

RESPONSE TO THE NATIONAL AVIATION POLICY GREEN PAPER



**Submission to the Department of Infrastructure, Transport
Regional Development and Local Government**

Submission By:

Western Sydney Alliance

27 February 2009

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SUBMISSION OVERVIEW

The Western Sydney Alliance strongly supports the process introduced by the Australian Government to develop a National Aviation Policy Statement, or White Paper, and this submission is made as a constructive contribution to that policy development process. The Alliance also acknowledges and appreciates the decision announced by the Australian Government not to construct a second Sydney airport at Badgerys Creek. The key conclusions and recommendations of this submission are:

CONCLUSIONS

The Badgerys Creek Site Issue: We believe that the future use of the Badgerys Creek site should be resolved by a joint task force comprising all levels of government, together with business and community representatives. The site represents a significant community asset, and its best future use warrants an all of government and all of community approach.

The Second Sydney Airport Issue: In our view, the question of a site for a second Sydney airport can only be resolved if the potential roles of other existing airports, including Canberra and Newcastle, and the transport synergies offered by a complementary high speed rail system, are taken fully into account.

Integration of Airport and Rail Systems: We believe that the Australian Government should require that future consideration of major new airport developments, including any second airport to meet the needs of Sydney and associated regions, takes fully into account the roles and potentials of both air and ground transport infrastructure. This will mean that airports will no longer be considered and assessed as “islands”, but rather as part of a more holistic, integrated and sustainable transport infrastructure system for Australia.

Airports and Greenhouse Gas Emissions: The correct siting of new airports, and the replacement of private vehicle use with more greenhouse efficient transport systems, including rail and increased and improved public transport networks, can in our view contribute to a significant reduction in the overall per capita greenhouse emissions associated with airport activities.

Other Air Pollution Issues: Great care will need to be taken during any future development in or impacting upon Western and Southwestern Sydney, including not only airports but residential and commercial development to avoid an undue reliance on private motor vehicle use; to ensure that air pollution levels are held within safe and acceptable limits, and that air pollution does not in fact become a limiting factor on future growth and development in the region.

Noise and Curfew Issues: We believe that the introduction of an appropriate high speed rail system will open the way for the more effective integration into the regional transport network of existing curfew free airports, and will introduce the possibility of new airport sites, if required, in areas where operating curfews will not be required.

Aviation Impacts on Water Quality & Security: This issue of water storage and distribution infrastructure, important at the time of the original environmental assessment of the Badgerys Creek Airport proposal, has now become a matter of even greater urgency and community priority. Any airport site that presents a major and significant additional risk to Sydney’s water storage and catchment systems, or those of other cities and regions, is inappropriate.

The Potential Role and Benefits of High Speed Rail: One of the great advantages of a new high speed train system is that it will very largely overcome the need to identify or hold reserved land for a second Sydney airport within the Sydney basin, by providing time and cost effective transport links to existing airports at Canberra and Newcastle, and by introducing new airport site possibilities along the new high speed rail path.

A Prioritised and Integrated Approach to Transport Planning: Central to this submission is the very strong view that a successful outcome in respect of aviation policy will require careful consideration of policy settings in related transport and planning areas, and the adoption of a prioritised and integrated approach to the planning and implementation of all of the issues involved. Aviation does not exist in isolation from other transport modes, and from the community generally. We believe that the emerging National Aviation Policy Statement should fully reflect this reality.

