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Woodford, NSW, 2778
14th October, 2014.

Expert Report into the Badgerys Creek Airport Affair.

An expert report into the expert report reporting into the expert reports: – the definitive experts expert report.

If there is one thing that I can say about the proponents behind the Badgerys Creek Airport proposal it is that they are incredibly proficient at what they do, to the point of being downright merciless and absolutely uncaring towards the total environment of the greater community, particularly of western Sydney. I was going to use the term “incredibly good” when I once again realised that if there is anything which exemplifies these people, it is that they are anything but good people, or good citizens.

Theirs is the greedy redundant thinking and activity which has brought our beautiful world to its environmental knees. Theirs is the thinking which stripped from millions and millions of good ordinary people, their super- annuation funds painstakingly collected over a lifetime of hard work, the houses they had spent years and years paying for; and their future happy retirement years. It is the thinking (or lack of) which would condemn our future generations to a world of misery and lack.

Last year, at this time of year we weathered the hottest winter recorded in over 150 years, followed by a catastrophic fire which destroyed over 200 houses in one single day; just down the road from where this submission is being written. Now we have experienced, at the same time of year in the same area, snow, ice and devastating winds and rain.

The “north passage” is no more, because the Arctic ice pack is so deteriorated that there is now a constant shipping route over the top of the world. The Antarctic is melting at a rate far greater than even the worst of the worst case professional scientific considerations and predictions.

We have watched, as if at a horror movie at the theatres, as a nuclear plant exploded in Japan and the big business which supposedly was “looking after” that has consistently lied about it, and continues to allow massive amounts of hot nuclear coolant to flow into the Pacific Ocean. In the middle of that same ocean, Mururoa Atoll threatens to collapse at any time with obvious catastrophic results – whilst everyone sits back, and does nothing. <http://www.theepochtimes.com/n2/world/mururoa-atoll-could-collapse-report-kept-secret-for-2-years-277717.html>

I’m a bloke who comes through a hard working life and plays it straight, cares for us all, and calls it as it is – as I see it. I will refrain, during this expert report, to desist from using the common swearing words which are part of the world I come from, except for one. That word is “bullshit”, for that is what this all is.

As much as any other person, I have earned the right to call myself “expert” in regards to this evil and reprehensible “project”. My mother fought the proposal for many years, until her death in 1992. Dad carried on and died in 1994. I picked up the baton, and kept going from there. My credentials are attached to the back of this submission.

From my own point of view, it means once again associating with persons whom I find to have little or no moral compass, consumed with unmitigated greed and selfishness, carelessness and small minded lack of view or vision, and with whom I would preferably have nothing to do with at all - at any time.

The whole Badgerys airport plot was (and is) madness on a mind boggling scale, which would not only devastate outer western Sydney, but present other enormous other wide spread negative impacts as well. There was also (and is) a principle of what is correct and right which needs to be defended.

After enormous effort from hundreds of thousands, even millions of people, over several generations, it was considered that at last the Badgerys beast was beaten off and dead. Little did we know that it was not, and at the time of writing this, still is not – it is more alive now than ever before. How can that be?

If there is anything I have ever learned through life, it is to trust my gut. I know that this whole proposal based around a “second Sydney Airport” at Badgerys Creek is as wrong as anything could ever be; so do you, reader. You should trust your gut too, don’t ignore it, and don’t do nothing. It will pay you off later down the track.

Why would anyone bother to put a personal diatribe like this as a precursor to a report, the reader might ask? Simple, apart from trying to cut some credible space for myself, and thus credibility in the mind of the reader so that with any luck, they will understand where I am coming from, I also wish to present a case from which the reader can familiarise within their own life experience, and thus empower them to actually do something themselves to bring this all to a halt. Apart from that, why wouldn’t I? Nothing else seems to have worked. It also sets a precursor of understanding to later sections of this report.

In terms of cutting some space for myself, the last pages of this report are what I now call “my credentials”. A friend of mine recently harangued and implored me to compile it, which self aggrandisement is completely against my normal grain. Likewise the obtaining of personal character references were required for putting my case and defending myself in the family law court after my marriage was dissolved and my family property essentially lost to me, those documents now put to use in this report. You can go and flick through them now if you desire, (I’ll wait - sic) or later, as you prefer. What-ever, I am very proud of them, they were all extremely hard earned.

Maybe, just maybe, the reader might pay more close careful attention to the remainder of this report than normal, with a greater appreciation of what it all represents.

- For instance, before embarking on this report and submission, please regard with great care, the modified diagram on the next page. Its’ base is the high risk crash area diagrammatic map from the EIS, with overlay detail which I applied to it. It represents years and years of work, condensed into one page. The reader might well find that they will find it pertinent to refer back to it during the reading of this submission and report.

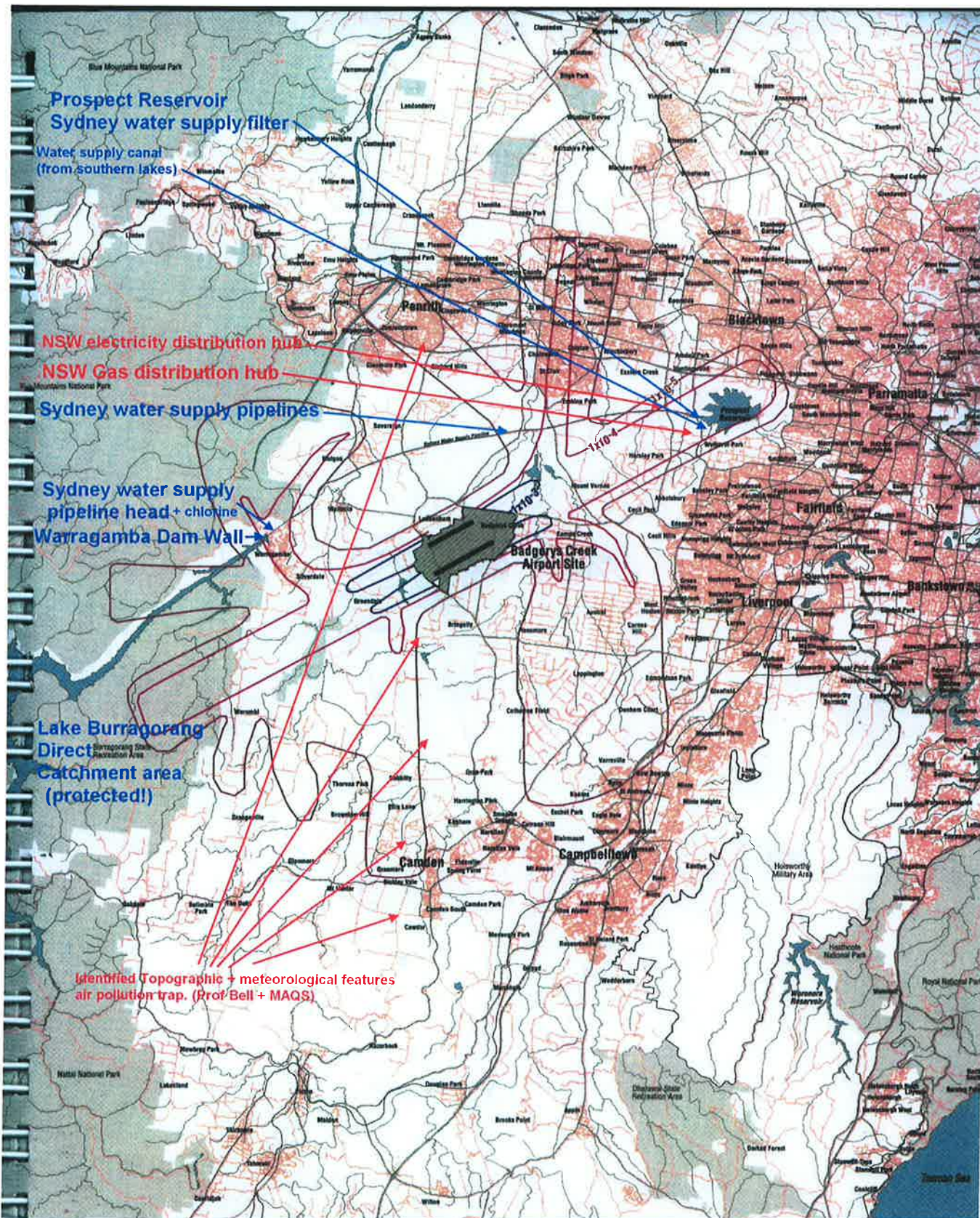


Figure 3.2

Predicted Maximum Frequency of Aircraft Crashes for Badgerys Creek Option A

Note: Based on Air Traffic Forecast 3 in 2016 and Airport Operation 1. This type of operation would have the highest overall risk of fatality. Other airport operations have different risk profiles.

Predicted Maximum Frequency of Aircraft Crashes per Square Kilometre
 1×10^{-3} (1 crash per thousand years) ———
 1×10^{-4} (1 crash per 10 thousand years) ———
 1×10^{-5} (1 crash per 100 thousand years) ———
 Urban Areas (Indicated by local roads) ———



From EIS book 10, Hazard and Risks; Text and pointer overlay added by P.J. Cork. (this is the proposal pushed by proponents, also current center piece of "Broader Western Sydney Employment Zone" NSW Dept of Planning and Infrastructure, and also committed to construction by Joe Hockey, front page Daily Telegraph, Jan 1, 2013)

Submission to the NSW Department of Planning and Environment, regarding the Draft Western Sydney Employment Area and proposed extension to “employment lands”.

Opening statement:

I open this submission by stating that I am extremely disappointed to once again find myself forced to respond to the Badgerys Creek Airport proposal via this submission, and to, of all organisations and “professionals”, the NSW Department of Planning and Environment. This department of trained professional personnel should be able to do far better in planning performance than we seemingly always see. Now that it also encompasses “Environment” its responsibilities are greatly expanded. By its very nature as a public utility, this department is not to be the tool of self interested “economic development boards” or “banks” or “taskforces” with already extensive holdings and “investments” amongst its membership. It is after all, funded in entirety by the millions of tax payers of NSW.

It is the tool to provide correct and proper planning to meet the proper requirements and needs of every person in Sydney and NSW including a decent physical living environment, now and into the distant future, not just a handful of get rich quick merchants.

If there is one thing I am absolutely certain of, it is that there must be a Royal Commission of Enquiry into the entire Badgerys Creek Airport proposal, and the entire process which has led to the current decision to proceed with its development.

If this current Federal Government can afford to spend our tax dollars on a Royal Commission into the Federal home insulation scheme, then it most certainly can, and should, afford to conduct such an enquiry into the entire Badgerys affair, dating right back to the decision to compulsorily “acquire” the land at Badgerys Creek, before it was even known with any certainty if an airport at that location was viable or reasonable, which it is not.

If there is another certainty that I have, it is that if an airport should be constructed at Badgerys Creek, no matter which alignment “option” then it will bring about a level of suffering, pain, grief and negative public reaction hitherto unseen in Australia in such numbers, as will surely occur. No matter what sneaky processes the “proponents” should employ, be it through bureaucratic and political manipulation or that of the media; then sooner or later as the saying goes “the truth will out”, and then to use another oft used expression, “heads will roll”.

If I were to be a bureaucrat at any number of Government organisations or other private “proponent” organisations, or media, and I had been actively involved in sliding this proposal through to construction, then I would be thinking to buy myself a ticket to some far away country without extradition agreements with Australia. I kid you not.

If this entire proposal should go ahead, with airport, and I was or had been a western Sydney politician who had been deceptive in my activity in regards to this “proposal” then I would be getting ready to kiss my political career goodbye. I might even consider getting ready for possible lengthy court appearances and a possible jail sentence; particularly in regard to breach of duty of care. Don’t forget that the (then) Premier of Western Australia (Carmen Lawrence) very nearly went to jail because of this, over the Penny Easton affair; just one individual person, not countless millions of people.

If there is one thing that stuns me about this whole affair, it is that so many people seem to have found it right to sell their souls for gold, at the cost of the health, well being and best interests of potentially millions of other people, including themselves, and their own children. The list is almost endless. Ministers (or Ex)

Sharp, Hill, Howard, Anderson, Vaille, Hockey, Truss, Abbott, Payne, Carr, Bowen, amongst a great many other politicians from all levels of government would all be interesting witnesses in front of a court, particularly given that they are all acutely aware of the extra-ordinary dangers and risks associated with this airport proposal, and yet are doing nothing to prevent it's construction.

- Particularly though, would be various members of the Department of Planning NSW (in it's various guises over years) who somehow have found it proper to do nothing to prevent it's construction, and particularly to promote one runway alignment over another, even though none have EVER been gazetted by the Federal Government, ever, and the one which they have chosen, **"Option A" (or northeast/southwest alignment) is the one with the greatest impact and negative operational and safety factors, and represents the least workable and most dangerous of all "options".**

To construct an airport at Badgerys Creek is to bring about a level of air quality loss bound to cause catastrophic health problems for the people of western Sydney, no matter what alignment should be used.

- In the event that any east/west alignment should be constructed, it would be to bring about insane levels of risk to the city's water supply.
- It would be to bring about completely reckless and unacceptable levels of risk to NSW critical backbone infrastructure; water supply, gas supply and electricity supply.
- It would be to bring about massive social impacts caused by a myriad of negative issues including (but not limited to) traffic congestion, fuel cartage, heavy vehicle traffic, loss of amenity (such as impact on schools and learning facilities etcetera) and of course – noise.
- It would be to destroy the value of the world heritage listed Blue Mountains National Park, with massive noise and visual impacts on the residents who live there, and its environment.
- It would be to bring about airspace management issues (not limited to flight path cross over) related to other Sydney basin airports.

Although I do not support it in any fashion, it was made quite clear by the EIS that the only "alignment" which would be workable as an airport, is the North/South aligned "Option C".

As regards this submission itself, all issues found on facebook site <https://www.facebook.com/nobageryscreekairport> (which must include all comments made by all persons), FRAAN website <http://badgerysacnp.homestead.com/Submission1.html> and; http://badgerysacnp.homestead.com/files/stick_ver_18.htm and;

all aspects shown in the *working* documents of the 1997 – 1998 EIS, letters and submissions on record made by the Western Sydney Alliance of Councils during it's existence, and due PROFESSIONAL consideration made to ALL potential impacts of this proposal, APART from "employment and economic benefit".

ALL Sydney basin air quality studies, not only Government, but also privately conducted (such as that of Professor Bell included with this submission) and the Hyde and Johnson study are to be considered as part of the make up of this submission.

For the purposes of simplicity and brevity, I will focus this submission essentially on option A only, or the Southwest/Northeast runways alignment, since that is the ONLY alignment shown in the Departments planning documents, and that favoured by the proponents (some of whom own large parcels of land north and south of the site)

The “Submission” process.

Over many years I have found it necessary to respond to numerous proposals by written submission process. There are many common themes which I have come across during that time, particularly that of misinformation, poor research, lack of proper community consultation, deceptive practices such as abbreviated summary documents which only show positive aspects of a proposal and avoid negative aspects, apparent manipulation of media and/or decision making processes, under stated impacts, and chronic waste of public monies.

In particular is the extremely unfair practice of jamming the affected public community’s ability to respond to “proposals” (such as this one) by giving working families with busy active lives a ridiculously small amount of time to read and appreciate the nature of a proposal, research in response, and then write a formal reply, usually all in only 21 days – or less. In this case, apparently two weeks only, and then presumably because of community reaction, extended over the school holidays to October 15th – which in its own right is entirely WRONG. So is everything else about this proposal. In regards to the entire Badgerys Creek airport process over its many ongoing years, I would like to make it noted that submission processes ALWAYS are put as to coincide with school, or other major holiday periods; severely limiting the ability of the community to respond in fair and proper manner.

The proponent (and government departments etc.) will have had months or years to generate their own documentation and will have been paid (our taxes) to write this work, which will have been done during normal working hours, and without affectation to their private time. The community have private lives to lead, with work, family commitments and social obligations to name but just a few imposts on one’s time. And then we are asked to respond to something such as this proposal, without prior warning or notification.

When they are as poorly presented and considered as this one is, then there is an obligation to respond, if for no other reason than to protect oneself, family, friends and community from something which is intrinsically wrong, and potentially dangerous to that same group of persons, and the broader community – but more particularly to stand up for the principles of what is right, and against what is wrong.

– In my experience, and for some absolutely absurd reason, (corruption?) it seems that if there are only a few submissions received in response to a particular proposal, then there is a “standard” bureaucratic and proponent consideration of “all systems go” because everyone must want the construction, rather than proper consideration and planning of the proposal in the first place!! – Is the common sense of our forefathers bereft in our county now? – As popularised by Mark Twain, “There are three kinds of lies: lies, damned lies, and statistics.”

Of course, if there is a (deliberate?) lack of notification to a potentially affected community, and/or a deliberately short time response process, this considerably lessens the quantity, quality and veracity of submissions received, thus making the proponents process task much easier and construction much quicker, even if they are in fact ill conceived and poorly considered.

I will bet my socks too, that there will have been “professionally” written pro land expansion (and thus “Pro airport”) submissions presented. I’ll bet too, that they would have had far more fore-warning of this submission process than we did; a hidden notice in several local newspapers, buried (in the case of the Fairfield Advance) on page 9. Considering the severity of the potential impact, the size of the new land to be set aside, and the number of people within it, this should have been at the very least, notified to the entire Sydney/NSW community via major news outlets, in clear and concise manner. Why wasn’t it?

Unlike these employed “professionals” I am not paid in any regard or manner to write or perform any action what-so-ever to defend western Sydney, the entire Sydney basin, the state of NSW or the process of

democracy and common sense planning, and yet I (and many others) find myself constantly dragged back into having to do just that, if for no other reasons than to defend what is right and proper behind decent principles, and also to attempt to ensure that our children and the people of Sydney are provided with an environment which is fit, viable and safe to live in for their future. This of course includes the families of the employees of the department itself.

Notification of proposal;

Given the numerous negative impacts that this entire “employment area” proposal would have, inclusive of the airport proposal contained within it, the surrounding community should have been contacted directly, and particularly those persons who have shown a propensity to be closely involved in it, from both sides of the argument, *and not just the proponents* and not by some discreet bureaucratic/political “planning” document buried in amongst a long and mountainous history of bureaucratic paper work, and an advertisement carefully hidden away on page 19 of the ‘Fairfield Advance’ and (very few) other local newspapers.

I have often heard, from a plethora of sources that this has always been “an open and transparent process”. Nothing could be further from the truth. In my own opinion, the whole process has been sneaky, underhanded, deceitful and corrupt.

The very fact that this “submission” process has been hidden away the way it was, is testimony to that.

Let’s be totally clear about this. If it had not been for a few people noticing this advertisement, and reacting harshly to it, I have no doubt what so ever that the submission period would not have been extended to a closure date of October 15th, 2014, instead of 19th September 2014, barely two weeks after the advertisement was posted in the media. Even then, the extension is unfair, since, like always, it coincided with the school holidays, thereby restricting severely the public ability to write a submission in response.

- I’m pretty sure that every officer of the department would consider themselves extremely wronged if someone were to devise some proposal which would not only decimate the value of their property but also shatter the very quality of their lives, and threaten their very health and particularly that of their children. Even more so if you were not notified directly, of the proponent intentions.

Planning for the future – creating new jobs in Western Sydney

We are inviting feedback on a proposal to preserve more land next to the Badgerys Creek Airport site for future employment opportunities. If approved, the changes would allow us to dedicate 4,537 more hectares to economic growth in Western Sydney – delivering more jobs closer to home.

We encourage the community to put forward their opinions on our proposal via our submission process. Submissions can be made online at: www.planning.nsw.gov.au/proposals

If you cannot lodge your submission online, you can write to the Director of Employment Land Release, Department of Planning & Environment, GPO Box 99, Sydney NSW 2001.

Submissions close 19 September 2014.

Find out more:
www.planning.nsw.gov.au/wres
1300 730 550

Department of Planning and Environment
NSW Planning
NSW Planning and Environment

We will publish your submission online so it's important to read our privacy statement at www.planning.nsw.gov.au/privacy

NSW Planning & Environment

VI - PAGE20101010A
Fairfield Advance 3 Sept. 2014 PG 19

If there is one thing I have learned to particularly dislike, it is being treated as if a fool. Neither do I appreciate being regarded as expendable by persons and/or organisations who are in a position of responsibility over-seeing the health, safety, well being and environment of community members, who are often the very one’s who pay the wages of that person /organisation via their taxes and rates.

Proposal to dedicate more land to employment land for “economic growth”.

To put things in size perspective, Kingsford Smith Airport is 880 hectares, the land resumed at Badgerys Creek for airport use is 1,770 hectares, this is for 4,537 ADDITIONAL hectares.

A massive land grab, or a real big favour for adjoining billionaire proponent land owners. With a land grab and rezone of this size, wouldn't you think that this would have made it to main news?

- As a child I watched the SPA (State Planning Authority) greenbelt legislation, setting aside the strip of land along the eastern side of Wallgrove Road. These poor landowners – people – suddenly found themselves faced with a horrible situation. They could repair or replace what was already there, but that was all. No extensions to their dwellings or other new land uses apart from what was already there. They were left with land which was virtually unsaleable. – As the years passed, this land became tips, quarry/brickworks, racetrack, subdivisions etcetera; not exactly “greenbelt”.

This current proposal to “preserve” more land “adjacent” to Badgerys Creek smacks of unfair, unconscionable conduct, with massive negative repercussions to people who have already suffered abysmally due to the entire Badgerys Airport proposal affair.

No one knows this better than me (but there are so many others too). Due to family law issues I needed to subdivide and sell my family property (owned since 1951) in Horsley Park. The two parcels remained on the market for over four years without selling, and yet they are prime locations. One hectare, flat, level with no imposts (apart from airport related restrictions) eventually sold in Nov 2006 for a paltry \$560,000, and the other, with magnificent views around the Sydney basin sold in July 2010 for \$690, 000 – in each case a joke compared to prices achieved even for urban lots in the local no affected areas, such as Bossley Park, Wetherill Park etc.

Information regarding this proposal supplied by the Department, on their website..

The You Tube clip <http://www.planning.nsw.gov.au/wsea> - supposedly describing this area “to be set aside” is all but useless, and little more than advertising hype, as far as I see it. There is no information of any real substance throughout this clip, and mapping displayed is virtually non visible due to shockingly poor detail. Likewise, other maps describing this “expansion” are close to useless, with faded local detail behind overlaying boundaries impossible to see clearly. Considering that this is a proposal put by the Department of PLANNING, this is a joke – or is it deliberately put that way to obfuscate the facts?

NOTE; I wish to make it entirely clear that I in no way am accusing each individual employee of the Department of Planning and Environment of poor or corrupt conduct; far from it. I've been advocating for sensible planning and fighting against the Badgerys proposal for many years. Over that time I have met many bureaucrats involved in planning processes, or environmental care, many of whom I have found to be extremely genuine in their concern for both, and professional in their outlook – but whom also suffer considerable frustration in what the Department they are working for is allowing to occur, outside of their individual influence.

The Need For a “Second Sydney Airport”



2013 August 2nd. - air craft operations; Australia Vs USA. (Flightradar 24)



- No need to say more, is there?

Duty of care;

Duty of care is a difficult term to define as there isn't a legal definition of the concept (except in occupational health and safety legislation). Duty of care comes under the legal concept of **negligence**, and negligence belongs to the domain of common law. Common law is also known as judge-made law as the decision about guilt is decided using legal precedence and community attitudes and expectations. That is, there hasn't been an Act of Parliament passed defining what is legal or illegal but rather the decision is based on what is considered appropriate or not appropriate at a particular time in history.

Principles of negligence

There are four key factors that are essential in deciding whether or not someone is negligent. They are:

1. duty of care
2. standard of care
3. breach of duty of care
4. harm or loss.

(opening statement – excerpt from Tafe NSW)

http://sielearning.tafensw.edu.au/MCS/CHCAOD402A/chcaod402a_csw/knowledge/duty_of_care/duty_of_care.htm

I will go straight to the point of noting that the Department of Planning and Environment's "Broader Western Sydney Employment Area Draft Structure Plan" proposal is clearly, and wrongly, centred around the construction of a second Sydney airport at Badgerys Creek – which is completely unacceptable.

None of the EIS noted "options", be it A, B or C are acceptable at Badgerys Creek, for reasons noted later in this submission, however the very fact that all of the departments planning is clearly based around the "option A" runway alignment ONLY indicates total disregard for proper planning; total disregard to massive potential hazard and risk, total disregard to airport airspace management, and total disregard to the direct environment affecting the lives of millions of people living in the Sydney basin, and beyond.

As just noted, none of the "option" airport configurations are acceptable, however the configuration least acceptable or workable of all, namely "option A", is the only one shown in this proposal. How can this be? Why is this so? Who is responsible for this nonsensical travesty of common sense? What pressures were brought to bear on officers of the department, such that they would put a proposal such as this, which clearly goes completely against the principles of good and proper planning?

Burying the Warragamba to Prospect Reservoir water supply pipelines.

I remind the department, and it's officers, as well as ALL politicians, that the Departments OWN response to the EIS requires that the Warragamba Dam to Prospect Reservoir pipelines be buried at three metres deep, presumably to protect them from accidental impact. (How would that work?) Therefore, the department clearly sees that there is a distinct possibility of these pipelines being involved in an aviation accident.

- See the 1999 State Government Submission (part section) inserted next 2 pages.

SUBMISSION BY
THE NSW GOVERNMENT
TO THE
COMMONWEALTH MINISTER FOR
THE ENVIRONMENT AND HERITAGE
CONCERNING
THE ENVIRONMENTAL ASSESSMENT FOR
THE PROPOSED SECOND SYDNEY AIRPORT

July 1999

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(excerpt from the Govt. Submission pgs 12 and 13)

Hazards and risks

Although the Final EIS provides further analysis concerning the risk of an aircraft crash into water supply and energy infrastructure, the information provided concerning the possible consequences of a crash into water supply infrastructure raises significant concerns for the NSW Government. **Each of the airport options would have major flight paths crossing the Sydney Water Supply Pipeline, which transports water from Warragamba Dam to the Prospect -Water Treatment Plant.**

The consequences of an aircraft crash into the Sydney Water Supply Pipeline would be the complete disruption of 70% of Sydney's water supply. It is proposed, therefore, that any sections of the Water Supply Pipeline that are exposed to a significant risk should be buried at least 3 metres underground. The Commonwealth should fund such work, which is estimated to cost between **\$68 million** and **\$114 million**.

Air quality

The EIS appears to underestimate the impacts of motor vehicle emissions, in particular, emissions of nitrogen oxides (NOx). EPA recalculations of emission estimates provided in the EIS indicate that the emissions of hydrocarbons, nitrogen oxides and carbon monoxide may be up to one third higher than those projected in the final EIS.

Increases in air emissions from the proposed airport would be due largely to vehicular movements associated with its operation and from local traffic using new roads for non- airport associated travel. The increase in vehicle kilometres travelled (VKT) is likely to present a serious, if not insurmountable pressure on VKT reduction targets set out in the NSW Government's 25 year air quality management plan, *Action for Air*.

Some of the predicted air quality impacts could be ameliorated by the provision of offsets such as a public transport system to the airport or funding for improved public transport systems within the Sydney area generally (see **Transport**). If the air quality impacts predicted in the EIS do eventuate, the Department of Health has estimated that there could be up to 100 extra hospital admissions per year for asthma at a cost to the State of **\$600,000 per year**. The community costs from premature death due to the airport could be **\$325 million over 100 years**.

Nb. These above excerpts are part of the NSW Govt. submission, the entire of which can be found;
http://badgerysacnpn.homestead.com/files/final_cut_down_nsw.htm

Lack of any Governmental or departmental gazettal of ANY of the 3 EIS shown alignments;

The department of planning has made an interesting decision, apparently over and above any and every other authority. Why has it decided to only show one single alignment of the three available, when no individual "option" has been shown as preferred or gazetted by the Federal Government, *and prior to the current federal Governments decision to approve construction of this proposal ?*

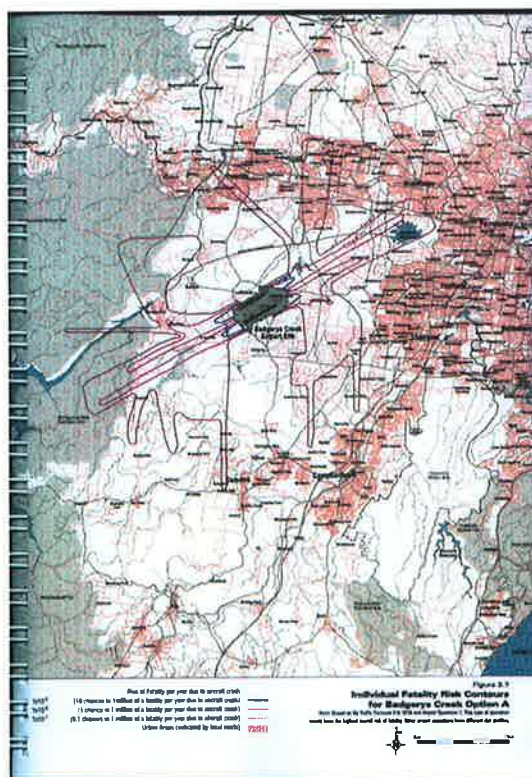
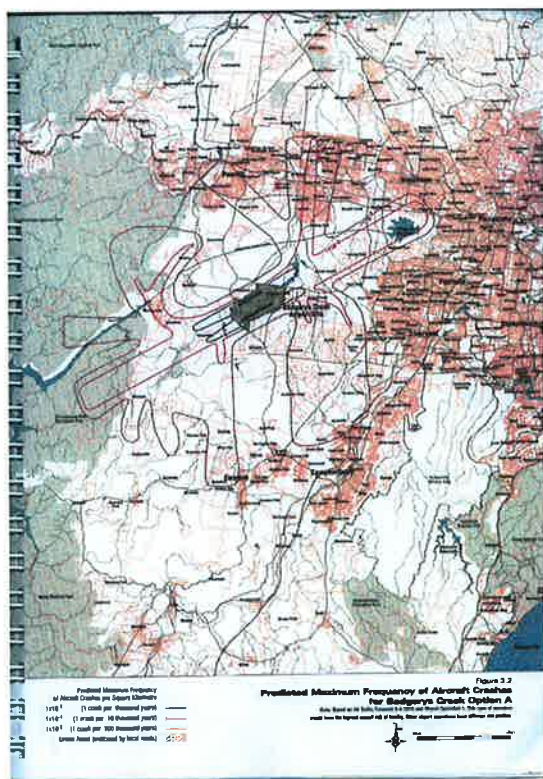
Why would the heads of this department essentially put every employee of the department in a position where they are each one, now in breach of their duty of care?

Water

The Sydney fresh water supply – Lake Burragorang – Prospect Reservoir



As can be seen, these (below) are EIS risk maps relating directly to the airport alignment shown in the Departments draft plan, as previously noted known as “option A”. You will see clearly that this proposal aligns both Prospect Reservoir and Lake Burragorang directly.



Warragamba Dam wall sits in the highest risk crash area, right under the turning flight path of aircraft headed northwards after take off (into prevalent s/sw wind) as shown in the EIS flightpath. Aircraft heading to the south also fly whilst also turning directly after take off immediately over Lake Burragorang, and its direct catchment.

- Direct Catchment;

Please refer to above EIS sourced maps (and all others noted in this report) since they most clearly show flight paths to be used by the EIS runway alignment (option A) and shown as the only alignment considered by the Department, as noted previously.

It should be clearly understood that the area immediately under all western end flight paths are either the Class S, "Specially Protected" waters of Lake Burragorang itself, or the direct catchment of the lake, also protected.

Since the prevailing wind direction will almost exclusively be from the south/south western direction of the proposed airport, without any doubt by far the majority of take off, would be over the catchment, and dam – both, as well as the World heritage listed Blue Mountains National Park, and the communities within it.

– Likewise, any aircraft which finds itself requiring to abort a landing and conduct a "go around" will also probably fly directly over the dam, catchment, and associated water supply infrastructure, including major chlorine and ammonia holdings, amongst others, and then back over Prospect Reservoir, Gas, Electricity supply and pipelines on the way back in – apart from the dense residential areas that must necessarily be flown over.

