Movement of Koalas throughout the site.
- Impacts of increased noise levels on Koalas.

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**Community Consultation**

- Priority areas nominated for consultation activities:  
Southern suburbs of Campbelltown and Wedderburn, Helensburgh, Illawarra Region.
- Consultation activities need to be extended to groups who are not necessarily part of the anti-airport movement, such as precinct committees and progress associations.
- Community group display of information should be included in the Access Centre.
- Methods for distribution of information in Wedderburn needs to be reviewed.
- Participants asked that it be noted that they request a description of the criteria under which development of an airport at Badgerys Creek would be unacceptable on the grounds of environmental impacts.

**ACTIONS**

Rust PPK to follow up previous contact with Environment Australia regarding participants request for more information on determination criteria.

Meeting participants to liaise with Rowena Lennings regarding their interest in participating in the consultation activities outlined in the schedule provided.

Rust PPK to review the scope of the flora and fauna studies, extending the survey beyond the bounds of the military area.

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** 16 December, 1996

**Time:** 7.30 pm

**Location:** Ingleburn Community Centre, Ingleburn

**Attendees:** Members of the community  
Leon Warren, Campbelltown Airport Protest Committee (Chairperson)  
Rust PPK representatives: Mark Keogh, Project Manager  
Susan Crick, Community Consultation  
Anna Easson, Community Consultation  
Alistair Bridie, Community Consultation  
Michelle Cousineau, Flora and Fauna  
Ross Best, Coffey Partners  
Chris Jarvis, Airplan  
Barry Murray, Wilkinson Murray  
Kerry Navin, Navin Officer  
Kelvin Officer, Navin Officer

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An information session had been held from 4.30 pm to 7.30 pm and the above staff and subconsultants were present. This was followed by a question and answer session. These notes are a record of that session.

#### PRESENTATIONS

- An overview of the proposal, the EIS process and the options for runways Mark Keogh, Rust PPK

#### ISSUES RAISED

##### General

- Length of time to build the airport at Holsworthy.
- Weighting put on economic advantage compared with the environmental disbenefits.
- Referring to a report that the soil at Badgerys Creek cannot cope with the impact, it is therefore believed that Holsworthy will be the choice.
- There is a riding school near Holsworthy (Bowraville) and it is possible there will be litigation resulting from frightened horses. The impact beyond the sites must be assessed.
- Request for information about the impact on defence of an airport at Holsworthy.
- Request for information about unexploded ordnances and stability of fill at Holsworthy.
- Concern about impact on real estate values.

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**EIS Process**

- Request for information about the success of recommendations in past EISs.
- Request for information about the timing of the EIS process.
- Belief that the time for the EIS process is too short.

**Badgerys Creek**

- Confusion about the implications of the sale of CSIRO land at Badgerys Creek. Belief that this means that the airport will not be at Badgerys Creek.
- Heathrow is smaller than Badgerys Creek and therefore the land requirement for Badgerys Creek is not understood.

**The "No Build" Option**

- Request for information about the "no build" option and the effort being put into it.
- Capacity of KSA during the Olympics.

**Noise**

- Measurement of noise and other pollution and the methods used.
- Impact of a 70 dBA noise level for each of the options and at different distances from the airport.

**Air**

- Degree of pollution and its impact on already polluted air.
- Impact of air pollution on incidence of asthma.

**Aboriginal Heritage**

- Need for Aboriginal involvement.
- Hope that Aboriginal heritage assessment will not be subject to computer modelling.

**Access**

- Impact of road links and where they will be.
- Concern about impact of increased traffic.

**Community Consultation**

- Access to information and draft EIS.

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**MOTION**

A motion at the close of this meeting was put and carried unanimously, viz:

"We are dead against an airport at Holsworthy, Badgerys Creek and anywhere at all in the Sydney basin, which is already polluted to capacity."



# **Second Sydney Airport Proposal Blacktown City Council Meeting Record of Meeting**

**Date:** 16 December, 1996

**Location:** Blacktown City Council

**Attendees:** Blacktown City Council Sydney West Airport Sub-Committee  
Charles Lowles, Mayor  
Steve Driscoll, Strategic Planner  
Alan Limbury, SMEC (auditor)  
Rust PPK  
Mark Keogh  
Christine Gunn

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## **PRESENTATION**

Mark Keogh gave a brief presentation.

## **ISSUES RAISED**

### **Options Considered**

- consideration of other options (eg Goulburn); and
- will other sites be considered if the EIS shows that neither Badgerys Creek or Holsworthy is suitable.

### **Evaluation**

- will the EIS evaluate and compare the sites; and
- are the various factors in the EIS to be weighted.

### **Process**

- there was concern that a resolution from Blacktown Council opposing Badgerys Creek option may not have impact on the decision making process;
- concern that existing 1985 data may be out of date;
- what progress has been made so far on the various specialist studies;
- concern that equal funding be given to analysis on each site ie that no site has a disproportionate share of the study budget;

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- what is the timing for a final EIS and Government decision;
- concern that the EIS process is somewhat discredited - what is being done to restore public confidence; and
- what is the budget for the EIS.

**Runway Alignments and Noise Impacts**

- sought confirmation that the north/south runways for Badgerys Creek shift potential noise impacts to Penrith and Camden rather than over the Prospect Reservoir corridor; and
- concern that the Third Runway EIS (KSA) noise impact analysis has been discredited - are we confident that this study won't make the same mistakes - are the same consultants involved;

**Rust PPK Background**

- what is Rust PPK's experience in airport EIS's - concern that our approach differs from that of the third runway EIS.

**Relationship Between KSA and Second Sydney Airport**

- will the operations of KSA and Second Sydney Airport be complementary - what is the ultimate planned capacity of both airports;
- two airports may be an inefficient way to operate;
- how does the current upgrade of facilities at KSA relate to the long term future of the two airports; and
- there was some concern that the Federal Government has sold land north of Elizabeth Drive - will it be needed for airport expansion if Badgerys Creek is chosen.

**Meteorological Data and Community Health**

- concern that the meteorological data for Badgerys Creek may be inadequate and covering a limited time period;
- will wind shear information be available; and
- community health analysis needs for longitudinal studies - concern that the EIS won't cover this.

Meeting went on to discuss the role of the Auditor - Alan Limbury gave a presentation and answered questions.

Rust PPK, 19.12.1996.

# **Second Sydney Airport Proposal Community Meeting Record of Meeting**

**Date:** 17 December, 1996

**Time:** 7.30 pm

**Location:** Badgerys Creek Community Hall

**Attendees:** Members of the Badgerys Creek Progress Association (approximately 10)  
Rust PPK representatives: Mark Keogh, Project Manager  
Susan Crick, Community Consultation

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## **PRESENTATION**

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised.

## **ISSUES RAISED**

### **Land Acquisition and Real Estate**

- Sale of CSIRO land north of Elizabeth Drive queried.
- Acquisition of land in Bringelly.
- Further residential development in Kelvin Park Avenue queried.
- Information about future airport possibilities to potential purchasers suggested.
- Concern for people who moved to Bringelly after the 1985 EIS expecting to escape from impact at Badgerys Creek.
- Cost of acquisition of land for Option C.

### **The Process**

- Concern that the time spent on studying both sites be equal.
- Concern about general information distribution, in particular through the media. Seen as inadequate.
- Concern over the length of time taken to inform Badgerys Creek (and environs) residents about their future.
- Advice to consult people at Bringelly and Luddenham.
- Concern about costs of options.
- Concern about the possibility of any decision being reversed at a later date.
- Concern about how local input is being acquired.

### **Health**

- Concern about effects on health and whether health impacts are being investigated. Reference given to a health study set up by Anne Cohen MP.

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**Operation of Airport**

- Concern about methods of dealing with bird strike and effects on chicken, ibis and emus (at Austral).
- Comparisons with size and proximity of Heathrow and Gatwick airports to the city of London - if these operate satisfactorily, why can't airports close to the city work here?

# Second Sydney Airport Proposal Community Meeting Record of Meeting

**Date:** 18 December, 1996

**Time:** 7.30 pm

**Location:** Camden Art Gallery

**Attendees:** Councillor Eva Campbell, Chair  
Camden Local Government Area residents  
M Keating  
R Wheeler  
I & N Wilson  
D Northey  
MA and MG Greig  
G McKenzie  
B Ball  
M Winter  
I Beeston  
Greg Frawley  
Marcus Klein  
Mr V and Mr W Conwell  
Jim Willis  
Norma Hamilton  
Sylvia Fekete  
Rust PPK representatives:  
Mark Keogh, Project Manager  
Fiona Court, Community Consultation

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## PRESENTATION

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

## ISSUES RAISED

### Noise

- Several public and private schools in the area were noted and potential impacts on learning expressed as a concern.
- What noise mitigation techniques constitute 'acceptability' in impact terms? The EIS will examine noise mitigation options such as insulation and costs. To be included in this assessment will be lifestyle and level of acceptability of mitigation measures.

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- The EIS is to identify effect of noise on properties and a feasible amount of land purchasing.
- The effects of noise on health were discussed. Rust PPK confirmed two teams of experts were examining potential impacts on community health including Sydney Hospital and Sydney University.
- Explanation of dBA requested. Rust PPK discussed:
  - an increase of 10 dBA would involve a doubling of the noise volume;
  - 60 dBA could be represented using a vacuum cleaner;
  - 70 dBA could be represented close proximity to a major road;
  - 90 dBA could be represented by a rock band.

Further information on noise, how it is assessed and what the results mean will be released in January.

**Flight Paths and Land Use Controls**

- A number of land use control techniques will be adopted by various authorities, the EIS will make recommendations as to impact zones and appropriate land use controls.
- Concern expressed that people have planned land uses to date based on a facility at Badgerys Creek.
- Flight path information should be available early February. The implications for other airport land uses will be available within the EIS. Impacts on existing aviation facilities will include social and economic impacts.

**Alternative Sites**

- Rust PPK cannot comment on the viability of alternative airport sites such as Goulburn within the EIS being prepared.
- Concern expressed that no investigations are examining sites outside the Sydney basin if the two sites under investigation are not found to be appropriate. The group questioned how to have other sites adopted by the Commonwealth Government.
- Rust PPK confirmed that an outcome of the EIS process could be not to proceed.

**Airport Layout**

- The bearing of runways for Option C, Badgerys Creek was questioned. Rust PPK confirmed draft Masterplans will be prepared and released in January.

**Access**

- Impacts of extended road/rail networks a concern.
- Rust PPK confirmed that international airport operations estimate a maximum of 25% to

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30% rail patronage in accessing an airport. A regional traffic model is being prepared which will account for arterial and sub-arterial roads. Assumptions are also being made about land uses around an airport and traffic generation.

- Movement of freight to be taken into account.
- The EIS will not examine in detail impacts of peripheral infrastructure. Associated developments will require individual EISs.

**Air Quality**

- The air quality studies adopt projected traffic volumes (see access).
- Existing levels of poor air quality were discussed.

**EIS Timetable**

- Concerns expressed about the adequacy of the timetable. Rust PPK confirmed that many inputs (team of 120) were yet to be assessed for their adequacy.

**Water Quality**

- Potential impacts to be examined include air quality deterioration, risk of aircraft crash, etc.

**Community Values**

- How are these to be established. Rust PPK outlined process to examine these:
  - responses at meetings. Currently Rust PPK networking and discussing proposals with as many groups as possible. This will continue throughout January and February;
  - community correspondence including E-Mail and telephone conversation records;
  - workshops on issues and priorities.

**Fuel Transport**

- The EIS will assume that fuel pipelines underground will direct fuel from the Clyde Refineries. Assumptions will be made about some road transport if the pipeline is not completed by the airport opening.
- The current debate on the issues of oil resource depletion will be discussed in the EIS.