RECOMMENDATIONS

On the basis of these conclusions, the recommendations of this submission are that the Australian Federal Government:

- 1. Should, as a matter of urgency, make the necessary changes to the Airports Act 1996, and to other relevant commonwealth legislation and regulations, to ensure that the Badgerys Creek site is no longer designated as an airport site, and cannot again be so designated in the future;**
- 2. Should commission a joint task force comprising all levels of government, together with business and community representatives to determine, plan and initiate the best and most sustainable future use of the Commonwealth's 1700 hectare Badgerys Creek site.**
- 3. Should not include sites within the Sydney basin in any consideration of the location of a new second airport for Sydney;**
- 4. In its consideration of Sydney's future airport and aviation needs, should take very careful account of the capabilities of all existing airport facilities, including in particular airports at Canberra and Newcastle;**
- 5. In its consideration of Sydney's future airport and aviation needs, should take very careful account of the very significant potential role of high speed train systems, in particular the transport synergies offered by such systems when considered in conjunction with existing airports;**
- 6. Should not consider the role of airports in isolation, as has in most instances been the case in the past, but should instead consider the role of airports as part of prioritised and integrated approach to the planning and implementation of all of the transport, social and environmental issues involved; and**
- 7. Should ensure as a priority that future airport and aviation policy for Sydney, and other cities and regions of Australia, forms part of a prioritised and integrated transport plan.**

1 THE WESTERN SYDNEY ALLIANCE

The Western Sydney Alliance comprises Mayors, Councils and community groups from a number of Western and Southwestern Sydney Councils.

The Alliance was formed twelve years ago to deal with a number of serious concerns regarding the then proposed development of a second Sydney airport at Badgerys Creek.

Members of the Alliance during this eleven year period have included Baulkham Hills Shire Council, Blacktown City Council, Blue Mountains City Council, Camden Council, Campbelltown City Council, Fairfield City Council, Holroyd City Council, Parramatta City Council, Penrith City Council, and Wollondilly Shire Council, together with community groups from the various local government areas involved.

The objectives of the Alliance, which have remained consistent throughout its period of operation, are summarised below:

- ❑ **Opposition** to the development of a second Sydney airport at Badgerys Creek; or elsewhere within the Sydney basin;
- ❑ **Opposition** to any major expansion of Bankstown Airport, including in particular opposition to the introduction of Boeing 737 (and equivalent) commercial jets;
- ❑ **Support** for the position that no significant changes to the operation of Bankstown Airport be initiated without full and appropriate consultative and environmental assessment processes;
- ❑ **Support** for the disposal by the Commonwealth of all land currently held at Badgerys Creek for airport development, and for the joint and cooperative development by all levels of government of an alternate development strategy for this land, based on sustainable outcomes of optimum value and benefit to the community;
- ❑ **Support** for the optimum management and performance of Kingsford Smith Airport, subject to the proper and reasonable management of environmental and social impacts, within existing movement cap and curfew limitations;
- ❑ **Support** for detailed studies of a regional high speed train link between Newcastle, Sydney and Wollongong, and an east-coast high speed train network, and associated transport infrastructure, as part of an integrated transport strategy that would overcome the need for a second major airport at Badgerys Creek or elsewhere within the Sydney basin; and
- ❑ **Support** for a call on government and opposition parties at both the Federal and State levels to adopt as policy the identification, reservation and development, should such prove to be required in the long term, of an alternate major airport site, outside the Sydney basin.

In opposing the development of a second Sydney airport at Badgerys Creek, or elsewhere in the Sydney basin, the Alliance has achieved and maintained the support of the Federal Labor Party (through the resolution adopted at its January 2004 Conference and maintained since), the NSW Local Government Association (through the resolution of its special conference on the second airport issue in February 1998, which has been maintaining at all subsequent annual NSW LGA Conferences), the NSW State Government, the NSW State Opposition, "minor" parties at both the state and federal level, and church, education and community groups at interest throughout Western Sydney.

This document provides an overview of the policy and position of the Western Sydney Alliance as it relates to relevant areas of national aviation policy, particularly in the context of the Australian Government's recently announced intention to develop a National Aviation Policy Statement.

Details of some previous Western Sydney Alliance reports and submissions have been provided for reference at the conclusion of this submission. We would be pleased to provide copies of these documents, if required.

2 TOWARDS A NATIONAL AVIATION POLICY

2.1 The Policy Development Process

The Australian Government has indicated that is committed to developing a comprehensive National Aviation Policy Statement (White Paper).

