



# Sydney Airport Community Forum

**Mr John Alexander MP**

Chair: Sydney Airport  
Community Forum

Ms Maria Patrinos  
Community Representative

Mr Kevin Hill  
Community Representative

Mr Nickolas Varvaris MP  
Federal Member for Barton

Mr Paul Fletcher MP  
Federal Member for Bradfield

The Hon Scott Morrison MP  
Federal Member for Cook

The Hon Anthony Albanese MP  
Federal Member for Grayndler

Mr Matt Thistlethwaite MP  
Federal Member for Kingsford-Smith

The Hon Joe Hockey MP  
Federal Member for North Sydney

Mr Craig Laundry MP  
Federal Member for Reid

The Hon Tanya Plibersek MP  
Federal Member for Sydney

The Hon Tony Burke MP  
Federal Member for Watson

The Hon Malcolm Turnbull MP  
Federal Member for Wentworth

Mr Ron Hoenig MP  
State Member for Heffron

The Hon Carmel Tebbutt MP  
State Member for Murrumbidgee

Cr Lucille McKenna OAM  
Mayor of Ashfield

Cr Ben Keneally  
Mayor of Botany Bay

Cr Brian Robson  
Mayor of Canterbury

Cr Rochelle Porteous  
Mayor of Leichhardt

Cr Mark Gardiner  
Mayor of Marrickville

Cr Kent Johns  
Mayor of Sutherland Shire

Ms Kerrie Mather  
CEO, Sydney Airport Corporation Ltd

Captain Rob Edney  
Australian Airline Industry

Mr Barry Abrams  
Board of Airline Representatives of Australia

The Hon Pru Goward MP  
Minister for Planning  
GPO Box 5341  
SYDNEY NSW 2001

Dear Minister

I am writing on behalf of the Sydney Airport Community Forum (SACF) to convey the strong opposition expressed by the Forum to the proposed Besmaw Pty Ltd residential development on Captain Cook Drive, Kurnell.

The Sydney Airport Long Term Operating Plan (LTOP) was developed in 1996, in consultation with Sydney communities. Under LTOP, aircraft are directed over water and unoccupied land wherever possible, and where suburbs must be overflown, the aim is to safely share the noise as fairly as possible. SACF is the main body for community consultation on LTOP. At the last SACF meeting on 21 November 2014, the Forum expressed unanimous opposition to this development, and moved that I write to you to express the group's strong opposition.

The proposed development is located under the flight paths for the main north-south runway (Runway 34L/16R), which is the longest and busiest runway carrying the largest and heaviest aircraft. Runway 34L/16R is overflown by aircraft arrivals to Runway 34L and departures from Runway 16R, which together average around 300 aircraft movements per day. This area will have almost no respite from aircraft noise as the main runway is in constant use except when strong crosswinds make its use unsafe.

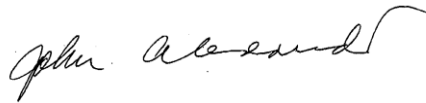
In addition to the lack of respite during the day, this area will have no access to the night-time respite provided by the Sydney Airport Curfew, as it is situated directly under the only flight path approved for use during curfew hours. Runway 34L/16R is the only designated runway for use during curfew hours (11pm-6am), and all permitted aircraft movements during the curfew (freight aircraft, business jets, aeromedical flights etc.) will overfly this area.

Sydney Airport is already subject to a large number of noise complaints about the operations at the airport from residents of the existing populated area of the Kurnell Peninsula. Not only would this development result in a massive increase in noise exposure for new residents which will be housed directly under these flight paths, but would generate expectations from new residents that the long established LTOP targets would be modified to direct additional traffic over existing residential areas.

To approve this development would completely subvert the first principle of LTOP, which is to concentrate aircraft flight paths over non-residential areas. LTOP is a long-standing agreement which has enjoyed the continued strong support of the Sydney community, and bi-partisan political support in both State and Federal spheres for the past 17 years. The Sydney Airport Master Plan for 2013-2033 has been agreed on the basis that LTOP will be followed. Approving this development would ensure that the ability to conduct noise sharing under LTOP is compromised, and expose many more Sydney residents to significantly higher levels of aircraft noise.

I would urge you to give due consideration to these issues and reject the approval of this development.

Yours sincerely

A handwritten signature in black ink, appearing to read "John Alexander". The signature is written in a cursive style with a prominent flourish at the end.

John Alexander  
Chair

18 December 2014