**Air Traffic Projections**

- Stage 1 of the airport development anticipates one runway operating by 2003/2004. By 2016 it is anticipated 30 million passengers will arrive or depart through Sydney. A number of scenarios give different projections depending on the function of the second airport as

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an overflow facility or shared use facility. No scenario significantly downgrades the use of Sydney Kingsford Smith Airport.

Future scenarios also depend on fads such as the cost of travel and number of tourists.

**Waste Disposal**

- Rust PPK confirmed there is no current proposal for an incinerator near the airport. Waste generation and potential disposal methods are being examined.

**Option A: Badgerys Creek**

- Rust PPK acknowledged disadvantages of this option as not being optimal in terms of airport design and airspace conflicts. There are specific issues for each site and each option.

**European Heritage**

- St Johns and Rectory, of National heritage significance, to be examined in the EIS.

**RESOLUTIONS**

A unanimous vote for more meetings to be attended by Rust PPK. Aboriginal heritage and other specialists requested to be present.

**ACTIONS**

Rust PPK to assist with publicising future meetings.



# Second Sydney Airport Proposal Local Government Community Development Staff Briefing

## Record of Meeting

**Date:** 19 December, 1996

**Location:** Second Sydney Airport Community Access Centre, Liverpool

<b>Attendees:</b>	Richard Ellis	Sutherland Council
	Nigel Bertus	Holroyd Council
	Jenny Bekiaris	Fairfield Council
	Peter Strudwick	Parramatta Council
	Denis McNamara	Parramatta Council
	John Brookfield	Campbelltown Council
	Carol Joyce	Penrith Council
	Bob Lester	Camden Council
	Karen Markwort	Rust PPK
	Rowena Lennings	Rust PPK
	Christine Gunn	Rust PPK

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### PRESENTATION

Karen Markwort made a presentation on the EIS process and progress to date. Rowena Lennings outlined the consultation program. The purpose of the meeting was to brief Community Development staff, provide them with the opportunity to ask questions and to explore ways in which Rust PPK may extend its consultation program to reach a wide range of groups in the community, in particular, the disabled and people of non-English speaking background.

### ISSUES RAISED

- Are Rust PPK producing a range of information in other languages? - which other languages are the most appropriate?
- There was some concern expressed that the issues relating to the Second Sydney Airport are so wide ranging that the community is having difficulty focussing on the detail which may affect them.
- There was discussion on the community pressure for no airport in the Sydney basin - general view that this was gathering momentum.
- Participants were interested in which issues have been of particular interest to the community so far - general view that flora and fauna, air and water quality are of greatest concern to the community.

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- Concern was expressed that because of press coverage and the size of the site, the impression is that the EIS is focussing on Holsworthy to the detriment of Badgerys Creek.
- Group expressed the view that the EIS consultation should attempt to inform as many people as possible that they have a right to have their views heard by the decision makers.
- There was interest in the form and content of the Social Impact Assessment - a suggestion that The Greater Western Sydney Social Planners may be a useful forum in which to canvass feedback and comment on the draft.
- There was support for the shopping centre displays and the suggestion that information in other languages could be available at these displays.
- Ethnic radio is a proven communication method which reaches a wider audience (SBS Radio 2).
- Several fora for contacting non English speaking groups were suggested including the various Migrant Resource Centres, Migrant Interagency meetings.
- The Disability Network may be the appropriate forum to liaise with this group.
- There was concern expressed that a wider range of Aboriginal groups need to be contacted and the Aboriginal Advisory Committees may be a useful forum.

**ACTIONS**

Rust PPK will provide the following information:

- a copy of the consultation overheads to Denis McNamara, Parramatta Council;
- Council Representatives will provide to Rust PPK;
- contacts within the Aboriginal communities;
- any contacts within the Migrant Resource Centres and any meetings such as the Advisory Committees where Rust PPK can make a presentation;
- contacts within the Disability Networks; and
- any suggestions as to the most appropriate languages for translation of information.

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** 19 December, 1996

**Time:** 5.30 pm

**Location:** Blue Mountains Council Chambers

**Attendees:** Michael Neall, Mayor  
Malcolm Ryan, Director Strategic Planning  
Councillors

Rust PPK representatives: David Gamble, Senior Environment Engineer  
Rowena Lennings, Community Consultation

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#### PRESENTATION

David Gamble gave a brief presentation introducing the EIS process. Rowena Lennings outlined the community consultation program and activities to date.

The following is a list of issues raised by participants.

#### ISSUES RAISED

##### Noise Impacts

- The impacts associated with the runway configuration of Option C at Badgerys Creek, particularly the operation of the cross runway, of is concern because of its likely affect on the residents of the lower Blue Mountains.

##### Surface Traffic

- Participants raised their concern that the Blue Mountains already has the highest incidence of traffic accidents involving serious injury, the development of any of the proposed developments at Badgerys Creek is likely to exacerbate this situation with increased freight traffic as well as passenger traffic impacts.

##### Air Quality

- Air quality impacts is a major concern, especially from increased traffic flow.

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**Alternative Proposals**

- Participants asked for it to be noted that the Commonwealth Government should investigate the feasibility of the development of an airport at Goulburn.

**Community Consultation**

- Suggestions for appropriate consultation activities to disseminate flight zone information: Public meeting at Blaxland Library Hall (child care facilities could be provided in adjoining neighbourhood centre) publicised through handing out flyers and poster displays on local railway stations.
- Display of flight zone information in the glass foyer area of K Mart at Katoomba, along with displays in libraries is a good way of reaching people.
- Penrith on Saturdays is a good location to reach residents of the lower Blue Mountains (who tend to shop there).

# Second Sydney Airport Proposal Community Meeting Record of Meeting

**Date:** 22 January, 1997

**Time:** 7.30pm

**Location:** Annandale Community Centre

**Attendees:** Coalition of Airport Action Groups (approximately 14 people) inc.  
Jeanette Baros & Terry Insley (main contacts)  
Rust PPK Representatives: Mark Keogh, Project Manager  
Alison Cusack, Consultation

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## PRESENTATION

Mark Keogh gave a brief presentation/explanation of the context and content of the EIS. He stated that the Draft EIS will outline impacts but will not make any recommendations and will not put values on which factors are more important than others. He also stated that the final EIS will include more decision making factors.

## ISSUES RAISED

### Runway Bearings

- would like to receive these within 10 degrees of accuracy - MK promised these by the end of the month; and
- query as to whether Rob Bullen will be calibrating his model - they would like details of the calibration by the end of this financial year.

### Noise

- safe noise levels will be addressed within the EIS; and
- noise insulation - concerned about which standards will be used within the EIS - felt that a public issue of this nature would require use of Australian Standards - also concerned that insulation costings be done according to 3.3 AS 21 and would like a certain reply.

### Timing

- would like to know if we can confirm that the EIS will be presented to the Government in March 1997 (MK: March 1997 is the current timeframe); and
- queried whether MK considered that the timing for the project is adequate.

### Air Flight Paths

- Sutherland Environment Centre would like to receive air flight paths within a week (MK: not a week but in a short space of time).

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**Runway Alignments**

- requested runway alignments - MK explained that this information would not be given out until the rest of the information and master plan is available.

**Economic Analysis Methodology**

- interested in which methodology is being used to evaluate the economic analysis, particularly in relation to environmental values;
- MK considered that there are no good analysis methods for environmental values, however was open to suggestions, particularly in relation to how to weight environmental values which "you can't put a dollar value on";
- examples which were offered included:
  - cost of noise insulating all of Sydney to WHO standards;
  - work out rent of house which is over flown;
  - work out the amenity value attached to real estate;
  - look at the cost of buying a piece of land of similar size to a nature reserve and how much it would cost to restore it to the same state as the nature reserve; and
  - cost of relocating an aboriginal site.
- concern that the Government is using the easy option of ignoring the environmental value issue because it is too difficult;
- would like us to give it a go (i.e. including environmental values in economic analysis); and
- MK stated that there would still be limitations, however they said they would accept this.

**Pollution Measurement Methodology**

- would like to know what the methodology for measuring pollution will be - JB will provide details of what she would like to know so that we can provide with her what we are able to.

**"Do Nothing" Option**

- wanted more information on what the "do nothing" option would involve - MK explained that it would include various management options, pricing/admin options, slot mechanisms, physical expansion of KSA, starting new studies outside the Sydney Basin. MK also explained that we will be discussing a range of options but have not been given strict direction from the Department; and
- it was suggested by the group that one form of artificial constraint for KSA would be having a tax to attempt to get demand down to a 1978 level.

**Subconsultant**

- concerned about the appointment of Soames Joe from Sydney University; and

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- advised us to check whether we were dealing with the University or with Joe directly.

**Orbital Road Network**

- would like us to discuss the value of the orbital network in conjunction with the airport and vice versa - MK: the orbital has some benefits by itself and doesn't need the airport to justify it, also that no studies have been done of the cumulative effect of all of the airports; and
- considered that should the airports be privatised, then the value of such road construction should be incorporated into the sale price.

**Graphs and Figures**

- concerned that all graphs and figures referred to should be consistent and accurate - the chart levels should all add up and equal the table values (this did not occur for the Eastern Distributor EIS).

**Quality Assurance**

- suggested that we should submit ourselves to an audit of the about to the released Environmental Standard 1400, however they will direct this question to the auditors who are going to the meeting next week.

**Ranking**

- would like to know who will be doing the ranking of the various options - MK advised that this is a cabinet decision and that various departments will advise their Ministers.

**Traffic Volumes**

- interested in finding out the breakdown of how much traffic originates from or is going to the airport - they question the reliability of the FAC figures and would like to know who is providing us with figures. They will request this in writing.

**Effect on Railway**

- would like to know if the effect is being costed on the railway of doing nothing versus building either airport - MK: this is being done.

**Another Meeting**

- would like MK to come to another public meeting just before or after the Draft EIS has been released.

# Second Sydney Airport Proposal

## Local Government Meeting

### Record of Meeting

**Date:** 23 January, 1997

**Location:** Holroyd City Council

**Attendees:** Cr Stuart Graham, Mayor  
Cr John Brodie  
Cr Bob Downing  
Cr Peter Herlinger  
Cr Marlene McLaughlin  
Cr John Perry  
Cr Mark Pigram  
Cr Yvette Whitfield  
Merv Ismay                      Dir Corporate and Financial Services  
Jeff Thompson                Dir Environmental and Planning Services  
Diane Jogia                    Manager Community Services  
  
David Gamble                 Rust PPK  
Christine Gunn               Rust PPK

### Presentation

David Gamble made a presentation on the EIS process and progress to date. Christine Gunn spoke briefly about the objectives and implementation of the Community Consultation Program.