The purpose of this Policy Statement will be to provide greater certainty for the aviation industry, and to provide clear commitments for users of aviation services and communities affected by aviation activity.

2.2 The Aviation Green Paper

In April of this year, the Federal Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Anthony Albanese, released an Issues Paper titled "Towards a National Aviation Policy Statement" as a basis for consultation and engagement, and to encourage industry and community input to assist the Australian Government's development of a National Aviation Policy Statement.

On December 2 2008, following consideration of submissions made to the earlier issues paper, the Australian Government released an Aviation Green Paper which describes the initiatives and policy settings the Government is proposing to ensure a prosperous aviation industry that delivers:

- the highest standard of safety and security,
- competitive aviation markets and services,
- investment in infrastructure and
- environmental responsibility.

The Government has invited submissions to the policy development process from interested stakeholders, based on the Green Paper

The Government has also indicated that, taking into account responses to the Green Paper, a detailed National Aviation Policy Statement, in the form of an Aviation White paper, will be released in the latter part of 2009.

2.3 The Western Sydney Alliance Perspective

As indicated in Section 1 above, the Western Sydney Alliance represents a broad base of local Councils and community groups with a direct interest airport and aviation policy, particularly in relation to the important questions of additional airport capacity for Sydney, and the site for any future second Sydney airport.

This document presents a contribution to the national aviation policy development process, in the form of a submission to the Aviation Green Paper. It reflects the position carefully researched, developed and articulated by the Alliance, and its member Councils and community groups, over the past decade.

In this submission, the Alliance has focussed on those areas of aviation policy and impact of relevance to it; to its constituent Councils and community groups; and to the Badgerys Creek Airport and second Sydney airport issues that have been, and remain, central to the policies and activities of the Alliance.

Accordingly, the specific issues addressed in this submission are as follows:

- The Badgerys Creek Site
- Sydney's Future Aviation Needs
- The Second Sydney Airport Question

- ❑ Alternatives to a Second Sydney Airport
- ❑ The Potential Benefits of High Speed Rail
- ❑ Environmental Considerations
- ❑ The Need for an Integrated Approach
- ❑ The Need for Certainty

These matters have been addressed throughout the balance of this submission.

3 KEY BACKGROUND ISSUES

Since its formation in 1997, the Alliance has opposed the proposal to construct a second Sydney airport at Badgerys Creek.

This submission touches on some of the key reasons for this opposition, which has primarily centred on concerns regarding the negative social and environmental impacts of a major airport development situated in a geographic basin dominated increasingly by residential areas.

The Alliance therefore totally supports the Australian Government's decision, reflected in the Issues Paper, not to build a second Sydney airport at Badgerys Creek.

In our view the decision not to build an airport at Badgerys Creek presents very real opportunities to increase access to aviation gateways outside Sydney.

We have argued for many years, and repeated briefly in this submission, that the resolution of Sydney's future airport needs to include the provision of high speed ground transport infrastructure.

The provision of such infrastructure, in the form of a high speed train system, will open up access to a number of new aviation gateways, including Newcastle and Canberra in the first instance, followed by regional centres along the path of a progressively expanding east coast high speed train network.

This integration of transport modes is a fundamental aspect of our submission.

It is our very clear view that the resolution of future aviation and airport needs will need to rely, in significant part, on a new balance of integrated air and ground based technologies. One of the many benefits of such an approach will be to increase access to new Australian destinations, including regional destinations.

4 THE BADGERYS CREEK SITE

4.1 The Need to Formally Abandon Badgerys Creek as an Airport Site

The Alliance agrees with the underlying commitment set out in the Green Paper that the Badgerys Creek site is no longer an option for a second Sydney airport.

Despite the undertakings in the Green Paper that the Badgerys Creek site is no longer considered by the Federal Government to be a viable site for a second Sydney airport, the site continues to be formally reserved for that purpose, and continues to be defined by the Airports Act 1996 as an airport.

This site reservation should be formally removed, as a matter of urgency.