Aircraft operation – western end.

At temperatures greater than 29 degrees Celcius aircraft experience lift elevation losses and so need to use far more power to take off, remembering that at that point the aircraft is not only loaded with freight and passengers, but also full fuel tanks, which increases it's rate considerably. Not only is this a temperature level (and greater) very regularly achieved in Sydney, I would remind the reader that temperatures at the back of the Sydney basin are almost always higher than at the coast, and temperatures such as this thus very often reached; in Summertime a norm.

If the aircraft needs to bank (turn) after takeoff, then even greater lift is lost. This means that in virtually all instances all aircraft leaving the proposed runways would be in full fuel burn, or very close to it. As with all combustion engines, this is when they are their least efficient. Since fuel burn rates at takeoff are not advised by major jet engine manufacturers such as Rolls Royce, and Pratt and Whitney I have needed to consult directly with pilots of the type of aircraft which would be most likely to use this type of proposed airport, as recently as August 2014. A 747 – 400 series aircraft burns aviation fuel (kerosene) at a rate of 60 tonnes per hour (max climb max power) and therefore calculated out would use approximately 7 – 10 tonnes. A 737 burns about 8 tonnes per hour. – It should be noted, that as with all combustion engines, fuel burn at high throttle levels is at it's most inefficient, so there will clearly be an issue with unburned fuel depositing into our drinking water supply – *exactly as noted as the main reason why the Wilton site is unacceptable; therefore the same applies here, but in far greater risk levels since this is out PRIMARY water supply.*

---ooo0ooo---

"Class S - Specially protected waters".

Notice (article below) that these people have been charged with "contaminating a water catchment area". Even the EIS summary (as poor as it is) notes the Sydney water catchment at Lake Burragorang as "Class S - Specially protected waters". Pressures from the proponents continually force proposed runway alignment to NE/SW option A, straight at Warragamba Dam and Prospect Reservoir.

It is no secret that aircraft motors are at their least efficient during the take off phase (as almost all engines are when run at full throttle) with unburned fuel making up a major part of their exhaust emission. 24 hours a day of fuel fallout right over our drinking water catchment. Kerosene and water do not mix, and the notion of filtering water to remove fuel contamination is rubbish. Presumably then, any pilot flying over Lake Burragorang, or company owning an aircraft which can be shown to be contaminating the catchment, or planner or report writer (or journalist/editor) who knowingly ignores this impact whilst pushing the "build it now" line, must therefore be culpable of directly contaminating, or at least conspiring to contaminate the Sydney drinking water supply. Duty of Care?

How could the Wilton proposal report (and the incredibly biased reporting of it) note that an airport in the southern highlands would contaminate the Sydney drinking water supply in those southern lakes, and then go on to conclude and recommend the Badgerys proposal?

From; www.facebook.com/nswpoliceforce

"A 67-year-old man has been arrested in relation to two large clandestine laboratories which caused a bushfire in the Blue Mountains early last year (2013).

In late 2012 and early 2013, the State Crime Command's Drug Squad were monitoring an alleged outdoor drug manufacturing operation near Yerranderie, about 60km west of Camden, under Strike Force Hibertia.

The location, which housed two clandestine laboratories, was concealed deep within the Blue Mountains National Park, and was only accessible by foot, requiring police to trek through tick, leech and snake-infested scrubland to reach it. Due to the extreme fire danger being experienced in the area during the first week of January 2013, police had delayed raiding the location. On Wednesday 9 January 2013, police were advised the area was alight.

The Rural Fire Service and National Parks and Wildlife Service responded and worked to extinguish the blaze, utilising six fire-fighting aircraft and ground crews. The bushfire destroyed more than 50 hectares of bushland and took a number of days to completely extinguish.

Inquiries at the time revealed the clandestine drug laboratories were allegedly set alight deliberately, with the fire spreading to the surrounding bushland.

Following inquiries, detectives arrested two men, aged 55 and 27, at Hurstville Grove on 13 January 2013.

The father and son from West Hoxton were taken to Hurstville Police Station where they were charged with the large commercial manufacture of a prohibited drug; and contaminating a water catchment area.

The younger man was additionally charged with lighting the fire and letting it escape on public land.

Both men remain before the courts.

The investigation by Strike Force Hibertia has continued and yesterday (Thursday 20 February 2014), detectives arrested a 67-year-old man at his home in Toongabbie.

Police will allege in court that during 2012, the man purchased chemicals and transported them to the site of the clan labs.

The man was taken to Blacktown Police Station where he was charged for knowingly taking part in the manufacture of a large commercial quantity of a prohibited drug.

He was granted strict conditional bail and is expected to appear in Blacktown Local Court today (Friday 21 February 2014)." <https://www.facebook.com/nswpoliceforce/posts/10152015379881185>

Crash probability – burying the pipelines.

Every week, somewhere in Australia, someone wins the million dollar lottery. Every week, somewhere in the world, there is an aircraft crash. They do happen.

Clearly, the Department thought this as well, when they noted in their submission to the EIS that the pipelines would need to be buried by three metres; “to protect them”. – *So, question to the Department; how much earth are you going to pile over Sydney West Electricity, or the high pressure gas pipeline and distribution centre (Chandos Road, Horsley Park), or the water supply canal to Prospect Reservoir, or the water filter plant, or the Chloramination holdings for both Prospect and Warragamba, and of course Warragamba Dam wall itself, to protect them?*

– Since you’re the department of Planning and Environment, I’m sure you can think of other items to bury as well....(sic)

Hazard and Risk



Prospect Reservoir – this incorporates the main Sydney Water supply filter, the Southern lakes supply canal junction (to the Reservoir) and the Warragamba/Prospect water supply pipelines (3 diameters), as well as the Reservoir itself. As seen from numerous maps this is in direct alignment with the runways proposed by the Dept of Planning WSEA and driving proponents – noted later in this report. Why would anyone in their right mind allow constant overflight of this area? (Lucas Heights has a restricted airspace over it – why doesn't this?) Even though some \$16mill was spent strengthening the earth bank on the eastern side of the Reservoir (because of it's inherent collapse danger) this must still present a massive risk in terms of aircraft impact – including deposition of fuel onto the reservoir itself (and open canal).

These all fall into the high risk aircraft crash area identified in the EIS.

Gas Supply.



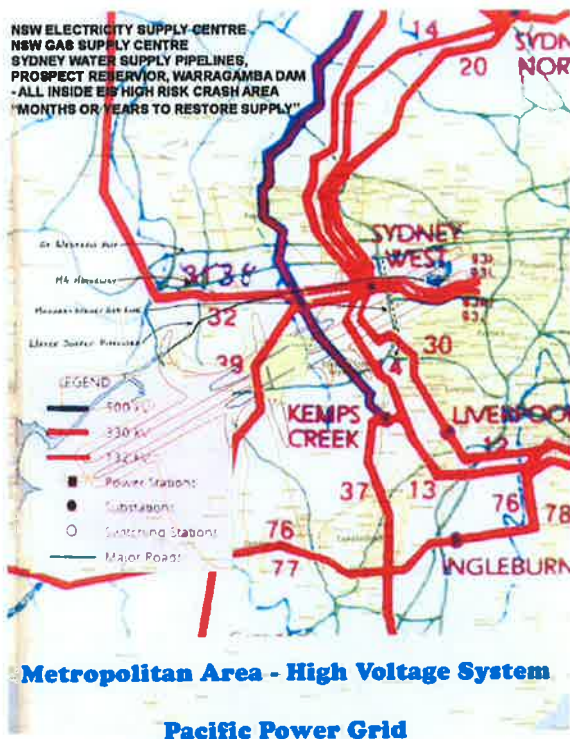
Duke Energy Gas pipeline supply Hub; Chandos Road – centre of picture. This incorporates the Moomba/Sydney high pressure gas supply pipeline. There is a westwards headed spur line to CSR brickworks, and others, Horsley Park.

These all fall into the high risk aircraft crash area identified in the EIS.

Electricity supply.

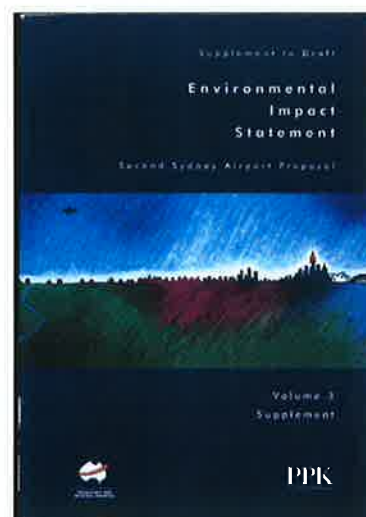


Sydney West Electricity supply hub – NSW. Old Wallgrove Road, Horsley Park. (centre of picture).



This represents the entire NSW electricity supply, essentially controlled via this centre – as well as Kemps Creek 500kv supply centre and radio control centre Doonside – all in alignment with the proposed runway / s.

NOTE; Main Sydney Water supply pipelines adjacent (photo)



Following, are pages scanned from this document, relating to hazard and risk.

Table 16.2 summarises risks and worst-case consequences of crashes into Sydney Water facilities.

Table 16.2 Airport Useability for Different Aircraft Types

Incident	Estimated Risk of Crash	Worst-case Consequence of Aircraft Crash
Aircraft Crash into Werragumba Dam Gates	<ul style="list-style-type: none"> Greater than one crash per 10,000 years per square kilometre for Options A and B. Option C outside estimated minimum risk of aircraft crashes. 	<ul style="list-style-type: none"> Significant loss of water supply. Flooding and downstream impacts; application of water restrictions. 1.6 million water users affected.
Aircraft Crash into Lake Burragorang and Catchment	<ul style="list-style-type: none"> Greater than one crash per 10,000 years per square kilometre for Options A and B. Option C outside estimated minimum risk of aircraft crashes. 	<ul style="list-style-type: none"> Contamination of water supply from chemicals and bush fires. Potential impacts on structures and ecology of catchment.
Aircraft Crash into Sydney Water Supply Pipeline	<ul style="list-style-type: none"> Greater than one crash per 10,000 years per square kilometre for Options A and B. Option C outside estimated minimum risk of aircraft crashes. 	<ul style="list-style-type: none"> Significant interruptions to service. 1.3 million users affected. Requirements for alternative supply via Cordeaux, Cataract, Nepean and Prospects Dam.
Aircraft Crash into Prospect Reservoir Complex	<ul style="list-style-type: none"> Greater than one crash per 10,000 years per square kilometre for Options A and B. Option C outside estimated minimum risk of aircraft crashes. 	<ul style="list-style-type: none"> Flooding and downstream impacts. Loss of capability to filter and transfer water. Potential for chlorine gas release (maximum 80 tonnes). 1.3 million water users affected. Requirements for alternative supply via Cordeaux, Cataract, Nepean and Prospects Dam.
Aircraft Crash into Orchard Hills Water Filtration Plant	<ul style="list-style-type: none"> Greater than one crash per 10,000 years per square kilometre for Options A and B. Greater than one crash per 10,000 years for Option C. 	<ul style="list-style-type: none"> Loss of capability to filter water. 200,00 water users affected. Potential for chlorine gas release (maximum four tonnes).
Aircraft Crash into Sewage Treatment Plants	<ul style="list-style-type: none"> No assessment made in Draft EIS. 	<ul style="list-style-type: none"> Health and environmental impacts.

Source: Sydney Water, 1990, pers. comm.

Note: 1. A notional value of 1×10^{-6} per year has been assumed for the Probable Maximum Flood in other studies (Pearce, 1994).

Major Electricity Infrastructure

Transgrid and Integral Energy were consulted during preparation of this Supplement about potential impacts on electrical infrastructure of an aircraft crash into major infrastructure such as transmission lines or major electrical substations. They advised that there is a large concentration of major electrical infrastructure in western Sydney, largely as a result of the area being sparsely populated when the NSW network was developed (Transgrid, 1999, pers. comm., 28 January).

NOTE the clear superiority of Option C (North/South alignment) – why is this ignored, particularly when considering the risks and potential impacts of option A or B?

Major infrastructure falls into these categories:

- single transmission line;
- two or more sets of transmission lines closely coupled together; and
- major substations.

If an aircraft was to crash into a single transmission line, power would automatically be diverted to other lines. Electricity would continue to be supplied, possibly with less efficiency, until repairs were made. However, blackouts could affect limited geographic areas until emergency towers and lines were erected.

The impact of an aircraft crash affecting more than one transmission line would be more severe. In the worst-case, widespread disruption to electricity supplies could be expected over some hours, followed by progressive supply restoration as partial repairs were completed. In severe cases, rationing of power supplies in Sydney and other parts of NSW might be necessary over several days while emergency structures were erected.

The impact of an accident at a major substation would depend on the nature and extent of physical damage. Initial effects could be similar to worst-case impacts on multiple transmission lines, but the repair time could be much longer, resulting from the probability that equipment might not be readily available, and may have to be manufactured or imported. Arrangements would need to be made to bypass affected infrastructure, and partially restore supplies as soon as possible. Full restoration of the facilities, however, could take months or years (Transgrid, 1999, *pers. comm.*, 28 January).

Nonetheless, it is important to put the level of risk in context. Only two substations, under Options A and B, are located between the one crash in 10,000 years per square kilometre and one crash in 100,000 years per square kilometre contour. In Option C no substations are located within the one crash per 100,000 years per square kilometre contour. If it is assumed that the most vulnerable part of these substations measure 100 metres by 100 metres, the frequency of aircraft crash on that part would be between one crash in one million and one crash in 10 million years.

The frequency of aircraft crashes on energy infrastructure outside the one chance in 100,000 years per square kilometre contour would be even lower. It should also be noted that the contours refer to crashes of aircraft of all sizes. In *Technical Paper No. 10*, it was reported that small aircraft were more than four times more likely to crash around the Second Sydney Airport than larger aircraft. Therefore, the frequency of large aircraft crashes, which have a greater potential for damage, would be only a small proportion of the total frequency represented by the contours.

A number of major electricity transmission lines traverse the areas within the one crash per 100,000 year or greater per square kilometre contour. The predicted frequency of aircraft crashes for each kilometre of the transmission line would vary, depending on which contour the transmission line traversed. It is expected, however, that the predicted maximum frequency of aircraft crashes per square kilometre for this infrastructure would be similar to that estimated in *Technical Paper No. 10* for the Sydney Water Supply Pipeline; that is, one crash per 1,000 years per square kilometre. Actual risk levels for any section of the line that would be affected by a single aircraft crash would be less than this because the projected area of such a section of transmission lines and towers would be far less than one square kilometre.

NOTE; the EIS supplement 3 has identified that under Options A or B "Full restoration of the facilities, however, could take months or years", and that Option C has no substations located within the crash area. So, again, why has the Department planned only around option A?

Wilton;

Subsidence;

The argument put by some so called “experts” that an airport at Wilton would place unacceptable risk to the Sydney water supply, greater than that of Badgerys Creek is absolute Bovine excreta. To claim that an airport at Wilton is unacceptable because underground mining will cause “subsidence” issues is also Bovine excreta. Hello, has anyone ever noticed the tunnel underneath the runways at Mascot? “Subsidence”, what a joke!

As a rock driller and powderman employed on the Maldon – Dombarton rail line in 1985, there was no mention of underground subsidence causing the rail line to suddenly fall downwards, nor any concern regarding our drilling downwards and suddenly into void space. More recent activity towards completing the Maldon – Dombarton rail line do not at all find concern with “subsidence” either, which I could find.

Sydney water supply pollution.

The reality is that any water which would come to Sydney would be via the canal which joins the Nepean Dam to Prospect Reservoir, only in that direction. Lake Woronora only, (also in the Southern Highlands) is used to supply only local southern communities.

The Avon, Cataract, Cordeaux and Nepean dams, within the southern highlands are basically not used for primary Sydney drinking water supply since these dams can only supply Sydney’s Prospect Reservoir, via the open channel “upper canal” which is not capable of providing sufficient volume to meet even 8% of Sydney’s water needs.

This open canal is a masterpiece of engineering, but it cannot carry sufficient water supply to Prospect Reservoir to meet modern Sydney’s needs at any time, and particularly not into the future given the massive expansion of population which will occur in the oncoming years.

Furthermore, the upper canal delivers it’s water to Prospect Reservoir (and filter) and so no matter what argument might be made about the unsuitability of Wilton as a site, is just as much, or more at risk, given it’s location in relation to the proposed airport and flight paths – directly over it. This of course, would include direct overhead pollution, since the canal is open to air.

The very fact that Wilton was “ruled out” by “experts” (some of whom have long been known for their pro airport stance) for these claimed reasons, and widely publicised by media, and apparently accepted by “knowledgeable” politicians and bureaucrats is reason to be examined by commission of enquiry.



The General Holmes “tunnel” under Sydney airport runway. – Hope there’s no “subsidence”!

Arable land loss.

As an aside, it should be noted that this department and the political process supposedly overseeing it, have effectively managed to allow concrete, tar, bricks and mortar to be built over our most arable land, virtually state wide, particularly in the fertile soils north and south of Sydney along the coast, and most particularly in the Sydney basin itself.

The area of Horsley Park, and flatland westwards to the mountains was always known as “the Sydney Salad Bowl”... instead of protecting it, it has effectively been destroyed by poor planning and support for farmers – who by the way, represent “employment” and their farms “employment lands” as is now, and in the past.

How can this be seen as sensible long term planning?

Airspace management issues.

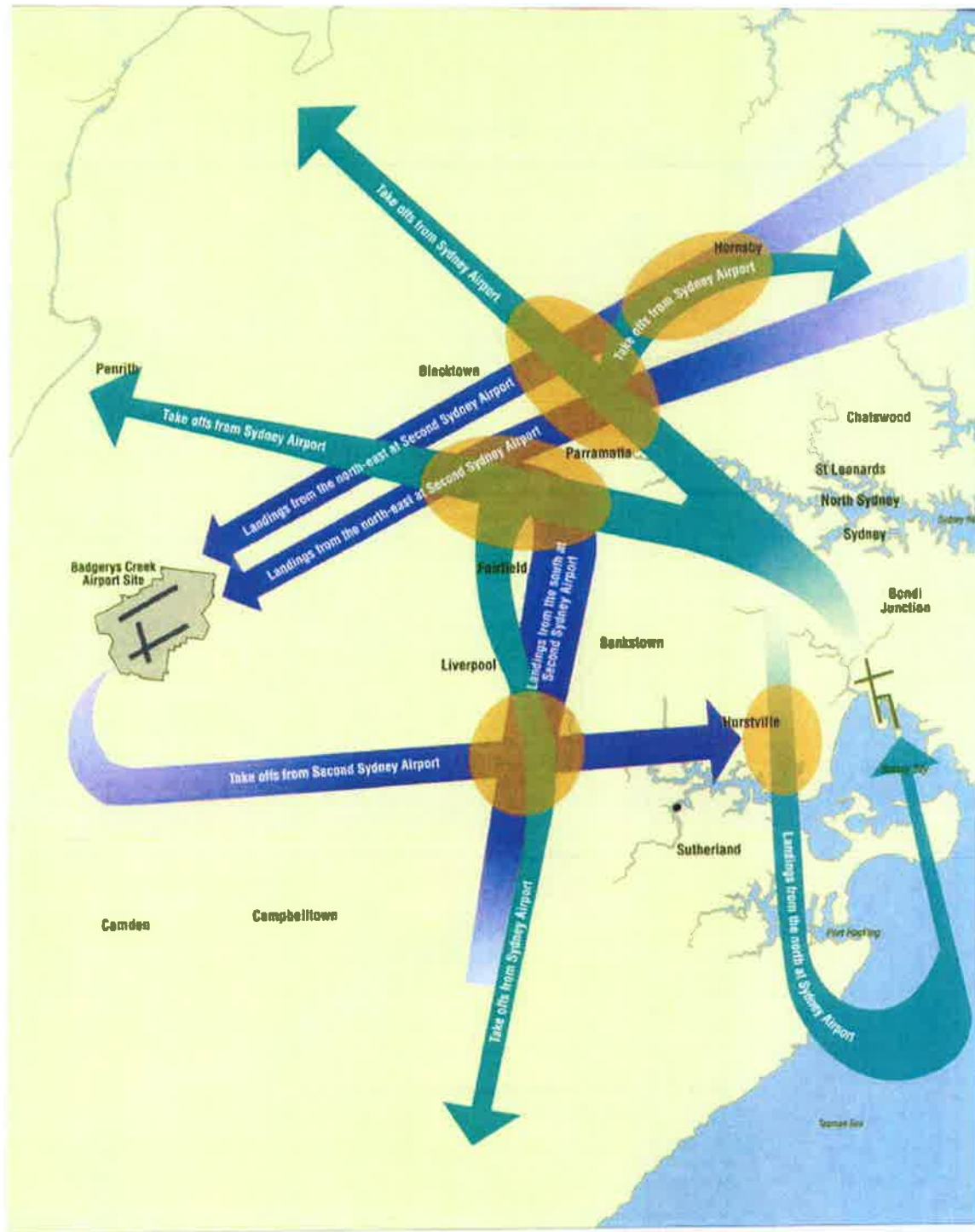


Figure 20.3

**Airspace Management Considerations for Option B:
Sydney Airport Runway 34, Second Sydney Airport Runway 23**

Low Level Crossovers

Supplement to Draft E.I.S.



What nature of impact is the Department considering to allow on all of these people?

Underneath the conflict of airspace are Bankstown and Richmond airport operations, apparently not considered in the EIS, via this “consideration”. – How can this work?

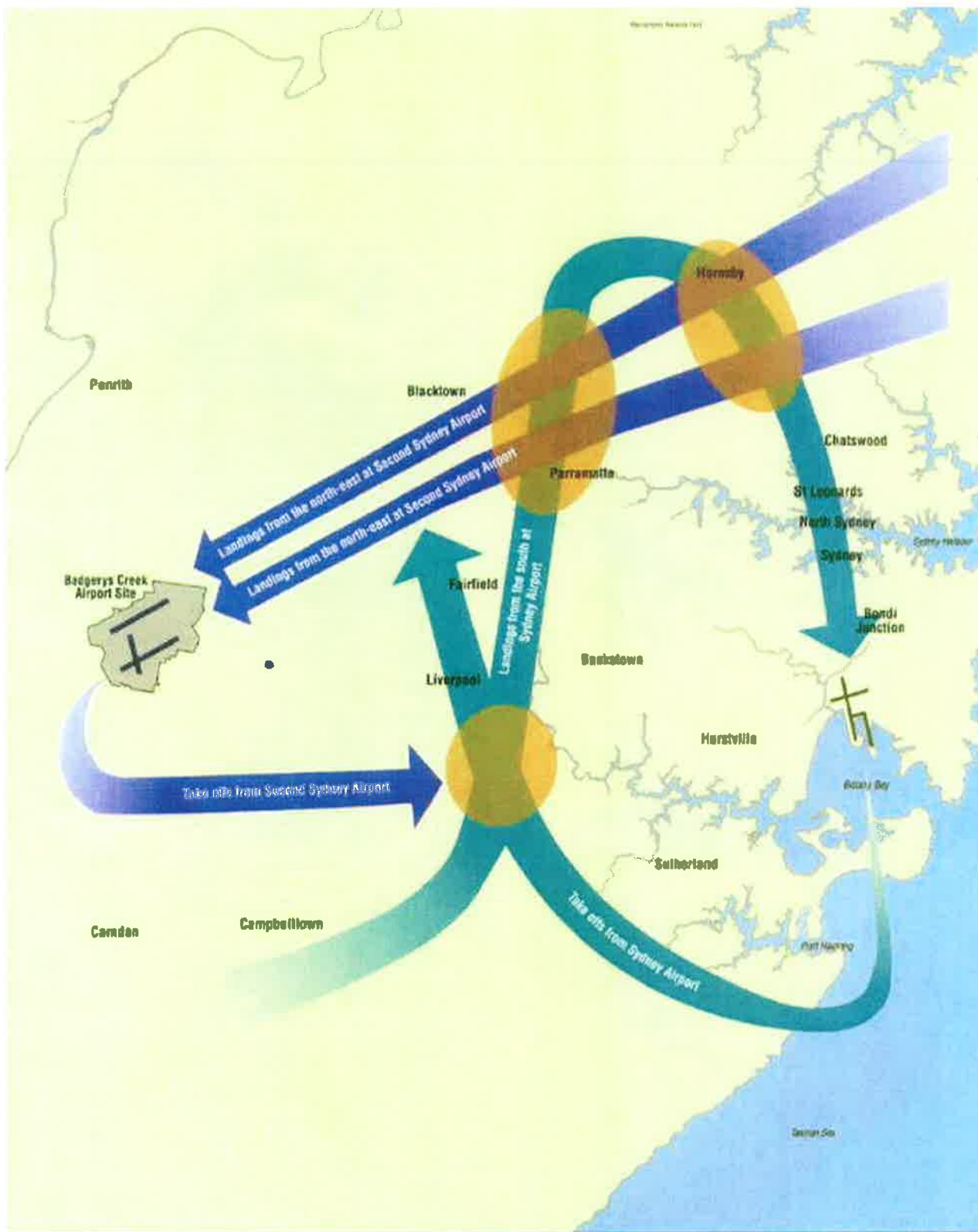
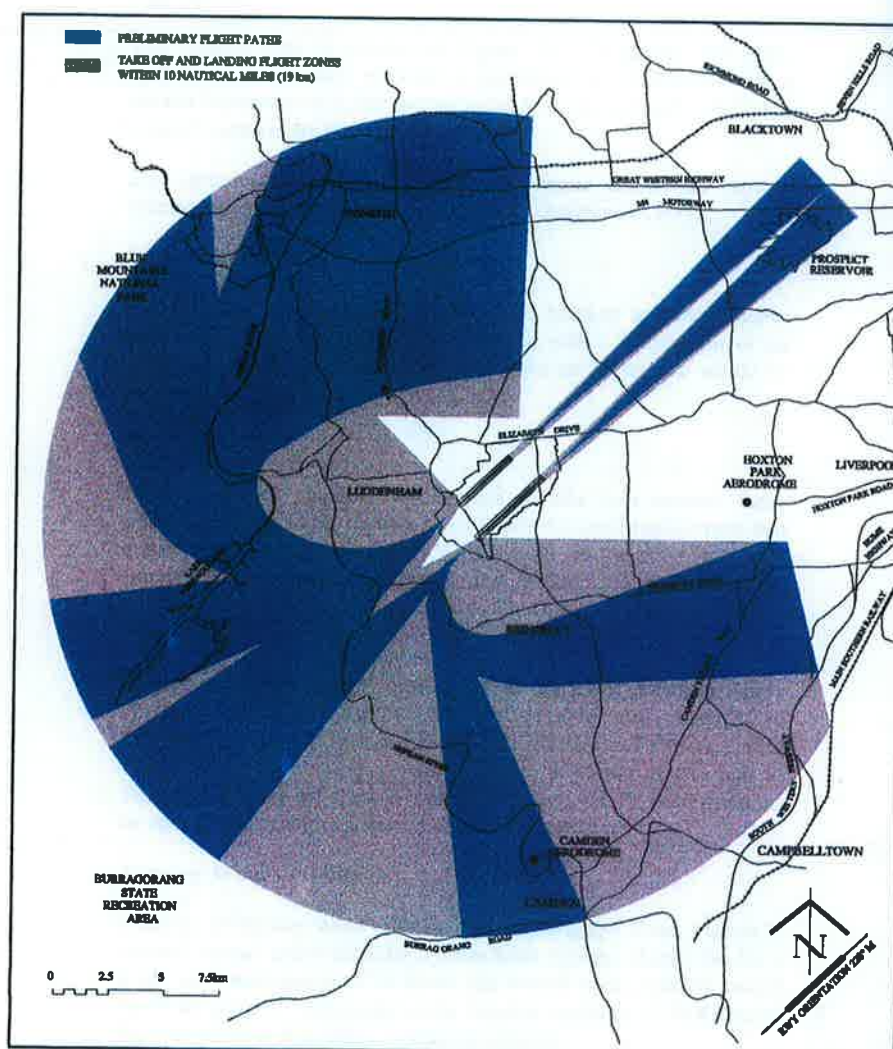


Figure 20.1
**Airspace Management Considerations for Option B:
 Sydney Airport Runway 16, Second Sydney Airport Runway 23**

Low Level Crossovers



Figure 2.4 *Badgerys Creek Option A Preliminary Flight Paths - Landing from the North East and take-off to the South West*



Note location of Prospect Reservoir; Lake Burragorang; Warragamba Dam wall.

This diagram, and next page, from EIS.

Second Sydney Airport Planners - Summary Report

Since the Government is planning to develop at least 110 thousand new dwellings for 300 thousand new persons (also media reported at 500,000) – in view of this flight path diagram, and that on the next page, how can this level of impact be considered as meeting one's duty of care?

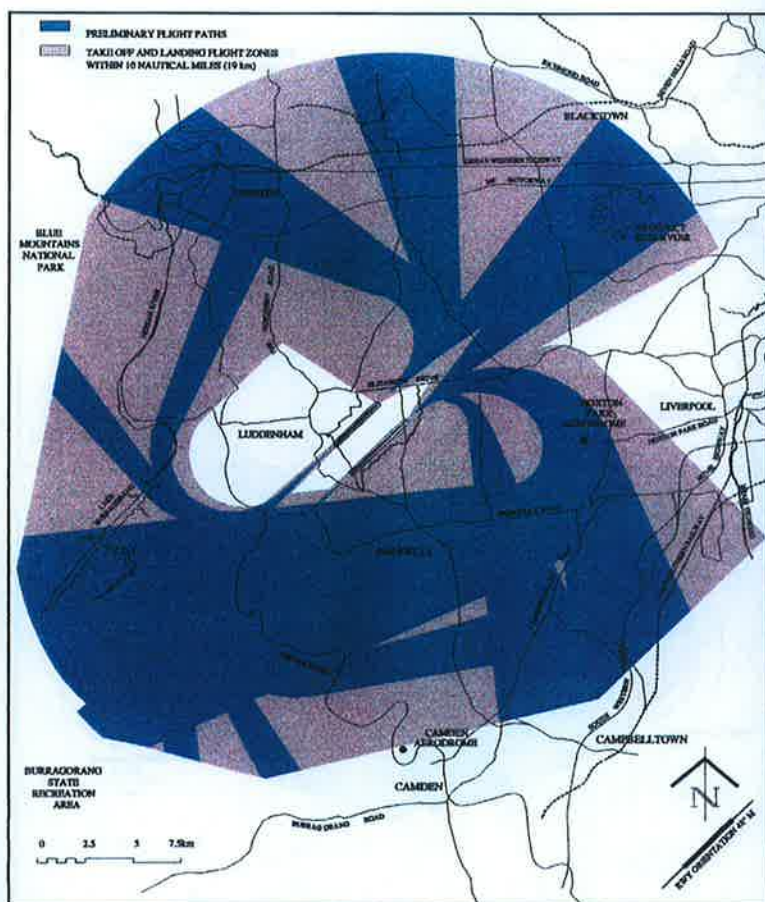
NOTE:

Aircraft **MUST** take off, and land, **INTO** the prevailing wind. The prevalent wind movement at Badgerys Creek is from South/Southwest; therefore aircraft **MUST** necessarily operate mostly towards and over the Blue Mountains, and over Lake Burragorang.

Any pilot will advise that flying over large bodies of water, means that there will be constant “wind shear” and thermal issues to deal with. NOTE that the flight paths show that aircraft will need a banked turn **OVER** the Warragamba Dam wall and Lake Burragorang, both noted in the EIS as being in the high risk crash area.