### Issues Raised

#### EIS Process

- concern that each site be analysed on an equal basis ie on the basis of comparable levels of information - will Rust PPK be relying on the original 1985 EIS information
- are Rust PPK drawing a conclusion and recommending one site
- the community has lost confidence in the EIS process - how is this exercise any different
- what is the role of the auditor, the Snowy Mountains Engineering Corporation
- will the EIS be published in full and will it be in "user friendly" language
- what relative importance will be placed on the State Government position compared with the general public



- the press and other media appear biased against Holsworthy - will this influence the EIS outcome

### **Study Details**

- will the study review the impact of the flight paths on Prospect Reservoir water quality
- what form of economic cost/benefit analysis will be undertaken
- will the Metropolitan Air Quality Study results be taken into account
- is the EIS considering a 24 hour operating airport
- in the light of the criticism of the noise assessment results for KSA, how will we ensure we do a better job

### **Community Consultation**

- the siting of the Access Centre in Liverpool implies a bias towards Badgerys Creek and distance makes it difficult for other residents to visit
- the brochure letterbox drop doesn't appear to have included Holroyd
- the timing of the mobile display in Holroyd (end of school holidays) means that it won't reach as many people as possible - is this deliberate - was it advertised in the local paper
- if consultation is to be viewed as open as possible then Rust PPK need to address the issues raised at this meeting

### **Followup Actions**

- a copy of overheads to Merv Ismay
- check if Holroyd included in letterbox drop
- Merv Ismay to provide list of meeting attendees

**Rust PPK**  
**January, 1997.**

# **Second Sydney Airport Proposal**

## **Meeting Called by Alliance of Western Sydney Mayors**

### **Bowman Hall, Civic Centre, Blacktown**

### **Record of Meeting**

**Date:** 27 January 1997

<b>Present:</b>	Mayor of Blacktown	Charlie Lowles
	Mayor of Fairfield	Chapman
	Mayor of Holroyd	Graham
	Mayor of Parramatta	John Brooks
	Mayor of Penrith	Kevin Crameri
	Mayor of Camden	E Campbell
	Mayor of Wollindilly	
	Mayor of Blue Mountains	Michael Neil
	Frank Mossfield	Fed MP Blacktown
	Ken Bartlett	Fed MP Macquarie
	Ross Cameron	Fed MP Parramatta
	Paul Gibson	
	Bob Downey	Ch of Western Region of Councils
	Kay Vella	
	Rep of John Fahey's Office	

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#### **Welcome by Charlie Lowles**

Stated that the mayors oppose a second airport in western Sydney or Holsworthy.

#### **Ken Chapman**

We need your support to help us fight against Badgerys Creek and Holsworthy. The EIS process will not be fair. The Federal Government refuses to examine other sites. There is inadequate information about the flight paths. The noise impacts will be more substantial with the changes now suggested. We need to know the impacts. Equal commitment should be made by the State Government to oppose both sites. The level of communication with the community is inadequate. The Alliance of mayors needs your support. We put to you a course of action in the form of several draft resolutions. We will deal with them following the addresses.

#### **Mark Keogh (Rust PPK)**

Mark summarised the process for the EIS and emphasised that Rust PPK does not make the decision in doing the EIS. He said it is important to hear from the community. He discussed the time frame and the proposal including the runway configuration, the design criteria and the runway length. He summarised the runway options and the size of the airport.

#### **Alan Limbury (SMEC)**

Alan Limbury introduced the members of the SMEC team giving their telephone numbers. He said

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that SMEC was conducting a parallel audit of the process. He said the auditor must be independent of the Government and free to comment. He said that SMEC did not have a contract yet but that they would not proceed if they could not be independent.

**Kay Vella**

Kay said that she was speaking on behalf of residential groups. She said that housing construction around the Badgerys Creek site had not stopped despite the fact that the site had been recommended for an airport late in 1995. She said that air pollution and pollution of South Creek were major issues. She said that the mayor's alliance was welcomed by the residential groups. She also said that since the EIS was being tabled in March that time was running out. She concluded by saying that the airport should be built outside the Sydney basin.

**Question Time**

1. Chris Berkely

How can the EIS be done in such a short time by such an incompetent American company? They have published maps with names missing. He said that the auditor was not allowed for in law.

Kay Vella answered by saying that the information being given out was "fluffed up a bit" and that the EIS process was too short.

2. Bob Young

How far above sea level are the runways?

Mark Keogh answered by saying that this information would be released in the draft master plan.

3. Victor Pickett

Will the EPA be using WHO standards for air quality measurements?  
Questions taken on notice.

4. Peter Grullemans to Councillor Lowles

Do you believe that we can defect this proposal without the cooperation of those around KSA. Shouldn't we be working with them?

5. Gail Lord

The EIS is irrelevant. The airport should be at Goulburn.

6. David Wright

The time frame is very short. We need to discuss the next steps in the campaign. Strength comes from people being involved, from joint activity, putting pressure on the Government.

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We need a campaign.

Councillor Chapman answered urging everyone to help the Mayors.

7. Peter Cork

Will the Alliance help to fund the community groups in their fight. The Holsworthy groups have \$150,000 from councils.

Answer - funding is one of the issues to be considered. We need a resolution from council to support this. Please encourage other councillors to support this.

P.C. There needs to be an evaluation process of possible sites outside Sydney. How can Option C be possible with so many houses and the Richmond airbase so close. What is happening to the community consultation in the writing up of the Draft EIS? How do you report on it?

8. Greg Frawley

Studies already exist that damn both sites therefore the decision will be political. The proposal (brochure) did not reach the following suburbs - read out a list. I have spoken to Susan Crick about this and I want to know what is happening and please put the suburbs on this time. The whole process is lost. We asked to meet John Fahey about it. When will the proposals be posted out.

Mark Keogh answered - We want to make sure the brochure is accurate. We take your criticisms on board. We're hesitant to reproduce this brochure as we expect to produce a new one in February.

GF - when will the flight paths and the development zones be released?

MK - not sure what you mean by the development zones. We're studying the regional planning. The flight paths are nearing completion. We have to make a lot of assumptions. We're going through how to communicate them to the community.

GF - the community consultation process has broken down before the draft is up.

9. To Alan Limbury

Is SMEC conducting a retrospective process. Why is there no community representative on the panel and when will your community consultation begin?

Alan Limbury

We can't help but be retrospective - we came in late. There is no requirement for us to have a member of the community on SMEC. The community consultation has already begun. We are auditing Rust PPK's process. We need to be fair to both Rust PPK and the community. We want people to taste the experience then tell us if they're not happy. What is SMEC's role? To audit everything being done by Rust PPK.

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10. Janette Baros

Please don't forget there's a strong group of residents near KSA who believe the second airport should be away from our homes. Please involve us and we'd like to help.

11. Mark Kimbler (Holroyd)

Holroyd Council has had a 5 year opposition to Badgerys Creek. I think the board of WESROC should be asked to adopt parts A and B of the resolution and this should be part C of the resolution. (Someone asked that MACROC be added.)

12. Helen Corbett

To Rust and SMEC regarding air quality - How does the Draft EIS look at air quality and take into account the pollution from planes and traffic?

Mark Keogh - we are using traffic modelling with scenarios on how the airport will develop.

Are you prepared to put extra money into the health budgets to cope with breathing problems?

13. Lyn Campion

To Mark Keogh - A poster by Liverpool Council says that the people of Liverpool support Badgerys Creek. What do you think?

Mark Keogh - I don't have an opinion one way or another. We are trying to find out what people think.

To Mark Keogh - When are we going to get an access centre in the west. Liverpool is too difficult for people here.

Mark Keogh - We can't open one everywhere, it's not efficient. That's why we've got other activities.

14. Regarding the draft resolutions - A Councillor of Blacktown

Suggests another amendment i.e. that the Alliance of Western Mayors organise a series of rallies in opposition to Badgerys Creek.

15. Peter Luke

Regarding aviation fuel - Will there be a fuelling farm at Badgerys Creek? What is the fuel volume required at Mascot?

MK - Equivalent to 260,000 aircraft. The EIS will examine the fuel pipelines and tankers and the hazards and risks associated with these.

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16. Peter Cork

- (i) There was a delegation from Goulburn people to Mr Sharp on 10 December 1996 and he was asked what would happen if the EIS said that no site was suitable? Mr Sharp said that no matter what, he would pick the site with the least environmental problems.
- (ii) Craig Knowles is now offering a monitoring process on the whole thing. I am concerned about this given that he's the ex Mayor of Liverpool.

**The Resolutions**

**The amended resolution was put to the audience and was unanimously carried.**

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** 28 January, 1997

**Time:** 7.30 pm - 9.30 pm

**Location:** St Helen's Park Community Hall

**Attendees:**

Chairman, Leon Warren:	Campbelltown Airport Protest Group
Rust PPK representatives:	Mark Keogh, Project Manager
	Rowena Lennings, Jeremy Pepper, Isabelle Connoly,
	Fay Hargraves, Eva Martinez
Airplan:	John Rogers
Coffey Partners:	Ross Best
Navin Officer	Kelvin Officer
Wilkinson Murray	Barry Murray

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#### PRESENTATION

Mark Keogh gave a presentation introducing the EIS process. The following is a list of issues raised by participants.

#### ISSUES RAISED

##### EIS Process

- Provisions of the Commonwealth Impact Proposals Act 1974 are inadequate. One of the major drawback to the EIS is that it is not being determined under NSW State Government legislation.

##### Consultation Process

- Complaints were made that the southern Campbelltown region had been neglected in the consultation process, especially Darkes Forest and Glen Alpine. It was felt that everyone else had been informed except them.
- It was suggested that Information Sessions be held in the north west suburbs of Campbelltown.

##### Auditing Process

- The opinion was expressed that the auditors should examine the ownership and structure of Rust PPK in order to reassure the public that no conflicts of interest exist.

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**Airport Development**

- The issue of future expansion of the airport proposals was raised. It was queried if the Holsworthy proposals could accommodate two additional 4,000 metre runways.

**Air Travel Demand**

- The opinion was expressed that the prediction of 30 million passengers by the year 2016 is not likely to be accurate if Sydney (Kingsford Smith) Airport predictions are an example.

**Land Use Planning**

- Concerns were expressed that data from the 1996 Census will not be available in sufficient time to be used by the EIS study team and that the team was basing its findings exclusively on inaccurate 1988 Census data
- The issue of local land release areas were raised. Concerns were expressed that land is being sold in the area that would be severely noise impacted by the Southern Holsworthy Option.

**Flight Path Information Release**

- Concerns were expressed that information relating to the flight zones was still not available, even though Rust PPK representatives had said it will be available by mid-late January. This was considered to compromise the EIS process by not allowing adequate time (less than one month) for consultation over the flight paths to be incorporated into the Draft EIS.

**Traffic**

- Increased traffic flows and its impact on community health, especially respiratory disease was raised as a major concern.
- It was queried if Darkes Forest Road is being considered as an access road.

**Health Study**

- It was raised that the validity of the health study depends on its incorporation of comparative studies.
- Concerns were expressed about the impacts of aircraft noise on people (especially children) with a hearing impairment.

**Noise Mitigation and Compensation**

- Details were requested of the noise insulation and land resumption policy. It was mentioned that the suburb of Wedderburn should be brought out.



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**Risk & Hazards**

- Concerns were expressed that the suburbs of St Helen's Park and Wedderburn were in a "disaster corridor" in the event of an accident or aircraft crash.

**Water Quality**

- The issues of pollution of the water catchment area was raised. Concerns were expressed that reduction in the water quality of the water supply to the water treatment plant would result in consumers being charged more for the end product.

**RESOLUTIONS**

Louise Meuwissen proposed the following motion:

*"I move that if the Government put an airport anywhere near us we will spend the hundreds and hundreds of hours we now spend fighting the airport in every marginal seat to oust this Government at the next election."*

Paul Inwood proposed the following amendment to the motion:

*"Furthermore, no politician who supports a second airport in Sydney will be elected."*

Amended motion seconded by Geoff Dwyer.

A vote was taken by a show of hands and the Chairman declared the motion carried.

Geoff Dwyer proposed the following motion:

*"We're opposed to any airport being constructed on the Holsworthy firing range from its northern extreme to Wedderburn"*

Seconded by Jenny Goodfellow.

A vote was taken by a show of hands and the Chairman declared the motion carried.

Paul Inwood proposed the following motion:

*"We're opposed to any airport being constructed in the Sydney Airshed"*

Seconded by Verlie Fowler

A vote was taken by a show of hands and the Chairman declared the motion carried.