4.2 Future Use Of The Site

The future use of the Badgerys Creek site, which comprises approximately 1700 hectares of land, needs to be resolved so that a cohesive and sustainable strategy for the development of the surrounding region can be determined, and implemented.

We believe that the future use of the Badgerys Creek site should be resolved by a joint task force comprising all levels of government, together with business and community representatives. The site represents a significant community asset, and its best future use warrants an all of government and all of community approach.

4.3 Future Sustainability of the Site

Any decision regarding the future use of the Badgerys Creek site will need to take into account the need for sustainability. The future use of the site should not involve operations or activities likely to have a negative or detrimental affect on the surrounding region.

5 SYDNEY'S FUTURE AVIATION NEEDS

The question of additional airport capacity for Sydney has been posed, and has failed to be resolved, for at least forty years.

During this period, the concept of building a second Sydney airport at Badgerys Creek emerged as a compromise, but fundamentally flawed solution. The Alliance fully supports the Australian Government's decision to reject this approach.

This decision raises two important questions – firstly the identification of an alternate site for any future second Sydney airport, and secondly the future use of the Badgerys Creek site.

In terms of the first of these questions, it is the view of the Alliance that no sustainable and workable solution can be reached by the consideration of aviation issues alone.

In our view, the question of a site for a second Sydney airport can only be resolved if the roles of other existing airports, including Canberra and Newcastle, and the transport synergies offered by a complementary high speed rail system, are taken fully into account.

6 THE SECOND SYDNEY AIRPORT QUESTION

6.1 Is a Second Sydney Airport Needed?

The Green Paper includes the premise that a second Sydney airport is required, and that the issue is simply one of site selection.

This submission identifies a number of options that may provide sufficient effective airport capacity, through the enhancement of existing airport facilities, or capacity relief through the introduction of alternative transport modes such as high speed rail.

It is considered important that the National Aviation Policy that emerges from the current process includes a provision to test the assumption that Sydney will need a second airport in the light of all identified and available options and alternatives.

6.2 The Reality of Technological Change

Technological change has had, and will continue to have, a very significant impact on the capabilities and capacities of aviation systems, including airports. Issues such as the introduction of higher capacity and quieter aircraft are having, and will continue to have, significant impacts on the net capacities and capabilities of aircraft and airports.

The Alliance believes that these factors need to be taken fully into account in the setting of future aviation policy, particularly policy in relation to future airport capacity requirements.

6.3 The Unsustainability of Sites within the Sydney Basin

Should the National Aviation Policy determine that a second Sydney airport is in fact required, it is the very strong view of the Alliance that the site for any such airport should be outside the Sydney basin.

7 ALTERNATIVES TO A SECOND SYDNEY AIRPORT

7.1 Existing Airports Outside the Sydney Basin

It is the view of the Alliance that the existing airport at Canberra has significant potential for expansion, and particularly if coupled with a high speed rail link to Sydney could provide substantial net aviation passenger and freight capacity for the Sydney region.

Similar capacity potential is associated with either an expanded or new airport in the Newcastle area.

7.2 The Potential Role of High Speed Rail

Appropriate high speed rail systems offer a potential offset to air travel under appropriate circumstances.

The Sydney/Melbourne air route is currently the third busiest in the world, while the Sydney Brisbane route is the tenth busiest. The Sydney/Canberra route is also very heavily trafficked.

An east coast very high speed train (VHST) network linking Melbourne, Canberra, Sydney and Brisbane would very significantly reduce demand for aviation services on these routes, and would therefore be a significant factor in the determination of whether or not a second Sydney airport is in fact required.

The Alliance believes that the potential role of alternative ground transport systems, including very high speed trains, should be very carefully considered before any final decision is taken regarding the need for, and if relevant the location of, a second Sydney airport.

8 THE POTENTIAL BENEFITS OF HIGH SPEED RAIL

The potential importance and significance of high speed rail to the consideration and development of future aviation policy is one of the underlying themes of this submission. The introduction of such a system between Newcastle, Sydney, Wollongong and Canberra could offer very significant advantages in terms of developing an integrated and sustainable transport matrix.