MASTER PLANS CHAPTER 2

Figure 2.3 *Badgerys Creek Option A Preliminary Flight Paths - Landing from the South West and take-off to the North East*



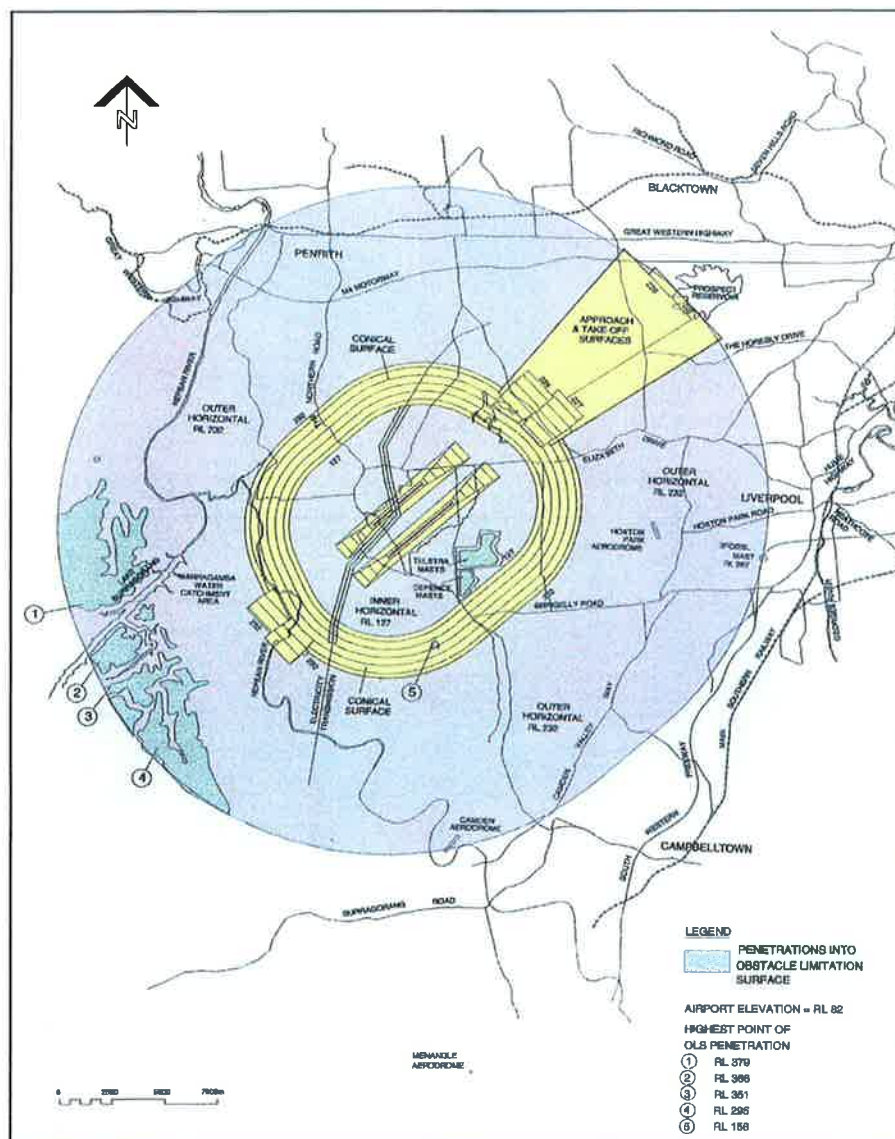
ALSO NOTE;

Recently pointed out by a commercial pilot, and missed by the EIS (and modelled flight paths); Since aircraft must land into the wind, aircraft approaching from the west will generally need to perform a hard banked U turn, under KSA flight-paths (what about Bankstown?) over massively populated areas, and critical infrastructure, in order to approach from the north east in order to land into the wind.

This is the "Obstacle Limitation Surface plan" for Option A (which is the alignment constantly promoted throughout the process) provided in the EIS Planning and Design report - but not shown in either of the summaries, and continually ignored by other "professional" reports such as the Infrastructure NSW report (and others). They somehow always conclude that an airport should be built at Badgerys Creek and this is the alignment constantly promoted.

The OLS shows that the Blue Mtns (either Option A or B) are "penetrations into the Obstacle Surface". In other words, they are too high for many aircraft to fly over. One look at the EIS provided curving flight paths shows that clearly.

Figure 2.2 Badgerys Creek Option A Obstacle Limitation Surfaces



2.3 Statutory Planning Framework

State Plans and Legislation

Section 117(2) Direction: Second Sydney Airport: Badgerys Creek

The objective of this direction is to avoid incompatible development in the vicinity of a potential second Sydney Airport at Badgerys Creek. Planning proposals must not contain provisions that enable the carrying out of development, either with or without development consent, which at the date of this direction, could hinder the development of a potential Second Sydney Airport.

This direction applies to land shown within the boundaries of the potential airport site and within the 20 Airport Noise Exposure Forecast (ANEF) contour as shown in Figure 5.

State Environmental Planning Policy (Western Sydney Employment Area) 2009
The State Environmental Planning Policy (SEPP) incorporates zoned employment land currently under development and areas identified for environmental protection and open space. The SEPP provides over 2,090 hectares of employment land that will support approximately 40,000 jobs for the people of western Sydney.

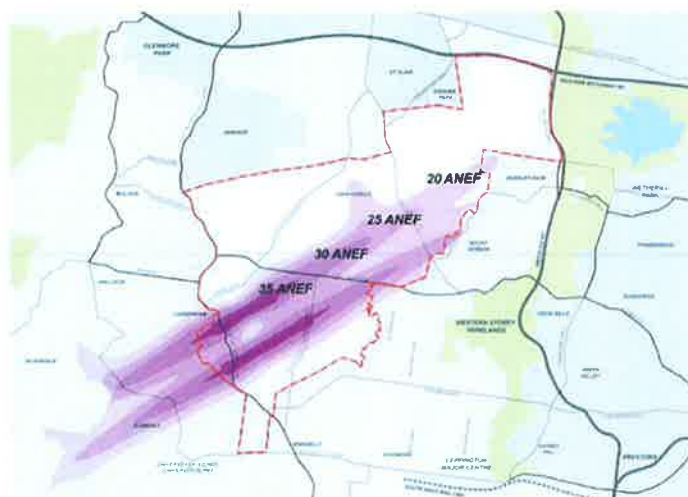


Figure 5 ANEF Noise Contour
Broader Western Sydney Employment Area (WSEA)
ANEF Contour (source: Parramatta and Liverpool City Council)

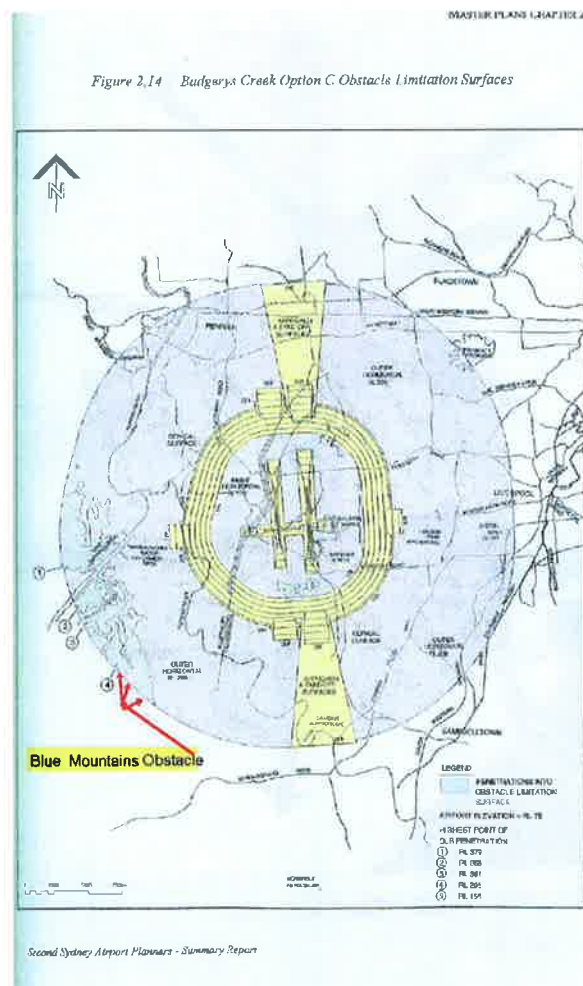
Dept. of Planning WSEA airport “option A” alignment with NO consideration of North/South runway alignment. Why?

This is the Master Plan OLSP for “Option C”.

As can be clearly seen, it does not exhibit Any of the major hazard and risk issues (Prospect Reservoir, water filter plant, upper canal, gas supply centre, electricity supply centre, Lake Burragorang and catchment, Warragamba Dam wall, overflight of Blue Mountains, major interference with Sydney major airport [KSA, Bankstown] flight paths etc.) that are apparent with both Option A and Option B.

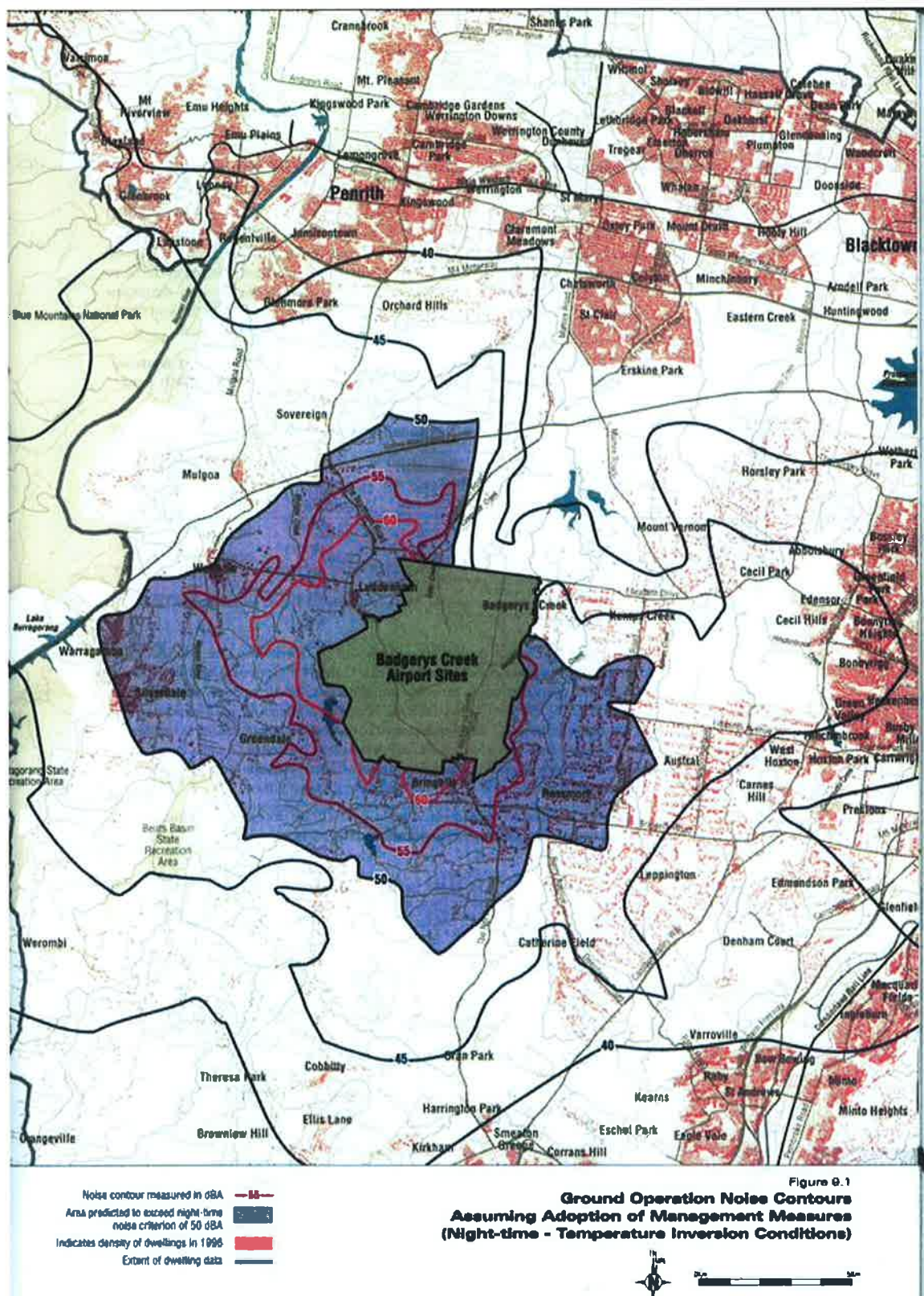
Whilst I do not endorse ANY airport at Badgerys Creek, clearly “Option C” as seen here is the only logical Airport runway configuration.

WHY has the department chosen to ignore this alignment?



Second Sydney Airport Plans - Summary Report

Noise impacts.



Note; this map (previous page) is from the EIS Vol 3 supplement. **It describes noise impacts from AIRCRAFT ON THE GROUND, not in the air!** Combine this with flight paths (above) shown in this report - a nightmare, day and night horrific noise, on virtually every western Sydney city; Penrith, Blacktown, Fairfield, Liverpool, Campbelltown, Camden – even Parramatta and it's suburbs etcetera.

- This makes the ANEF look like a nonsense, which it is. - Why wasn't this map supplied in the EIS summary? Why do the media continue to ignore this and continually report only on "economic benefit"? Why are our paid representatives; politicians, and Government departments such as the Dept of Planning and Environment remaining silent or supporting this nightmare of noise? Who do they think the people of western Sydney are?

As noted elsewhere in this report, this entire surrounding area is planned to experience MASSIVE urban expansion; above 300 thousand people, all within high noise impact areas shown above.

Furthermore, as constantly reported over many years, noise has an affinity to travel, amplify and echo in the area behind (west of) the Horsley Park/Mt Vernon escarpment, and suffers from constant issues of temperature inversion impact, as noted in the EIS as shown next:

It is anticipated that the ground activity at the airport would, from time to time, generate a relatively continuous noise. This noise might be generated by such things as aircraft taxiing around the airport. However, this type of continuous noise would be at a substantially lower level than that level generated by ground running for maintenance purposes.

Frequency of Temperature Inversions

Chapter 14 of the Draft EIS indicated that temperature inversions would most likely occur at Badgerys Creek on 60 to 75 percent of nights in summer and 60 to 95 percent of nights in winter. During both summer and winter, these frequencies represent a significant percentage of time during the night and the occurrence of a temperature inversion is an appropriate assumption for the assessment of noise from night-time ground running. The Draft EIS correctly assumes the presence of a temperature inversion for the calculation of night-time ground operation noise.

The calculations reported in the Draft EIS for day time ground running were based on neutral conditions (isothermal conditions where temperature is constant with height). This is consistent with the *Draft Policy for Stationary Noise Sources* recently published by the Environment Protection Authority (1998d). This assumption for day time is also considered to be a valid assumption given the direction provided by the Environment Protection Authority.

The effect of a temperature inversion is to focus a sound propagation down to the ground, thereby increasing noise levels at distances from the noise source. The increase depends mostly on the degree of temperature inversion (temperature gradient) and the topography and shielding obstacles between the noise source and the receiver. In the case of ground running at the sites of the airport options, an increase of approximately 10 dBA would result from a temperature inversion (compared with neutral conditions) in all directions around the airport. This effect is demonstrated in Figures 13.1 and 13.2 of the Draft EIS.

Ground Operation Noise Management

The Draft EIS discussed three methods of managing ground operation noise to reduce the overall impact.

The noise contours for ground operation noise, as shown in Figures 13.1 and 13.2 of the Draft EIS, are based on assuming the noise level emanating from the aircraft in the direction of maximum noise applies all around the aircraft. This approach was taken so that the noise contours derived indicated the greatest noise impact which could occur at any time since the orientation of the aircraft is unknown at this stage and is likely to change from day to day.

However, the noise pattern around an aircraft engine during high power ground running is directional with more noise emanating towards the back than towards the side and front of the engine. Orientation of the aircraft can therefore be used as a method of noise control in some directions when flexibility in orientation exists. When there is a wind blowing, it is common practice to point the aircraft into the wind, but under still conditions any orientation would be suitable.

To indicate the extent of noise reduction that can be achieved in some directions, noise contours have been prepared for a Boeing 747 aircraft oriented with its nose to the south-west. This orientation was chosen since it involves the aircraft pointing into the night-time air drainage from the south-west.

The resultant noise contours for night-time, based on temperature inversion conditions, are shown in Figure 9.1. It can be seen that the noise impact in a single

Since mid December 2013 there have been constant overflight of jet aircraft leaving from Sydney airport, over many of us in the Blue Mountains and western Sydney, often flying so low that type, company logo and other details are easily distinguished from the ground, and the noise from them intrusive into our environment and lives.

If one goes to the Airservices Australia website,

<http://www.airservicesaustralia.com/aircraftnoise/airport-information/sydney/> one will find that Sydney Airport is protected by a cap of 80 aircraft movements per hour, and a night curfew between 11pm and 6am, by legislation; The Sydney Airport Curfew Act 1995; <http://www.comlaw.gov.au/Details/C2006C00603>

The Badgerys Creek airport proposal is designed as a 24hr per day airport, but the difference between it and Kingsford Smith Airport is stark.

Sydney airport is at a coastal edge.

- It does NOT have temperature inversion issues which traps sound, (and air pollution) such as western Sydney has up to 90% of the time. (See EIS previous page)
- It does NOT have a range of mountains which would effectively reflect sound back into western Sydney populated areas, such as the Badgerys Creek site would have, with the Blue Mountain immediately to its west. (Go to Horsley Park, Cecil Park or Mt Vernon, Luddenham etc, yell out loudly and listen to the echoes)
- It does NOT have the extreme negative air quality issues which Western Sydney has.
- It does NOT have water quality and supply issues, such as Lake Burrangong to the immediate west and Prospect Reservoir to the east, both of which are in direct flightpath of the airport proposed at Badgerys Creek.
- It does NOT have the major risk factors to NSW and Sydney Metropolitan critical backbone supply infrastructure (gas, electricity, water supply pipelines), which if damaged has the potential to cripple Sydney or the entire state of NSW for "months or years".
- It does NOT have the operational constraints of a mountain range which is EIS noted as being too high for many aircraft to safely negotiate, requiring them to turn hard and fly over Lake Burrangong and Warragamba Dam wall, or fly over the mountains with minimal clearance.
- It does NOT have the same wind shear, or extreme fog levels that the Badgerys Creek proposal exhibits, particularly given that almost all operations must be directed towards the heritage listed Blue Mountains because of prevalent South/South Westerly wind conditions.

- The ONLY thing constraining aviation operation at Sydney airport is noise impact and complaints from local surrounding suburbs.

The Badgerys Creek airport proposal is planned to be 24 hour no curfew operation and as a freight focussed airport would obviously attract freight based aircraft which are commonly smaller companies using older aircraft, which are noisy, and less safe because of their age and cheaper maintenance and repair programs.

Why are the people of western Sydney and the Blue Mountains therefore considered as expendable rubbish by our governments and the "proponents", supported by the Department of Planning and Environment? Why would anyone foist a nightmare such as this on any community, anywhere in the world?

Is our physical and mental health and well being, and our physical environment regarded as worthless by these "business" people?

Millions upon millions of RATEPAYER and TAXPAYER dollars have been spent over a great many years, and COUNTLESS community dollars and hours of effort, defending us from this nightmare, and now it appears as if the Badgerys Airport proposal is once again a potential reality.

If it was regarded as no good in the past, how could it possibly be even vaguely considered as viable now? If it was ever a good thing then why did so many people, politicians, councils and governments and community organisations

rise up to oppose it so vehemently in the past - each and every time it has risen it's head?

Where are our paid representatives who previously professed to be opposed to this proposal in the past, as election platform issues, and why are they being so silent now? Are they all on the proponents payroll, as so much of the media obviously is?

Where are the government departments and local councils who are paid to protect our environment and lives? Why are there so many people in positions of public responsibility who are clearly breaching their duty of care by either saying and doing nothing when they should be, or actively promoting this nightmare when they clearly know how dangerous and damaging it would be?

The essence of this letter (since upgraded for this posting) was submitted to Blue Mtns Gazette; 10 February, 2014 - but NOT printed; as is always the case when it comes to this issue – discussed later in this report.

ANEC/ANEF

As regards the ANEC/ANEC; this is an excerpt from Mr R. Bullen's (who drafted the various ANEC for the EIS in 1997) submission to the Senate Standing Committee on Rural and Regional Affairs and Transport 18 January 2010, ("Our Ref: Submission_180110_RB") - found here;

<https://senate.aph.gov.au/submissions/committees/viewdocument.aspx?>

"Land Use Planning Around Airports.

In contrast to operational procedures, I believe it is essential that land use planning policy be based on firm principles that are consistent at all airports throughout Australia. Here there are often powerful political interests involved, both in support of and in resistance to development. The potential for these interests to distort the decision-making process for their own benefit is significant. In addition, the interests of the Airport may well be contrary to those of the community (including future residents)."

---ooo0ooo---

- As can be seen, "distortion" of the facts regarding this proposal, by the proponents and (controlled) media and BC airport proposal related "reports" (which are paid for with our taxes/rates) is mind boggling. – No one should be more aware of this though, than professional planners, and the Department of Planning itself.

Air Quality Issues:

Since the early 1970's when the 1973 State Pollution Control Commission report was put to cabinet, followed by Professor Fred Bells air quality report was submitted to Government and public, followed again by the 1996 Metropolitan Air Quality Study (MAQS) released at the Parramatta Riverside Theatre in June 1996, (which I attended) we have all (particularly Government and it's relevant departments) been warned by each of these reports not to allow development of the type now proposed as the WSEA, and the intention to set aside even more land for even more development.

What is the point of commissioning reports such as these, paid for with public taxes, and then ignoring the warnings contained within them? Does this not constitute at the very least, a breach of duty of care?

Although not a professional in the field of air quality, I am never the less well studied in this problem, as well as not devoid of simple common sense. The Health and Urban air conference held at the Riverside theatre in June 1996, which coincided with the release of the MAQS made the following point extremely clear.

In terms of human health, the issues of ROCs, (Reactive Organic Compounds), NOX (nitrogen oxides), VOC's (Volatile organic compounds) and PM (particulate matter) 2.5 and greater are major issues. Each has the proven ability to readily and easily cause cancer in human beings. This is magnified greatly when any these are combined, a matter of common knowledge.

It is also common knowledge that particulate matter can act as a binding agent for these compounds and oxides, if it comes into contact with them, thereby creating the very combination above mentioned.

New Development.

The nature of development now proposed by the Department of Planning and Environment in outer western Sydney, with a proposed 110 thousand new dwellings, 300 thousand new residents, massive industrial development and an airport, with a rail line which effectively will terminate at Badgerys Creek, and not come through to the western line, thus meaning that effectively all ground transport will be essentially based on combustion engined road transport would clearly create a situation where air quality will be massively compromised.

It should be noted, in particular, that aircraft emit massive levels of particulate matter as exhaust. (A 747 uses 10 tonnes of fuel to become airborne and climb to reasonable cruising heights. *Unlike particulate matter from the exhaust of a semi trailer which has a relatively short falling distance to ground or human ingestion, the particulate matter exhausted from an aircraft obviously has a great travel distance to ground thereby creating a circumstance of great exposure to many or all of these cancer causing agents* – an extremely dangerous health issue.

Furthermore, since either end of the proposed (east/west) runway alignment has Sydney's drinking water in direct low level flightpath, particularly Lake Burragorang with it's 9,000 square km of direct catchment, (apart from the massive water body itself) then clearly there will be an extreme risk of high level water pollution. "Sydney Water does not have methods for removing aircraft fuel from it's water" ?? (EIS book ?? and summary documents) – but please note, this is only descriptive of oil deposits. The issue of air heavily contaminated with falling poison debris into the water supply is potentially a deadly one in its own right.

I remind the department, and all readers, that all residences in the Blue Mountains must have their on site sewerage management systems examined by a qualified expert, a minimum 4 times per year to ensure that contaminants are not allowed to enter the drinking water of Sydney. The fines for even entering the specially ?? are potentially immense.

I also remind the department, and all others, that the Departments own submission to the EIS requires that the water supply pipelines must be buried by 3 metres to protect them from aircraft crash. Is the department considering to bury or otherwise cover Prospect Reservoir and Lake Burragorang, as well as its catchment areas?

Clearly, if the department considers the issue of aircraft crash to be of such import that it requires the pipelines to be buried, then it stands to reason, that this issue will also apply to the water bodies themselves, apart from the Gas supply infrastructure, and electricity supply infrastructure, either side of Wallgrove Road, at Horsley Park, all in the high risk crash area identified in the EIS.

Air quality in Sydney breaches safe levels 19 times.

Date January 17, 2010 – Sydney Morning Herald.

Sydneysiders endured 37 days of high air pollution last year, with air quality breaching national standards on 19 days, says the NSW opposition.

The figures, made public on Sunday by opposition environment sustainability spokeswoman Catherine Cusack, showed the number of high pollution days had almost doubled from 19 days in 2007/08 to 37 days in 2008/09.

There were also 19 days where National Air Quality Standards were exceeded.

In 2007/08, Sydney recorded only five such days.

"For Sydney to exceed these standards 19 times in a single year is a distressingly bad performance that requires substantial response from government," Ms Cusack said in a statement.

"Sydney's unfortunate record as the city with the dirtiest air in Australia was boosted last year."

Ms Cusack had requested the information on air pollution in the Sydney metropolitan region from the government in a parliamentary question on notice.

She said air quality was a major environmental and health issue in the Sydney Basin, with experts putting the cost to human health at more than \$4.7 billion each year.

"It is both socially and economically irresponsible to dismiss these astronomical costs," she said.

Ms Cusack accused the NSW government of blaming dry weather and motorists while doing nothing to address traffic congestion, a lack of public transport or protecting native vegetation.

"We also need better air quality monitoring systems and zero tolerance of increased emissions from the Sydney basin," she said.

"With growing lungs and developing organs, every child has a right to breathe clean fresh air.

"It is a travesty that Western Sydney has the most children and by far the dirtiest air in Australia."

Air quality is considered to be poor when it reaches 100 or more on the Air Quality Index.

On September 23, the day of Sydney's dust storm, the level reached 4,164.

AAP

Read more: <http://www.smh.com.au/environment/air-quality-in-sydney-breaches-safe-levels-19-times-20100117-me85.html#ixzz2dweRbco5>

Reports into Sydney Basin Air Quality to be regarded as integral to this submission.

[Barros, J A, Sydney Basin: Air Toxic Emissions & Health Update, 2001.](#)

<http://www.areco.org/SYDNEY%2520BASIN.pdf>

patterns with patterns of cancer risk observed in overseas **studies**, and finds similar ... Figure 1 shows the typical daily cycle of **air pollution** in the **Sydney basin**, ...

[Download report - Asthma Australia](#)

http://www.asthmaaustralia.org.au/uploadedFiles/Content/Media/AFNSWSubmission_air_pollution...

This document will outline the causes of **air pollution** in the **Sydney Basin**, the impact ... Scientific **studies** have proven that these all have adverse health effects.

[Draft EIS Second Sydney Airport Volume 1 Main Report Part ...](#)

http://www.blacktown.nsw.gov.au/files/a6737175-c85e-4499-9750-a2ae00aea997/Draft_EIS_Second...

by wind conditions and that previous **studies** recommended industrial ... western Sydney because of poor **air quality** and locally restricted air movement patterns the west of the **Sydney basin**, therefore ozone levels in western Sydney cannot .

[Response by MACROC to the final Report of the Inquiry into Health ...](#)

[http://www.macro.nsw.gov.au/articles/articlefiles/48-Final%2520Approved-\(CCCCWSC\)-Respons...](http://www.macro.nsw.gov.au/articles/articlefiles/48-Final%2520Approved-(CCCCWSC)-Respons...)

of **Air Pollution** in the **Sydney Basin** ... Overview of **Air Quality** Issues within the Macarthur Region. The air ... Previous **studies**, for example, the Pilot Study on the .

[Modelling Wind Fields in MAQS P.I. Hurley, P.E. Manins ... - MSSANZ](#)

<http://www.mssanz.org.au/MODSIM95/Vol%25202/Hurley.pdf>

Sydney basin could lead to a deterioration of **air quality**. (Hyde and Johnson ... sites' funding of health **studies**, and scientific **studies** of pollution mechanisms ...

[A synoptic climatology of tropospheric ozone episodes in Sydney ...](#)

<http://onlinelibrary.wiley.com/doi/10.1002/joc.1332/pdf>

May 2, 2006 ... Location map and topography of the **Sydney basin** and surrounds. ... climatological technique in **air pollution studies** have concentrated on ...

[Air pollution from Sydney airport | Green Left Weekly](#)

<https://www.greenleft.org.au/node/9107>

Jun 7, 1995 ... So Sydney airport is lowering the **air quality** of the areas around it? ... to particular weather conditions, where pollution from the **Sydney basin** gathers. ... Some of the proposed sleep disorder **studies** should also be funded.

[Smoke triggers health alert - Sydney Morning Herald](#)

<http://www.smh.com.au/environment/weather/smoke-triggers-health-alert-20131021-2vx6i.html>

Oct 22, 2013 ... "**Air pollution** is going to become very poor over the **Sydney basin** over ... "**Studies** show that on high pollution days - when bushfire smoke is ...

[Air quality and the northern interchange at Wahroonga - NorthConnex](#)

http://northconnex.com.au/docs/RMS222_NorthConnex_Factsheet_DetailedAirQuality_Northern.pdf...

road vehicle contribution to Sydney **air pollution** see the link to the shown through **studies** of ambient **air quality** data from the M5 across the **Sydney Basin**.

[Submission: The impacts on health of air quality in Australia](#)

<https://senate.aph.gov.au/submissions/committees/viewdocument.aspx%3Fid%3D3940d072-c7ac-4380...>

of **air pollution** in comparison to the remainder of the **Sydney Basin**. ... Without going into great detail, many **studies** over a long period of time have shown.

[Health impacts of air pollution in the Sydney Basin \(Inquiry\) - NSW ...](#)

<http://www.parliament.nsw.gov.au/prod/parlment/committee.nsf/0/3ECF8ABFA09039A6CA257187000D...>

Health impacts of **air pollution** in the **Sydney Basin**: A completed inquiry of the General Purpose Standing Committee No. 2.

[Final Report, Health impacts of air pollution in the Sydney Basin ...](http://www.parliament.nsw.gov.au/prod/parlment/committee.nsf/0/0E5CDC94A080D074CA2572280001...)

http://www.parliament.nsw.gov.au/prod/parlment/committee.nsf/0/0E5CDC94A080D074CA2572280001...
16/11/2006: Final Report, Health impacts of **air pollution** in the **Sydney Basin**, prepared by the General Purpose Standing Committee No. 2.

[Beware, there's something in the Sydney air - Sydney Morning Herald](http://www.smh.com.au/national/health/beware-theres-something-in-the-sydney-air-20131228-30...)

http://www.smh.com.au/national/health/beware-theres-something-in-the-sydney-air-20131228-30...

Dec 29, 2013 ... On a summer's day in Sydney, the air in the inner city can be cleaner than ... more salt, as sea spray travels around the **Sydney basin** on onshore winds. ... Organisation has measured the city's **air quality** and surrounds with a ...

[Air quality in Sydney breaches safe levels 19 times](http://www.smh.com.au/environment/air-quality-in-sydney-breaches-safe-levels-19-times-20100...)

http://www.smh.com.au/environment/air-quality-in-sydney-breaches-safe-levels-19-times-20100...

Jan 17, 2010 ... Sydneysiders endured 37 days of high **air pollution** last year, with air ... was a major environmental and health issue in the **Sydney Basin**, with ...

[Sydneys ozone pollution](http://www-das.uwyo.edu/~geerts/cwx/notes/chap14/oz_pollution.html)

http://www-das.uwyo.edu/~geerts/cwx/notes/chap14/oz_pollution.html

Because of its geography, it has long had a problem with **air pollution**, ... layer of cold air draining off the elevated surroundings into the **Sydney basin** and ...

[Sydney's Pollution | Biocity Studio - SlideShare](http://www.slideshare.net/biocitystudio/biocity-studio-biodiversity-solutions-unsw-2009-19)

http://www.slideshare.net/biocitystudio/biocity-studio-biodiversity-solutions-unsw-2009-19

Nov 19, 2009 ... The main types of pollution are noise, air, water and light. BIBLIOGRAPHY **Air Pollution** in **Sydney Basin** - Sources, Cycles and Health ...

[The Sydney basin's air quality - YouTube](http://www.youtube.com/watch%3Fv%3DQYr9fMOLGVs)

http://www.youtube.com/watch%3Fv%3DQYr9fMOLGVs

Mar 4, 2013 ... Catherine Cusack speaks on the issue of **air quality** in the **Sydney basin**.