# Second Sydney Airport Proposal

## Local Government Briefing - Liverpool Council

### Record of Meeting

**Date:** 3.2.1997

**Location:** Council Chambers, Hoxton Park Road, Liverpool

<b>Attendees:</b>	Clr George Paciullo, Mayor	Brian Carr, Gen. Manager
	Clr Alex Sanchez, Deputy Mayor	Mike Ellis, Transport
	Clr Tony Buek	Jan Murrell, Built Environment
	Clr Tom Glavic	Mike Ritchie, Natural Environment
	Clr Colin Harrington	Vlad Grepl, CBD Office
	Clr Alison Megarrity	Victor Lampe, Liverpool Works
	Clr Geoff Neville	Roy Newsome, Governance
	Clr Frank Olivieri	Eric Heapy, Administration
	Clr Tony Pascale	Russell Winlaw, Strategic Planning
	Clr Betty Thompson	Kevin Black, Community Interaction
		Helen Ristuccia, Library
		Christine Razewski, Museum
	Alan Limbury	SMEC (auditors)
	Mark Keogh	Rust PPK
	Christine Gunn	Rust PPK

### Presentation

Mark Keogh made a presentation on the progress of the EIS, particularly as it relates to the Badgerys Creek proposals.

Alan Limbury made a presentation on the role of the auditor and their activities to date.

### Issues Raised

#### Airport operations

- under what process did the number of airport options grow from 2 to 5
- why doesn't the brief to Rust PPK include a statement on how the airport will operate ie. hours of operation, flight paths etc. - this would make the EIS process more clearcut.
- is Rust PPK reviewing the case (and commenting on the merits and demerits) of a site for the second Sydney airport outside the Sydney Basin

- can Kingsford Smith Airport handle the anticipated passenger numbers for the Sydney region if a second Sydney airport did not proceed
- the east/west crosswind runway appears to direct traffic over Liverpool - how much traffic is anticipated on this runway
- which airport options conflict (in air space management terms) with KSA

#### **Study details**

- will the EIS include new air quality modelling results or rely on existing data
- will the EIS analyse the risks associated with fuel spillage ie aircraft dumping fuel and fuel spillage on the ground
- there was concern that the flight paths to be released shortly may show a widespread area which is potentially affected - this will generate alarm in the community, much of which may be unnecessary
- will the EIS look at a "do nothing" option - ie what would happen to the Badgerys Creek site if the airport didn't go ahead - are there possibilities that the site would become residential
- does the Commonwealth Government still favour Badgerys Creek and, if so, for what reasons.

**Rust PPK**  
**February, 1997**

# Community Services Meeting

**Date:** 5 February, 1997

**Time:** 9.30am

**Place:** Liverpool City Council  
1 Hoxton Park Road  
LIVERPOOL

## Present:

Max Bancroft	Liverpool City Council	9821 9154
Sue McCann	Playgroup Association NSW	9605 4449
	Liverpool Zone	
Jane Fitzpatrick	Centacare, Early Later Program	9726 4633
Julie Druce	Dept. School Education Parents as Teachers	9608 4974
Andrea Pritchard	Liverpool City Council	9821 9346*
Patricia Oliver	Liverpool City Council	9821 9376*
Margaret Cartisano	Liverpool City Council	9821 9141*
Cary Sinclair	Liverpool City Council	9821 9142*
Nora Gomes	(SW) CAFS	9607 5649
Anne Cutler	Liverpool City Council	9821 0930
Sean Tracy	LMRC	9601 3788
Lisa Thornton	Searba Child Protection Service	9829 6911
Russell Winlaw	Liverpool City Council	9821 9212
Erin Brazeraill	Liverpool Sexual Assault	9828 4844
Joanne Cubbs	Liverpool City Council	9821 9166*
Hanh Tran	Social Work Student, Liverpool City Council	
Isabelle Connolly	Rust PPK	9743 0333
Susan Crick	Rust PPK	9743 0333
David Gamble	Rust PPK	9743 0333
Alan Limbury	SMEC	9368 0274

\* Signifies council coordinated networks

## Items

1. David Gamble gave a presentation on :

- the purpose of the EIS;
- EIS process;
- options; and
- specialist sub consultant input.

2. Susan Crick gave a presentation on community consultation, the aims, objectives and strategy. The strategy for communicating with people not fluent in English was discussed in detail.

3. Questions and Answers:

Q: How will Rust PPK communicate with people who do not go to meetings, public displays etc. ?

A: Information telephone line

Q: Does Rust PPK communicate with out lying areas?

A: Rust PPK conducts information sessions and public displays over the whole area using flyers to advertise.

Q: What will be the impacts on landuse productivity ?

A: Hassalls is studying this issue and the results are not yet available

Q: How were the 5 sites determined?

A: The 5 options were selected amongst around 11 options, due to the perceived lesser impacts, especially regarding noise and also the proximity to Sydney and interference with existing flight paths.

Q: Will petrol prices for instance escalate?

A: The economic study will look at impacts on the micro economy, along with management and mitigation measures. Government policy may be required to offset some of these impacts.

Q: Liverpool Council has higher temperatures than the Sydney average, will an airport increase these temperatures further, especially regarding the tarmac and loss of trees?

A: Rust PPK will investigate this issue through the meteorological experts.

Q: How much of the Holsworthy site would actually be incorporated into the airport?

A: Approximately the same size as that of Badgerys Creek which is around 5000 Ha.

Q: Told that for safety reasons, most of the Holsworthy site would be cleared for safety reasons, in case a plane crashes and emergency crew have to access the crash site without the risk of ordnance exploding.

A: Risk and hazard is being investigated. Some emergency retrieval may have to occur from the air as deep gorges, etc would be difficult to access.

4. Suggestions from attendees as to how Rust PPK could reach more members of the public.

- Use local newspapers, write articles, have advertisements and use inserts, especially when new information is released.
- Use conferences, festivals etc. to circulate information. Either attend or have leaflets and brochures available. (Refer to \* under the list of attendees for those associated with council coordinated networks)
- Information can be included in organisation members of the network mail outs.
- Use community radio, eg. 2GLF for people who are illiterate. Rust PPK needs to reach these people through small groups.
- Socially isolated people are reached through TV and radio
- The Aboriginal community are not well reached through written information.
- Rust PPK should have an information session at Campbelltown Mall
- Rust PPK could get a TTY number (teletype number) where deaf people can ring on a phone by actually typing in the information. Organisations can provide this service.
- Perhaps Rust PPK can use town planning and social work students to help with public consultation. Just need to contact the university faculties.

**Meeting Close: 11.15 pm**

**Minutes written by Isabelle Connolly**

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** Saturday 8 February, 1997

**Time:** 9.00 am and 10.30 am

**Location:** Springwood Civic Centre

**Attendees:** Rust PPK representatives: Mark Keogh, Project Manager  
Fiona Court  
Susan Crick  
Faye Hargreaves  
Fred Gennaoui  
Barry Murray (Wilkinson Murray)  
Kerry Bartlett - Local MP for Macquarie electorate  
Alan Limbury - SMEC  
Approximately 120 members of the public

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## PRESENTATION

Mark Keogh gave two presentations introducing the EIS process - one at 9.00 am and the second at 10.30 am. After each presentation Alan Limbury from SMEC gave a brief talk on the work of the Auditor. The public were then invited to ask questions directed at either Mark, Alan or Barry Murray from Wilkinson Murray. The following is a list of issues which were raised.

## ISSUES RAISED

### Noise

- A concern was expressed over the likely high noise volume when a plane goes into reverse thrust.
- Distance to which noise would cause significant impact.
- Impact of noise over 24 hours from each of the five options.
- The degree of noise in very quiet areas is likely to be higher. Is background noise being considered?
- Concern was expressed that the noise from aircraft would be channelled down valleys in the Mountains making the impacts worse.
- Will studies be carried out in the Blue Mountains National Park? The area will be commented on but no studies will be done in detail.

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- Are noise complaints from low-flying aircraft now being taken into account?
- Concern about bigger aircraft in the future and the level of noise they will produce.
- Noise impact studies should consider the number of people being affected.
- How can you assess the noise impacts if you don't know what the situation will be?
- Is it possible for a jet to simulate the amount of noise on this area?

**Flight Paths**

- An ex-pilot asked where the outer marker will be - the point when an aircraft has to be aligned with the runway to land.
- Will the EIS have anticipated flight paths? Will it be available for free.
- Why haven't the flight paths been decided yet? Will the EIS look at minimal and maximum impacts?
- What would happen if at a later stage flight paths change?
- What are the weather conditions which require a third runway?
- What will happen to the flight paths in fog?

**Alternative Sites**

- Why is the alternative to Badgerys Creek or Holsworthy a 'do nothing' option with these air traffic forecasts? Why not investigate other sites too?
- Will there be plans for a third airport if the projections are so great?
- The Kurnell Peninsula should be investigated as a site if the oil refinery could be moved. Flight paths could then go over the sea. That was a proposal in 1970 along with many others.
- Why has Richmond not been considered? It is on the outskirts of the Sydney basin so would not cause as much pollution.
- After spending lots of money on studies, it is possible no site is feasible. A third site should have been considered, for instance Dubbo. The airport should be west of the Mountains. Should have rail and highway from Dubbo to Newcastle. A lot of transport does not have to come through Sydney.
- Have Rust PPK made comparisons with overseas airports, for example Montreal which has had three major public exhibitions recently. The airport is 60 kilometres outside the city.

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**Access**

- Is there a proposal for a rail link to Badgerys Creek or Holsworthy?
- 20 million cars will produce more air quality problems, so should have good public transport system.

**Air Quality**

- The Sydney basin is already very polluted. Will you be considering the impact?
- With regard to air quality in western Sydney and the lower Blue Mountains, how far out is air quality being modelled and on what budget?
- Doesn't the only data you have only go as far as Penrith? You're not producing your own data. The air quality is probably worse in the lower Blue Mountains.
- Will the EIS show how many more children will die of asthma through increased pollution? Will there be a map showing where children will die?

**EIS Timetable**

- If you are reporting in March why can't you give us any information?
- Will there still be enough time for us to comment on the Draft EIS now the timetable has been reviewed?
- Do you think your EIS is acceptable?

**Air Traffic Projections**

- Would the new airport cater for different types of aircraft to Mascot?
- How much air traffic will there be?
- What is the worst case scenario?
- What is the study assuming in terms of opening runway? What will be the first phase of development?

**Fuel Dumping**

- Any plane landing at Sydney (Kingsford Smith) Airport can dump fuel at sea in an emergency. Where will it be dumped at Badgerys Creek?
- Which aircraft do not do a fuel release?



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**Other**

- A member of the public questioned what Rust PPK stood for.
- Concern was expressed that the anti-Holsworthy groups are stronger than the anti-Badgerys Creek groups. Everyone was urged by Kerry Bartlett to give their views to local MPs when the Draft EIS comes out. It is feared that the people in the Badgerys Creek area are not as politically aware as those near Holsworthy.
- Everyone was reminded that the Government desires a thorough study and has requested an external auditor, SMEC, to ensure this. SMEC will let them know if they are not happy with Rust PPK's work.

# Second Sydney Airport Proposal

## Penrith City Council Meeting Record of Meeting

**Date:** 10 February, 1997

**Time:** 7.00 pm

**Location:** Penrith City Council

**Attendees:** Councillors and senior staff - Penrith City Council  
Rust PPK representatives: Mark Keogh, Project Manager  
Robert Boden, Senior Planner  
Alan Limbury (SMEC Auditor)

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### PRESENTATION

Mark Keogh gave a presentation advising of the EIS process and progress to date. The following is a list of issues raised by participants.

### ISSUES RAISED

#### Flight Paths

- Concern that community will not be able to have meaningful input until flight paths are issued.

#### Badgerys Creek

- Concern that two additional options for Badgerys Creek (B and C) have now been added to assessment.
- Numbers of passengers also likely to increase, for example, by 2050 could be as many as 100-150 million passengers.
- Question raised as to whether Sydney (Kingsford Smith) Airport is likely to be decommissioned if Badgerys Creek increases substantially in size.
- Question raised that if Option C was adopted would this reduce traffic through Sydney (Kingsford Smith) Airport and would this be factored in as part of the EIS.