One of the key characteristics of such a system is that it would define a high speed, non-road based access corridor to Sydney directly to, and via, the city's fastest-growing region. Western Sydney would be central to such an approach, rather than ancillary.

8.1 Transport Infrastructure for Sydney's New Population and Growth Centres

Sydney's population is in the process of expanding from its current level of slightly less than five million to more than six million, and this growth will happen within the next twenty years. Much of this population growth will be accommodated in new release residential areas at the city's expanding northern, western and southern margins, and these are the areas least well served by Sydney's existing transport infrastructure, and most vulnerable to the pressures and constraints associated with the current trend towards increasing reliance, and dependence, on private motor vehicle use.

A new high speed train system in the Sydney region would provide significant benefit to these new areas of high population growth.

8.2 A High Performance North/South Transport Link

Sydney's existing heavy rail network has provided the City and its residents with great service over a period of more than a century. However, that system is now showing regular signs of inherent operational limitations and constraints.

Sydney's existing heavy rail system is also radially designed, based on the once accurate assumption that the Sydney CBD was the centre of commerce and employment for the city. That assumption is no longer valid. Sydney's current and emerging transport demand patterns are north south, and

interregional, rather than radially linked to the Sydney CBD. A new high speed train system would provide for these new transport demands, and would provide a major and important complement to Sydney's existing heavy rail and other transport systems in meeting these demands into the future.

8.3 Connections with Existing Road & Rail Based Systems

Any future high speed train system should be based on new technology, and would provide a completely new and additional transport network for Sydney and the surrounding region. However this new system would need to be carefully and effectively linked and integrated with existing road and rail based transport systems at key points.

What is required in our view is the application of proven and innovative leading edge transport technology to provide, in concert with Sydney's existing but constrained transport infrastructure, the basis for a significantly enhanced, effective and fully integrated new transport system.

8.4 Implications for Ground Transport Infrastructure in Western Sydney

A high speed or very high speed train (VHST) network connecting Newcastle, Sydney, Wollongong and Canberra would provide a significant stimulus for the introduction, and viability, of other new rail and ground transport infrastructure in Western Sydney.

8.5 Beyond the Sydney Region

A high speed train system within the Newcastle/Sydney/Wollongong/Canberra regions would have the potential to significantly improve transport amenity within that region. Given the correct choice of technology this Sydney regional system would form the basis for a much more extensive east coast high speed train network.

8.6 Opportunities for Decentralisation

An east coast VHST system would provide a significant stimulus for the development of regional centres along its route, and for the associated decentralisation.

8.7 Airport Implications

Sydney continues to wrestle with the question of long term airport capacity. One of the great advantages of a new high speed train system is that it will very largely overcome the need to hold land reserved for a second Sydney airport within the Sydney basin, by providing time and cost effective transport links to existing airports at Canberra and Newcastle, and by introducing new airport site possibilities along the new high speed rail path.

9 ENVIRONMENTAL CONSIDERATIONS

The aviation industry provides vitally important domestic and international connectivity for the general community, and the general economy. The Alliance believes the key environmental issues involved, and their implications for aviation and airport policy, include the following:

Greenhouse Gases and Climate Change

Aircraft operations, and in particular ground transport operations associated with airports, are significant generators of greenhouse gases, and are therefore significant contributors to the risk of global climate change. The minimisation of these risks needs to be taken carefully into account in the planning and operation of both existing and new airports.

Urban Air Quality Issues

Sydney is sited in an air pollution, in which potentially toxic urban air pollutants including carbon monoxide, ozone, oxides of nitrogen and fine airborne particulate matter are generated, and retained.

The retention of air pollution has been clearly demonstrated to be a more significant issue and risk for Western and South Western Sydney, than for other parts of the city. Airport and associated ground transport activities within the Sydney basin therefore need to be very carefully controlled and managed to ensure that the very serious health risks associated with air pollution are minimised. In these circumstances, the development of any additional airport capacity within the Sydney basin is inappropriate and unsustainable on environmental grounds.