[Submission: The impacts on health of air quality in Australia](https://senate.aph.gov.au/submissions/committees/viewdocument.aspx%3Fid%3D3940d072-c7ac-4380...)

https://senate.aph.gov.au/submissions/committees/viewdocument.aspx%3Fid%3D3940d072-c7ac-4380...

This submission will focus on the main **air quality** concern for Camden Council — ... of **air pollution** in comparison to the remainder of the **Sydney Basin**.

[Development of a photochemical airshed model for Sydney, New ...](http://www.sciencedirect.com/science/article/pii/S0895717795000568)

http://www.sciencedirect.com/science/article/pii/S0895717795000568

Jan 20, 2000 ... The airshed modelling system is one of the key outcomes of the Metropolitan Air Quality Study (**MAQS**). It will provide the tools necessary to aid ...

- and so on....none of which are good news for the Sydney basin, as it is now, before any extra development – or airport.

Controversial air quality study released

1991

In mid-March the controversial CSIRO-Macquarie University air quality study of western Sydney was made public by the Department of Planning.

The study is a blow to the State Government. It shows that air pollution is more severe than shown in previous studies, and likely to be worsened by planned developments. The Macarthur South development has already been scaled back by 15,000 lots in response.

According to the *Telegraph Mirror* (4.3.91), health experts and environmentalists are now demanding urgent steps including:

- A medical inquiry into all casualty admissions related to bronchitis, asthma and emphysema to Western Sydney hospitals; and

- A ban on all further housing and industrial developments until proper rail services are in place for new and existing areas.

The study provides valuable support for opponents of massive developments planned for the west, and for opponents of freeways throughout Sydney (the principal source of smog is vehicle emissions).

Summary of Findings

- The data previously published by the SPCC seriously underestimates the current severity of photochemical smog in the Sydney region.

- There are gross deficiencies in knowledge of the causes and of the distribution of photochemical smog in Sydney. This lack of knowledge is likely to disadvantage proposals for urban and industrial development in the area.

- Ozone gas is the principal component of photochemical smog. Recently the Environment Protection Authority of Victoria commissioned a review of the effects of ozone on human health. The finding was that the public health standard for ozone be lowered from the current 0.12 ppm to 0.08 ppm (one hour average). On a day early last summer in western Sydney the SPCC measured ozone to be 0.20 ppm. This is 2.5 times this newly recommended maximum value.

- In the absence of further pollution controls, urban growth during the next 20 years is set to give rises of up to 50% in western Sydney ozone concentrations.

- On current projections it is likely

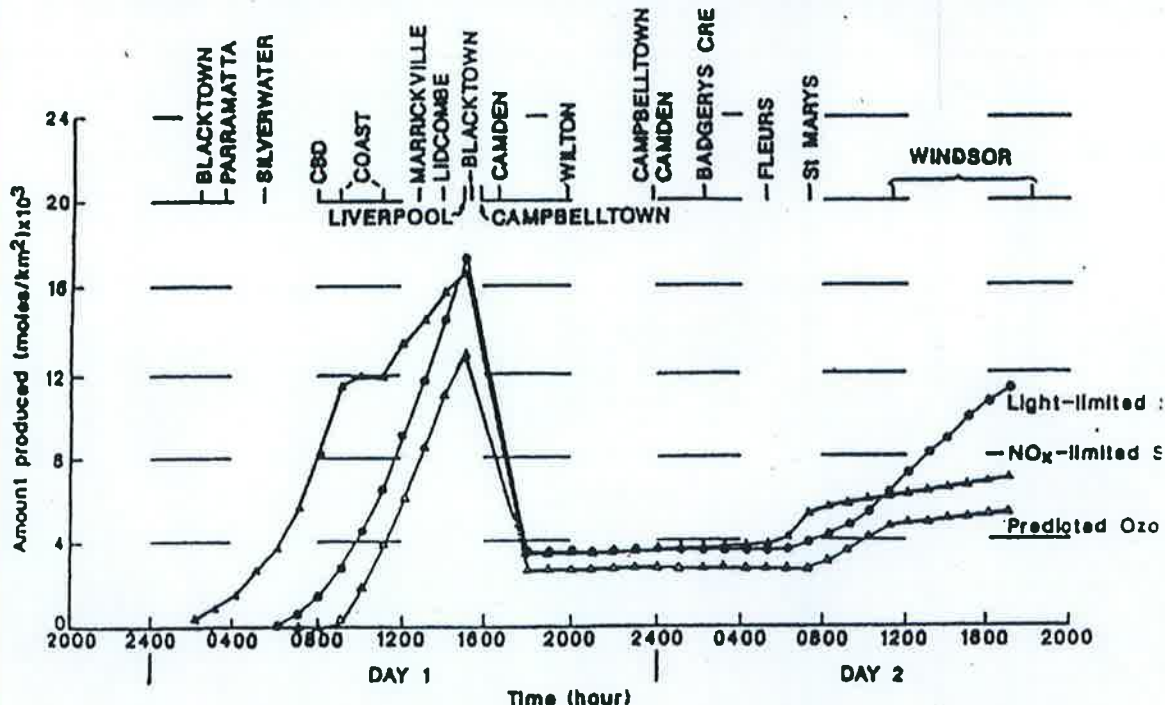
that haze levels in western Sydney will increase, degrading visual amenity in the region. During a pollution episode in the mornings, the layer of haze close to the ground will become more opaque and in the afternoon increasingly the sky may appear white rather than blue. The study does not predict the magnitude of these changes.

- The land form of western Sydney constitutes a large basin, namely the Hawkesbury Basin. The pattern of wind flow characteristic of the region, together with the topographical form, results in a tendency for pollutants (either emitted within the basin or transported into it by wind from the east) to be retained within the Basin rather than being dispersed. Thus the capacity of the Hawkesbury Basin to accommodate pollutant emissions is less than that of the eastern sectors of the Sydney Airshed.

It also found that the main flow of pollutants in western Sydney is from south to north, as 'drainage flows' which are then returned to the area by seabreezes.

Pilot Study: Evaluation of air quality issues for the development of Macarthur South and South Creek Valley regions of Sydney by Robert Hyde and Graham Johnson.

Available from the Department of Planning, 175 Liverpool Street Sydney, cost: \$12



This diagram from the study shows the concentration of pollutants caused by night-time air flows along the route of the Hawkesbury-Nepean River

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Halt growth of Sydney by 1978—report

By JOSEPH GLASCOTT

All industrial and urban development in Sydney would have been halted by 1978 under a report presented to the State Pollution Control Commission in 1973.

The report, by the commission's engineering and scientific division and submitted in January, 1973, drew such a gloomy picture of Sydney's air pollution problems that it has been kept confidential.

It said that prevent and proposed controls on car and industrial emissions would be unable to cope with pollution if Sydney was permitted to expand to an area providing living space and employment for 51 million people by the year 2000 as projected by the Sydney Region Outline Plan.

Therefore, the building of industries and houses in the Sydney and Cumberland plains "should be slowed down with the intent of halting it completely in five years" (ie 1978), the report recommended. It also recommended that the outline plan be revised.

The State Government should channel future development into country towns, it said.

Experts see air pollution as crisis

Some of the report's findings on the seriousness of air pollution in Sydney have cropped up in Government statements from time to time.

But because of its drastic remedies, the report's recommendations have not been published.

The report recently fell into the hands of Mr Peter Cox, the State Opposition's spokesman on transport and member for Auburn.

Mr Cox plans to use the report to support his case against a proposed giant oil terminal in his electorate at Silverwater.

The Pollution Control Commission has approved of the building of an underground oil pipeline from Kurnell to the Silverwater site, but is now receiving submissions for an inquiry into the building of the terminal.

The report concluded that even if strict limitations were imposed on car emissions and industrial and urban develop-

ment, air quality would continue to deteriorate in the Sydney region at least until 1980.

Photochemical and sulphurous smog would worsen in this period and would be more visually repugnant in the cooler months of the year.

Because of Sydney's weather it would not experience the duration of photochemical smog that was a feature of Los Angeles and Tokyo.

But at times, in future, the intensity of smog would rival that of those cities.

The report presented a detailed explanation of the meteorological and topographical factors which, it said, imposed limits on the growth of Sydney if air pollution was to be controlled.

It likened the Sydney basin to a mushroom with the suburbs east of Parramatta occupying the stem and the area taking in Richmond, Camden, Campbelltown and South-erland representing the head area.

The basin was subject to many still nights, especially in the "Mushroom head" area.

In this area, cold air collected in a vast low pool trapping air pollutants. This spilled over into the western suburbs and eventually reached the City and Harbour.

The trapping of pollutants in this manner allowed time for photo-reaction to occur, producing the brownish-yellow photochemical smog which caused eye and bronchial irritation, damage to plants and deterioration of rubber and paint.

Sydney was fortunate that with its high incidence of fine days the sun usually broke up the layer of cold air by 10 am.

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The 1992 Bell Report – (entire).

AIR POLLUTION PROBLEMS IN WESTERN SYDNEY

1. Introduction

The type of air pollution in Western Sydney of most concern to date is known as 'photochemical smog'. This occurs mainly in summer months with a complex mix of pollutants including ozone, hydrocarbons and nitrogen oxides. Ozone has been regarded as the most harmful pollutant and its concentration is used as a measure of the severity of the smog. However, nitrogen oxides (notably nitrogen dioxide) and hydrocarbons are also harmful to human health and there is growing concern about these pollutants in the Sydney area. A recent study by Corbett (1991) has revealed a significant correlation between hospital mortality and elevated levels of atmospheric nitrogen dioxide. Other recent studies have provided evidence of serious carcinogenic effects of prolonged exposure to hydrocarbons.

2. The production and control of ozone

Ozone in photochemical smog is produced by the action of strong sunlight on high concentrations of nitrogen oxides in the presence of hydrocarbons. In the Sydney region about 80 percent of nitrogen oxides come from motor vehicle emissions while the remainder comes from industrial activities, airport operations etc. Most of the hydrocarbons are also from motor vehicle emissions. The term 'smog precursors' is applied to the concentrations of nitrogen oxides and hydrocarbons preceding a possible photochemical smog episode.

It should be noted that ozone is not emitted directly from motor vehicles but may take several hours to form after the nitrogen oxides and hydrocarbons have been emitted. During this time the gases may be widely dispersed by atmospheric turbulence and wind. Therefore, unlike some other forms of air pollution, photochemical smog tends to occur throughout a region rather than in local concentrations near the main sources of pollution. Also, before the ozone forms, the precursors may be transported long distances and the highest concentrations of ozone may therefore be recorded in areas remote from the original sources. This tends to happen in the Sydney region where the highest concentrations of ozone often occur in the western suburbs while the main sources of the precursors are in the city and inner suburbs.

Regulations were introduced in New South Wales in the 1980s to restrict the emissions of hydrocarbons from motor vehicles. This was essentially a strategy to reduce Sydney's photochemical smog problem, based on the knowledge that both hydrocarbons and nitrogen oxides are required for ozone production. The strategy has succeeded in slowing down the rate of ozone production and has consequently tended to reduce the concentrations near its sources in the eastern part of Sydney. However, it has apparently not succeeded in reducing the concentrations of ozone in Western Sydney. This is because the ultimate concentrations at some distance from the source depend mainly on the quantities of nitrogen oxides emitted and these have not been affected much by the emission control measures to date.

Unfortunately, to substantially control nitrogen oxide emissions from vehicles would apparently be more difficult and more expensive. Furthermore, stringent measures to reduce nitrogen oxides emissions would benefit Western Sydney but, ironically, could have adverse consequences for the eastern part of Sydney. Such measures may actually increase ozone concentrations near the main sources of the emissions because the rate of ozone production depends on the ratio of hydrocarbons to nitrogen oxides. A reduction in nitrogen oxides would increase the ratio and therefore increase the rate of ozone production.

Although ozone is a colourless gas, the hydrocarbons and other pollutants in photochemical smog give the atmosphere a hazy, off-white to brownish appearance. A somewhat similar form of haze occurs in winter without the ozone (and has therefore been regarded as less harmful). This is known as "winter haze" or "brown haze" and may appear darker than

photochemical smog. Winter haze often has high concentrations of water droplets, hydrocarbons and other suspended particles. It may also contain high concentrations of nitrogen oxides which have not been converted to ozone because of the lack of strong sunlight at this time of the year.

3. Why is Western Sydney so vulnerable ?

Few places in the world would be more vulnerable to photochemical smog than Western Sydney. Its vulnerability is due to the following factors:

- Western Sydney is in a topographic basin with high land to the south, west and north.
- Sydney's pollution is carried into the area by the sea breeze and is trapped by the high land.
- Sydney's pollution has very high concentrations of nitrogen oxides and hydrocarbons because of the urban sprawl and general dependence on motor vehicles for transport.
- Sydney is within the worst latitudinal band for photochemical smog, namely 30 to 35 degrees South.

Places within latitudes 30 to 35 degrees are particularly prone to photochemical smog because their weather conditions are dominated in all seasons by subtropical high pressure systems. Characteristic of these conditions are the strong sunlight intensity and duration needed to produce ozone. Also characteristic of these conditions are the light winds and highly stable air that cause trapping and accumulation of pollutants within the surface layers of the atmosphere.

The above influences of the subtropical high pressure systems are modified in the eastern part of Sydney by its proximity to the ocean. The resulting sea breeze, a smaller temperature range and more frequent cloud cover all assist the dispersal of pollutants from their source areas and inhibition of ozone formation. However, in dispersing the pollutants the sea breeze transports them westwards and ozone is still produced in the calmer air of Western Sydney. This process is shown in more detail in Figure 1.

Figure 1 is based on maps given in Hyde and Johnson (1990). It shows diagrammatically the topographic basin of Western Sydney and how polluted air is transported into the basin from the eastern part of Sydney on a typical day of photochemical smog (Trajectory 1). It also shows the general overnight drift of air from south to north within the Western Sydney basin (Trajectory 2), and some return of polluted air the next morning to the eastern part of Sydney through the Blacktown area and Parramatta River valley (Trajectory 3). Typical. These show that smog precursors emitted in the Botany-Mascot area would take three or four hours to be transported to Western Sydney by the sea breeze. During this period ozone would be produced from the action of sunlight on the precursors and the air parcel would represent well developed photochemical smog by the time it reached the Campbelltown area in the mid-afternoon. Some accumulation of smog would occur in the southern part of the basin during the afternoon and this would later spread slowly northwards through the entire basin.

As indicated on Trajectory 2, it may take ten to twelve hours for an air parcel to travel from the southern to the northern part of the Western Sydney basin and high ozone concentrations could possibly remain throughout the basin for several days. Although some of the polluted air may 'spill over' the low ridge between Blacktown and Campbelltown and escape eastwards (as shown in Trajectory 3) this movement is opposed for much of the day by the sea breeze. The Western Sydney basin is therefore an effective trap for air pollution, the amount of pollution entering it often being much greater than the amount leaving.

SCHEMATIC BOUNDARY
OF WESTERN SYDNEY
BASIN

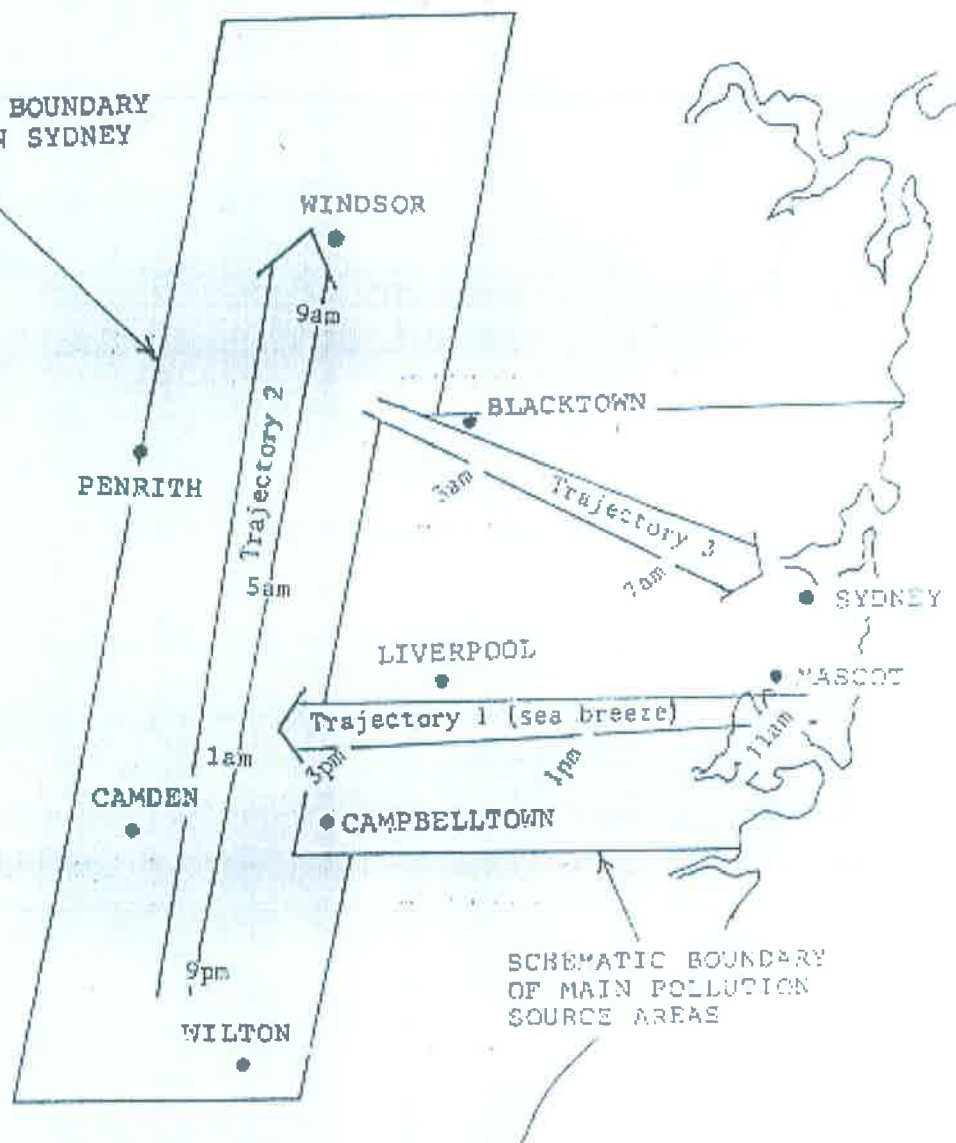


FIGURE 1 DOMINANT AIR MOVEMENTS
ON A TYPICAL DAY OF
PHOTOCHEMICAL SMOG

(adapted from
Hyde and Johnson 1990)

4. A history of secrecy and neglect

The vulnerability of Western Sydney to air pollution problems was recognised at least twenty years ago but has been largely ignored by the various State Governments since that time. An article by Joseph Glascott in the *Sydney Morning Herald* of 29 October 1975 referred to a report prepared by experts of the State Pollution Control Commission (SPCC) in 1973. This clearly identified the meteorological and topographic features of Western Sydney that made the area a potential pollution trap. The report suggested that Western Sydney was unsuitable for future extensive urban development and population growth in the area should be halted by 1978. According to Glascott, such a gloomy picture was drawn that the report was kept confidential by the government of the day.

Parts of the above report were published in milder tones by the State Pollution Control Commission (SPCC) a few years later in two booklets entitled 'Air Pollution Constraints in the Sydney Region' (1977) and 'An Assessment of Photochemical Smog in the Sydney Region' (1979). One of these booklets stated that the ultimate population in the entire Sydney region should not exceed 3.6 million and that the western sections of the region were very unfavourable for urban development from an air pollution viewpoint. The other booklet concluded that 'Sydney has a similar photochemical pollution problem to that of Tokyo and Los Angeles'. This booklet also referred to the potential pollution problems in Sydney's western and south-western suburbs.

Much valuable information on Sydney's air pollution was obtained between 1976 and 1982 in projects called the 'Sydney Oxidant Study' and the 'Sydney Brown Haze Study'. These were carried out by a multidisciplinary group of researchers from CSIRO, SPCC, and Sydney and Macquarie Universities. Some of their detailed findings were published later in Carras and Johnson (1983). Evidently the main objectives of the projects were to understand and explain the physical and chemical processes associated with existing pollution rather than to predict future problems in undeveloped areas. Much of the attention was therefore given to measurements and observations around the main sources of pollution in the eastern part of Sydney. Unfortunately this emphasis seemed to influence the SPCC's follow-up programme during the 1980s which also tended to neglect Western Sydney.

Further detailed work on air pollution in Western Sydney was apparently not undertaken until March 1990 when studies were commissioned for the proposed development of the Macquarie South and South Creek Valley regions, and also for the Badgerys Creek Airport. This work was sponsored by the NSW Department of Planning and other State and Federal Government agencies associated with the developments. The findings were reported nine months later by Hyde and Johnson (1990) and included the following:

- the data previously published by the SPCC seriously underestimates the current severity of photochemical smog in the Sydney region;
- there are gross deficiencies in the measurements of pollution levels in the Sydney region; in particular there is no regular monitoring for most of Western Sydney;
- ozone was recently measured in Western Sydney to be 0.20 ppm which is 2.5 times the recommended maximum value of 0.08 ppm;
- in the absence of further pollution controls, urban growth during the next twenty years is set to give rises of up to 50% in Western Sydney ozone concentrations.

In concluding that the current severity of photochemical smog had been seriously underestimated, Hyde and Johnson were referring particularly to the smog problem in Western Sydney. As indicated earlier, the SPCC's smog reduction strategy had aimed at controlling hydrocarbon emissions from vehicles. This had been effective near the main source areas in the eastern part of Sydney where most of the regular pollution measurements were made.

However, Hyde and Johnson provided clear evidence that the strategy had not reduced smog in Western Sydney. The data published by SPCC had failed to reveal these circumstances because of the lack of regular measurements in Western Sydney.

Some of Hyde and Johnson's findings were presented and discussed at the NSW Government's First Summit Conference on Air Quality in July 1991. In response, the NSW Government agreed to establish a number of air quality monitoring stations in Western Sydney but this has not been done to date (March 1992).

On the eve of the Second Summit Conference on Air Quality the news media referred to a 'secret State Cabinet report' which forecasts dangerously high levels of smog in the Sydney area unless drastic changes were made in road transport planning (Sydney Morning Herald, 24/2/92). The report was concerned particularly with road transport planning for the proposed urban development in Western Sydney. It had been prepared by an international group of consultants including Travers Morgan Pty Ltd, Sinclair Knight & Partners and Booz Allen & Hamilton, commissioned by the NSW Government in 1990. According to the Sydney Morning Herald, the Government decided the report should be confidential and classified it as a Cabinet document to prevent Freedom of Information access.

Air protection in Western Sydney has thus become a very sensitive political issue with a history of neglect and secrecy by all NSW Governments over the last two decades. In an educated and progressive society the public have a democratic right to be properly informed of matters that affect their health and lifestyles. With regard to air quality, this right has apparently not yet been properly recognised by our politicians and bureaucrats.

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F.C. Bell BSc MSc PhD MEIA MIAIA
Principal, F&J Bell & Associates
(former Senior Lecturer in Environmental Impact Assessment,
University of New South Wales)

March 1992



Photo taken (by me) from my property in Woodford, Blue Mtns of Sydney city/ Sydney basin on an unusually clear day – a relatively rare view.

Note tree, right of centre.



Photo taken (by me) from my property in Woodford, Blue Mtns. of Sydney city/Sydney basin on a normal working day – my common view, particularly on a working week day. – No fires.

Note tree, right of centre.



Photo taken (by me) from my property in Woodford, Blue Mtns. of Sydney city/Sydney basin on a normal working day – note Temp inversion – a fairly common view. – No fires.

Note tree, centre.



Photo taken (by me) from my property in Woodford, Blue Mtns. of Sydney city/Sydney basin – low lying fog rear of basin April 11th 2014 mid morning – a not uncommon view – No fires.

Note; these photo's selected at random.

I can supply multiple images (different years/dates) of these occurrences – particularly smog.

Health Effects of Airports

The following extracts are reprinted (with permission) from the website <http://areco.org/> by AReCO (20th Nov 1999)

AReCO (*Alliance of Residents Concerning O'Hare*) is a grass roots organization and is separate from all other organizations. AReCO began in June 1994, with just 26 members. Today AReCO represents over 1200 residents from about a 25 mile radius of O'Hare Airport, including Chicago.

AReCO's concerns:

We citizens are concerned with the increase in incidents of noise, health, safety, environmental problems and decreasing property values that more flights at O'Hare Airport will bring.

New Projects:

AReCO has launched three major projects:

1. To obtain compensation for property owners for loss of property value and loss of use of property.
2. To lower the baseline threshold level of noise to accurately include the number of people who are seriously exposed to environmental hazards of O'Hare pollution (approx. 25+ mile radius).
3. To obtain medical health benefits for problems caused by the airport and have legislation enacted that benefits the community rather than the industry.

Health Issues

The area heavily contaminated by a light to medium traffic two runway airport is approximately 12 miles around the field and 20 miles or more downwind. A single runway equipped airport with light to medium traffic contaminates an area about 6 miles around the field and 20 downwind.

Newer aircraft, even though emissions go relatively unseen, could be at least as bad at polluting as older aircraft for many reasons including production of smaller particulate matter, with different combustion processes and different formulations in fuel.

Thus, the number of people exposed to aviation pollutants and who are affected in an airport's vicinity can be immense. In Chicago, for instance, a medical doctor who teaches clinical medicine at the University of Illinois-Chicago, School of Public Medicine, estimated that as many as 5-million people's health could be affected as a result of just one airport, O'Hare.

The United Nations has released a report stating that aviation is responsible for over half of the pollution caused by transportation. In comparison to ground transportation with its millions upon millions of vehicles, there are surprisingly few aircraft (34,444 US-civil, 5,778 US-commercial). Thus, one can only imagine the massive amounts of pollution they emit. A loaded jumbo 747, for instance, uses tens of thousands of pounds of fuel on merely take-off.

Extract of "Airports: Deadly Neighbors" by Charles R. Miller

About the Author: Mr. Miller was formerly a supervisor with a major airline and is currently a director of the Alliance of Residents Concerning O'Hare (AReCO) working on airport environmental issues.

What kinds of health effects may be occurring to the population in your neighborhood can be seen from a report, dated June 20, 1997 to the Georgetown Crime Prevention and Community Council by the Seattle-King County Department of Public Health. Georgetown is an area of Seattle, and surrounds the King County International Airport (Boeing Field), King County, in turn, surrounds greater Seattle. (The Georgetown Council is a sister organization to AReCO and member of US-CAW (United States Citizens Aviation Watch). When comparing hospitalization rates for Georgetown (Zip Code 98108) to those of King and North King Counties, the following, alarming statistics resulted:

- a 57% higher asthma rate
- a 28% higher pneumonia/influenza rate

- a 26% higher respiratory disease rate
- an 83% higher pregnancy complication rate
- a 50% higher infant mortality rate
- genetic diseases are statistically higher

mortality rates are 48% higher for all causes of death: 57% higher for heart disease, a 36% higher cancer death rate with pneumonia and influenza among the top five leading causes average life expectancy 70.4 years (the same as in many developing nations) compared to Seattle's of 76.0 years.

What You Can Do: Contact Mr. Jack Saporito, President, US-CAW (US Citizens Aviation Watch) at Box 1702, Arlington Heights, IL 60006. Tel: +1 630 415-3370. Email: JSaporito@aol.com for more information. *Editor's Note: I asked Jack whether there is mercury in aviation fuel and he said he's unaware but there's 70 or so compounds that are proprietary.*

Did you ever wonder what blows out of a jet airplane? Here is what you'll find in the air around an airport:

Freon 11, Freon 12, Methyl Bromide, Dichloromethane, cis-1,2-Dichloroethylene, 1,1,1-Trichloro-ethane, Carbon Tetrachloride, Benzene, Trichloroethylene, Toluene, Tetrachloroethene, Ethylbenzene, *m,p*-Xylene, *o*-Xylene, Styrene, 1,3,5-Trimethylbenzene, 1,2,4-Trimethylbenzene, *o*-Dichlorobenzene, Formaldehyde, Acetaldehyde, Acrolein, Acetone, Propionaldehyde, Crotonaldehyde, Isobutylaldehyde, Methyl Ethyl Ketone, Benzaldehyde, Veraldehyde, Hexanaldehyde, Ethyl Alcohol, Acetone, Isopropyl Alcohol, Methyl Ethyl Ketone, Butane,

Isopentane, Pentane, Hexane, Butyl Alcohol, Methyl Isobutyl Ketone, *n,n*-Dimethyl Acetamide, Dimethyl Disulfide, *m*-Cresol, 4-Ethyl Toulene, *n*-Heptaldehyde, Octanal, 1,4-Dioxane, Methyl Phenyl Ketone, Vinyl Acetate, Heptane, Phenol, Octane, Anthracene, Dimethylnaphthalene (isomers), Flouranthene, 1-methylnaphthalene, 2-methylnaphthalene, Naph-thalene, Phenanthrene, Pyrene , Benzo(a)pyrene, 1-nitropyrene, 1,8-dinitropyrene, 1,3-Butadiene, sulfites, nitrites, nitrogen oxide, nitrogen monoxide, nitrogen dioxide, nitrogen trioxide, nitric acid, sulfur oxides, sulfur dioxide, sulfuric acid, urea, ammonia, carbon monoxide, ozone, particulate matter (PM10, PM2.5).

What symptoms can occur with prolonged exposure to these chemicals?		
ASPHYXIATION	FLUSHING	MUSCLE WEAKNESS
ASTHMA	HALLUCINATIONS	MUTATIONS
BRAIN CANCER	HEART DISEASE	MYELOID LEUKEMIA
CANCER	HODGKIN'S DISEASE	NASAL EFFECTS
CONJUNCTIVE IRRITATION	KIDNEY DAMAGE	NAUSEA, VOMITING
COUGHING	LACRIMATION	PULSE RATE DECREASE
DELAYED HYPERSENSITIVITY	LIVER DAMAGE	PULMONARY IRRITATION
DISTORTED PERCEPTIONS	LUNG DISEASE	RESPIRATORY SYSTEM DAMAGE
DROWSINESS	LUNG STRUCTURE DAMAGE	SKIN AND EYE IRRITATION
DYSPNEA HEADACHE	LUNG TIGHTNESS	SYSTEMIC IRRITATION
EEG [ELECTRO ENCEPHALO	LYMPHOMA	TUMORS
GRAPH] CHANGES	MENTAL DEPRESSION	WHEEZING
EMPHYSEMA	MULTIPLE ORGAN INVOLVEMENT	

Have there been studies on cancer rates near airports?

A 1993 US-EPA study of Midway Airport exhibited massive amounts of known carcinogens coming from aircraft engines in tons-per-year. It also predicted that it produced more than 400 times the allowable cancer risks to the population than that of a federal Superfund Cleanup site (Toxic Waste Dump), as a direct result of exposure to these airport toxins. **The report is "EPA Estimation and Evaluation of Cancer Risks Attributed to Air Pollution in Southwest Chicago."**

The National Cancer Institute states that studies show that some types of brain tumors are more frequent among workers in certain types of industries including oil refining and embalmers. Major health concerns of aircraft exhaust are petroleum and formaldehyde.

The Federal Agency for Toxic Substances and Disease Registry states that volatile organic compounds in jet exhaust, precisely 1,3-butadiene and benzene pose increased health risks in the exposed populace for leukaemia and thyroid cancer.

Data from the State of Washington Department of Health regarding Seattle-Tacoma Airport shows that cancer rates are not only up near the airport, but increase the closer you get to it.

A second Washington state study of another airport, Boeing Field, by the Seattle-King County Department of Health shows that cancer rates are up 31% and the rate of respiratory disease among children is more than twice that of the county overall.

Some Facts About [Aircraft] Fuel

One aircraft take-off can burn thousands of pounds of fuel.

Air pollution levels from one 747 takeoff is similar to setting the local gas station on fire and then flying it over your head!

The pollution from just one, two-minute 747 takeoff is equal to operating 2.4 million lawnmowers simultaneously. That's four states worth!