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**Airspace Management**

- Does EIS include assessment of adjusted alignment?
- Will topography be taken into account in consideration of impacts? (Reference made to previous EIS which considered impacts at sea level only.)
- Are there any indicators to support the notion that noise will cease to be a problem by 2010?
- What will be the impact of dumping of fuel on water supply, with reference to proximity of Warragamba?

**EIS Timing**

- When will flight paths be issued?
- When will noise prints be issued?
- Who is setting overall program?
- When is Draft EIS due?

**Air and Water Pollution**

- How and when will air and water pollution be considered?
- Will community/Council get opportunity of commenting on these prior to Draft EIS?

**Holsworthy Options**

- Consideration of other options (for example, Goulburn).
- Statement by councillor that Holsworthy is better placed in respect of infrastructure.

**General**

- Is it proposed that the EIS make a recommendation or a variety of recommendations?
- Concern about projections for the year 2005 plus, with reference to EIS for Sydney (Kingsford Smith) Airport Third Runway EIS.
- Concern that the Second Sydney Airport would be far bigger than Sydney (Kingsford Smith) Airport.

**RESOLUTIONS**

- Council is opposed to Badgerys Creek options.

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** 12 February 1997

**Time:** 7.30 pm

**Location:** Bringelly Community Hall

**Attendees:** Kevin Black, Precinct Coordinator, Liverpool City Council (Acting Chairman)  
Beverley Borg, Secretary, Bringelly Precinct Committee  
Geoff Neville, Councillor, Liverpool City Council  
Members of Bringelly Precinct Committee and members of Bringelly community  
Rust PPK representatives: Karen Markwort, Environmental Planner  
Susan Crick, Community Consultation

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#### PRESENTATIONS

1. Karen Markwort gave a presentation covering:
  - the EIS team and other teams in the process;
  - objectives of the EIS;
  - the timetable;
  - the EIS process;
  - an overview of the approach;
  - the studies;
  - the options; and
  - the Air Traffic brochure.
2. Susan Crick gave a presentation covering:
  - the aim of community consultation;
  - the methods being used;
  - how the information received is fed into the EIS; and
  - request for feedback.

**SECOND SYDNEY AIRPORT PROPOSAL  
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**ISSUES RAISED**

**The Process**

- Frustration with the process and the length of time being taken to reach a decision.
- Frustration with lack of information and results of the studies.
- Belief that the decision will be based on politics and not the results of the studies.
- Lack of belief that the airport will ever happen.
- Scepticism about the projected figures for numbers of passengers to Sydney (Kingsford Smith) Airport.

**Property Acquisition**

- Interest in how close to the proposed airport property acquisitions would take place.
- Interest in how much land will be needed for Options B and C (Badgerys Creek).
- Properties around Badgerys Creek are difficult, if not impossible, to sell.

**Access**

- Request to know access plans for Badgerys Creek site, the width of roads and whether there will be a rail line.
- Roads are busy enough already. The airport will only make them worse.

**Development**

- Continued development should not have been allowed in the knowledge that the airport could be at Badgerys Creek.

**Studies**

- Noise measurement and prediction - are contours taken into account?
- Concern about water supply and pollution of Warragamba Dam. How will this be predicted?
- Fuel dumping - how this will affect water?
- Presence of a koala population near the Southern Option at Holsworthy.

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**General**

- Question addressed to Chairman - why does Liverpool Council still support Badgerys Creek proposal while other councils don't support either?

**Feedback and Consultation**

- Possible use of market at Bringelly for an information day in the future.
- Use Bringelly School newsletter.
- Letterbox drops regarded as the most effective method of informing everyone.
- Australia Post is the most effective method of letterbox dropping.

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** 12 February, 1997

**Time:** 7.00 pm to 9.30 pm

**Location:** Darkes Forest Community Hall

**Attendees:** Chairman, Mark Babister, Convenor, Darkes Forest Progress Association  
Rust PPK representatives: David Gamble, Environmental Engineer  
Rowena Lennings, Community Consultation Team  
Members of the Darkes Forest Progress Association and local community

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#### PRESENTATION

David Gamble gave an introductory presentation on the EIS process. David explained that the list of questions attached, prepared by the Darkes Forest Progress Association and faxed to Rust PPK on the day of the meeting would be treated as a submission to the EIS and they would receive a written response. The following is a list of issues raised by participants at the meeting.

#### ISSUES RAISED

##### EIS Process

- Participants queried if Rust PPK will be required to make a recommendation and asked who was paying Rust PPK to conduct the EIS.
- Environmental impact studies need to be conducted outside the airport site boundary.

##### Airport Options

- Rust PPK should make a recommendation not to build an airport inside the Sydney basin and to consider Goulburn as a location for the Second Sydney Airport.
- The terrain proposed for the Southern Holsworthy option is too rugged to be a viable option.
- Filling in Botany Bay was proposed as another alternative that should be considered.

##### Heritage

- The comment was made that Aboriginal sites are meant to be inviolate, the whole of the Holsworthy site should be investigated.

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- The issue of the preservation of sites was raised and participants asked if there was a way of preserving sites that would be acceptable to the Aboriginal community.
- The impact on Aboriginal sites of other infrastructure associated with the Airport also needs to be considered in the EIS.
- It was mentioned that the Old Illawarra Road, Reversies should be included in the study of historic sites.

**Water Quality**

- Impact of aircraft emissions on the quality of tank water needs to be considered in the EIS.

**Air Quality**

- The impact of aircraft emissions (aviation fuel) on fruit trees and crop protection systems needs to be considered in the EIS.

**Flora and Fauna**

- Studies should be extended to outside of the Holsworthy range boundaries.
- Protection of the koala colony is a major priority.

**Social Impacts Study**

- Concern was expressed that the lower population levels in the area, due to the proximity of the drinking water catchment area would "go against" the area in the social impacts study.
- Participants were concerned that no one from the EIS team has come to talk to local residents about the likely social impacts. The Social Impacts study needs to consider the implications on each local business, including tourism, golf course, horse riding, orchard operation and tours, model aeroplane club, woolshed, bushwalking, pushbike riders. Impacts need to include the effect of the airport on the ability of local businesses to market themselves as "clean, green and quiet."
- The study should also include the impacts of living with the uncertainty about the location of the Second Sydney Airport.
- Participants also expressed the need to consider the impact on the quality of life of older residents of Darkes Forest, who had no desire to settle elsewhere. The meeting extended this concern to younger residents of the same sentiment.



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**Land Resumption Policy**

- Issues included what land will be resumed and how people who cannot buy an equivalent property will be compensated, what will happen to the land after it is resumed and what will be done to the natural environment on public land (outside the immediate military range).

**Noise Study**

- Participants complained that the land owners were not informed in writing of the location and the noise monitoring device and that they believe it was located in a comparatively noise location where it is likely to have background noise readings that are much higher and therefore not representative of the typical peace and quiet of the area.
- Noise studies need to consider the impact of the airport on the peace and tranquillity of the area and the effects of noise on animals, in particular horses, dogs and cattle.

**Bush Fire Studies**

- Participants mentioned that the greatest fire risk to Darkes Forest has always been to the north west and that is where the Southern Holsworthy airport proposal is located. Effective fire prevention would mean flattening the surrounding bushland and spraying it with cement, which would destroy flora, fauna and Aboriginal sites.

**Airport Planning**

- The ultimate size of the airport should be indicated in the EIS.

**Risk and Hazards**

- The prevalence of heavy fog in the area was raised as a danger to commuters as well as an issue for aircraft safety.
- The severity of electrical strikes and extreme weather conditions in the local area was also raised as an issue that needs to be taken into account.

**Access**

- Concerns were raised that Darkes Forest Road may be nominated as a major access route in the EIS and issues associated with this included truck movements per day during construction, noise barriers for houses, straightening the bends in Darkes Forest Road and location of potential off-ramps from the Sydney/Wollongong freeway.

**Consultation Process**

- Participants expressed their belief that they have been let down by the consultation process in that they had not received the first newsletter. They explained that even delivery into mail boxes was a problematic method of distribution in the area.

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**ACTIONS**

- Rust PPK to consult Progress Association on the best method of distributing information in the Darkes Forest area.
- Rust PPK to ask the agricultural sub-consultants Hassall & Associates to contact Mark Babister.
- Darkes Forest Progress Association to prepare a submission to the EIS.
- Rust PPK to approach Wilkinson Murray about location of noise monitoring.

**RESOLUTIONS**

Rhonda Ralphs proposed the following motion:

"That Rust PPK should return to Darkes Forest for another meeting when more information is available."

Seconded by Eric Ralphs

A vote was taken by a show of hands and the Chairman declared the motion carried unanimously.

# Second Sydney Airport Proposal Community Meeting Record of Meeting

**Date:** 27 February, 1997

**Time:** 7.30 pm to 10.00 pm

**Location:** Sutherland Entertainment Centre

**Attendees:** Mr Phil Smith (Chair), Sutherland Environment Centre  
Campbelltown Council: Verlie Fowler, Bob Barnes, Vanessa Mallin, David Roby, Rod Hibberd  
Rust PPK representatives: Mark Keogh, Project Manager  
Ann Shaw Rungie, Fiona Court, Jeremy Pepper, Alistair Bridie, Fred Gennaoui, Rowena Lennings

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## PRESENTATION

Mark Keogh gave a short presentation introducing the EIS process.

## ISSUES RAISED

The following is a list of issues raised by the community.

### Auditing Process

- Participants expressed concern about the credibility of the EIS being compromised by the absence of the auditors and the fact that the auditors have not yet had their contract signed.

### EIS Process

- The issue of why the Government has selected Holsworthy for investigation within the EIS process was raised.
- Participants asked for confirmation that the closure of Sydney (Kingsford Smith) Airport was not being considered in the EIS.
- Concerns were expressed that Jones Lang Wootton's involvement in the EIS represents a conflict of interest.
- Assurances were requested that the numbers presented by Airplan will be correct and that the noise diagrams will be accurate.
- Concern was expressed about the inclusion of Dr Richard de Neufville as a subconsultant to Rust PPK on the Second Sydney Airport EIS team as his recent publications are openly opposed to multi-airport systems within cities on economic grounds. The point was made

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that his inclusion on the team may point to a scenario where Holsworthy may become the only Sydney airport, a scenario which, it was stated, would dispense with the need for a multi-airport system, and the current air space conflicts between the proposals and Sydney (Kingsford Smith) Airport.

**Decision Making Process**

- The Government was called upon to publicly announce and communicate the weighting and criteria they will use in the decision making process.

**Financial Feasibility Study**

- Anger was expressed that the community will not have access to such information as the Government nominates as "commercial in confidence" contained in the financial feasibility studies. The opinion was expressed that financial considerations are likely to outweigh consideration of environmental impacts in the selection of a site for the Second Sydney Airport and therefore the community should have full access to the information supporting that decision.
- Rust PPK to advise the Department of Transport and Regional Development that they are aware that the profitability of ITA is falling due to horrendous loss on the Hills motorway. Thus as the commercial exposure of ITA increases, the FAC may be forced to sell assets in a bale out operation, for example, the land acquired for the Second Sydney Airport site at Badgerys Creek.
- It was requested that a Commission of Enquiry investigate the financial feasibility study the Second Sydney Airport and the relationship between the FAC and ITA.

**Timeframe**

- Details were requested regarding the timeframe for construction of the Second Sydney Airport.

**Water Quality**

- Concern was expressed about the potential of an airport development impacting on the water quality of Woronora Dam.