Noise

The impacts of aircraft noise on both the amenity and well being of surrounding communities has been a major focus of the many submissions made to the Australian Federal Government, and others, over the past decade. The noise issue has a very significant impact on both the operation and expansion of existing airports, and consideration of the siting of new airports throughout the world in recent years.

The diminishing numbers of new airports that have been constructed around the world in recent years have been deliberately sited at arm's length from the communities they serve, to avoid noise and other environmental impacts.

It is the view of the Alliance that the best way to manage and minimise the noise impact of new airport facilities is to ensure that the siting of new airports is at an appropriate distance from sensitive communities and activities, particularly previously unaffected communities and activities.

Water Quality

Based on a significant volume of work undertaken over the past decade, the Alliance believes that the assessment of new airport sites needs to take very careful account of water resources and energy distribution systems. These vital infrastructure elements have assumed even greater importance and relevance in recent years.

The importance of Sydney's water catchment, storage and distribution systems provides an obvious illustration of this point, and the issue of water storage and distribution infrastructure, important at the time of the original environmental assessment of the Badgerys Creek Airport proposal, has now become a matter of even greater urgency and community priority. In our view, any airport site that presents a major and significant additional risk to Sydney's water storage and catchment systems, or those of other cities and regions, is simply unsustainable and inappropriate.

10 INTEGRATION, PRIORITISATION & CERTAINTY

10.1 The Integration Imperative

We believe that this is a fundamentally important question, and that the response to it needs to be consistent with the theme of integration that is presented in this submission. In our view, future airport needs should be addressed as part of a prioritised process that considers all of Australia's economic and transport infrastructure needs. The Australian Government will have the opportunity to address this issue through the infrastructure planning and advisory processes currently being developed and implemented.

10.2 Integration and Prioritisation

One of the core positions that has been argued by the Alliance for many years is that the ultimate resolution of the second Sydney airport issue can only be achieved as part of a much more holistic and integrated approach to Sydney's transport and land use needs, and not through attempts to view individual elements of the transport matrix on an isolated and ad hoc basis.

In this respect, the Alliance has in the past called on both the New South Wales and Federal Governments to develop and implement a jointly agreed and politically bipartisan integrated and prioritised transport plan for Sydney. In our view, a prioritised and integrated transport plan of this nature could accelerate already-planned projects and/or identify a range of additional important transport options for Sydney, Western Sydney and surrounding regions.

For some years, the Alliance has promoted the discussion and consideration of new, high speed rail infrastructure, providing an additional rail network for Sydney and surrounding regions that would complement existing transport networks, and be fully integrated with existing rail and road based transport systems. In our view, such a network is required to provide the critical transport and accessibility Sydney requires to avoid declining even further in international competitiveness. Australian rail services compare very poorly with overseas and interstate counterparts in speed and frequency, particularly on long-distance suburban and interurban routes. We believe that such a system is essential to, and should be considered in conjunction with, the development of a sustainable National Aviation Policy.

10.3 The Need for Certainty

Planning and development in Western Sydney has been constrained for more than a decade by the uncertainty surrounding the future use of the Badgerys Creek site. This uncertainty needs to be resolved in an urgent sense, so that an orderly and sustainable process of planning and development can be implemented in the region.

12 CONCLUSIONS & RECOMMENDATIONS

The Alliance strongly supports the process introduced by the Australian Government to develop a National Aviation Policy Statement, or White Paper, and will contribute to that process. The Alliance also acknowledges and appreciates the decision made by the Australian Government not to construct a second Sydney airport at Badgerys Creek.

12.1 Conclusions

The key conclusions of this submission are:

The Badgerys Creek Site Issue: We believe that the future use of the Badgerys Creek site should be resolved by a joint task force comprising all levels of government, together with business and community representatives. The site represents a significant community asset, and its best future use warrants an all of government and all of community approach.