For more information about AReCO, use form <http://areco.org/contact.htm> or [send us an e-mail](#) or phone 0011 1 630 415-3370.

Found at; <http://www.lead.org.au/Lanv7n3/L73-4.html>

Democratic representation against the Badgerys Creek Airport Proposal;

The sad reality of that is that people (“faceless men” as Prime Minister Abbott called them prior to the coalition’s election) whom have already caused massive negative impact on countless people and the wrongful expenditure of massive amounts of public money and waste of human resources (which could have all been used for proper gainful community purposes), will once again be the cause of expenditure of considerable public monies to conduct this commission of enquiry – but it must happen, and the entire affair must not *ever* be repeated in any manner, ever again in our future history.

As it is, this entire episode should go down as one of the most disgraceful in Australian history, and any person who is knowledgeable of the facts and potential impacts and yet still actively supportive of the proposal should be ashamed of themselves. Clearly, their actions have the potential to bring about massive negative impacts on an incredibly wide platform of entirely, (and in many cases, inevitable) of at the least harmful (or potentially even deadly) circumstances to every single person living in the Sydney basin. Potentially, these impacts could extend to every person in the state of NSW, even extending into the adjoining states of Victoria and Queensland given the risks to critical backbone electricity and gas supply infrastructure.

The community, and political representatives, over the period of time that this airport proposal has been slated have always shown clear and distinct opposition to the proposal. Numerous community groups, as well as individual representations of opposition sprung up against the proposal in 1985 when the then Hawke Government began to acquire land at Badgerys Creek. They (and we) were of the opinion that it had been beaten once and for all, by the early 1990’s. No one then (and even now) thought that anyone would be stupid enough to actually go ahead with this proposal, and put any kind of airport at Badgerys Creek.

When the Keating government announced a recommencement of consideration of this proposal in 1995 community groups sprung up from all over Sydney to oppose it, for very good reasons. It provided 15,650 individual submissions to the EIS, *with over 99% noting their opposition to it.*

Every western Sydney council, with the notable exception of Liverpool Council (sacked in 2004 because of corruption) formed an “Alliance of Councils” spending millions of ratepayer dollars in voicing and reporting its opposition to the proposal.

Every western Sydney federal and state politician publicly voiced their opposition to the proposal (with many [in hindsight] obviously being duplicitous in their action).

Even more recently, at the last 2013 election, politicians such as MP Chris Bowen campaigned on a basis of non support of the BCA proposal.

Likewise, other politicians such as Senator Marice Payne (Parramatta), who have been made completely aware of the impacts and whose office assisted in creating the following document:- (written in 1999, but still pertinent today)

Name.....

Cabinet.

To: Prime Minister Howard and the Federal

c/o: Parliament House
Canberra, ACT 2600

Address.....

.....

Date.....

Signed.....



Dear Prime Minister Howard, Cabinet members, and elected members of Parliament,

We write to you to ask you what the purpose of the proposed Badgerys Creek airport is? If it is, presumably, for the purposes of tourism and freight, then the plan surely falls short on both grounds.

Firstly, most tourists want to see Australia, a goal that can be achieved via any landing point in New South Wales. We can see no reason why tourists must be forced to land in the Sydney basin.

On the second issue of freight, we ask is it necessary to pump more than one million tonnes of cargo via Badgerys Creek on behalf of greater NSW? There are only three major roads into the Sydney basin, all of which are already overloaded by general traffic and massive quantities of NSW freight.

In addition, Blue Mountains Council has now banned B-double truck freight vehicle traffic from traveling on the Great Western Highway through the Blue Mountains. The other two roads, the Hume Highway to the south of Sydney and the F3 (Pacific Highway) to the north, also suffer constant serious overload problems.

The Badgerys Creek airport proposal will focus all freight, tourist and aircraft traffic into the already seriously over-stressed Sydney basin. Surely, on commonsense grounds, this indicates that Badgerys Creek is the wrong place for an airport.

Moreover:

- ☐ A 1985 EIS by Kinhill Stearns, and a recent \$12 million EIS investigation by PPK were unable to find any preferred option for this airport. Environment Australia was similarly perplexed. How would it therefore be possible for Cabinet to decide on any preferred option?
- ☐ The EIS states that the airport would have to be 24-hour operationally capable, and yet Senator the Hon Robert Hill has noted in his recommendations that this cannot be the case at Badgerys Creek.
- ☐ How and why is it that the 51 points of recommendation found in the Federal Environment Australia's report are so different to the 41 points released to the public from Minister Hill's office?
- ☐ It is quite apparent that an airport at Badgerys Creek, of any size, would bring about the construction of a sizeable city (Environment Australia Report pg 7.17) which could reasonably be expected to further degrade this area of western Sydney into a massive ghetto.
- ☐ Essentially there will be no other major access to the site other than to use western Sydney roads already unable to cope with current demand. The proposed Orbital Road would seem to be only able to accommodate current traffic increases, and not the extra 80,000 extra vehicles per day that the proposed airport would create.
- ☐ The Badgerys Creek site is already surrounded by high-density industrial and urban developments that have typically high levels of unemployment, high levels of social disruption and crime and drug abuse. Further, the area is statistically distinguished by illnesses linked to long-term exposure to toxic emissions. An airport-generated city would only add more deadly contaminants to this mix.

❑ **OPPOSED TO THE PROPOSED BADGERYS CREEK AIRPORT**

- * Bishop Kevin Manning and the Catholic Diocese
 - * Bishop King on behalf of the Anglican Church
 - * The Teachers Federation
 - * The NSW State Liberal/Coalition Party
 - * The NSW State Labor Government, and "Young Labor"
 - * The Greens
 - * The Democrats
 - * The One Nation party
 - * Most western Sydney based Federal and State Parliamentarians
 - * Ten Western Sydney Councils
 - * A multitude of Sydney wide community based organisations
- ❑ Environmental organisations such as the National Parks Association, The Total Environment Centre, The Colong Foundation, The Sutherland Shire Environment Centre, Friends of the Earth, and the Nature Conservation Council (representing 120 member groups) are totally opposed to the proposal, and have extremely serious concerns over the EIS, and the proposal and its associated infrastructures genuine environmental impact on the entire Sydney basin.
- ❑ The Hawkesbury Nepean Catchment Management Trust, a statutory body established under the Catchment Management Act, has serious concerns about the proposal which it believes have not been satisfactorily addressed in the final EIS. As such, the Trust considers that the proposed airport would further degrade the environmental values of South Creek catchment and surrounds. The Trust is particularly concerned about the cumulative environmental impact of the proposal and the associated development off site, including infrastructure and new urban and industrial development.
- ❑ The Sydney people provided 15,650 submissions against the proposal. The people, at both professional and non-professional levels, have clearly said that they do not want an airport of any size or type at Badgerys Creek.
- ❑ The vast majority of successful candidates in the last Fairfield Council election campaigned on a "no airport at Badgerys Creek" basis. There are no openly pro-airport councillors now on this council.
- ❑ Rural communities across NSW are opposed to it, and it is these people and their businesses in particular, who would be dealt a serious blow by virtue of the fact that they would still be left with no other choice or service available to them, other than to be forced to travel into Sydney, including freight, choking the area in which we and our children live.
- ❑ All import and export freight would have no option other than to ship in and out of the Sydney basin. How could this small basin ever cope with such huge demands in the future?
- ❑ The 1992 Parliamentary Standing Works Committee minutes indicate that there is no need for another small airport at Badgerys Creek.
- ❑ The EIS shows maps indicating that hundreds of thousands of people would be seriously affected by noise from an airport at Badgerys Creek. The EIS clearly shows that mountains to the west of the site to be too high to overfly, thus necessitating that all aircraft would have to arrive and depart over the entire Sydney populated area.
- ❑ As per Senator Hill's recommendations on noise attenuation, a great many houses in western Sydney would have to be noise-insulated. Having seen the problems that poor insulation has caused to Sydenham and Marrickville residents, the proposal for similar sub-standard insulation of our homes, and other homes in our neighbourhood is totally unacceptable. We are well aware that the insulation provided thus far by the KSA insulation project has utterly failed to meet the Australian Standard for Aircraft Noise in residences (AS2021).
- ❑ The EIS says that if the NSW state electricity hub provider station is damaged, restoration of power supply would take months or years. This is not acceptable.
- ❑ The NSW State Govt submission states that the water pipelines between Warragamba Dam and Prospect Reservoir must be buried and that this will cost more than \$100 million.

- The Federal Environment Australia report says that if this pipeline is damaged it will only affect 1.3million people. There are more than 4 million people living in Sydney right now! How could any person or politician say yes to an airport at Badgerys Creek, when critical base information is so wrong and mistaken, and the potential impacts on so many people so incredible - massive loss of life, no sufficient alternative water supply, no water for our Sydney basin primary producers who supply our food, incredible damage to the Sydney environment, resultant loss of power supply, etc?

□ The EIS says that large quantities of fuel will land on our water supply, and that Sydney Water does not have processes for the removal of fuel from our water supply. Even if they did, this still would be unacceptable.

□ "Wind Shear" (foul wind) has long been identified by pilots as the major potential problem at the Badgerys Creek site because of the surrounding topography, and prevalent wind direction. After 2 EIS's, and 15 years of so called planning, there are still no studies on vertical structure or local atmospheric conditions. - It still has not been determined whether or not it is safe to fly an aircraft from an airport at Badgerys Creek. This is noted as a major failing of the EIS by the auditors.

- How would it be possible for cabinet to make a decision in favour of an airport at Badgerys Creek when this critical information is not known?

- "Windshear" is regarded as one of the greatest causes of aircraft crash in the world, and if this were to happen from Badgerys Creek, our entire cities' water, gas and electricity supply could be seriously compromised, as they are all in high risk crash zones. This must make any level of risk, identified in the EIS or not, unacceptable.

□ A number of widely publicised reports have indicated the danger and severity of air pollution in outer western Sydney - an early report even recommending a halt to urban development in the region by 1978.

□ Attached to this letter are maps from the NSW Cancer Council showing the extremely high incidence of lung cancer in the Greater West of Sydney. These figures are *pre-airport*.

How could any person or politician say yes to an airport at Badgerys Creek when the potential impacts on a huge voting populace would be devastating and irreversible? Besides the adverse effects on health and lifestyle, at what price the risk of contamination to our water supply, our already choked environment, or loss of our power or water supply?

Notwithstanding these impacts on the residents of Greater Western Sydney, the economic viability of the Badgerys Creek airport proposal continues to be challenged on many fronts.

Very few national proposals have generated the level, variety and seriousness of opposition as has the Badgerys Creek airport proposal. The Franklin Dam comes close. It is hoped a similar injection of commonsense will resolve this debate. Surely too, to say yes to this proposal in any form, must be a breach of the very essence of the Australian constitution itself.

We are confident Australia's Cabinet will appreciate the points raised herein, and those consistently raised by other parties, and bring an end to this mad airport proposal.

We ask that you please assist in every way possible to ensure that the environmental problems and lifestyle impediments we already endure in the Sydney basin are lessened in the future by your decisions, and not increased.

On behalf of our own families and that of all families in the Sydney basin, NO AIRPORT AT BADGERYS CREEK.

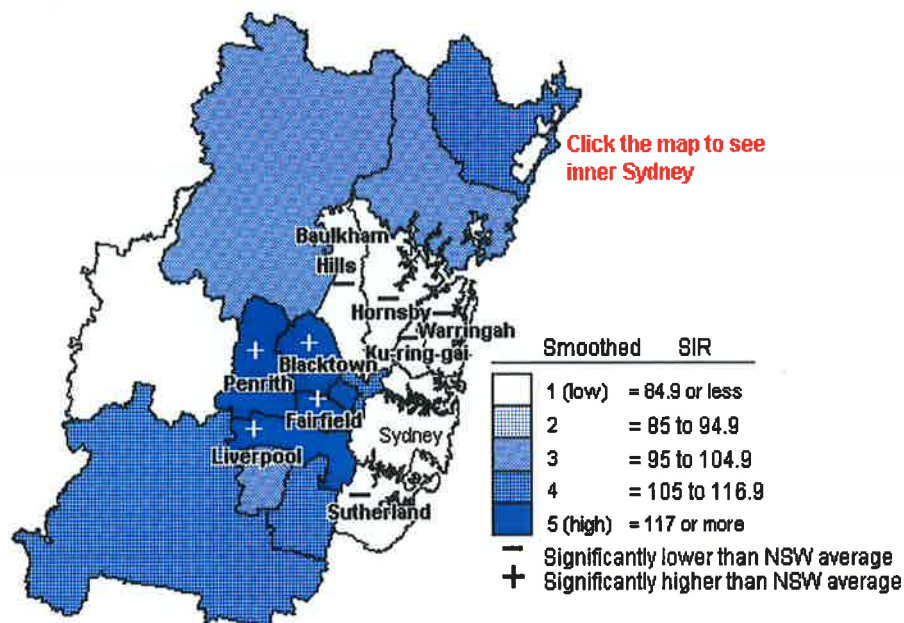
for more information please see the FRAAN website at:

<http://www.homestead.com/badgerysacnp/index.html>

Email - corky@hotkey.net.au

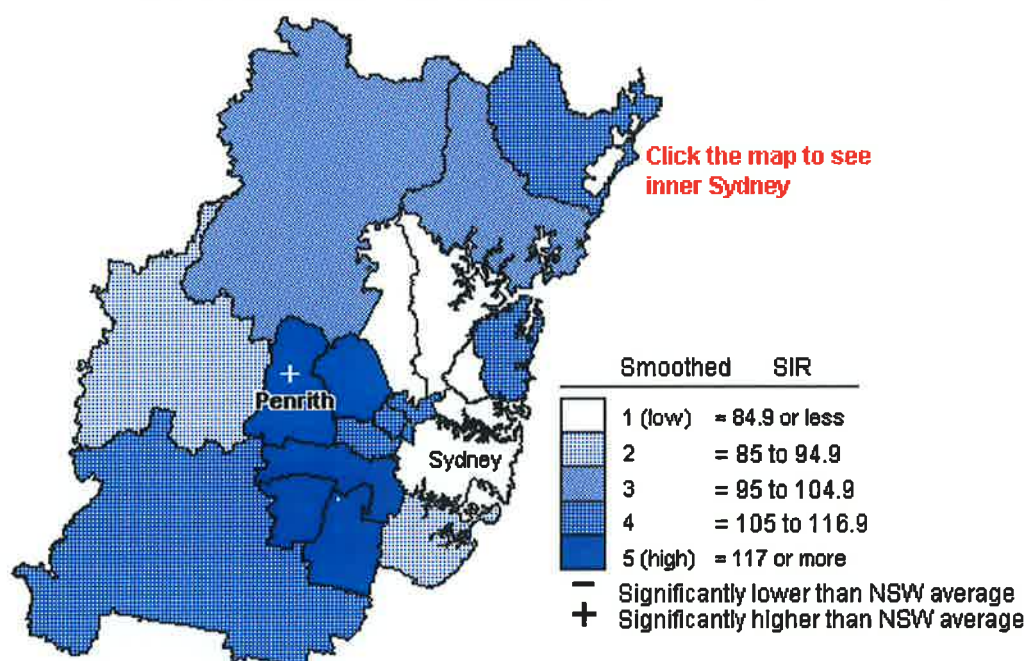
(P.S. - note; October 2014; email address no longer active)

Lung, Males, Sydney Statistical Division 1991-95



(So, Department of Planning and Environment, how much worse will this become with your current plans?)

Lung, Females, Sydney Statistical Division 1991-95



The Need for a Royal Commission.

There DEFINITELY needs to be a Royal Commission of Enquiry into the entire Badgerys Creek Airport Proposal affair, going right back to the point when the Hawke Labor government was incorrectly advised to acquire 243? private properties (1770 hectares), by compulsory process, without ever having first determined whether or not the site was actually properly suitable for use as an airport, which clearly it is not. There is insurmountable evidence to support this claim, detailed later in this submission.

It is extremely clear that there have been serious manipulative forces at play right throughout this “process”.

See this article below;

Badgerys Creek flight path will silence the critics

- *exclusive john lehmann editor-at-large*
- *The Daily Telegraph*
- April 16, 2014 2:54PM

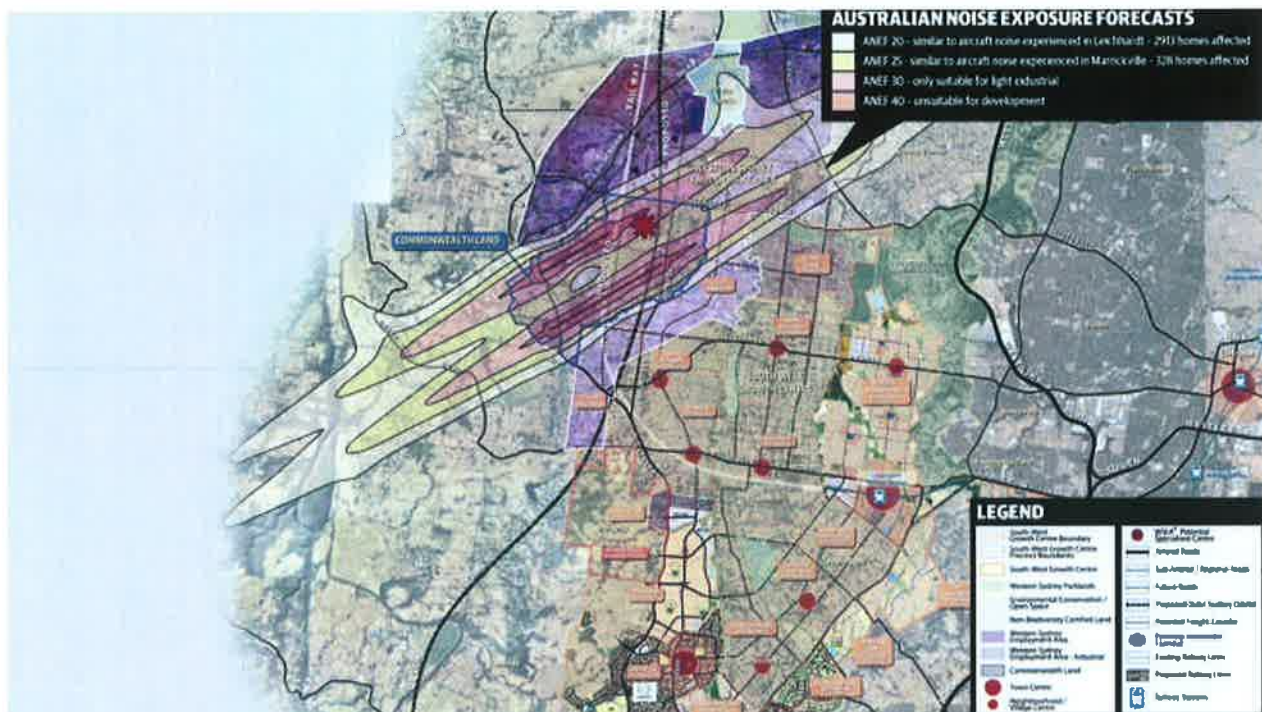


THE biggest private landholder in southwestern Sydney, billionaire dairy farmer Tony Perich, has warned he will bankroll a community revolt against the new airport unless “logical” flight paths are finalised.

Mr Perich, whose family is developing more than 20,000 homes in areas like Oran Park, presented a detailed flight path map to Deputy Prime Minister Warren Truss after a private meeting about a month ago.

The preferred flight path would only affect about 300 homes with noise similar to that now experienced in Marrickville. This type of runway configuration was outlined as “Option A” in an environmental impact assessment completed in 1999.

“There will be community uproar if this flight path isn’t adopted and I’ll be right behind them financially,” Mr Perich said.



Noise exposure forecasts show the impact on the area *Source*: Supplied



The proposed routes *Source: Supplied*

The Perich family, believed to be worth more than \$850 million, runs one of Australia's biggest dairy operations under the flight path.

The map given to Mr Truss, reproduced exclusively by The Daily Telegraph (right), shows how two parallel runways would run in northeast and southwest directions.

Surrounding the airport are the employment lands, where aviation-related industries will create an "aerotropolis" employing tens of thousands of people.

The southwest growth centre, where more than 30,000 homes will be developed, would not be affected by aircraft noise if this flight path is adopted. Mr Perich said his family had fought aggressively against a Badgerys Creek airport for seven years after the Hawke government compulsorily acquired 38ha of their dairy land from 1986.

He said he had conducted a global investigation to determine if fuel vapour from aircraft would affect dairy pastures and milk quality but found no evidence.



Source: DailyTelegraph

"We've come to accept the airport now and I actually think it will be very good for the southwest as long as it is done properly to create the jobs we need and the infrastructure," he said.

The issue of whether the airport should operate free of a curfew has already become a political issue with at least six MPs calling for the airport's operations to be restricted like Kingsford Smith.

Labor's Chris Bowen, Jason Clare, Ed Husic, Chris Hayes and Richard Amery are demanding the new airport's operations be restricted, along with the Liberals' Fiona Scott.

Federal Labor Opposition leader Bill Shorten and NSW Labor leader John Robertson offered bipartisan support subject to curfew restrictions. Prime Minister Tony Abbott appeared to support the need for a flexible operating plan.

"We are certainly not saying there will be a curfew," he said. "We are saying we want this to be a jobs generator."

Planning specialist Bob Meyer, a director at Cox Richardson architects, said only 328 homes at Badgerys would be in a noise zone similar to that experienced by 29,457 houses near Kingsford Smith.

He said only 2913 homes at Badgerys would have similar noise to that experienced at Leichhardt. Some 86,000 homes put up with this noise level around Sydney Airport.

Sydney Business Chamber Western Sydney director David Borger, a former state Labor MP, backed Mr Abbott, saying there was no need for a curfew. "Let's not get cornered into a scare campaign and cripple the airport before it gets off its knees," he said.

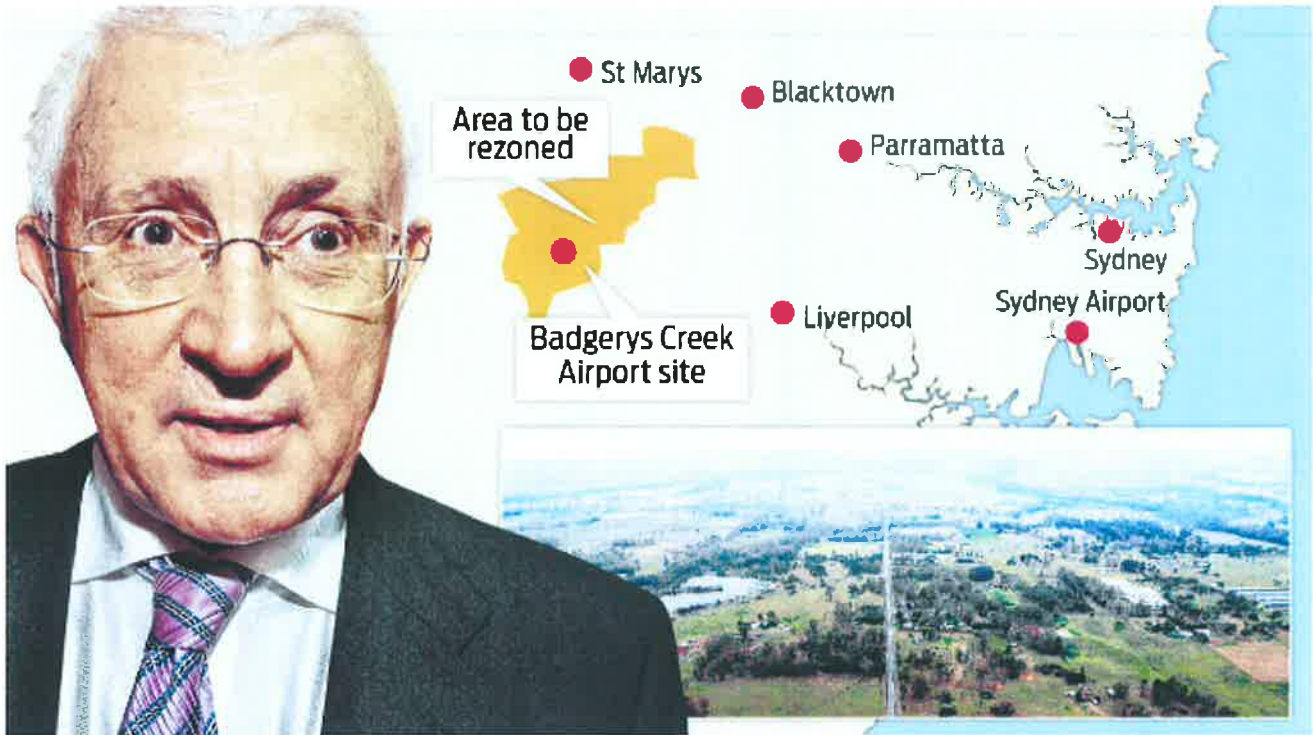
State Labor MP Luke Foley, a Badgerys supporter, said he was influenced by American academic Dr John Kasarda, and his concept of the "aerotropolis".

Dr Kasarda has said that "airports will shape business location and urban development in the 21st century as much as highways did in the 20th century, railroads in the 19th and seaports in the 18th".

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Badgerys Creek rezoning plan could net Medich's \$400m

- [*The Daily Telegraph*](#)
- February 19, 2013 12:00AM



Accused businessman Ron Medich could make millions of dollars from a rezoning plan at badgerys Creek. Main picture: Craig Greenhill *Source: The Daily Telegraph*

SYDNEY'S potential second airport is in jeopardy with land at Badgerys Creek set to be rezoned in a move that could make hundreds of millions of dollars for accused murderer Ron Medich and his brother Roy.

Last week, the state Planning Department published a "structure plan" for the 10,000ha "Broader Western Sydney Employment Areas land" between the M4 and M7, southwest to Badgerys Creek. That area includes the Medich land, which was the subject of a parliamentary inquiry in 2009.

The document sets out a series of steps towards the "rezoning" of the land which would allow industrial development to occur next to the proposed airport site.

In 2009, it was reported that the proposed rezoning from rural to industrial land on the site could make the Medichs \$400 million for a \$3.5 million outlay and was the subject of corruption allegations against the former Labor government.

Roy Medich confirmed last night he and his brother still owned land in the area and were hoping for a rezoning.

"We do (still own it), a property search would show that," Mr Medich said.

"I have left it to government ... as you know, I had to face that parliamentary inquiry. As I clearly stated, I have never ever had a meeting with a bureaucrat or minister outside their offices.

"What they are talking about is a structure plan. It's just the first stage.

" If you have followed all of this, you would find ... this was being considered in good faith by the government ... for more employment land."

Mr Medich said he could not say whether a rezoning might make him \$400 million.

"We wouldn't have a clue because what you have got to take into consideration is what they allow you to do and what the infrastructure levies are."

Planning Department boss Sam Haddad was dragged into the imbroglio in 2009 when a tape recording was revealed in which Ron Medich alleged he "had pull" with Mr Haddad and had acted corruptly over the land.

ICAC later cleared Mr Haddad and Mr Medich saying: "The conversation raised serious concerns that Mr Medich had improperly obtained or sought to obtain favourable decisions from Mr Sam Haddad. "The commission is satisfied that Mr Medich did say words to the effect that he had paid certain public officials for services they had rendered ... and that what Mr Medich said in this regard was, to his knowledge, false. It finds that Mr Medich told lies to gain an advantage in relation to their commercial disputes, never expecting that they would be made public."

The Department of Planning last night ruled out any housing in the development and, in keeping with Premier Barry O'Farrell's opposition to a second airport, there is almost no mention of the prospect of a second airport on the documents.

"We are underway with our investigations into an expanded employment area in western Sydney which could create tens of thousands of extra jobs," a Department of Planning spokesman said.

Ron Medich is accused of murdering Michael McGurk.

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Badgerys Creek Option C	Comparative Assessment Holsworthy Option A	Holsworthy Option B
Limited scope for in situ conservation; salvage may be possible	Very limited scope for in situ conservation; salvage would be expensive and time consuming, with limited mitigation of impacts on collective values and conservation values as a whole	Very limited scope for in situ conservation; salvage would be expensive and time consuming, with limited mitigation of impacts on collective values and conservation values as a whole
10 local; 7 regional; 1 partial loss (regional); visual impact on 1 item (State); 8 of these items are listed by the National Council	7 local; 3 partial loss (local); all items within area of landscape conservation classified by National Trust; interim list of the National Estate	1 local; 2 partial loss (local); up to 5 potentially affected (local) depending on access alternative adopted; all items within area of landscape conservation classified by National Trust; interim list of the National Estate
Potential to retain two items; able to relocate headstones/burial remains etc. of two churches; can reduce visual impact on Kelvin Park (State significance)	Potential to retain one item	Potential to retain some items depending on access alternative adopted
Upgrading of Brangley Road and The Northern Road required	Upgrading of Moorebank Avenue and Cambridge Avenue required	Upgrading of Moorebank Avenue and Cambridge Avenue potentially required depending on access alternative adopted
45 minutes	41 minutes	49 to 66 minutes (depending on rail alternative adopted)
30 minutes	36 minutes	42 to 58 minutes (depending on rail alternative adopted)
Opportunity for new transit oriented residential development; provides opportunity for creation of loop line to Main Western rail line; links to high frequency services at Glenfield station and East Hills rail line (allowing direct line to Sydney Airport); long term patronage of up to 38,000 passengers a day	Provides limited opportunity for residential development near rail line; spur line would have no network advantages; link to East Hills rail line allowing direct line to Sydney Airport; long term patronage of 24,000 passengers a day	Provides limited opportunity for residential development; spur line would have no network advantages; link to East Hills rail line allowing direct line to Sydney Airport; long term patronage of up to 24,000 passengers a day
74 minutes from airport; 60 minutes to airport	61 to 63 minutes from airport; 49 to 52 minutes to airport (depending on access alternative adopted)	70 to 82 minutes from airport; 61 to 71 minutes to airport (depending on access alternative adopted)
42 minutes from airport; 38 minutes to airport	49 to 56 minutes from airport; 51 to 57 minutes to airport (depending on access alternative adopted)	58 to 69 minutes from airport; 62 to 71 minutes to airport (depending on access alternative adopted)
Accessible to Western Sydney Orbital which, if constructed, would provide a high level of service to many parts of Sydney; upgrading of Elizabeth Drive already approved; further improvements required on Luddenham Road, The Northern Road and Brangley Road; compatible with the draft State Road Network Strategy; environmental constraints to the upgrade of Brangley Road and The Northern Road; a key road network constraint would be the capacity of the M4 Motorway	Access required to M5 Motorway; supplemented by access either to South Western Freeway or Heathcote Road; depending on the access alternative adopted sections of the South Western Freeway, Moorebank Avenue, Cambridge Avenue and Glenfield Road require upgrading; Heathcote Road would require upgrading as a result of normal increases in traffic unrelated to the airport; key road network constraints would be the capacity of the M5 Motorway, Allford's Point Road, Menai Road (Woronora River Bridge) and major road crossings of the Georges River at Sylvania and Taren Point	Depending on the access alternative adopted, upgrading sections of South Western Freeway, Appin Road and Campbelltown Road would be required; Heathcote Road would require upgrading as a result of normal increases in traffic unrelated to the airport; key road network constraints would be the capacity of the South Western Freeway, M5 Motorway, Allford's Point Road, Menai Road (Woronora River Bridge) and major road crossings of the Georges River at Sylvania and Taren Point
Operation of airports would be compatible	Significant impact, potentially reducing capacity of both airports	Minor interactions, low impact on airport capacities
Hoxton Park would close; moderate impacts on Bankstown; low impacts on RAAF Base Richmond; high impacts on Camden	High impacts on Bankstown, Hoxton Park and Camden	Low impacts on Bankstown and Hoxton Park; high impacts on Camden
Conflicts with restricted airspace over Defence Establishment Orchard Hills would require relocation of Defence activities	Minor impacts on restricted airspace over Lucas Heights	No significant impacts

Comparative Assessment of Airport Options¹ (Approximately 30 Million Passengers a Year in 2016)

1997 EIS summary (later withdrawn by PPK after this criticism published). WHY is only THIS property noted (then owned by Medich family) and no others? Why only option C?

- Perhaps someone can explain just why only one property was listed in the 1997 PPK Purple EIS summary?