**Airport Proposals**

- The issue of equity was raised in the context that southern Sydney now experiences more noise from Sydney (Kingsford Smith) Airport and may also be selected as the site for the Second Sydney Airport.
- The suggestion was made that the airport should be located outside the Sydney basin and that a referendum is needed to determine what the people want in this regard.
- The Government was called upon to publicly announce what provisions are contained in the conditions of the lease of Holsworthy to the Department of Defence.

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- The EIS needs to take into account the impact of the southern Holsworthy proposals on hang gliding activities.

**Community Consultation**

- Participants expressed anger about the fact that the Stanwell Tops/Park and Helensburgh areas had not received brochures.
- It was also mentioned that Rust PPK had not involved Sutherland Shire adequately in the initial stages of the EIS.
- Rust PPK was called upon to hold public meetings to announce the flight zones when they are released.
- Participants expressed frustration with the delay in the release of information and concern that by the time they receive the information it will be too late to have their comments incorporated into the Draft EIS.

**Noise Studies**

- Concern was expressed that the EIS would describe noise impacts in meaningful terms and that topography should be taken into account.
- Details were requested on house acquisition and sound mitigation policies.

**Traffic and Transport**

- Details were requested describing the ground transport links.
- The impacts of using Heathcote Road as a main access road in the initial stages of developing an airport was raised.

**Infrastructure Development**

- Rust PPK was asked to include recommendations on transporting fuel to an airport at Holsworthy and to identify routes in the EIS.

**Regional Planning**

- Participants suggested that the EIS should take into account the fact that Badgerys Creek has been the anticipated location for the Second Sydney Airport for the past ten years.

**Heritage**

- The issue of Aboriginal heritage was raised and it was mentioned that impending Native Title claims would involve both airport sites.
- It was mentioned that if either the Holsworthy proposals went ahead the Aboriginal sites would be gone forever.

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**Air Quality**

- Rust PPK was called upon to state flatly in the EIS that the enormous increase in air pollution from ascending and descending aircraft, plus emissions from traffic make it unacceptable that the Second Sydney Airport be established in the Sydney basin.

**Hazards and Risk Studies**

- Anger was expressed that Holsworthy was being considered in the EIS in view of the hazards.

**RESOLUTIONS**

Vanessa Mallin proposed the following motion:

"This public meeting on Friday 27th 1997 of Sutherland Shire residents calls on Prime Minister John Howard in alarm and anger to withdraw Holsworthy at once from consideration as a site for the second international airport within the Sydney basin - because we know that such an arbitrary imposition will certainly have devastating effects on the environment and quality of life of nearly one and a half million Sydney residents, their freedom from noise, their clean air and water, their property values and, above all, their families' health."

A vote was taken by show of hands and the Chairperson declared the motion carried unanimously.

# **Second Sydney Airport Proposal Badgerys Creek Community Group Forum Record of Meeting**

**Date:** 27 March, 1997

**Time:** 7.00 pm

**Location:** Fairfield City Council Chambers, Avoca Road, Wakeley

**Attendees:** Kay Vella, PAAAN  
Stephen Vella, PAAAN  
Ken Chapman, FCC  
Robert Tobias, HAAAN  
Colin Short, FRAAN  
P Cork, FRAAN  
C Andersen  
John Harding, SWAG  
Ian Waddell, SWAG  
John Uren  
Charles Barone  
Marge Dunn  
Eden Vella  
R Porter  
S Miller, HAAAN  
J Miller, HAAAN  
Sandra Prout, BAAAN  
Gary Ryan  
Alison Dunn  
George Mendria  
Mark Keogh, Project Manager, Rust PPK  
Susan Crick, Consultation, Rust PPK  
John Rogers, Airplan

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## **PRESENTATIONS**

- Mark Keogh gave a presentation on the stage the whole process had reached and interrelationships between studies. At the same time he answered questions which had been supplied on notice by members of HAAAN (Holroyd Association Against Aircraft Noise) and BAAAN (Blacktown Association Against Aircraft Noise).
- John Rogers gave a presentation on the master plans and how the runway options were chosen and answered questions from the groups.

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## **ISSUES RAISED**

### **Studies**

- Availability of study results - when and how?
- Aboriginal and European heritage sites and access to information about them.
- Concern about extent of studies and availability of data, for example, health data from hospitals and south west area health study.

### **Air Pollution**

- There should be access to previous reports on air pollution and mention of inclusion in EIS:
  - one in 1975 reported on by Jo Glascott in the Sydney Morning Herald; and
  - one reported by Professor Bell as being a secret State Cabinet report.

### **State Government Policy and Access to Information**

- Difference between State Government policy supporting Badgerys Creek and recent statements to the effect that Government is unbiased.
- Concern about ability for Rust PPK's to know about State Government data and get access to that data.
- Value and weight placed on State Government submission to Guidelines compared with community group submissions - is it the same?

### **Noise**

- Sharing of noise - is this being considered? Concern about future use of cross runways.
- Use of existing reports from an acoustics laboratory on noise measurement - will they be used?.

### **Auditor**

- Accessibility of data to SMEC.
- Deadline for audit report - when?
- SMEC's ability to compare suitability of Badgerys Creek site now with 1985.

### **Process**

- EIS summary document should be translated.
- Request for information about community consultation about the Draft EIS.

### **Health**

- Effects of respiratory diseases on NSW and National health budget.



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**Master Plans and Runways**

- Length of cross runways and why they are shorter than the other two?
- Holsworthy options:
  - southern option difficult to believe, does not seem serious;
  - why couldn't southern option face north/south?; and
  - size of the option - why not take more land as with Badgerys Creek.
- Size of airports as in master plans - will they carry 30 million passengers?
- Status of Sydney (Kingsford Smith) Airport when the second airport is operational - will it be reduced?
- Capacity of Sydney (Kingsford Smith) Airport:
  - hourly;
  - for Olympic Games; and
  - for very large aircraft - code F and G.
- Regarding the 24 hour operation:
  - traffic profile; and
  - concern about 24 hour operation.
- Costs of acquiring extra land at Badgerys Creek.
- Operation of an airport without cross runway - is this possible?.
- Problems and difficulties with all three options at Badgerys Creek - what are they?.
- Status of Badgerys Creek in relation to Sydney (Kingsford Smith) Airport.
- Conflict with Richmond Base and problems associated with this.
- Population and urban densities on new map - are they accurate? Where do the figures come from?
- Airplan's role in establishing infrastructure and transport links.

# Second Sydney Airport Proposal

## Community Meeting

### Record of Meeting

**Date:** Monday 14 April, 1997

**Time:** 7.30 pm

**Location:** St Patrick's College for Girls, Campbelltown

**Attendees:** Sister Catherine, St Patricks College  
Mark Latham MP, Member for Merriwa  
Cr V Fowler, Campbelltown Council  
John Green, Deputy, St Patrick's College  
Barry Murray, Wilkinson Murray Pty Ltd  
Susan Crick, Rust PPK Pty Ltd  
Approximately 150 members of the public (teachers, parents)

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#### PRESENTATIONS

1. Sister Catherine welcomed everyone and said that the theme of the evening was the effect of an airport at Holsworthy on children's education.
2. John Green, Deputy of St Patrick's College, and chairperson, Education Action Group spoke about the effects of an airport at Holsworthy on education. He discussed:
  - documented effects on reading levels and concentration due to noise;
  - effects on air in the Sydney basin;
  - possible fuel spills;
  - specific aspects of noise measurement and what residents of Campbelltown could expect. He demonstrated the noise levels of 75 to 80 dB(A) and 85-90 dB(A) and said that residents could expect these levels every two minutes;
  - effects of these on:
    - teaching - 25 percent of effective teaching time would be lost;
    - increasing behavioural problems;
    - international research says that pupils with similar noise levels are one year reading level behind;
    - damage to inner ear structures; and
    - long term hearing could be affected;

Mr Green expressed suspicion about the EIS process and its effects on a decision.

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3. Barry Murray, Wilkinson Murray, spoke about the measurement of noise impacts. He gave information about what the EIS would contain. He said it would produce the number of movements above 55 dB(A), particularly for schools. He also said the EIS would make no recommendations about the position of an airport but that it would make recommendations about noise abatement.
4. Mark Latham, Federal Member for Merriwa, spoke about his electorate having more 5 to 14 year olds than any other part of the country. He said as Shadow Minister for Education he had learnt that noise was an important factor in the learning environment.

Mr Latham said local residents would be particularly affected by the Holsworthy South Option. He said he had a fundamental concern about the fairness of the EIS process. He also said he believed that Holsworthy was a bad choice for a site and that he would like to see the original Option A for Badgerys Creek tested.

5. Councillor Fowler, Campbelltown Council, spoke about the work Campbelltown Council had been undergoing to fight the airport proposal. She said she believed that the number of options being examined was a deliberate attempt by the Government to divide and conquer. Councillor Fowler also said that Rust PPK should remember that there are many shift workers in the area who would be disturbed by flights during the day even if there was a curfew. She also spoke about the effects of an airport on the Holsworthy environment.

## **QUESTIONS/STATEMENTS/ISSUES**

1. What sort of noise difference is there one kilometre either side of a flight path. Barry Murray explained how this could be determined.
2. Robert Balzola, Georges River Catchment Management Committee, warned everyone that there is only six months in which to shut down the EIS and that of 160 EISs, 97.5 percent have gone through to gazettal. He said that there were only four seats affected by the division and that these would not matter to the Government. He implored the audience to fight.
3. Councillor Fowler repeated Robert Balzola's plea for everyone to be involved.
4. Councillor Paul Sinclair also asked for everyone to be involved.
5. Lean Warren offered to help people form action groups and put a motion to thank John Green and the school.

# **Second Sydney Airport Proposal Community Meeting Record of Meeting**

**Date:** 23 May 1997

**Time:** 7.30pm

**Location:** Elderslie High School, Camden

**Attendees:** Approximately 300 - 400 members public.

**Speakers:**

Mayor of Camden, Councillor Frank Brooking.

Mark Keogh, Project Manager, Rust PPK.

Kay Vella, Penrith Association Against Aircraft Noise.

Greg Frawley, Macarthur Anti Airport Group.

John Green, Deputy Principal, St Patricks College, Campbelltown.

Liz Kernohan, State Member for Camden.

John Fahey, Federal Member for Macarthur.

Rust PPK representatives:      Fiona Court  
   Susan Crick

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## **PRESENTATION**

### **Mayor G Frank Brooking**

Welcomed everyone, apologising for the change of date and stated the purpose of the evening and rules for the evening.

### **Mark Keogh, Project Manager EIS, Rust PPK**

Mark gave a summary of the purpose of the EIS, its main activities, the approach and how the proposal was being developed. He told the audience what to expect from the draft EIS and that it would not make recommendations. He said there would be time to comment on the draft later and clarified what the pre-draft EIS stage is all about.

### **Kay Vella**

Kay congratulated Camden Council for putting the welfare of the community before job creation. She said her association had never supported Holsworthy as an alternative to Badgerys Creek but it did support putting a second airport outside Sydney.

She said that while some thought residents around Badgerys Creek should be prepared for an airport there, the first proposal was for a smaller airport. The latest proposal, being much better, was not supported and would affect people just as badly as one at Holsworthy.

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She concluded by reaffirming her association's call for a second airport outside the Sydney basin.

**Greg Frawley**

Greg also said his group did not want a second airport in the Sydney basin. He gave an account of all the groups which had formed to fight the airport and said he could not understand why the anti Holsworthy groups had not openly protested an airport in the Sydney basin.

He said there are now some new groups forming who are looking at the impacts on small business, e.g. doctors, housing estates, businesses associated with Camden airport, restaurants and schools.

Greg also discussed the possible effects of an airport on air quality, saying that many of the gases from plane emissions were cancer causing.

He also said that the noise could cause tinnitus. Other effects he mentioned were:

- effects on education
- effects on performances at theatres, restaurants and clubs
- fuel dumping
- psychiatric illnesses
- sleep interruption and its results
- threats to water supplies.