The Second Sydney Airport Issue: In our view, the question of a site for a second Sydney airport can only be resolved if the potential roles of other existing airports, including Canberra and Newcastle, and the transport synergies offered by a complementary high speed rail system, are taken fully into account.

Integration of Airport and Rail Systems: We believe that the Australian Government should require that future consideration of major new airport developments, including any second airport to meet the needs of Sydney and associated regions, takes fully into account the roles and potentials of both air and ground transport infrastructure. This will mean that airports will no longer be considered and assessed as "islands", but rather as part of a more holistic, integrated and sustainable transport infrastructure system for Australia.

Airports and Greenhouse Gas Emissions: The correct siting of new airports, and the replacement of private vehicle use with more greenhouse efficient transport systems, including rail and increased and improved public transport networks, can in our view contribute to a significant reduction in the overall per capita greenhouse emissions associated with airport activities.

Other Air Pollution Issues: Great care will need to be taken during any future development in or impacting upon Western and Southwestern Sydney, including not only airports but residential and commercial development to avoid an undue reliance on private motor vehicle use; to ensure that air pollution levels are held within safe and acceptable limits, and that air pollution does not in fact become a limiting factor on future growth and development in the region.

Noise and Curfew Issues: We believe that the introduction of an appropriate high speed rail system will open the way for the more effective integration into the regional transport network of existing curfew free airports, and will introduce the possibility of new airport sites, if required, in areas where operating curfews will not be required.

Aviation Impacts on Water Quality & Security: This issue of water storage and distribution infrastructure, important at the time of the original environmental assessment of the Badgerys Creek Airport proposal, has now become a matter of even greater urgency and community priority. Any airport site that presents a major and significant additional risk to Sydney's water storage and catchment systems, or those of other cities and regions, is inappropriate.

The Potential Role and Benefits of High Speed Rail: One of the great advantages of a new high speed train system is that it will very largely overcome the need to identify or hold reserved land for a second Sydney airport within the Sydney basin, by providing time and cost effective transport links to existing airports at Canberra and Newcastle, and by introducing new airport site possibilities along the new high speed rail path.

A Prioritised and Integrated Approach to Transport Planning: Central to this submission is the very strong view that a successful outcome in respect of aviation policy will require careful consideration of policy settings in related transport and planning areas, and the adoption of a prioritised and integrated approach to the planning and implementation of all of the issues involved. Aviation does not exist in isolation from other transport modes, and from the community generally. We believe that the emerging National Aviation Policy Statement should fully reflect this reality.

12.2 Recommendations

On the basis of these conclusions, the recommendations of this submission are that the Australian Federal Government:

1. **Should, as a matter of urgency, make the necessary changes to the Airports Act 1996, and to other relevant commonwealth legislation and regulations, to ensure that the Badgerys Creek site is no longer designated as an airport site, and cannot again be so designated in the future;**
2. **Should commission a joint task force comprising all levels of government, together with business and community representatives to determine, plan and initiate the best and most sustainable future use of the Commonwealth's 1700 hectare Badgerys Creek site.**
3. **Should not include sites within the Sydney basin in any consideration of the location of a new second airport for Sydney;**
4. **In its consideration of Sydney's future airport and aviation needs, should take very careful account of the capabilities of all existing airport facilities, including in particular airports at Canberra and Newcastle;**
5. **In its consideration of Sydney's future airport and aviation needs, should take very careful account of the very significant potential role of high speed train systems, in particular the transport synergies offered by such systems when considered in conjunction with existing airports;**
6. **Should not consider the role of airports in isolation, as has in most instances been the case in the past, but should instead consider the role of airports as part of prioritised and integrated approach to the planning and implementation of all of the transport, social and environmental issues involved; and**
7. **Should ensure as a priority that future airport and aviation policy for Sydney, and other cities and regions of Australia, forms part of a prioritised and integrated transport plan.**

**Councillor Mark Pigram
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Mayor, Penrith City Council
Deputy Chairman, Western Sydney Alliance**

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