

18 December 2015

Department of Infrastructure and Regional Development  
Western Sydney Airport Submission  
Western Sydney Unit  
GPO Box 594  
Canberra ACT 2601

### **Western Sydney Airport Environmental Impact Statement**

The Australian Logistics Council (ALC) is pleased to make a submission on the draft Western Sydney Airport Environmental Impact Statement. By way of background, ALC is the peak national body representing the major and national companies participating in the Australian freight logistics industry.

Australia's large and rising national freight task includes significant growth in the air freight sector.

According to the Asian White Paper of 2013, air freight volumes are expected to double by 2025 while the NSW Government predicts Sydney Airport will deal with more than 1.5 million tonnes of cargo each year by the 2035 - up from 650,000 tonnes in 2012.

It is therefore imperative that a second Sydney airport is established to share this growth in traffic.

However, this does not mean that the efficient operation of Kingsford Smith Airport should be curtailed.

There has been some comment suggesting that operations at Mascot should be further restricted, including a reduction in the aircraft movement cap from the existing 80 flights per hour to 60.

It is probable that any economic modelling would show that this would cause significant damage to the Sydney economy, with the cost of thousands of jobs.

The intention was for the two airports to work collectively to cater for the growth of air freight expected in the next couple of decades. The ability to handle this capacity should not be prejudiced.

ALC also notes the new facility is vital for the Western Sydney region from an economic perspective.

A report by Deloitte for the NSW Business Chamber found an airport operating from 2027 will generate close to an addition 30,000 jobs and \$9 billion in economic output for Western Sydney by 2050<sup>1</sup>.

To maximise the benefits to the community, the Western Sydney Airport should operate as a 24 hour airport – as always intended.

Throughout the world, curfew-free airports have provided significant benefits for their communities, evidenced in the Australian context by the operation of Melbourne and Brisbane Airports.

To allow Western Sydney Airport to reach its maximum capacity over the longer term, land and airspace around the airport site needs to be protected from inappropriate development, through the appropriate compliance with the National Airport Safeguarding Framework (NASF).

More generally, the other element that will ensure continuous operation of the airport is the preparation of appropriate instruments that control what is permissible development at or near airports.

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<sup>1</sup> <http://www2.deloitte.com/content/dam/Deloitte/au/Documents/finance/deloitte-au-fas-economic-impact-western-sydney-airport-240914.pdf>  
[www.austlogistics.com.au](http://www.austlogistics.com.au)

In particular planning for:

- the land transport routes to and from the airport (and buffers) to be used by all users; and
- employment land close to the airport (and the link from these freight generation points to the airport)

must be central to the planning process.

The Western Sydney land use plan is discussed in Part 4 of the EIS.

ALC has long argued that public infrastructure should be applied in the most efficient manner possible, with significant infrastructure and freight generation points protected by suitable buffers to guard against urban encroachment.

Given the strategic importance of Western Sydney to the Sydney and Australian economy, any land use instrument generated either by the Airport or by state government entities should be guided by the following principles:

- does the instrument compromise the future aviation needs of the airport?<sup>2</sup>; and
- does the instrument (particularly the Airport Plan) permit the most economically efficient use of the airport? That is, that freight requirements are given the same consideration as passenger considerations, with the movements of freight around the airport able to be made in a manner not impaired by passenger movements and needs.

The last point is important.

As ALC indicated in its September 2011 submission on the Productivity Commission Draft Report on the Economic Regulation of Airport Services:

*.....ALC members report a 'disconnect' between airport planning and the needs of both domestic and international freight services, with airports not necessarily understanding freight operators' needs when it comes to infrastructure and planning (particularly the number and frequency of vehicles needing to access airports to support the domestic freight effort) and freight organisations not knowing the intention of airports.<sup>3</sup>*

If these business rules are applied, this should mean:

- resident amenity is maintained through the protection of suitable buffer zones; and
- critical Australian infrastructure will be able to operate in a manner that maximises the benefits to the Australian community.

Please contact me on 0418 627 995 or [michael.kilgariff@austlogistics.com.au](mailto:michael.kilgariff@austlogistics.com.au) should you wish to discuss this matter further.

Yours sincerely



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<sup>2</sup> Using the terminology used in the description for Zone BD1 – Business Development: see EIS:134

<sup>3</sup> Page 4: see <http://www.austlogistics.com.au/wp-content/pdf/submissions/2011/ALC-submission-on-the-Productivity-Commissions-draft-report-on-the-economic-regulation-of-airport-services1.pdf>