He said the alternative was to put the airport outside Sydney basin on a centre which wants it.

He asked Liz Kernohan to state why she had appeared to publicly ignore the issue and he asked her instead to take charge and lead the campaign.

He asked John Fahey to support his community saying that his seat of Macarthur should come first.

The Mayor announced that Campbelltown Council joined the Alliance of Western Sydney Mayors today (23/5/97).

**John Greene - Education Airport Group**

Mr Greene spoke about levels of noise and their effects on education. He said the noise would affect 800,000 people and the fact that there would be no curfew was of particular concern.

He said for children in school noise could affect reading skills, long term memory, cognitive skills and distractedness.

He said that the airport would bring about environmental slaughter in the interests of economic rationalism and that the EIS was simply about minimising the impact.

He urged people to let the Government, Mr Fahey and Rust PPK know their feelings and urged them to respond to the EIS when it comes out.

**SECOND SYDNEY AIRPORT PROPOSAL  
RECORD OF COMMUNITY MEETING - 23 MAY 1997**

**Liz Kernohan MP**

Liz Kernohan said the airport is not a State Government matter. She said she could not respond to the proposal until she knew the facts. When they are known and she could see what the effects were she would fight to support her constituents accordingly.

**John Fahey MP**

John Fahey said that the Government had made no decision on any site and that there were no preconceived outcomes. The options are still open including the right and choice to discard each and every one of them.

He said that he had supported the need for second Sydney airport but before Badgerys Creek was designated, a proper study was needed. The process had to be thorough and transparent and an auditor had been appointed to assist in this.

He said that "we are about 6 weeks away from seeing a draft".

He said he was also concerned about the air, the environment in Holsworthy, the Georges River, the lives of people, additional traffic, flora and fauna and if he was not convinced the airport could proceed he would speak to the Government and public.

He said he believed the Government would be courageous enough to make the right decision. He also said that there is a limit to how much could be paid and where the airport could go because of this.

He urged people to look at the draft EIS and to constructively and accurately make submissions about it.

**ISSUES AND QUESTIONS**

1. How much does the Government expect us to pay. (Answer: Fahey: There are limits to what the Government can afford.)
2. Why is the Government and the opposition even considering putting another airport in the Sydney basin. (Answer: Fahey: 55% of air business is through Sydney. Kingsford Smith will reach its capacity in 2005.)
3. Why is there no curfew? (Answer: Fahey: For the convenience of people coming here, but if impossible then that is a black mark against the proposal.) How will aviation fuel be transported? (Answer: Fahey: by fuel line.) Why choose Holsworthy when there were 8 other sites in the original investigation? (Answer: Fahey: Earthworks and unexploded ordnance too expensive then but now may be possible.)
4. Why was \$11.1M spent in acquiring sites around Badgerys Creek in the last financial year. (Answer: Fahey: This is a carryover from previous contractual obligations.)

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5. Is the decision up to Mr Sharp or Cabinet. (Answer: Fahey: It's a Cabinet decision and there has not yet been any discussion about it in the Cabinet.)
6. What do you expect us to do - we can build or sell (in Badgerys Creek).
7. To Liz Kernohan - Who do you represent - us, yourself or the Government. (Answer: Kennonhan, I will watch and I will represent your views honestly.)
8. To Mr Fahey - why did we hear nothing from you when the decision was announced?
9. We want a public inquiry into the money spent on Badgerys Creek to this day - \$97M is missing. (Answer: Fahey: I will ask the auditors to look into it.) Why is Mr Fahey courting big business at the expense of this community. (Answer: Fahey: The Government will retain regulatory power over a privately run airport, and will control how it is run. The sale will benefit community by debt reduction.)
10. To Mr Fahey. This community does not want an airport at Badgerys Creek or Holsworthy. Will you listen to our electorate? (Answer: Fahey: Yes.)  
  
Why is it not an option to open an airport at Newcastle where they need jobs. (Answer: Fahey: Conclude this study first.)
11. Please oppose this airport anywhere it will effect people. (Answer: Fahey: I will see who will and won't be affected.)
12. The whole of Campbelltown and Camden will be one black-hole. Please look at the environmental and personal costs - not the economic costs. (Answer: Fahey: I think the environmental and personal costs are more important that the economics.)
13. **Peter Primrose**  
  
Drawing parallel with the chemical plant here - before its EIS the Government though it would be a good idea. The same goes for this - the fact that they are thinking about it what I oppose - no second airport in the Sydney basin.
14. **Councillor Blyton - Campbelltown City Council**  
  
To Fahey: You didn't know all the facts when you backed the Olympics. Can you really stand the noise you heard (broadcast aircraft noise). It would lead to industrial deafness. Stand up with us, why don't you.
15. **Julie Bourke, Ambarvale**  
  
To Fahey: I ask you to support us by telling Mr Sharpe we don't want an airport in the Sydney basin. The temporary inconvenience for airport users should not override the permanent convenience for us. (Answer: Fahey: Yes I will.)
16. To Fahey: Do you really think the decision will be based on the EIS when less than 1% of proposals are knocked back because of an EIS.

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17. Why won't they tell us how long it will be before a decision and please can we have a reasonable period - at least 6 months - to respond. (Answer: Fahey: Please write to me and to Rust PPK about your thoughts.)
18. Why did SMEC have to work without pay to monitor the process and why was a contract only recently signed. Doesn't it contravene the recommendation of the Senate Standing Committee Inquiry into the third runway EIS? (Answer: Fahey: Does not contravene the recommendations.)
19. Will Mr Fahey allocate \$100,000 to help this electorate fight the airport. (Answer: Fahey: Could give consideration to something which is broadly representative of the community.)
20. If this EIS says Badgerys Creek and Holsworthy are not possible, are the restrictions on Badgerys Creek going to be lifted. We're not going through this again. (Answer: Fahey: I'll look into it.)
21. Why has the offshore option not been mentioned or seriously considered? (Answer: Fahey: Paying for it would depend on selling Mascot. It only has N/S runways.)
22. Will the 2 Members of State Parliament (Peter Primrose and Liz Kernohan) go back to Parliament House and demand those results be released now. (Answer: Fahey: The draft EIS will be released in 6 weeks.)



# **Second Sydney Airport Proposal Badgerys Creek Community Group Forum Record of Meeting**

**Date:** 3 June, 1997

**Time:** 7.00 pm

**Location:** Park Royal, Parramatta

**Attendees:** John Harding, SWAG  
Sandra Prout, BAAAN  
Chris Berkeley, BAAAN  
Manny Poularas, HAAAN  
Lyn Champion, HAAAN  
Gary Ryan, FRAAN  
Gloria Bloom, MAAG  
Peter Cork, FRAAN  
Alison Dunn, BAAAN  
Greg Frawley, MAAG  
Kay Vella, PAAAN  
Stephen Vella, PAAAN  
Anne Elliott, MAAG  
Nancy Watson, MAAG  
John Uren, PRAAAP

John Rogers, Director, Airplan  
Warwick Bigsworth, Airservices  
Wendy Adam, Principal Consultant, Transport Planning, Rust PPK  
Susan Crick, Community Consultation, Rust PPK

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## **PRESENTATIONS**

- 1 Susan Crick welcomed everyone and gave an overview of the progress of the EIS. She also gave answers to the questions which had been put by groups before the meeting.
- 2 Road and Rail Access - Wendy Adam.  
Wendy Adam gave a presentation on the options for road and rail access to the Badgerys Creek and Holsworthy sites. She emphasised that these were only options so that the EIS studies could estimate the impacts - they were no means to be regarded as final.
- 3 Flight Paths – John Rogers and Warwick Bigsworth.  
John gave a brief presentation about the flight paths, having determined that everyone present had read the flight path booklet. He emphasised that the flight paths as presented were options only and should be regarded as the extreme of possibilities for the purposes of assessing all possible impacts. He said that the flight paths would later be determined by

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RECORD OF COMMUNITY GROUP FORUM - 3 JUNE, 1997**

noise impacts, traffic volumes and patterns.

He and Warwick Bigsworth then answered questions by the group representatives.

## **ISSUES AND QUESTIONS**

### **1 The EIS - General**

- Groups want access to the technical papers through the Internet.
- Groups questioned the confidentiality of the measurements used by the consultants in arriving at their conclusions.
- Concern about the degree to which education would be addressed in the EIS and where.
- Concern about the cost of the EIS and access to the EIS and how the groups would be able to afford them.
- Concern about property values and how they would be assessed - would they include consideration of the "economic dieback" which had occurred for property values around Kingsford Smith airport.
- Concern about where there would be community access centres after the draft EIS was on display. It was suggested that the groups make submissions about this.
- Concern about delivery of the flight path material and why some were apparently delivered to households.
- There was some discussion about the possibility of the Government selling airport in the future and why this was not specifically mentioned as part of the community consultation.
- The use of Imperial measurement compared with metric on maps was discussed.

### **2 Road and Rail Access**

- Concern about traffic jams on the M4 since there will be increased traffic in both directions.
- There was adamant opinion that both Mamre and Luddenham Roads would be used as main access routes.
- Concern about the degree to which roads would be used compared with the assumptions made by the study - it was felt that the more roads are built the more they would be used. Also some doubt was expressed about the low variation between traffic volumes between peak hours, normal hours and weekends.
- Interest in how access to Option B would be built and which contractors would be used and how the associated infrastructure would be built. Doubt about whether there are companies capable of this construction.
- Concern about whether there would be a toll on any new roads. Tolls are an issue.
- Concern about the travel time for those who use the rail route through Glenfield and what is being planned along the route - other towns? Where would people get on the train to come to Badgerys Creek.
- Concern about the degree of cut and fill needed for Holsworthy South option.

### **3 Flight Paths**

- Concern about the incorrect naming of Hoxton Park Rd in the flight path brochure and about what other mistakes there may be in the brochure.
- Issue about the difference between the first leaked flight paths and the latest brochure.

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- Concern about “fuel dumping” and the threat of this to air pollution, water pollution and results of the possibility of fuel landing on electricity substations. Confusion over frequency of fuel dumping compared with fuel venting due to technical failure in planes. Participants stated that no matter what the cause, they were concerned about the effects of fuel being dispersed from planes over the Sydney area.
- Concern that the impacts would be diluted as they were (alleged to be) in the Eastern Distributor EIS and threat made that a class action would be taken out against all associated with the EIS on the basis of professional incompetence.
- Question about why the flight paths stop at 19km and how people would know where the planes would be going if they lived further out than this.
- Concern about how the Holsworthy North option would operate in concert with KSA and whether they can operate independently.
- Questions about the fact that the leaked document said that Holsworthy North would have the most impact and that Badgerys Creek option C would have the least.
- What kinds of obstructions have to be avoided with these flight paths eg the reactor.
- (In response to the combined flight path diagrams shown.) Concern about the elevation and noise levels between KSA and Badgerys Creek around Parramatta.
- Interest in how the no go option is being assessed.
- Confusion about the fact that the new airport would be for domestic or international operations and concern about the fact that the EIS is assessing airport operation for both.
- Interest in how Bankstown and other airport would fit with these flight paths and the practicality of the suggested flight paths etc.
- Concern about introducing this level of complexity to Sydney and the potential for loss of good safety record for Sydney so far.
- Concern about visibility during fog at Badgerys Creek and how this would affect the curfew at Kingsford Smith.