---ooo0ooo---

It should be noted that these (above) persons have variously been board members or similar, on Organisations such as GWSEDB (Greater Western Sydney Economic Development Board), SWSRDO (South West Sydney Regional Development Organisation), UWS (University of Western Sydney), Urban Taskforce etc.

Where to
from
Here

**ACTION
FOR THE
FUTURE**



GREATER WESTERN SYDNEY ECONOMIC DEVELOPMENT BOARD

ACTION FOR THE FUTURE

In identifying the planning and transport priorities for GWS to 2010, it is intended that the findings of the Study will act as a guide to Government budgetary processes to ensure resource allocations are made to match projected levels of population and industry growth in the region.

In addition, the recommendations and actions contained in the Study constitute an ongoing work programme for the Board's Planning and Transport Committees. The Study will be the Board's reference point for all land-use and transport issues affecting GWS, and will feed into its short and long-term strategic planning policies for the region.

One of the added benefits of the Study has been the development of the Strategic Assessment Framework to evaluate individual projects or development proposals. Consisting primarily of a matrix approach, the importance of the Framework lies in its potential to assist with determining *future* transport and planning priorities that best satisfy the economic development goals of GWS, as well as producing a current practical agenda for action.

The nature and scope of the Study also demands that the Committees undertake an annual re-visiting of the recommendations to monitor progress on the priorities, determine new actions and account for new developments and opportunities.

ABOUT THE GREATER WESTERN SYDNEY ECONOMIC DEVELOPMENT BOARD (GWSEDB)

The GWSEDB was established to help the region fully realise its economic and investment opportunities and to position the region as the *preferred location to invest, work and live*.

Comprising leading representatives of the commercial sector in GWS, the Board's role is to:

- Champion economic development.
- Identify, attract and facilitate investment.
- Support the growth of existing businesses.
- Provide advice to the NSW Government on matters of economic significance to the region.

MEMBERS OF THE PLANNING AND TRANSPORT COMMITTEES

Alan Zammitt	Chairman, Planning Committee, GWSEDB.
Jim Bourjak	Chairman, Transport Committee, GWSEDB.
Bill McNamara	Chairman, GWSEDB.
John Mahony	Deputy Chairman, GWSEDB.
Roy Medich	GWSEDB.
Alex Gooding	Executive Director, Western Sydney Regional Organisation Of Councils.
Cir. Geoff Corrigan	Council of Camden representing Macarthur Regional Organisation Of Councils.
Ron Mason	Regional Manager, NSW Department Of Urban Affairs & Planning.
John Newman	Manager, Planning Policy NSW Department Of Transport.

FOR MORE INFORMATION ON THE BOARD AND THE STUDY

The Board is a central source of strategic economic information for the business community and can provide invaluable data on the region for investors, developers and other business enterprises.

For further information or assistance please contact:

**Dr. Evelyne Schilz or
Angela Kearney
Greater Western Sydney
Economic Development Board
Level 2, 470 Church Street
North Parramatta NSW 2151
AUSTRALIA**

**TEL: (02) 9890 9066
FAX: (02) 9890 9552
INTERNATIONAL
TEL: 612 9890 9066
FAX: 612 9890 9552**

**POSTAL ADDRESS: PO BOX 242
PARRAMATTA NSW 2124 AUSTRALIA**



Developer favouritism.

It is no secret that in NSW, developers have clearly been given some incredible leeway in being allowed to proceed with various development, as recently seen by the ICAC process, and which I am sure, will undoubtedly uncover a great deal more illegal activity as regards developmental “planning” in particular.

Given the nature of air quality in the sub basin around Bringelly, how is it, for instance, that the Oran Park development was allowed to proceed, particularly given that the “South Creek Valley Sector” development proposal was disallowed in 1992 because of air and water quality issues?

- Now the area at the back of the Sydney Basin is planned to encompass some 300,000 – 500,000 new residents (depending on whose information one believes). How can this be?

To make a mockery of the entire process of “proper planning” how is it that not only the above noted number of new residents (with newly developed residences) is planned, but in amongst these new development areas is to be an airport?

---ooo0ooo---

As can be seen from the Daily Telegraph article from 1996 (next page), this “planning” has been going on for a long long time. The “jobs” numbers shown over the years of “reporting” of this proposal are incredibly varied all the way from 350 thousand shown in this article, then 60,000, and down to 5 thousand quoted by Ed Husic, the Member for Chifley, 22nd September 2014. – speech found here;

https://www.youtube.com/watch?v=Y9NckVRu_dY&feature=youtu.be

"Strategies for dealing with negative perceptions"

BADGERYS vs WILTON - A LOOK BACK IN TIME: With all the words now being expounded for and wide regarding Badgerys Creek and the Sydney airport fiasco, we thought it was worth reviewing the official DoFA review study of 1985 that compared the two favoured sites, Badgerys Creek and Wilton, as the next major airport for Sydney.

The most noticeable point was that for a long time, in fact for well more than a decade, the people of Badgerys aggressively fought against the concept of having an airport in their locality. At the time of the decision the people of the Wilton region, by and large, actually wanted the airport and the mass of new job opportunities such a facility would bring to the entire southern and Illawarra region.

Other comparisons made interesting reading in hindsight - Badgerys site area is 1770ha against 1440ha for Wilton. Airspace consequences for Badgerys indicate significant changes required as against minimal changes required for Wilton. Market value of land to be acquired at Badgerys was \$31.5m as against just \$1.8m for Wilton (1985 dollars). Badgerys displaced some 750 people as against less than 10 at Wilton.

On the crucial issue of noise, the population within the 20 ANEF noise contour at Badgerys was 1951 as against 130 at Wilton while the number seriously affected by noise was 364 versus 18 and those moderately affected was 1115 against 68. The area of arable agricultural land to be made redundant within the Badgerys site was 1405ha against 85 at Wilton while the area within the 20 ANEF noise contour was 1898ha against 0.

On the aspect of the effect on regional planning and development functions, the report stated that at Badgerys the research and technical facilities in the sub-region may be adversely affected while for Wilton it reported that there would be minimal restrictions arising from airport development. In construction terms Badgerys would require 69,000m³ of fill whereas Wilton would actually produce an 128,000m³ excess (fill is always in demand).

About the only areas where Wilton failed was in access to the Sydney CBD. The report estimating average peak hour travel by road from Badgerys to the CBD being 70 minutes against 102 from Wilton while rail access (via St Marys) from Badgerys would be 72 minutes and 68 minutes if via Glenfield, while it would take 88 minutes via Douglas Park and 84 minutes via Appin from Wilton.

With all of the above data at its fingertips the Government selected Badgerys Creek. Nothing like consistency, right!

Environmental Consideration?

SAY NO MORE!

SOME OF WHOM WOULD BENEFIT VERY WELL!

HAS THIS BEEN DIRECTED AT POLITICIANS AS WELL?

A DEVELOPMENT CORPORATION

IN CHARGE OF A

"GROWTH CENTRE"
- STATE GOVT. GAZETTE 156
20th DEC. 1995

WHERE ARE THESE PEOPLE REPRESENTED IN THE EIS?

350,000 jobs in plan for the west

A BLUEPRINT for selling Sydney's west to the world, with the promise of 350,000 extra jobs within 15 years, was launched yesterday.

The plan, under the slogan Australia Starts Here, is the product of years of research by the Greater Western Sydney Economic Board to entice more growth to the region.

The area defined as Greater Western Sydney - from Parramatta west to Katoomba - already generates about \$34 billion each year.

The marketing plan includes strategies for dealing with negative perceptions, harnessing resources and attracting business through international marketing, as well as creating an industrial land register.

The creation of 350,000 jobs by 2011 is forecast by the State Development Department for the 2.25 million residents projected to live there by that time.

The department believes many jobs will come from air transport as Badgerys Creek airport opens.

Launching the program yesterday, Premier Bob Carr said Sydney's west was an economic powerhouse in its own right that deserved recognition.

"What's happening is really disposing once and for all the cliché that Sydney's west is a dormitory suburb vacated by its workforce every morning as people stream into the city," Mr Carr said.

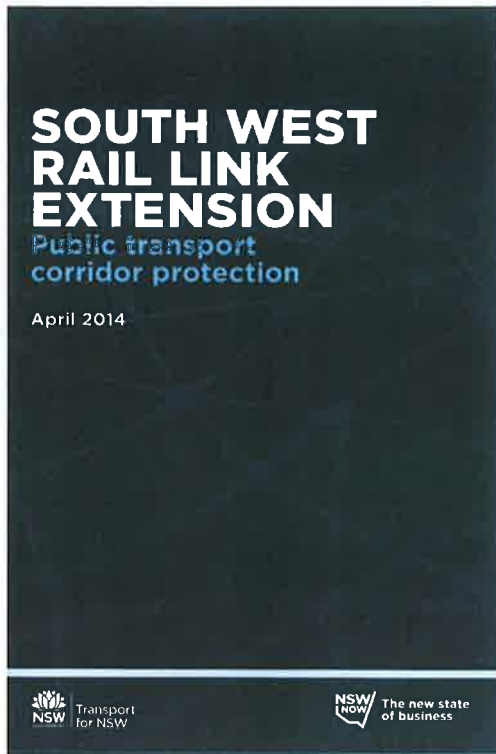
Later this month Konishi Brewing Company will begin production of sake at Penrith.

About \$5 million was invested by the company, bringing 30 jobs to the region.

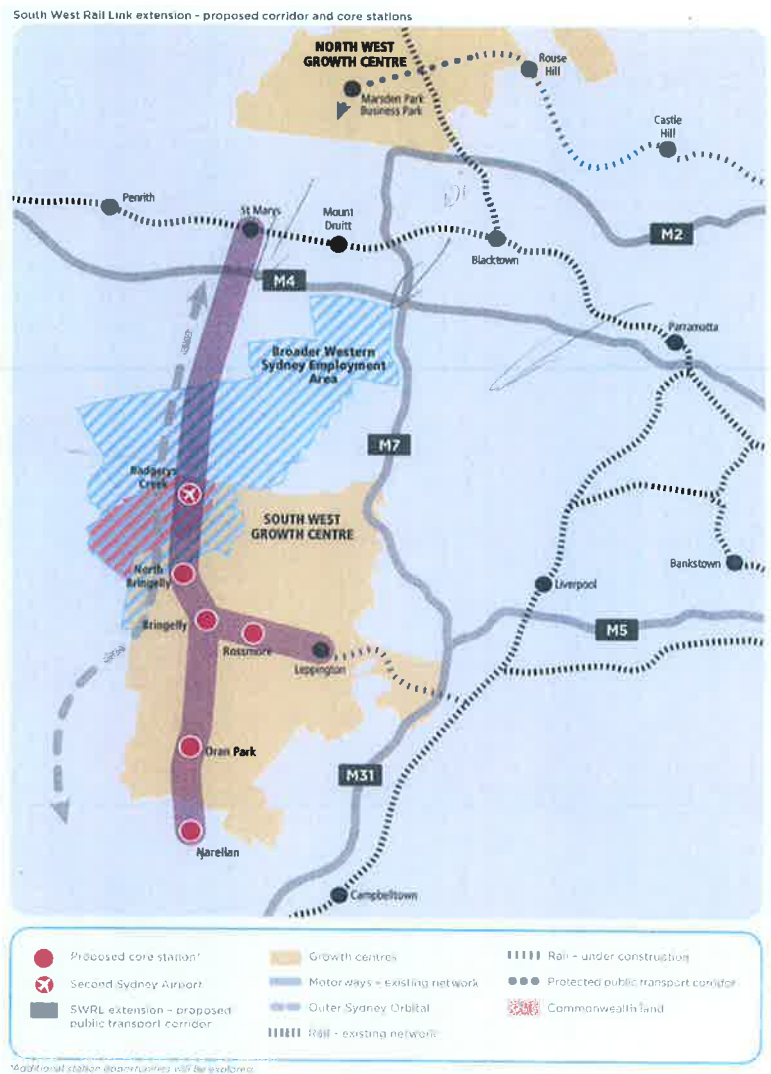
Panthers' \$150m plan - Page 22

PRIORITY 1 - "PRIORITY STUDY" Nov. 1996

2-THE DAILEY TELEGRAPH, Wednesday, February 21, 1996



Here (right) the rail line is shown to connect at St Marys.



SOUTH WEST RAIL LINK EXTENSION

Here (right) the rail line is shown to terminate at Badgerys Creek, and NOT continue to the western line at St Marys. – sometime in the future?

Role of proposed core stations*

Station	Role
Rossmore	Rossmore Station would serve the Planned Town Centre and residential catchment, and provide a bus interchange and park and ride facilities.
Bringelly	Bringelly Station would serve the Planned Town Centre and residential catchment, and provide a rail and bus interchange.
North Bringelly	North Bringelly Station would serve the Planned Town Centre and residential catchment, and provide a bus interchange and park and ride facilities.
Badgerys Creek	Badgerys Creek Station would serve the second Sydney airport and the Planned Specialised Centre.
Oran Park	Oran Park station would serve the Town Centre and residential catchment and provide a bus interchange and potentially park and ride facilities.
Narellan	Narellan Station would serve the Town Centre and residential catchment, and provide a bus interchange and park and ride facilities.

* Additional stations will also be considered.

This suits the urban developers though. What real use is a rail line which only goes between Leppington and Narellan (and spurs back to Oran Park) to Badgerys Creek, without going through to the Western line?

Figure Breakdown?

ACCOMMODATING SYDNEY'S GROWTH

By 2031, Sydney's population is expected to grow by 1.3 million to around 5.6 million. Western Sydney will be home to over half of Sydney's population. The NSW Government is responding to this growth through continued land supply in new urban areas including the North West and South West Growth Centres, and established areas across Sydney.

The South West Growth Centre is a major greenfield release area that will meet a substantial portion of demand for new housing in the Sydney region.

Over the next 30 years, over 300,000 new residents are expected to move into the South West Growth Centre, accommodated in more than 110,000 new dwellings.

The increased population in Western Sydney will be supported by employment growth across Sydney.

Badgerys Creek has been identified as the site for Sydney's second airport.

The Broader Western Sydney Employment Area - including the planned airport - will

be fundamental to the growth of Western Sydney over the next 20 years and beyond. The area is expected to generate an additional 57,000 jobs in the next 30 years, and over 200,000 jobs when fully developed. The South West Growth Centre will also provide local jobs through dedicated employment areas in precincts such as Bringelly, North Bringelly and Turner Road.

The growth of the Regional Cities of Parramatta, Liverpool and Penrith, and Major Centres such as Campbelltown/Macarthur will be critical in supporting Sydney's role as a global city, and ensure jobs are provided closer to homes.

New centres will be developed to provide access to services and community facilities. They will also provide local retail and employment. New town centres in the South West Growth Centre including Bringelly, Oran Park and Catherine Field will complement the Planned Major Centre at Leppington and key existing centres such as Campbelltown/Macarthur.

Oran Park



Same rail document; here shown to provide 57 thousand jobs in the next 30 years.

It also shows 300 thousand new residents in 110 thousand new dwellings.

This makes the "planning" numbers earlier shown (350 thousand jobs) to be a fabrication, and not professional.


How can anyone trust any numbers supplied then?

Is this all just a ruse then to benefit the known urban developers who own massive tracts of land in the local area?

Given that the “proponents” have managed to muscle their way into driving an approval for their airport proposal, by way of their “strategies for dealing with negative perceptions” is this (below) not a continuation of those same strategies, now to become the owners of our infrastructure?


Infrastructure Privatisation 2014
02 - 03 December, 2014 - Venue to be Confirmed: Sydney, NSW


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Speaker Information
 **Chris Johnson**
 CEO
 Urban Taskforce Australia
12:35 PM The Barriers to Infrastructure Privatisation and Strategies to Overcome them

- What are the biggest barriers to infrastructure privatisation?
- What are the threats of privatisation and how will it influence the market?
- Exploring strategies to mitigate the threats

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For instance (already) ; Do you wonder if the proponents own shares, or have an interest in the Sydney desalination plant? Check, you might be surprised. These people work like that... for instance one of the joint owners has "an asset portfolio predominantly comprising utilities, airports, toll roads and seaports in Australia, UK, Europe and USA." "Additionally, Hastings has enjoyed a collaborative relationship with the NSW Government with regard to its management of interests in a number of NSW infrastructure assets, including Interlink (the M5 Motorway), Metro Transport Sydney, Sydney Airport Rail Link, Mater Hospital and Bonnyrigg Housing." (Bonnyrigg housing has collapsed and no development continues today; a disgrace) - also "Ontario Teachers' Pension Plan Board (50%)" - yup, that sounds completely reasonable! - take a deep breath and check this site <http://sydneydesal.com.au/about-sdp/ownership-structure>. Also, for your interest, we taxpayers (NSW) pay more than \$500,000 a day to keep the desalination plant on standby, when not in use. When it comes time to switch it on again, they will be paid a restart fee of \$5.5 million, and the fees go through the roof.

Future development.

The South west railway that has been continually put as if a major convenience for the existing residents, and necessary for the airport is nothing short of a joke – using our taxes. The public information brochure says it all, if one bothers to actually read it - carefully.

Even if the future development is to be some 300 thousand extra people then a whole new series of additional problems will arise. The city of Blacktown is the most populous (301,099 as the [2011 Census](#)) local government area in New South Wales, and the [fifth most populous local government area in Australia](#).

It encompasses 48 suburbs. (Wikipedia - http://en.wikipedia.org/wiki/City_of_Blacktown)

What we are talking about then, is another city of similar or even larger size, with a rail line which effectively goes no-where useful, an airport which is unworkable, in an environment which already has major serious environmental issues – BEFORE additional major urban and industrial development.

- We know from numerous previous examples that the existing city of Sydney is capable of draining almost 50% of its water supply in a single dry year.

With a massive additional urban/industrial burden on that supply, how does the Department expect to meet that demand?

- California USA is now in crisis water shortage. There are some towns who are not even able to pump aquifer water any longer, and relying on imported bottled water, as shown very recently on our own major media.

- We know that the back of the Sydney basin already suffers shocking air quality issues.

Now that the Department has amalgamated to become responsible for Environment as well as planning, how can it see that it has (or will) meet its duty of care, if it's own planning creates a situation (which it surely must, given all the professional warnings made over so many years) where massive numbers of people will find their health and well being seriously compromised? – Since the 1996 MAQS identified that 400 people die each year in the Sydney basin because of air quality issues, any increase in that number will be easily quantified – and presumably blame and responsibility easily directed.

Skulduggery and the misbehaved media.

There has been so much of this that to include it all would take hundreds of pages, however here are just some basic examples, from my own direct experience:-

On the 15th February 1998 the Sydney West Anti Airport Alliance organised a major public protest event to be held on Warragamba Dam wall called the “Enlightenment”.

A convoy several kilometres long headed by a 1923 motorcycle, followed by a 1963 Peterbilt truck colourfully adorned with black coffin and yellow strapping, 28 cars each with an individual letter strapped to its roof thus spelling out “NO AIRPORT AT BADGERYS CREEK” followed by a vehicle convoy of concerned community at least several kilometres long.

The coffin proceeded from the proposed site at Badgerys Creek to Warragamba Dam wall where it assembled such to provide an aerial visual display for airborne media. The event was supported with childrens rides and activities, water tankers, St Johns ambulance, fire brigades and the police.

The coffin was preceded by a New York Dixie Jazz Band and was ceremonially carried to a dais in the middle of the dam wall, whereupon the EIS summary was ceremonially torn up and dumped into that coffin by hundreds of people. ATN Channel nine’s Matthew Watson based at Parramatta covered the event, however, the editor chose only to run a short insignificant clip to show the event to the public.

No other media made any proper mention of the event, or of the principles for which it was conducted, particularly to highlight the fact that Lake Burragorang and the class S waters within it, and the catchment area supporting it is not to be treated with disrespect, for obvious reasons.

An enormous amount of organisation went into the event which was extremely well attended particularly given the inclemently hot weather and more particularly the campaign of misinformation deceit and lies conducted by “persons unknown” to prevent the event from being seen as a success.

Media were apparently advised that the event had been called off. Radio advertisements were run at the very least on 2GB (and other probably other media as well) to advise the broader community that the event had been called off;- that was not the case.

The Luddenham town hall on The Northern Road at Luddenham adjacent to the Park Road turn intersection to Warragamba Dam was adorned with banners indicating “Airport event here”.

The event’s key note speaker, Mr Noel Child, Environmental Scientist, was withdrawn the night before by persons unknown within the Council’s Alliance, and for reasons not made clear to us.

Several months later the city was to find its water contaminated with cryptosporidium and giardia and the Sydney population was forced to boil its drinking water prior to consumption.

Although the wrongful happenings which were levelled against us broke a lot of hearts and infuriated many persons, we at least now had an improved idea of the organisation and scale of the pro airport lobby, but more particularly the incredibly low depths to which they were prepared to stoop, in order to further their cause.

This is a copy of the flyer advertising the event.



“The Awakening”

Title

Date

Sunday 15th February 1998

Themes

***“Wake Up Sydney - Don't Bury Us With Badgerys !”
“Have a Glass of Warragamba !”***

Colours

A mock funeral mourning the real threat a second airport will have on AIR QUALITY, WATER QUALITY, NOISE DISTURBANCE, COMMUNITY HEALTH, ENVIRONMENT, EDUCATION & LIFESTYLE
All supporters to wear white tops with cars decorated with “FAY LOPO BLUE” (light blue) ribbons. Car lights on across Sydney.

Venue

Badgerys Creek 10am - Warragamba Dam 12 noon - Picnic

Refreshments - BYO Picnic Lunch + Kiosk + Free Sausage Sizzle

Ceremony

Funeral cortage (procession of cars) will leave Badgerys Creek Showground, Badgerys Creek Road, Badgerys Creek at 10.30am and proceed to Warragamba Dam, led by a prime mover with a white coffin and a single white wreath. The first 27 cars will have roof top letters spelling out “STOP BADGERYS CREEK AIRPORT” - retaining this formation when parking at the dam. Light Aircraft in funeral formation will pass over. The coffin will be carried by pall bearers to the centre of the dam wall led by an exciting NEW ORLEANS JAZZ BAND. The national anthem will be sung by a student duet. A short statement of the event + short speeches. A symbolic verse read out. A formation of people spelling the word “PEOPLE” will assemble on the wall. Copies of the EIS will be torn up and placed in the coffin. Finally the wreath will be laid at the base of the dam wall. People are then invited to sign petitions, write letters and comment in a single ***condolence register*** of the event. PLUS Live Music, Face Painting, Mural Painting, Poster and Colouring Competitions, SOAP BOX Speeches (2 min.) and lots more. **THEN WE HAVE A BIG FAMILY PICNIC AND ENJOY THE MIRACLE OF WARRAGAMBA DAM - THE MAGIC ENVIRONMENT - THE PURE WATER !**

Groups

Groups wishing to set up displays must register with SWAAA and also provide manpower in general organisation including clean-up. Groups should contact Warwick or Margaret on (02) 4739 1382.

AN OPEN INVITATION is extended to all concerned residents, local politicians, councillors, council staff, schools, and local groups to join “The Awakening” - to get involved and help with many organisational tasks. We anticipate at least 50-100 cars leaving from Camden Council Car Park at 9.15am to join the main “Awakening” procession at Badgerys Creek. Please read through the Proposal Document and identify areas where you may be able to help. **SPONSORS WISHING TO SUPPORT THE AWAKENING SHOULD CONTACT - THANK YOU !**

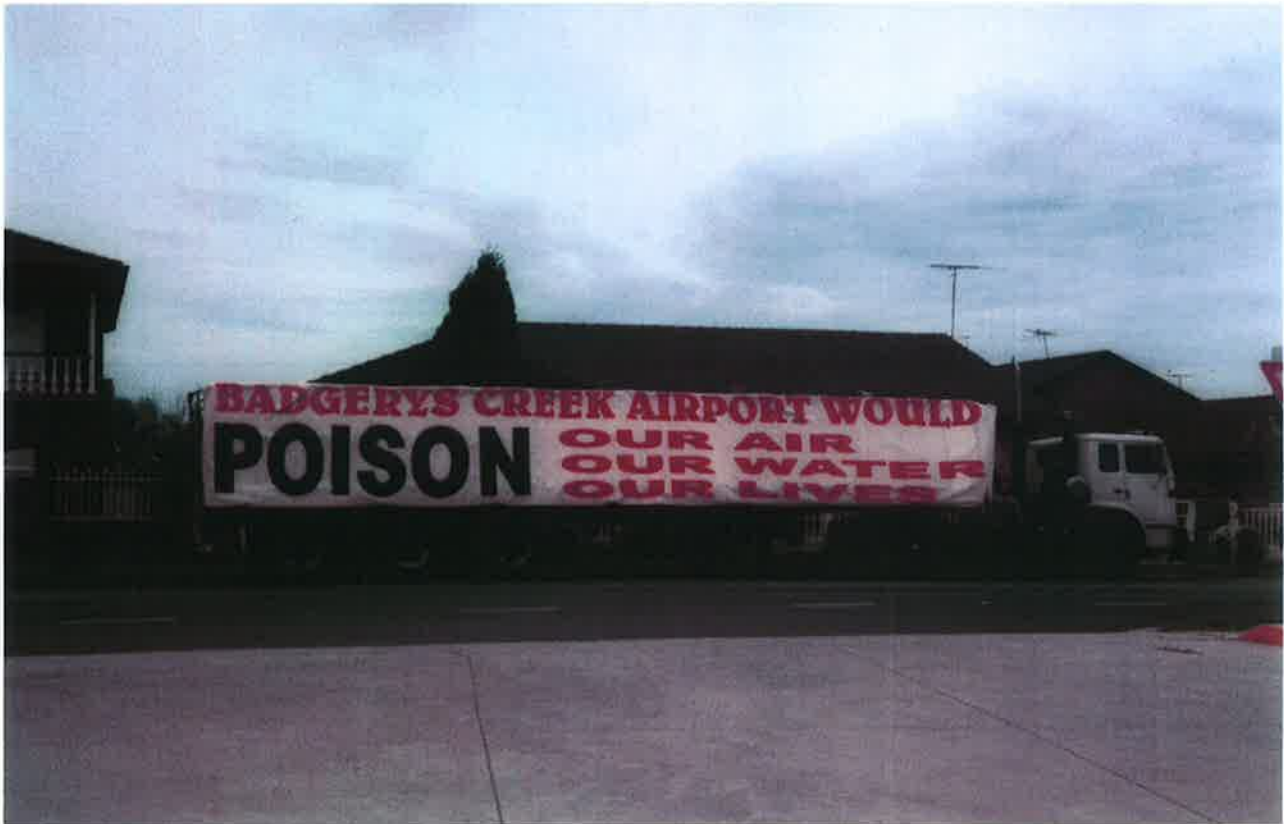
Macarthur Anti-Airport Group MAAG

Contacts - Gloria (02) 4747 3890, Greg (02) 4646 1810, Marcus (02) 4646 1416.

Sydney West Anti-Airport Alliance SWAAA

Contacts - Peter & Melissa (02) 9620 1428, Warwick and Margaret (02) 4739 1382

“The Awakening” Co-ordinator - Peter Cork, SWAAA Chairperson.



This was the sign on the side of a semi trailer, which led a convoy of vehicles from Horsley Park, to Club Marconi, (not reported on by media, at all) where an anti airport rally was being held, 8th August, 1999.

The meeting was packed, and we knew from previous experience that the auditorium itself holds at least 1,200 people. People were standing up around the outside of the seating area, and in the isles. The foyer outside held another large group of people, and many others went home because they could not get in.

None of this was clearly reported, and that media which did, mostly misrepresented it – as can be seen from the following news article in a local Fairfield Champion, with a “guest” editor for that week. Virtually NONE of what is written is true.

- This event was preceded by several weeks by a major rally at Jamison Park, Penrith, where the “Alliance of councils” went all out to promote it; the event was well attended, and extremely successful.

When it came to the Marconi club event the Alliance ran dead with almost no advertising or other promotion, certainly nothing like what had occurred at Penrith.

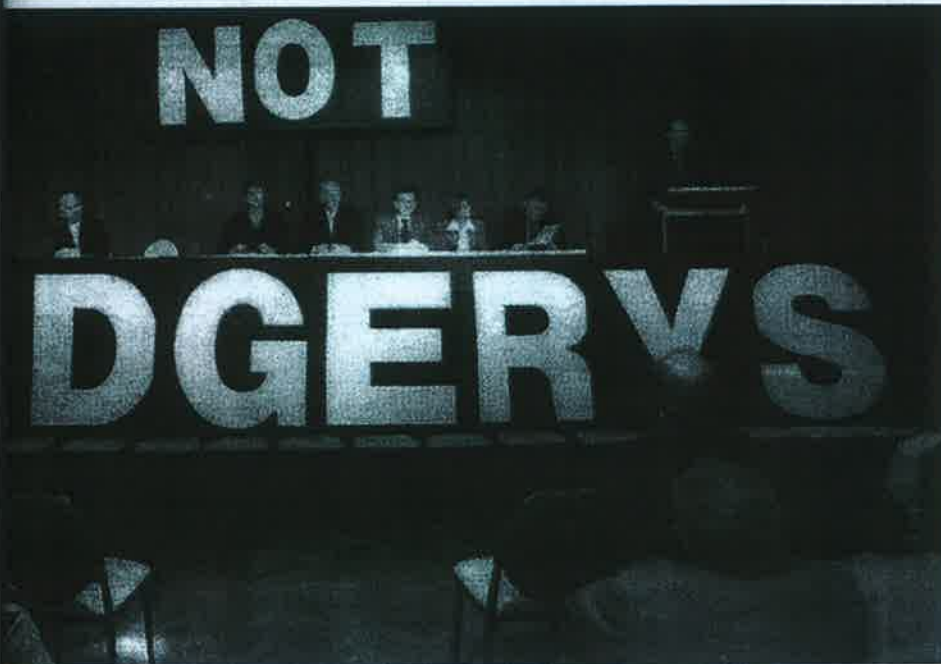
We (FRAAN) recognised the “promote option A” pattern again, and it was us who effectively conducted the media and on ground advertising campaign for this event.

Our belief was (and is) that this was deliberately construed to create the impression that the people of Penrith were soundly opposed to an airport (“Option C”) where as the people of Fairfield were supposedly in favour of an airport at Badgerys Creek notwithstanding that this would be “Option A” straight at them and the most dangerous option by far.

Fairfield Champion
August 11, 1999 +

FAIRFIELD CITY Champion

1 1999 A FAIRFAX COMMUNITY NEWSPAPER 55a Smart St, Fairfield Ph 9725 6755 Fax 9727 6281 60¢



Best meeting in Fairfield about an airport at Badgerys Creek took place at Club Marconi on Sunday.
Photo: ANGELO VELARDO

RPORT: ST CALL

and environmental disaster to ever hit western Sydney" and was "the most stupid idea I've ever heard".

"Between 2010 and 2012 in excess of 2 million people will be living in western Sydney... why should those people be subjected to a problem that can be stopped now," Mrs Crosio asked. "We don't want it, we'll not have it, we will not take that airport," she said.

Mrs Crosio spoke at length and

at great speed on practical issues supporting the no case, principally infrastructure or the lack of it, the increased traffic, and airport funding which would be better spent elsewhere.

Anglican priest Robert McGuckin, representing the Bishop of Parramatta, told the meeting the bishop was opposed to the airport.

Reverend McGuckin said the Federal Government should not rush the decision. Wider issues

such as welfare in the city's poorer quarters were also at stake, he said.

Other speakers included Fairfield's mayor Chris Bowen, Fairfield councillor Maria Heggie, Upper House Liberal MP Charlie Lynn, speaking for Kerry Chikarovski, and Holroyd's mayor, Cr Allan Ezzy.

■ THE NUMBERS game - how the Battle of Badgerys Creek will be won or lost. Report page 12.

Editorial

THE truth is out.

We really don't care if there will be an airport at Badgerys Creek - contrary to what our politicians and a vocal minority would have us believe.

The final proof came at the rally at Club Marconi on Sunday.

Our reporter carefully counted about 750 people in the club's auditorium - around half the number quoted by other media outlets, who presumably relied on others to count for them.

