



9 December 2008

Mr Ted Plummer
Manager – Major Projects Consultation and Communications
Master Plan Update
Sydney Airport Corporation Ltd
Locked Bag 5000
Sydney International Airport NSW 2020

Dear Sir or Madam,

Re: Sydney Airport Master Plan 2009

Thank you for the opportunity to comment upon the Preliminary Draft Master Plan (PDMP).

The airport being a major contributor to the economy of NSW and Australia, as well as to the local area, SSROC is generally supportive of its operations and pleased to see forward plans that further enhance this contribution. The emphasis on continued reduction in the impacts of airport noise is welcome, as are the initiatives targeted at water and energy efficiency. SSROC is keen to see the airport develop as an integral part of the region, both as a local employer as a key component in local tourism.

SSROC has identified a number of concerns in relation to some aspects of the PDMP, primarily related to its integration into broader plans for Sydney at the local and the State level.

1. The PDMP puts an emphasis on non-aviation development, which is inappropriate as it goes well beyond services necessary for effective operations and traveller/worker amenity. The key criterion for commercial operations appears to be just the capacity of a business to pay the rent demanded; perhaps based on the assumption that only businesses that complement the airport will be prepared to pay that rent. The PDMP should specify what “complement” means in the context of “Sydney Airport will consider commercial opportunities to complement these developments” (section 11.1). The term “highest and best use” also requires definition.

As currently articulated, no vision or strategy for the commercial development of the airport is conveyed. SSROC infers that any revenue-generating development is acceptable to SACL, which makes impossible any assessment of the impacts on other commercial and industrial areas in the vicinity of the airport or in the region. Nor is it possible to assess the impact on the regional transport infrastructure.

2. The PDMP is not integrated into the NSW Government’s Metropolitan Strategy: the two should be integrated to achieve a value proposition for the airport that is greater than it might achieve alone, and brings the economic and social benefits of the airport to the area in which it is located while minimising adverse environmental impacts.

For example, the PDMP acknowledges the Cooks Cove development, but references lack substance in terms of how the airport and development might mutually benefit.

3. In terms of transport improvements, the PDMP is focused on internal airport traffic, and does not put forward any analysis of the impact of the proposed changes to landside access on transport or public infrastructure. This is critical to any future development. The issue of passenger and employee access to the airport is critical to future operations, needs to be properly analysed and the PDMP modified to address the issues that arise. SSROC would like to see the airport accessible from the whole southern Sydney region by (potential) employees and passengers; the PDMP seems to emphasise travel from the CBD. Accessibility should be from the South and West as well as from the North, and should include provision for local travel by bicycle and on foot, as well as by car and public transport.

Furthermore, such analysis as has been done appears to be based on the Airport Ground Travel Plan of 2006, which supported the previous Master Plan. It is likely to be significantly outdated and not sufficiently robust for this new plan; it should be reviewed and revised before being relied upon for future development.

For the avoidance of doubt, SSROC is not suggesting that SACL should provide services such buses and trains, merely that SACL's analysis of traffic and demand should be a key input to its stated intention of working with NSW Government.

The shift of 5 per cent to public transport is a very low target. SSROC appreciates the intention of SACL to work with State Government, but suggests that it should target a much higher mode shift by 2024 appropriate to its stated support for sustainable transport.

4. The PDMP does not demonstrate any commitment to environmentally sustainable development, taking a rather piecemeal approach without strategically addressing major issues such as climate change, greenhouse gas emissions, waste management and water use. For example, there is no suggestion in PDMP of any connection between SACL's approach to commercial development and the carbon neutral strategy that it claims (section 14.2) to have adopted.

SSROC would like to see these issues addressed before the Master Plan 2009 is submitted to the Minister. Thank you for seeking feedback from SSROC, and we look forward to seeing the airport's operations improve environmentally, economically and socially within the southern Sydney region.

Yours sincerely,



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