# Second Sydney Airport Environmental Impact Statement

## South West Sydney - Community Group Forum

### Record of Meeting

**Date:** Wednesday, 11 June 1997

**Time:** 7.30 pm - 10.00 pm

**Location:** Sandy Point Community Centre, St Georges Crescent, Sandy Point

<b>Attendees:</b>	Keith Richardson	Campbelltown Anti-Airport Group
	Geoff Dwyer	Campbelltown Anti Airport Group
	Jenny Goodfellow	29 Lugarno Ave, Leumeah, 2560
	Barry Durman	Georges River Environmental Action Team
	Beth Michie	Georges River Environmental Action Team
	Rob Michie	Georges River Catchment Management Committee
	Reg Lustenhouwer	An annoyed resident
	Alison Megarrity	Councillor, Liverpool City Council
	Sharyn Cullis	Georges River Environmental Alliance
	Lesley Ohlin	Engadine Action Group
	Olwyn Tavindale	Sutherland Shire Residents Against Holsworthy Airport
	Phil Smith	Sutherland Shire Residents Against Holsworthy Airport
	John Wilson	No Holsworthy Airport Action Group
	Barbara Devnie	Campbelltown Anti Airport Group & ABA Inc.
	Russell Winlaw	Liverpool City Council
	Michael Clunne	South West Sydney Community Alliance - Bankstown
	Richelle Herron	South West Sydney Community Alliance
	John Peart	NPA 11 Kenwood Road, Wedderburn 2560
	Wendy Davies	Friends of Smiths Creek, Campbelltown
	Bob Barnes	Wedderburn Community Group
	Margaret Bryant	Campbelltown Anti Airport Group PO Box 57
		Campbelltown 2560
	Jim McGoldrick	South West Sydney Community Alliance - Wattle Grove
	Ian Carroll	Illawarra Against Holsworthy
	Leon Warren	Campbelltown Anti Airport Group
	Carolyn Burrett	South West Sydney Community Alliance - Bankstown
	Brian Burrett	South West Sydney Community Alliance - Bankstown
	Fiona Court	Rust PPK
	Mark Keogh	Rust PPK
	Hugh Milloy	Department of Transport and Regional Development
	John Rogers	Airplan
	Chris Jarvis	Airplan
	Warwick Bigsworth	AirServices Australia
	Barry Murray	Wilkinson Murray

**Apologies:** Rowena Lennings

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**1. Airplan Presented on Preliminary Flight Paths - Information Update No. 4**

**Questions and Statements**

What if the runway alignments are altered slightly and thus the Flight Paths are changed - is a new EIS needed? How much 'variation' would produce a new impact ?

Three quarters of the areas surrounding the Holsworthy options will have at some stage planes overhead. A better understanding of Flight Paths will only be gained when noise impacts are understood.

Why do the flight paths show a sharp turn over the Campbelltown area ? Planes appear to do a 180 degree turn on flying over these populated areas - why don't the flight paths extend further south over less populated areas ?

Is the major goal of the proposal to avoid impacting on people ?

What were the priorities that led to the selection of the current runway proposals?

In designing the Sydney Airport flight paths, AirServices Australia took on board public input during community meetings. This input was valued by participants and the same process should be employed in planning for this facility.

Were population centres addressed in the proposal location decisions and in the design of the proposal runways ?

With the current Holsworthy options, gliding facilities, ballooning, aerobatics, hang gliding all will not be able to operate.

Is the situations created with plane 'crossovers' from Sydney traffic meeting second airport traffic dangerous ? Are conflicts created with Mascot airport ? If they must operate in a complementary fashion, will east west movements at Sydney Airport be compromised to 20%, ie. less planes using the east west runways and more using the north south runways.

**Conclusions**

The Forum was dissatisfied with the length of time to discuss Flight Path Issues and the amount of consultation over Flight Paths. More Forum meetings on more regular basis are requested. Minutes taken by the chairperson are unacceptable. Recreational areas cannot be considered as noise sinks.

**2. Barry Murray Presented on the Noise Methodology - Information Update No. 3**

**Questions and Statements**

The large areas of vegetation and used for recreational purposes to the south and east of Holsworthy are not to be considered as noise sinks.

**SOUTH WEST SYDNEY - COMMUNITY GROUP FORUM**  
**RECORD OF MEETING - 11 JUNE, 1997**

As part of the consultation over impacts, publicised plane overflights should be organised over populated areas so residents can experience actual impacts. This should be put forward to the Department of Transport as a proposal.

The noise impact studies need to plot schools, child care centres and assess impacts of high noise levels.

The Falling on Deaf Ears Report discussed some inaccuracies with the noise modelling. How accurate is the INM model used for this assessment ?

What happens with a change of Government and Government policy - do the studies have to be recommenced.

The Guidelines for undisturbed sleep should be 30 dB(A) with peak levels at 45dB(A).

Will there be a noise analysis on Sydney Airport operations for each option because of the potential impacts of the second Sydney airport including changed flight paths, cross overs forcing aircraft to fly lower etcetera.

How will the impacts of low frequency noise on the elderly or people with impaired hearing be measured ? Will this be assessed ?

Would dB<sup>©</sup> better describe aircraft noise than dB(A) ?

### **3. General Discussion**

#### **Questions and Statements**

What limitations are created for the operation of an airport by the weather conditions ?

Is it possible for planes to undertake a 180 degree turn as per Holsworthy Option B, Landing From the North and Take off to the South ?

The EIS needs to state there has been no opportunity for community comment on the Preliminary Flight Paths.

GREAs are unhappy with the standard of material being presented, in particular the Preliminary Flight Path brochure. The diagrams are misleading as they don't show where non jet aircraft would fly, especially to the north east over Sutherland.

There is concern that many studies are being conducted in a preliminary fashion and that the details will not be made available until after a decision is made.

What would be the effects of a curfew on Flight Paths ?

Does the Commonwealth own all the land necessary at Badgerys Creek ?

Has the effects of noise on animals been assessed such as poultry farming, domestic animals.

**SOUTH WEST SYDNEY - COMMUNITY GROUP FORUM  
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What is the release date of the EIS and the timing of the decision making process? Greater use of the mass media needs to be employed in advertising the availability of the Draft EIS. Sections of the Draft EIS should be placed on the Internet. The period of display of the Draft EIS should be at least six months. What will be the cost and availability of the Draft EIS and Technical Papers ?

How can access be gained to the data and recommendations of the financial feasibility study. What is the method used to assess economic impacts in the Draft EIS. If just a regional multiplier, is this sufficient ?

How will the potential impacts of fuel dumping be assessed ?

What is the planned future use of Sydney Airport ?

What additional studies will need to be done after the Draft EIS has been on display, what studies will be completed by the auditor and by when ?

## **MOTIONS PASSED**

That this Forum objects to the fact that the discussion on flight paths will not be included in the Draft EIS. This Forum believes that the study is not fully open.

This Forum objects to the fact that there is no study of the dB<sup>©</sup> or the effect of non-jet aircraft.

That this Forum objects to the fact that a full environmental study has not been undertaken on the Holsworthy site.

That this Forum rejects any airport in Holsworthy Military Area.

## **FOLLOW UP**

Information on health impacts of noise to be forwarded to Beth Michie, Education Manager, The Hammond Village Judd Avenue, Hammondville NSW 2170

Information on the Flora and Fauna methodology to be forwarded to Barbara Devnie, Campbelltown Anti Airport Group.

Rust PPK to attach Ministers Statements on future of Sydney Airport.

## **Appendix G**

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Meetings with Local Government



TABLE 4.2 MEETINGS WITH LOCAL GOVERNMENT

Local Government Area	Meetings with Elected Representatives	Meetings with Staff
MACROC Planners		7 November 1996
WSROC Planners		8 November 1996
Council Community Development Managers		19 December 1996
Sutherland Council	8 November 1996	8 November 1996
Wollondilly Council	18 November 1996	18 November 1996
Hurstville Council	27 November 1996	27 November 1996
Campbelltown Council	3 December 1996	3 December 1996
Fairfield Council	4 December 1996	4 December 1996
Camden Council	9 December 1996	9 December 1996
Bankstown Council	12 December 1996	12 December 1996
Blacktown Council	16 December 1996	16 December 1996
Blue Mountains Council	19 December 1996	19 December 1996
Holroyd Council	23 January 1997	23 January 1997
Liverpool Council	3 February 1997	25 October 1996
Penrith Council	10 February 1997	10 February 1997

## **Appendix H**

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Groups Represented at Community  
Group Forum Meetings

*Badgerys Community Group Forum Meetings*

Groups represented at the Forum Meetings included:

- Badgerys Creek Progress Association;
- Blacktown Association Against Aircraft Noise;
- Fairfield Residents Against Aircraft Noise;
- Holroyd Association Against Aircraft Noise;
- Parramatta Residents Association Against Aircraft Noise;
- Penrith Association Against Aircraft Noise;
- Silverdale Warragamba Action Group;
- South West Community Alliance;
- Sydney West Anti-Airport Alliance; and
- Sydney West Airport Residents Panel.
- Kemps Creek Precinct Committee; and
- Macarthur Anti Airport Group.

*Blue Mountains Community Group Forum*

Groups represented at the Forum Meeting included:

- Blue Mountains Bushcare Network;
- Blue Mountains Catchment Management Committee;
- Blue Mountains Conservation Society;
- Fairy Dell Restoration Committee;
- Nepean Greens;
- Penrith Association Against Aircraft Noise; and
- Springwood Winmalee Action Group.

### *Holsworthy Community Group Forum Meetings*

Groups represented at the Forum Meetings included:

- Blaxland and Environs Airport Resistance;
- Darkes Forest Progress Association;
- Georges River Catchment Management Committee;
- Georges River Environmental Alliance;
- Georges River Environmental Action Team;
- Lugarno Progress Association;
- National Parks Association;
- No Holsworthy Airport Action Group;
- Sandy Point Progress Association;
- South West Sydney Community Alliance;
- Sutherland Shire Residents Against Holsworthy; and
- Sydney West Airport Residents Panel.
- Illawarra Residents Against Holsworthy; and
- Wedderburn Community Association.
- Campbelltown Anti Airport Group;
- Engadine Action Group; and
- Friends of Smiths Creek.

## **Appendix I**

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### Response Sheet Formats





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[Home](#) | [Overview](#) | [Regional Map](#) | [Badgerys Creek](#) | [Holsworthy Military Site](#)

[Information Updates](#) | [Information Days & How to Find out More](#) | [E-mail](#)

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## Response Form

### What are the important issues?

Obtaining the views, concerns and opinions of the community is an important part of the environmental assessment process. To ensure these views are taken into account and fully documented, tick the box(es) which relate to the issue of most concern to you and complete your response in the appropriate space. Your comments will be noted when recording your submission.

☐ **PROCESS**

- ☐ Timelines for EIS Preparation
- ☐ Guidelines for EIS Preparation

☐ **CONSULTATION**

- ☐ Suggestions

☐ **ISSUES**

- ☐ Airport Need & Role
- ☐ Airport Options
- ☐ Airport Planning & Proposals
- ☐ Assessment Methodology
- ☐ Regional Planning, Services & Infrastructure
- ☐ Air Quality
- ☐ Soil & Water

- ☐ Flora & Fauna

- ☐ Visual & Landscape
- ☐ Resources, Energy & Waste Management
- ☐ Hazards & Risk
- ☐ Noise
- ☐ Hazards & Risk
- ☐ Land Use & Ownership
- ☐ Heritage
- ☐ Traffic & Transport
- ☐ Community Health
- ☐ Economic Issues & Property Values
- ☐ Social Impacts
- ☐ **OTHER**

Can you please identify whether your comments relate to:

- ☐ **Badgerys Creek site**      ☐ **Holsworthy Military site**      ☐ **Both sites**

### Comments:

[illegible]

**Your name and address is optional. Your personal details are considered confidential.**

Name: \_\_\_\_\_

Date: \_\_\_\_\_

Resident/Organisation:

Phone Number: \_\_\_\_\_

Address: \_\_\_\_\_



NAME: \_\_\_\_\_ DATE: \_\_\_\_\_

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_