These people represent about 0.003 per cent of the total 270,000 people in Fairfield and Holroyd local government areas, for whom the rally was held.

To put this in perspective, more than six times as many people turn up to an ordinary mid-season soccer match at Club Marconi week in, week out.

So where were the other 99.998 per cent of the population?

It must be concluded they either support an airport at Badgerys or they are so apathetic that they can't be bothered to spend two hours of their Sunday afternoon making their views known.

Either way, the turn-out gives the lie to the fact that most residents are angry about the proposal. The bald truth seems to be that most people either don't care or actively support the idea.

Given that none of our politicians holds their seat with a such a slim margin, it would be fair to say that the political fallout of an airport at Badgerys would be close to zero.

So the real message for the Federal Government to come out of Sunday's rally will not please the organisers.

That is - build the airport and let us get on with our lives.

My own experience; Fairfield City Council

After this experience, another in a continuing long line, I decided virtually at the last minute to run for council and at least create an opportunity to bring these issues to bear, in the media. What a joke! I was elected to council (as an independent).

Fairfield council was (and is) single political party controlled, and I found myself as one of only 3 genuine independent councillors, against a pack of twelve others who did their level best to prevent me from doing what I had been elected to. I was NEVER allowed to represent council on the Alliance of Councils, for instance, (or in any other manner apart from privately) even though I had by far the most knowledge and experience in regard to the proposal, and to which they promoted they were absolutely against.

Skulduggery.

It is remarkable that bureaucrats once employed to fight against the airport proposal are now found to be working directly alongside the major proponents of this airport proposal. In the case of the organisation which I chaired; Fairfield Residents Against Airport Noise (FRAAN) Mr de Chalain as a “representative” of Fairfield City Council was (he advised) sent to our meetings, right in the time (1977) when we were most actively researching and writing our submission to the EIS, (with an extremely narrow time deadline)

Even though we were extremely effective at what we did, he set about “advising us” as to re-structure our organisation and complicated methodologies for everything from media presentation to research activity etc, even to the point of bringing other “professional advisors” along, all of which wasted massive amounts of our time. Since we held our meetings in a meeting room at Fairfield council chambers, we were unable to prevent him from attending.

So great was his impact that several important members became frustrated, and left the organisation. In order to avoid further damage and waste of our time we were forced to change our meeting place to Club Marconi, where we completed our submission, (found here; <http://badgerysacnp.homestead.com/Submission1.html>) by now under extreme time pressure and duress.

(That submission is (as noted earlier) to be regarded as an integral part of this submission. The fact that it was written some sixteen years ago in no way diminishes it's relevance, in fact in many ways it is more relevant now than ever before.)

During my time as an elected independent councillor at Fairfield City Council (1999 – 2004 as noted, elected on essentially a single issue platform – my opposition to the Badgerys Airport Proposal) my time was anything but good. Mr de Chalain as the council appointed officer in charge of this portfolio and representing our city on the “Alliance of Councils” did not make my time particularly easy.

He is now to be found employed at the “Urban Taskforce” as its Planning and Policy Manager, alongside the long time proponents for this airport proposal, found here;

http://www.urbantaskforce.com.au/index.php?option=com_content&view=article&id=110&Itemid=128#.VEkwWlcxj08

Recent activity.

At the very time of the department presenting their original draft WSEA plan and calling for responses from the community, was a federal election slated for the 7th of September 2013, with sizeable political campaigns being conducted by numerous political bodies in view of obtaining votes for them to be elected to government.

At the very same time as this, there was also a massive pro Badgerys Creek Airport campaign being conducted by persons too gutless to show their faces in public, but who had obviously been providing “spin” information to media and numerous other persons employed to promote their pro airport agenda.

During that time they even managed to draught in pro construction comment from New York’s ex mayor, Rudi Guliani; how would he know? Likewise Queensland MP Bob Katter.

Most importantly, this “organisation” managed to well outperform both major political parties, by having pro airport media on the front pages of major, and local newspapers, almost everyday in the weeks leading up to the election. At the same time, letters and news items supplied to the same media was completely ignored, and not published.

- as noted; there is a great deal more which needs to be added to this section, however time constraints, and the need to submit this report prevents that, at this point in time.

The Airport owners.

For those of us who have been at the coal face for long enough, if there is one thing we have learned, it is to distrust ANYTHING any of the probable proponents say. It is no surprise at all, to see that the owners of Sydney's Kingsford Smith Airport, after all the bluff and bravado of "no need", "won't work" and New Guinea style airport have now come out to support an airport at Badgerys Creek.

Most particularly, as reported by the Herald on the 23rd and 24th August 2013, the Sydney airport owners not only earned \$64 million from the car park in the preceding 6 months, ,at that time they had also earned \$8 billion since they became the owner of KSA in 2003 but have paid no tax at all; not one cent.

To add insult to injury, they were reported to still have a \$500 thousand unpaid rates bill to Rockdale Council.

Why would anyone, especially the department of planning and environment, allow these people to own or operate another airport anywhere in Australia, and particularly in a location as delicate and volatile as western Sydney?

They (and their pro airport affiliates) then, should have no say what-so-ever over this department or its officers or senior staff, or politicians, or be allowed to be any part of the decision making process at all, since they do not make any legal payment to the department or its officers, or for any other public benefit derived from expenditure of our taxes.

In fact, given the volumes of formal paperwork they have caused to be written by Government departments and officers, from all three levels of Government, they have not only contributed nothing, but they have also been the cause of extra ordinary volumes of taxpayer/ratepayer monies being spent, simply to further their own greedy cause by continually pursuing this airport. -Not to mention the stunning amounts of written and other effort impositions so many private people have spent over so many years (and generations) in defending themselves and the greater Sydney community by fighting against this proposal.

It would appear that the "economic" benefit that the proponents continue to promote, would be to themselves in particular.

Proponent Dual play.

Clearly, the "beneficiaries" of this proposed airport have been apparently playing a deceitful game of dual play, pretending on one hand that they are non committal, or even opposed to the proposed airport when if one looks closely, they have in fact clearly been working in the background to push this proposal towards construction.

State Government Gazette 156;

On the 20th December, 1995 the then State Government via the Department of Urban Affairs and Planning put through Gazette 156 to be cited as “Growth Centres (Sydney West Development Corporation) Order 1995. I cannot find any record of this order ever having been revoked and neither can any other person whom I have asked or who has researched this.

My understanding of this therefore is that at any time that the Federal government should determine to proceed with an airport at Badgerys Creek and gazette it, then the State Government Gazette 156 “Sydney West Development Corporation” would be empowered. Under the act that corporation would have wide ranging exclusive powers over the area gazetted, including the proposed airport site itself; as per the Development Corporation Act, and excerpt of which is attached to this submission.

Since the Department of “Urban Affairs and Planning” of 1995 is essentially the very same department now known as NSW Planning and Environment, it seems incomprehensible that no mention of gazette 156 and it’s empowerment was noted or considered in any fashion in the Draft Sydney West Employment Zone, even though almost all of the area in consideration is within the gazette 156 area noted; as shown in the attachment to this submission.

How can this draft plan be put to public consideration therefore, when if an airport were to be to be gazetted this would therefore presumably then mean that a Development Corporation would be empowered and so have such powers as noted in the act as to completely usurp and overpower anything proposed by the draft employment plan currently on exhibition, including the power of the Department itself?

More to the point however is the fact that it would be entirely sensible to create an overseeing organisation of any major planned area (except this one is lunacy on a grand scale) to ensure proper conduct throughout the development process, so why is it that this particular legislation has been kept so utterly silent, even to the point where journalists have taken up the story only to have it quashed by their editors?

Department of Urban Affairs and Planning

GROWTH CENTRES (DEVELOPMENT CORPORATIONS) ACT 1974

ORDER

P. R. SINCLAIR, Governor

I, Rear Admiral PETER ROSS SINCLAIR, Governor of the State of New South Wales, with the advice of the Executive Council, and in pursuance of section 5 of the Growth Centres (Development Corporations) Act 1974, make the Order set out hereunder.

Signed and sealed at Sydney, this 20 day of December 1995

By His Excellency's Command,

PAUL WHELAN
Acting Minister for Urban Affairs and Planning.

Citation

1. This Order may be cited as the Growth Centres (Sydney West Airport Development Corporation) Order 1995.

Commencement

2. This Order takes effect on and from 31 December, 1995.

Definitions

3. In this Order:

"Sydney West Airport Growth Centre" means the Growth Centre referred to in Part 5 of Schedule 1 to the Act;

"the Act" means the Growth Centres (Development Corporations) Act 1974;

Amendment of Schedule 1 to the Act

4. Schedule 1 to the Act is amended by inserting at the end of the Schedule in Columns 1 and 2 respectively the following:

NEW SOUTH WALES GOVERNMENT GAZETTE No. 156

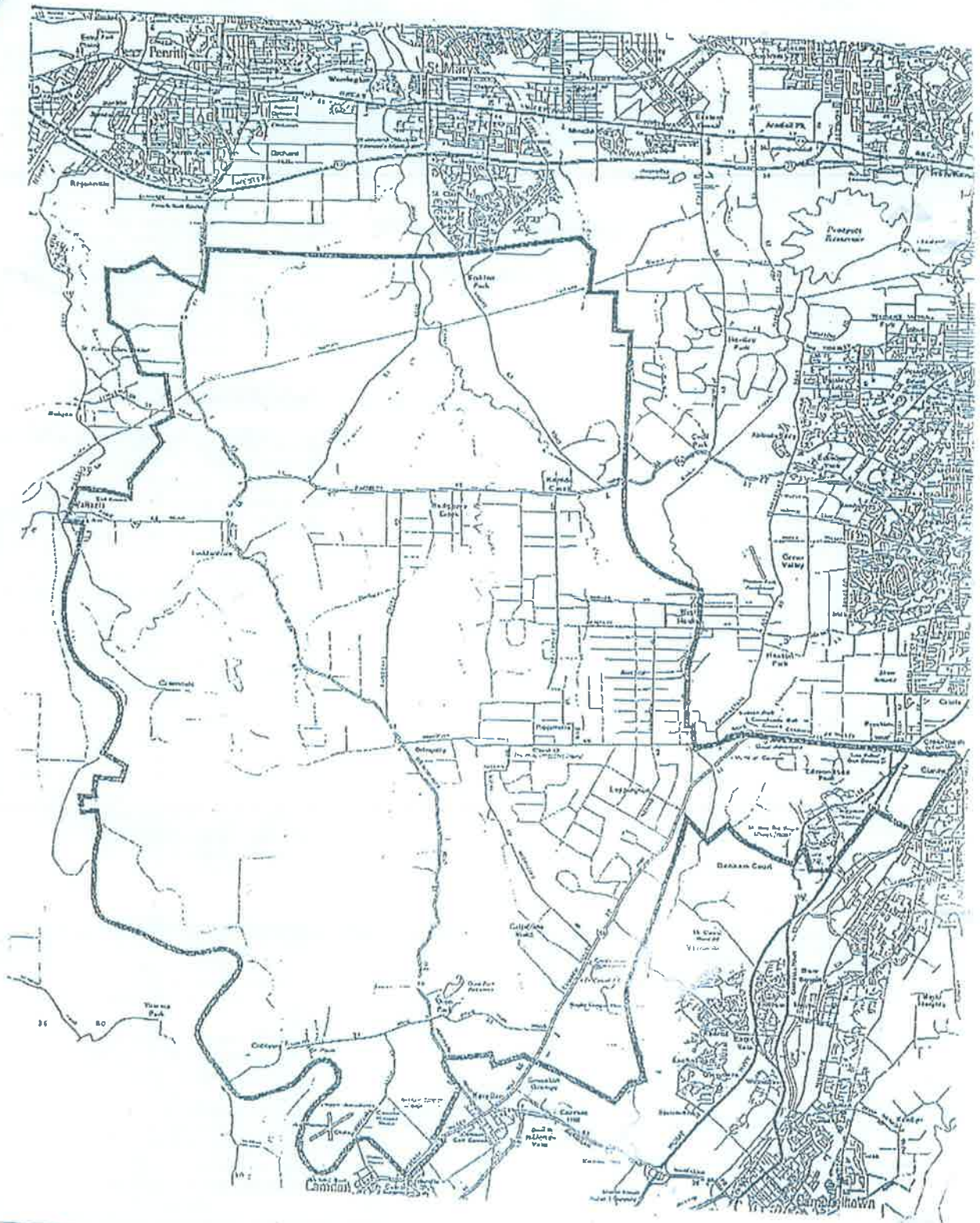
5. ALL THOSE pieces or parcels of land within the Council of Camden and the Cities of Campbelltown, Liverpool and Penrith (being land generally bounded by the Nepean River, Bents Basin State Recreation Area and the eastern boundary of Mulgoa Valley (as defined in Sydney Regional Environmental Plan No. 13) to the west, the southern boundary of Glenmore Park (as defined in Penrith Local Environmental Plan No. 188), The Northern Road and the Regentville-Sydney West 330kV Transmission Line to the north, the western boundary of Fairfield Council, the western boundary of the Hoxton Park Open Space Corridor (as defined in Liverpool Interim Development Order No. 43), Bringelly Road, Camden Valley Way, Glenfield Road, the Main Southern Railway Line, the southern boundary of Lot 2, DP 240944, the M5 Motorway, Zouch Road, Campbelltown Road, Denham Court Road, the western boundary of Campbelltown Council, and the Sydney Water Supply Channel to the east, Turner Road, Camden Valley Way, Narellan Creek, Kirkham Lane and Camden Valley Way to the south as shown by thick black edging on the map entitled Boundary Sydney West Airport Development Corporation copies of which are deposited in the offices of the Department of Urban Affairs and Planning.

Declaration of the Sydney West Airport Development Corporation

5. A development corporation, under the corporate name of the Sydney West Airport Development Corporation, is constituted in respect of the Sydney West Airport Growth Centre.

EXPLANATORY NOTE

This Order sets aside certain lands in the Sydney area as a growth centre, known as the Sydney West Airport Growth Centre, and constitutes a development corporation, to be known as the Sydney West Airport Development Corporation, to promote co-ordinate, manage and secure the orderly and economic development of the growth centre.



DEPARTMENT OF URBAN AFFAIRS AND PLANNING

BOUNDARY SYDNEY WEST AIRPORT
DEVELOPMENT CORPORATION

TOTAL P.04

Growth Centres (Development Corporations) Act 1974 No. 49

Provisions relating to constitution and procedure of development corporation

6. (1) A development corporation shall consist of:

- (a) not less than 4 persons appointed by the Governor; and
- (b) the Managing Director.

(1A) The Managing Director is responsible, as the chief executive of a development corporation, for managing the affairs of the development corporation subject to and in accordance with any directions given to the Managing Director by the development corporation.

(2) The Governor may appoint a person to be a member of a development corporation before the order made under section 5 (2) relating to the development corporation takes effect, but the term of office of any such member commences on the date on which the order takes effect or a later date specified in the order.

(3) Schedule 2 has effect in relation to each development corporation.

**PART 3—RESPONSIBILITIES, POWERS, AUTHORITIES,
DUTIES AND FUNCTIONS OF DEVELOPMENT
CORPORATIONS**

Responsibility etc. of development corporation

7. (1) Subject to this Act, a development corporation is charged with the responsibility of promoting, co-ordinating, managing and securing the orderly and economic development of the growth centre in respect of which it was constituted.

(2) Without affecting the generality of subsection (1), a development corporation shall have and may exercise and discharge the following powers, authorities, duties and functions:

- (a) to submit to the Minister such proposals with respect to the development and use of land within the growth centre in respect of which it was constituted, or the planning of the development and use of that land, as it considers necessary or appropriate, including proposals for the development and use of land in conjunction with the provision of utility services and public transport facilities for or in connection with the growth centre;
- (b) to consider, and furnish reports to and advise and make recommendations to the Minister upon, any matter or proposal with respect to the promotion, co-ordination and management of the growth centre, or the development and use, or the planning of the development and use, of land within the growth centre, which may be referred to it by the Minister;

Growth Centres (Development Corporations) Act 1974 No. 49

- (c) to carry out research into problems with respect to the promotion, co-ordination and management of the growth centre, or the development and use, or the planning of the development and use, of land within the growth centre, and prepare and issue memoranda, reports, bulletins, maps or plans relating thereto or any other material;
- (d) to assist councils, which the development corporation considers may be affected, with respect to matters concerning the promotion, co-ordination and management of the growth centre, or the development and use, or the planning of the development and use, of land within the growth centre;
- (e) to exercise and discharge such other powers, authorities, duties and functions as are conferred or imposed on it by or under this or any other Act; and
- (f) to do such supplemental, incidental and consequential acts as may be necessary or expedient for the exercise or discharge of its responsibilities, powers, authorities, duties and functions.

General powers of development corporation

8. (1) Subject to this Act, the Environmental Planning and Assessment Act 1979 and any other relevant Act a development corporation may, for the purposes of this Act:

- (a) manage land vested in the development corporation;
- (b) cause surveys to be made, and plans of survey to be prepared, in relation to any land vested in the development corporation;
- (c) * * * * *
- (d) demolish, or cause to be demolished, any building within or adjoining or in the vicinity of the growth centre of which it has exclusive possession;
- (e) provide, or arrange, on such terms and conditions as may be agreed upon, for the location or relocation of, utility services within or adjoining or in the vicinity of the growth centre;
- (f) set apart land as sites for buildings or works or for religious, charitable or municipal purposes;
- (g) subdivide and re-subdivide land, and consolidate subdivided or re-subdivided land, vested in the development corporation;
- (h) set out and construct roads on land vested in the development corporation;

What happened to (C) ?

Growth Centres (Development Corporations) Act 1974 No. 49

- (i) erect, alter, repair and renovate buildings on and make other improvements to land vested in the development corporation, or on any other land with the consent of the person in whom it is vested; and
- (j) cause any work to be done on or in relation to any land vested in the development corporation, or any other land with the consent of the person in whom it is vested, for the purpose of rendering it fit to be used for any purpose for which it may be used under any environmental planning instrument applying to the land.

(2) * * * * *

Power to acquire land etc.

9. (1) A development corporation may, for the purposes of this Act, acquire land by agreement or by compulsory process in accordance with the Land Acquisition (Just Terms Compensation) Act 1991.

(2) Without limiting the generality of subsection (1), a development corporation may, in accordance with that subsection, acquire:

- (a) any land within the growth centre in respect of which the development corporation was constituted which the corporation considers should be made available in the public interest or any purpose of the growth centre; or
- (b) any land of which the land proposed to be acquired under this Act forms part; or
- (c) any land adjoining or in the vicinity of any land proposed to be acquired under this Act; or
- (d) a leasehold or any other interest in land.

Application of Public Works Act 1912

10. (1) For the purposes of the Public Works Act 1912, any acquisition of land under section 9 is taken to be for an authorised work and the development corporation is, in relation to that authorised work, taken to be the Constructing Authority.

(2) Sections 34, 35, 36 and 37 of the Public Works Act 1912 do not apply in respect of works constructed under this Act.

Disposal of land

11. (1) A development corporation may, with the approval of the Minister and subject to such terms and conditions as the Minister may attach to his approval, sell, lease, exchange or otherwise deal with or

Growth Centres (Development Corporations) Act 1974 No. 49

dispose of land vested in the development corporation, and may, with the like approval and subject to the like terms and conditions, grant easements or rights-of-way over that land or any part thereof.

(2) Notwithstanding subsection (1), the approval of the Minister shall not be required for a lease of land by the development corporation for a term which is less than three years.

Dedication of land

12. (1) A development corporation may, by notification published in the Gazette, declare that it proposes to surrender to Her Majesty land described or referred to in the notification to be dedicated for any public purpose specified in the notification or, if so specified in the notification, as a public road.

(2) When land described or referred to in a notification published in accordance with subsection (1) is surrendered, the land:

- (a) becomes Crown land reserved from sale, lease or licence under the Crown Lands Act 1989; and
- (b) on revocation of the reservation, may be dedicated under that Act for the public purpose specified in the notification or under section 12 of the Roads Act 1993 as a public road, as the case requires.

(3) A development corporation may, in a notification published pursuant to subsection (1), limit the description of, or reference to, land to a specified depth below the surface thereof and, where such a description or reference is so limited, subsection (2) does not apply to or in respect of land below the depth so specified.

Covenants in leases

13. (1) Subject to this section, where the lease of a building site contains a covenant on the part of the lessee not to commence the erection of a building on the building site, or any work preparatory or incidental thereto, without the written consent of a development corporation:

- (a) the development corporation may give its consent upon the application of a person entitled to apply to a council for its approval to the erection of a building on the building site; and
- (b) the development corporation may impose conditions in giving its consent.

(2) A development corporation shall not give a consent pursuant to subsection (1) unless:

THE WORLD ENVIRONMENT CENTRE

There is an alternative use of this site which would result in a win/win for everyone. This is a one off opportunity, since a location such as the former proposed Badgerys Creek Airport site which offers such remarkable connectivity, is unlikely to become available again anytime in the near future. With 1770 free hectares of land available, already owned by the Federal Government, something truly fantastic could be built at this location.

“The World Environment Centre.” A quick and timely response to current and future climate change concerns, and a point from which Australia could lead the world.

A collection point for all of the worlds environmental data and research. An environmental focus centre for the world, and a major positive proudness for Western Sydney, desperately needed, as well as genuine jobs for everyone; from gardeners to Professors, truck drivers to secretaries, retailers to importers and exporters. Everything would come alive around such a project.

How? A collaboration of Government, educational and private sector development. Big business should be involved, but only if it has a genuine and honest commitment to actively and directly focus on environmental betterment purposes, on a local and international basis.

Criterion; Must have a direct 100% green focus on environmental grounds, particularly focused on climate change and climate betterment issues. Centre's to be able to purchase alternative power sources, water management systems, energy saving products, alternative building strategies etc. etc.

Research facilities, data base centres, network international and local links to other proper local and worldwide environmental organisations and information centres to determine alternative national and international environmental strategies. A collection point for all of the worlds hard learned environmental information.

Help centres to assist inventors and persons with innovative ideas from all sectors of the community to bring their ideas to fruition - such as those seen on Australian programs such as the ABC's Inventors program, which has showcased some remarkable and innovative inventions and ideas, but who then find great difficulty in taking their proposals further.

There should be major plantings of endangered Australian species on the site, as a local carbon sink for an extremely air polluted area, and a backup of rare Australian native trees and plants, as well as providing natural shade. All construction must be world's best practice or innovative cutting edge green technology. There should be an International Environmental conference centre for all to use.

When it comes to big things, the city of Sydney has well proved it's ability to excel, as we saw from the 2000 Olympic games and the recent APEC conference. At the rear of the Sydney basin, this is a safe site, with excellent potential. The land is free, we already own it. It is surrounded by various educational facilities already, and there are major urban areas filled with people of all various talents. This would make the suffering of so many over so many years worthwhile. Other major landholders in the area would also benefit. The proposed public transport system would become genuinely viable.

This is a one off opportunity for everyone, worldwide, Australia, Sydney, and particularly for western Sydney. If the land is sold off for housing or more warehouse “employment centres” only a few will benefit. This way, EVERYONE is a winner!

Western Sydney deserves a dream, not a nightmare.

Martin Luther King once said “I have a dream”..... so do I. Please help it come true.

My closing statement.

Convincing people that we need another airport at Badgerys Creek is another example of those in power manipulating society's way of thinking on a grand scale. It is another powerful way of getting society to do what they want us to do by continual "brainwashing" by constantly highlighting "economic benefits and job creation", and yet never allowing the massive negative impacts to surface and be seen by the general public, including bureaucrats in public service.

In this day and age when we are told that almost everything we do is bad for the environment and the planet, and that we have to change our ways whilst we still may have a chance, we are being convinced to accept an airport right in the middle of our drinking water and the air we breathe.

We are being tricked into believing that the extra jobs, more roads, housing infrastructure etc will somehow compensate for bad health, unclean air and polluted drinking water that will surely occur if an airport is built at Badgerys Creek.

Were it allowed to go ahead, then in years to come Badgerys Creek will become another issue where our future generations will be asking us why we agreed to this, and why didn't we stand up against something which is so very wrong.

To make it worse no one will be able to say that we "didn't know how bad it would be", because we have the professional and scientific reports, and the tests and experts that have warned us, unlike society had during the wars, nuclear testing etc. Now we have no excuse, we must think for ourselves and not be manipulated.

The officers and employees of the Department of Planning are paid with the taxes paid by the common people of Sydney and NSW, who are therefore effectively their direct employers. This "plan" offered by the department flies in the face of representing those persons directly, decently, fairly, or with respect of any kind.

Furthermore, many or most of the officers of the department who are also wage earners and taxpayers will have family and children of their own who live here in the Sydney basin, and who's successive generations should be able to live in this basin into the future with no negative burdens of any kind, be they social, poor health, or on their well being. Worse is that in this case it will have been brought upon them by their own parents or relatives, or the department they worked for, and particularly from the proponents and owners of this proposed airport.

Terrorism

Our country has become obsessed with the threat of terrorism ostensibly with those of middle Eastern origin. As it is at present, the greatest risk to Sydney (the largest centre of population in Australia) and the state of New South Wales is not from hidden terrorists but from our own duly elected politicians including our Prime Minister and cabinet, and the members of the Department of Planning and Environment.

There is a great deal more which should be added to this report.

I would dearly have liked the opportunity to properly complete this report and submission, however I suffer some extremely serious disability and health issues and along with the narrow time constraints placed on this process the deadline even with extension has worked against me, which is a great pity.

Given the basic premise that anyone working at the Department of Planning will presumably have been professionally trained in the multiple aspects of proper planning, be it complex or simple, urban, industrial or rural, there is clearly something extremely remiss and incredibly wrong with the proposal currently on exhibition, and the department which proposes it.

So poor is this proposal and so great the dangers and negative impacts that it presents, then clearly those who are involved in promoting or presenting this proposal as viable in any manner must be either one of only two types of person; - Incredibly stupid, or incredibly corrupt – I make no bones about it.

I do not believe that this is an opinion. I believe that it must obviously be a fact.

As can be seen throughout this document and its closing pages, I have been at this “game” for a very long time, and become well known for it. My own costs have been far more than substantial, in many more ways than one – except that I was left with no choice but to take the path I have, and fight against this proposal, which is so intrinsically WRONG. My parents made a point of teaching me to stand up for our rights, and against that which is wrong.

I assume that you, reader, will have been taught the same.

No “development” could have more negative impact on air quality, water quality and with insane widespread noise impacts, or present more danger and risk than an airport at Badgerys Creek, at the back of the Sydney basin at the foothills of the World Heritage Listed Blue Mountains.

Apart from unacceptable hazard and risk, an airport at Badgerys Creek would poison our air, poison our water, and poison our lives.



PO Box 20
Horsley Park NSW 2164
Tel: (02) 9620 1428
Mob: 0413 817 846
Fax: (02) 9620 2657

Please note, I am no longer a serving councillor with Fairfield City Council.
Elected as an independent in 1999 and having met most of my agenda for the rural area in which I lived, and the city which encompasses that area, and with due regard to the severe Political limitations which this job entailed, I have chosen to not to run as a candidate in the 1994 local Govt election, but rather, pursue necessary issues from a private perspective.
I use this letterhead now to show a perspective of my own personal history.

My current address is 43 Old Bathurst Road, Woodford, NSW 2778.
Phone (02) 4758 7495 and mob 0413 817 846.

Some notable achievements.

President; Fairfield City/Horsley Park Rural Fire Brigade; 1999 – 2005

Chairman; Fairfield Residents Against Airport Noise (FRAAN) 1996 –

Founding member; Sydney West Anti Airport Alliance. (SWAAA)

Founding member; Alliance for Airport Location Outside Sydney (AFALOS)

Founding member; Sydney Airports Community Forum Inc. (SACF Inc.)

(Instrumented by either direct written submission, and/or personal lobbying or other representations)

Septic Tank (OSMS) policy change - FCC

Retaining wall policy change – FCC

Landfill policy change - FCC

Numerous local and City wide road condition modifications – FCC

Over 200 written representations of individual community member issues - FCC

- Numerous FCC scandal disclosures including;

- Christmas Card printing scandal
- Bridge Climb scandal
- FCC Councillors banquet dining with Phoung Ngo arrested John Newman assassin, at Longbay Jail.
- Jim Stephan Australia Day award scandal.

- Instrumental in bringing about the capture and arrest of notorious con-man “Alan John Darcy” (and aliases).

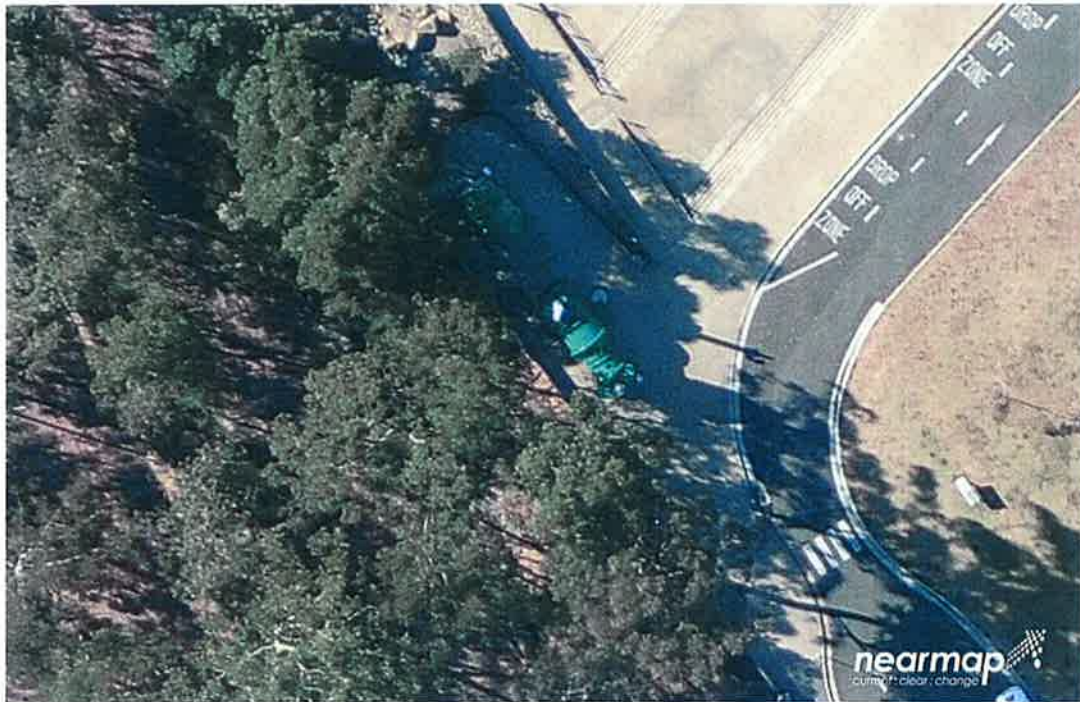
AS WELL AS; - (FOLLOWING PAGES)

Prospect Reservoir; \$16 million upgrade to eastern side retaining wall.



Water supply pipeline shutoff/control valves; Warragamba – Prospect pipelines.

These (bright green) are the old shut off valves for the pipelines at Warragamba Dam, now on display at the visitors area. I learned that these were no longer working and lobbied in writing and in person to numerous State and Federal politicians, with formal submissions also made to Govt. Departments and organizations such as H.N.C.M.T. (Hawkesbury Catchment Management Trust) of which I was a member (1999 – 2004) as a councillor representing Fairfield City Council



Old valves with information plaques at Warragamba Dam information center



Spare water supply pipeline, all three diameters; stored at Gates Road off Northern Road, Luddenham.



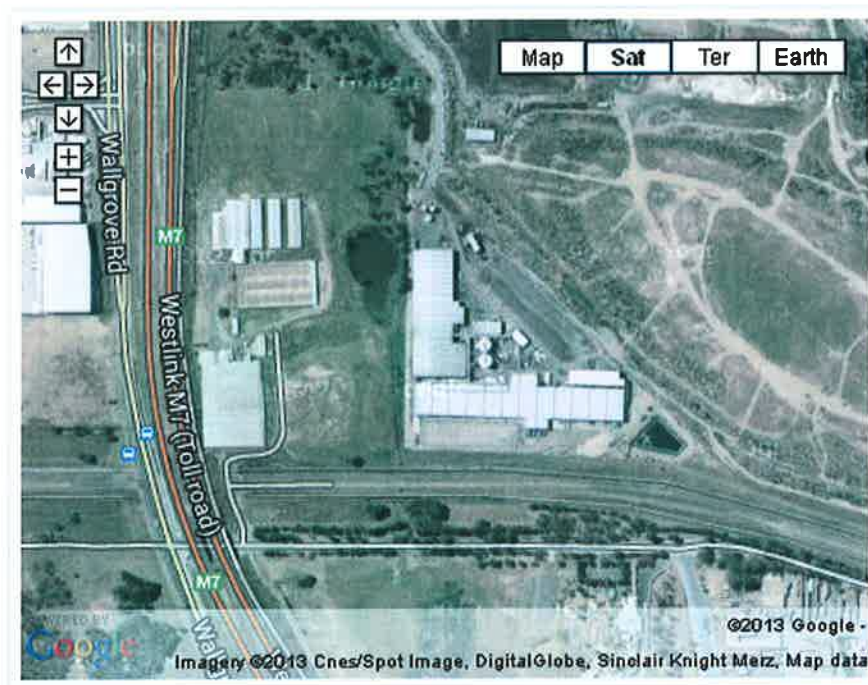
UR 3r Waste Management Facilities – Eastern Creek, NSW, Australia.

(a lot of hard work ended up with; -)

“ The \$100 million Eastern Creek UR-3R Facility was established in 2004 and is the largest alternative waste treatment (AWT) facility in the Southern Hemisphere. It employs 80 people and has a 25 year contract to process 220,000 tonnes of household waste per annum. “

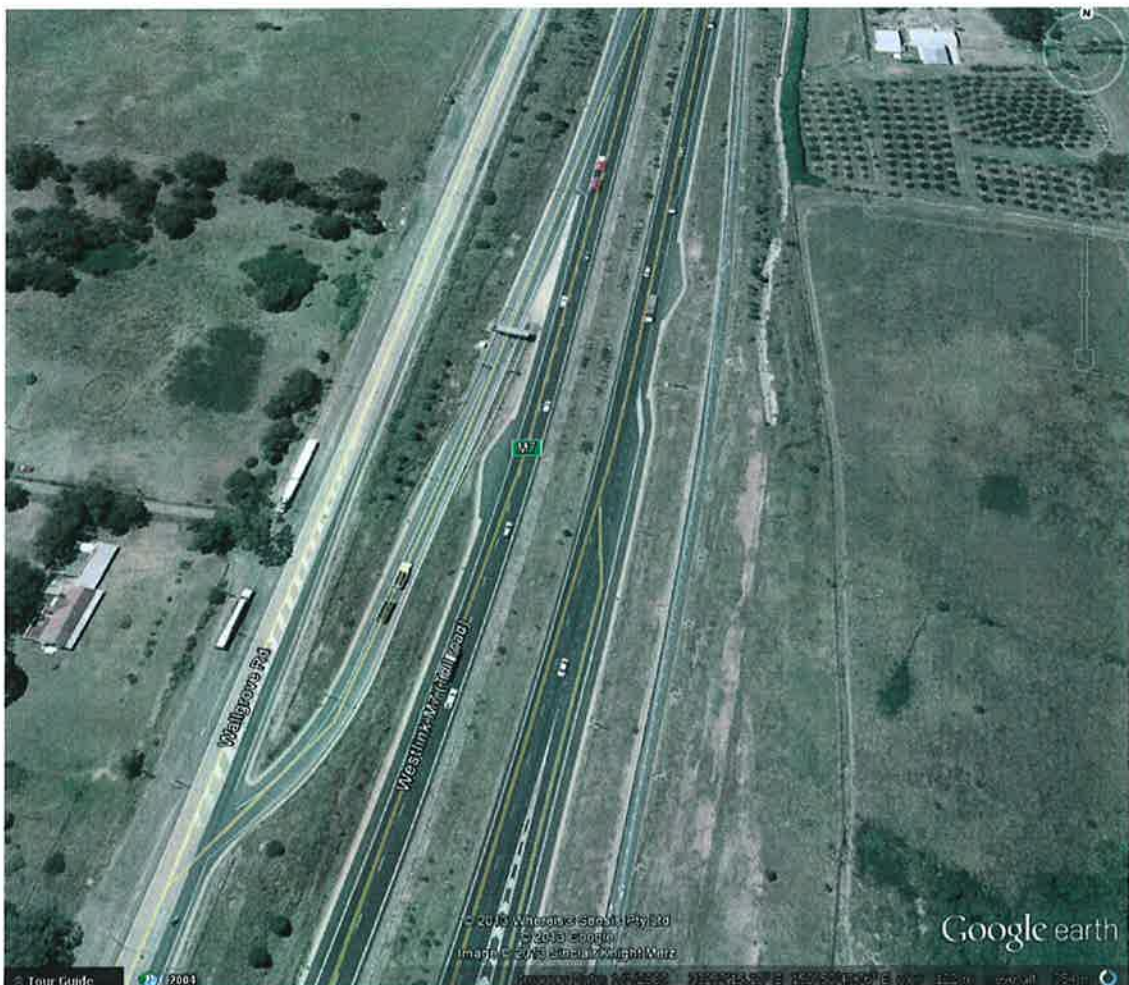
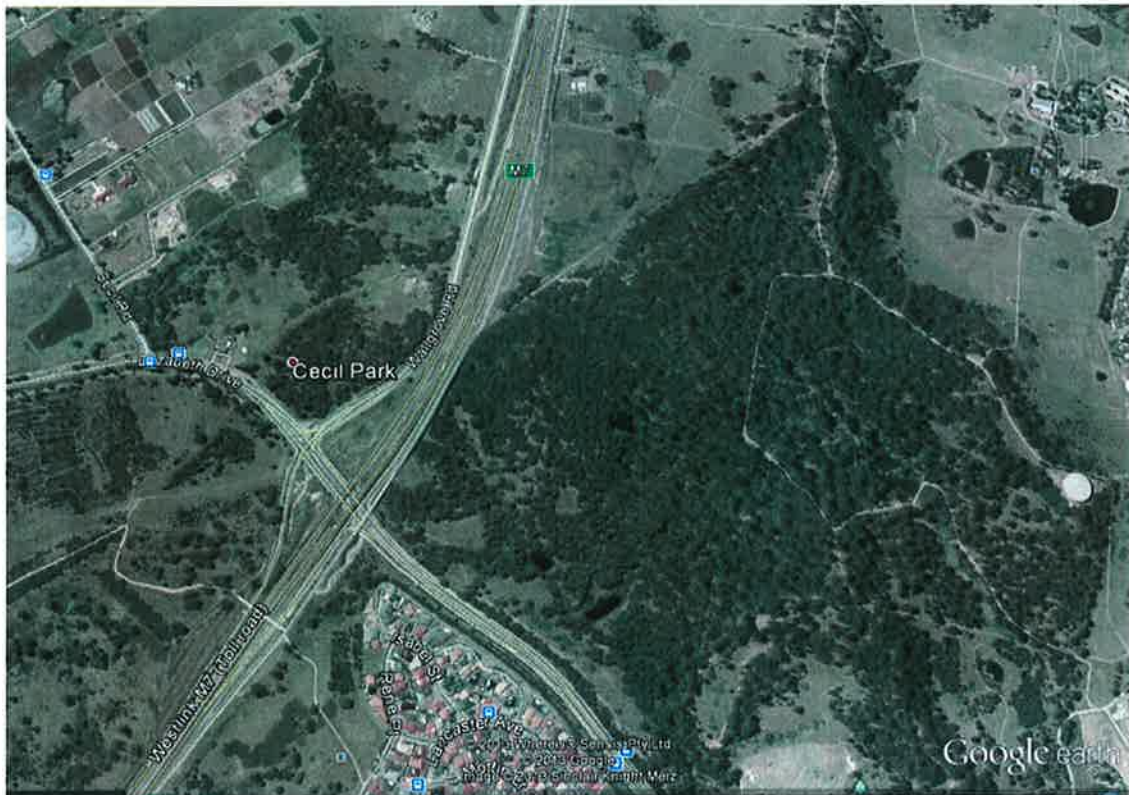


Eastern Creek UR-3R Facility location



I was also instrumental in; **“ The Lancashire Waste Partnerships’ household waste recycling project. This is one of the most significant Waste Private Finance Initiative (PFI) contracts awarded in the United Kingdom. - Two UR-3R facilities – one in Farington, near Preston, and the other at Thornton, near Blackpool, have been designed to treat over 300,000 tonnes per annum of household waste.”**

On ramp from Wallgrove Road northwards onto M7, Cecil Park, NSW.



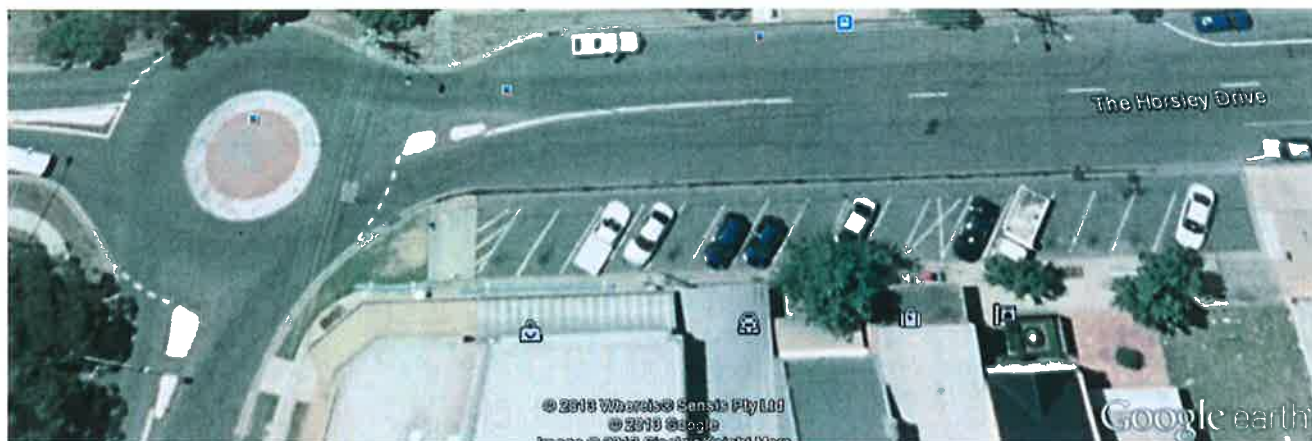
Tunnel under M7 at Redmayne Road, Horsley Park, NSW.



Eastern Creek Dragstrip - Direction of operation change – from south to north planned operation to north/south operation; - Otherwise communities such as Horsley Park, Cecil Park, Elizabeth Park, Smithfield, Wetherill Park, Bossley Park and Greenfield Park would have been noise devastated.



Parking Precinct and mountable roundabout, Shopping area, Horsley Park, NSW.



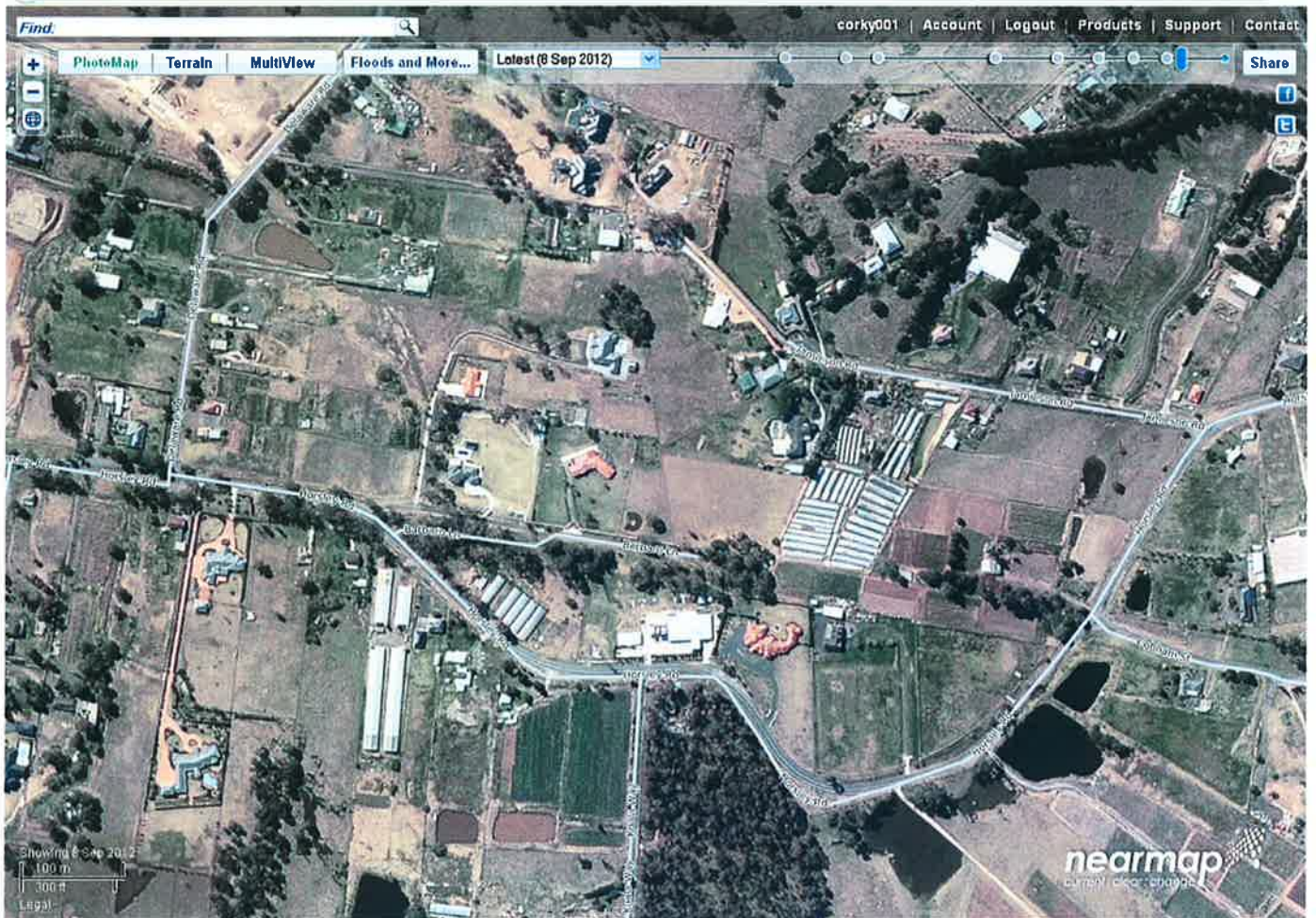
Bus discharge/pickup/turnaround and entryway for reserve; Horsley Park, NSW.



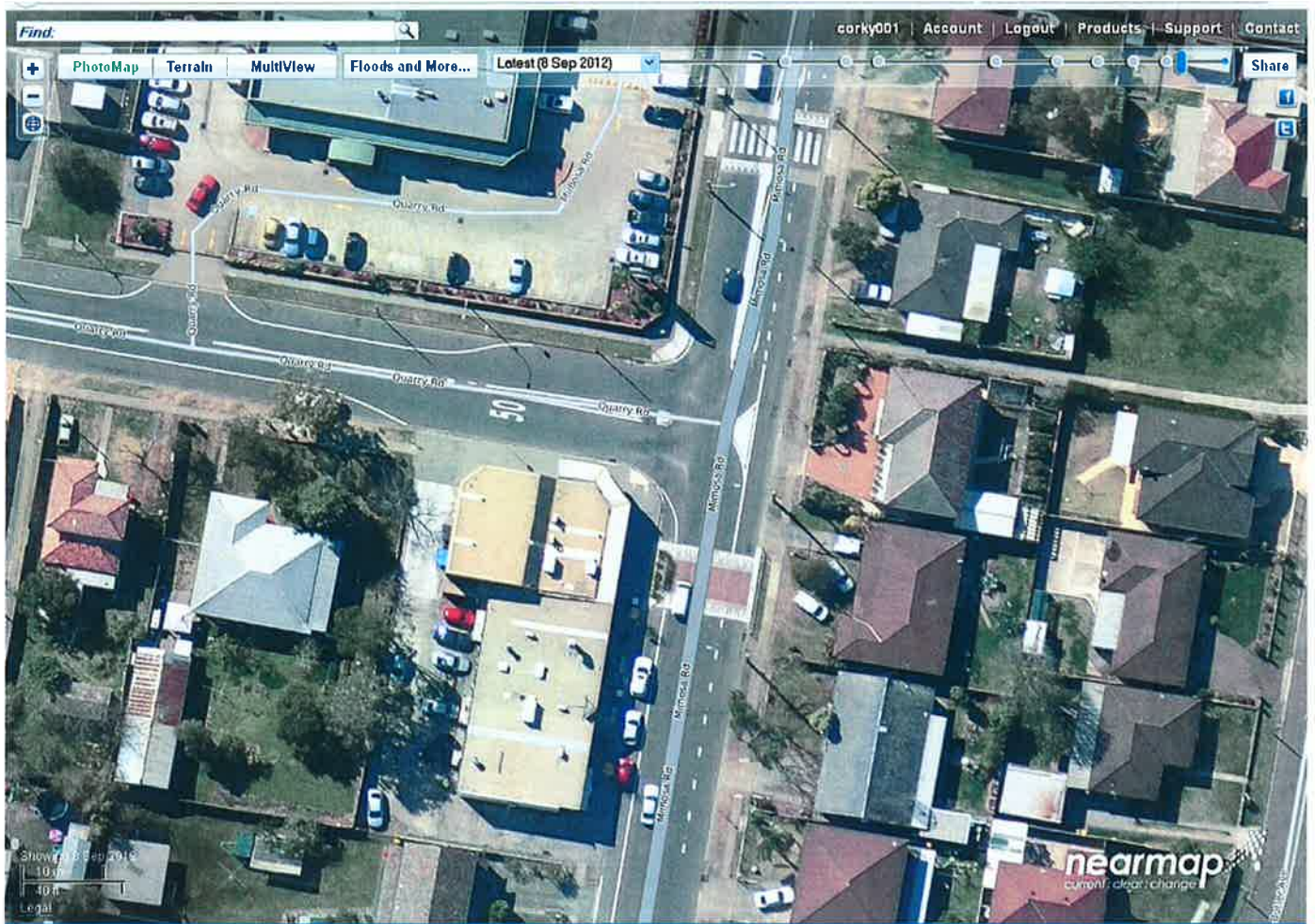
New Bay for Fairfield City/ Horsley Park Rural Fire Station.



All local roads upgrade; Horsley Park/Cecil Park.
(Particularly Horsley Road)



Mimosa Road/Quarry Road intersection safety upgrade; Wetherill Park.

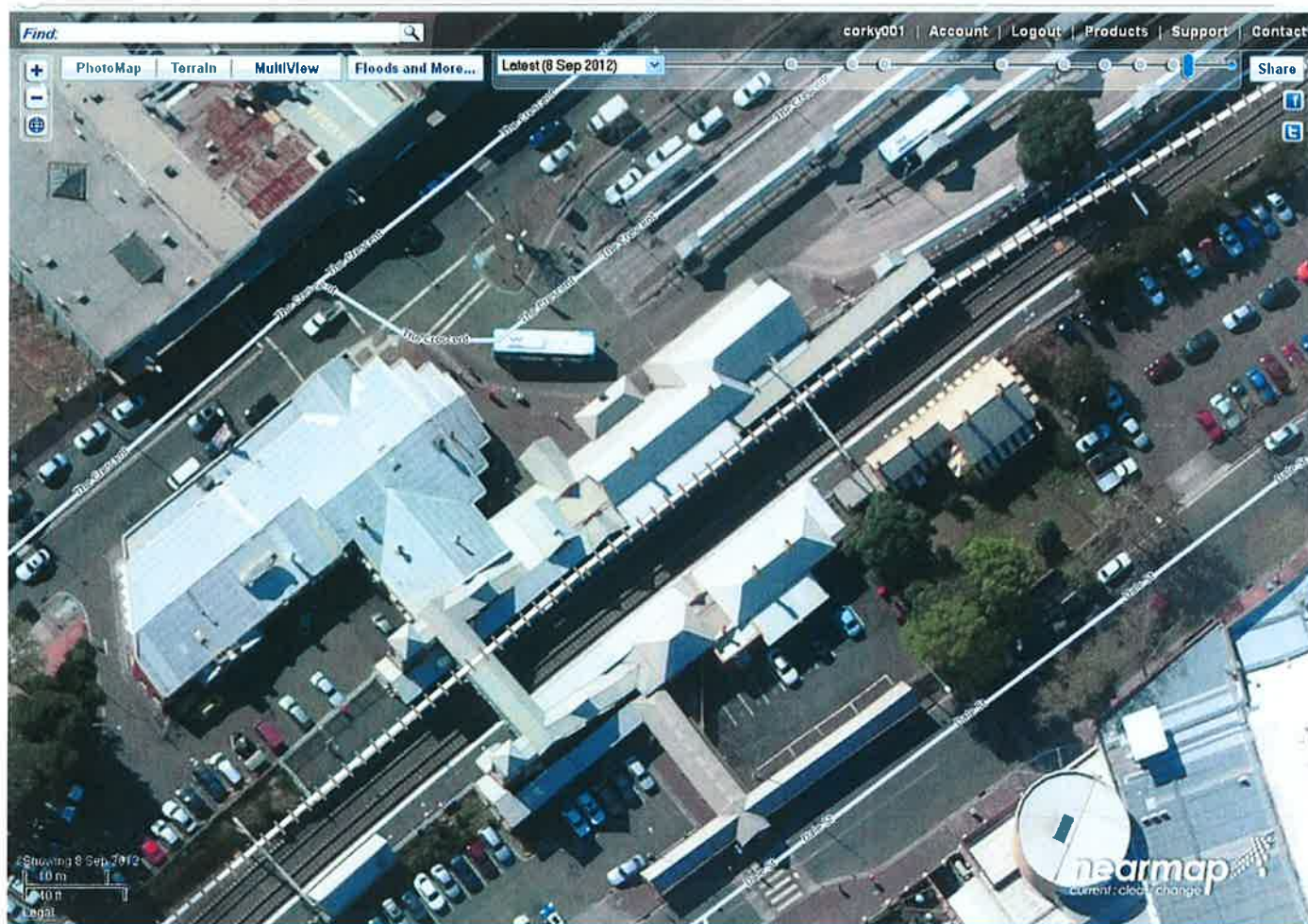


Footpaths and disabled access into Stocklands Shopping Centre; Wetherill Park.
(previously had to access the centre by going through the old petrol station and down back ramp/drive)

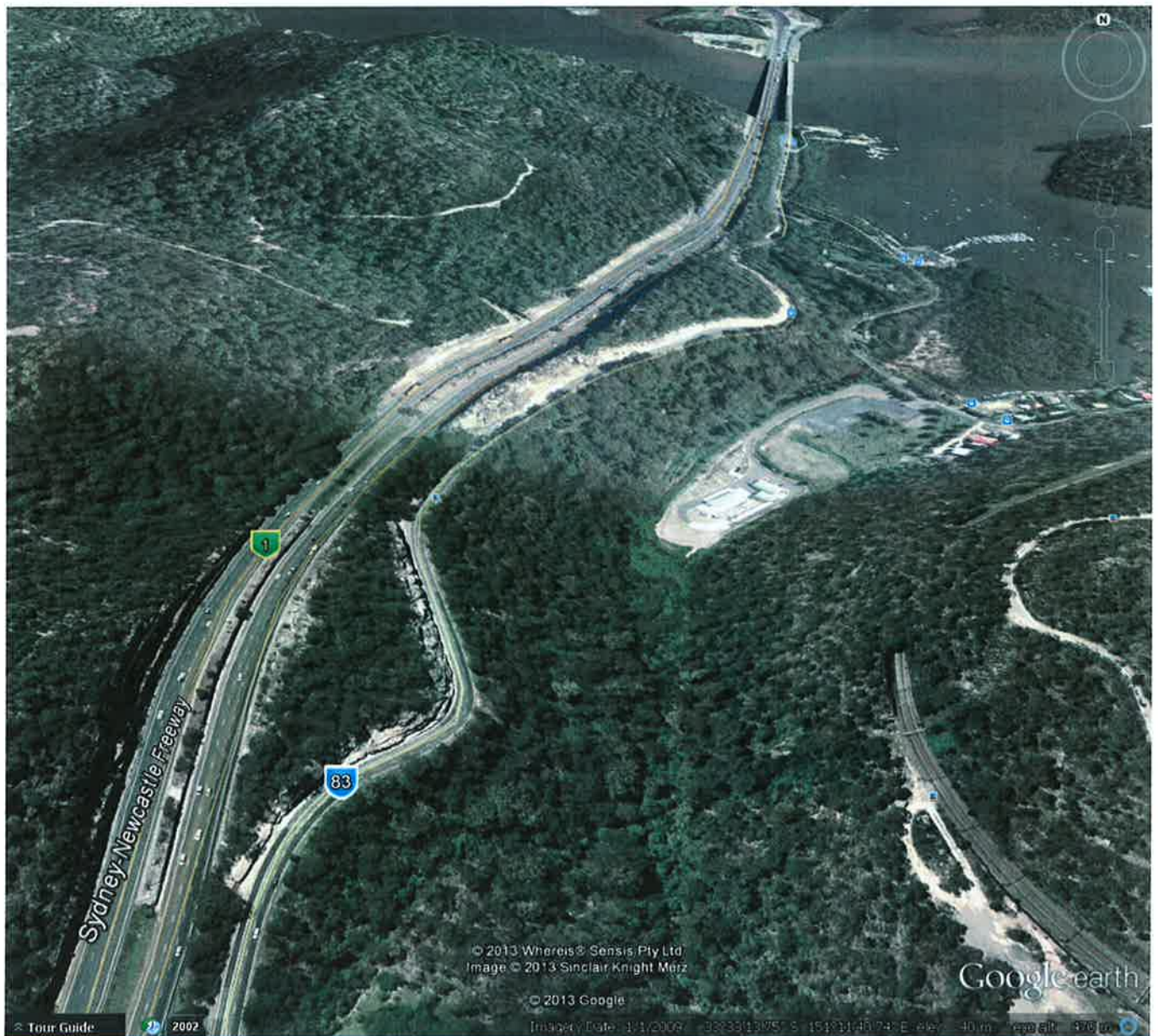


Lift for disabled persons, Fairfield Railway Station

(from lobbying via Disability Access committee, and media activity, whilst a councilor on FFCC.)



Removal of multiple un-detonated high explosive, Sydney/Newcastle freeway, near Brooklyn Bridge. (Direct representation of problem brought to my attention, to MP Carl Scully, Minister for Roads and Transport, the member for Smithfield)





GLOBAL RENEWABLES

John Lawson
Global Renewables Investments Ltd
Suite 1, Level 3, 105 Pitt St
SYDNEY NSW 2000

4 July 2007.

To whom it may concern.

I have known Mr Peter Cork for more than 6 years, beginning with the development of our company's Eastern Creek waste recycling factory in 2001.

Global Renewables' Eastern Creek UR-3R Facility is a \$100 million investment, that employs more than 80 people and is designed to recycle 175,000 tonnes of household waste per year. It serves a catchment of over 400,000 population in Western Sydney.

The development of the facility required extensive public consultation, and an important starting point was the involvement of local community stakeholders. An initial scan of stakeholders was carried out to identify important local leaders, and so I arranged to meet then Councillor Peter Cork, a member of Fairfield City Council.

I found Peter to be a man of strong convictions, who received our project with enthusiasm because of its environmental benefits over landfilling. His professional background enabled him to grasp the key environmental issues, and his local community networks enabled him to present the key local issues to Global Renewables. I also appreciated Cr Cork's straightforward advice that his primary responsibility was to represent the interests of the local community and if they opposed the plant, so would he! As it transpired, Cr Cork helped clarify and document issues of community concern, spending time reviewing complex documents and producing persuasive written analysis of the key issues from the community's perspective. Happily for us, his writing also conveyed his enthusiasm for better waste management solutions to the regulators and the local community, smoothing the way for the plant's planning consent by the NSW Minister for Planning. In fact Peter's clearly written view of the value of the project to the community was subsequently used by us to summarise a local community's response to a UR-3R Facility.

Later, after the UR-3R Facility was commissioned, Peter was kindly willing to lend his support in presentations to the UK Lancashire Waste Partnership's senior staff who visited Eastern Creek to examine both the operation of the plant and our relationships with key community stakeholders. This support was an important factor in our winning the Lancashire tender.

I have appreciated the easy personal rapport which Peter brings to business and public communications and been impressed by his ability to communicate with people at many different levels. He is a very effective local campaigner and understands implicitly how local communities operate on both contentious and routine issues.

I am glad of Peter's assistance in the past, and wish him well in his future endeavours.

Yours faithfully,

John Lawson FIE (Aust)
Manager NSW

Fr John P Evans – Schoenstatt Fathers [ABN: 23 725 355 657]

1/15 Fourteenth Street [PO Box 29], Warragamba NSW 2762, Australia
Phone: +61 2 47741687 Fax: +61 2 47742106 Mobile: 0408 021 478
E-mail: johnschoenstatt@bigpond.com

Our Ref.: Peter.Cork_08 Aug06

Sunday, August 13, 2006

To Whom It May Concern

Re: Mr. Peter Cork, of 43 Old Bathurst Road, Woodford, NSW, 2778.

I have lived in Warragamba for over 35 years. Twenty eight of these were as Parish Priest of the Sacred Heart Parish, Warragamba. Since retiring due to ill health, I have continued to live in Warragamba and have kept involved in the local community and other pastoral work.

As the Parish Priest of the Sacred Heart Parish, Warragamba NSW, I met Peter Cork during the 1990's and began to appreciate and respect each other. As concerned friends we have also journeyed on different issues in relation to justice and the well being of the community as a whole and of individual persons and families.

I have learnt to value his research, knowledge and honesty. He is a man who is passionate in relation to truth and justice. I have admired his courage to always stand up for his values and the truth. Coupled with this is his constant passion to support others who are in need.

I believe that if we had many more people in our community like Peter who takes active responsibility for his convictions and the well being of others, we would have a much healthier and happier society. I see it as an honour both to know him and also to be his friend.

If you need any further information concerning Peter Cork, I will be only too happy to be of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'John P Evans', with a horizontal line drawn underneath it.

Fr John P Evans

**Rev. Fr Jude Pirotta
Parish Administrator**



**Parish of St. James the Apostle
St. James' Presbytery
330 Derrimut Road
Hoppers Crossing North 3029
Telephone [03] 9748 6800
Facsimile: [03] 9748 9791**

10 August 2006

TO WHOM IT MAY CONCERN

I have known Peter Cork during my administration as Parish Priest of Horsley Park Parish, New South Wales, in Sydney.

Peter served as a counselor in the Fairfield City Council of NSW. He was supported by many in the community. He often expressed openness in listening to people's concern and did his best to be a voice for their needs and concerns.

Peter has a charming personality and has demonstrated well his ability to be reliable, and empathetic. As a Parish Priest, I recall Peter visiting me concerning the death of a homeless person who had died. He rallied around and managed to raise from the local community enough funds for the burial.

I have no hesitation in recommending Peter a worthy candidate for any endeavor he may undertake.

Yours Sincerely,

A handwritten signature in blue ink that reads "Jude Pirotta". The signature is fluid and cursive, with the first name "Jude" and last name "Pirotta" clearly distinguishable.

**Fr Jude Pirotta (mssp)
Parish Administrator**

October 1, 2006

Colin A Short
3 Warner Street
Camden Park
NSW 2570

Re: Reference for Mr Peter Cork

To whom it may concern,

I have known Mr Peter Cork of 43 Old Bathurst Road, Woodford NSW, for over ten years. During this period I have been the Treasurer of Fairfield Residents Against Airport Noise and Peter has been the President, he was the driving force in the establishment of this community organization.

The amount of time and effort that he has put into the fight against Badgery's Creek Airport has been amazing, he was and still is the most community minded and out spoken person regarding this development, many a night was spent writing letters to Government and Opposition members regarding this issue as well as numerous visits to Canberra and Electorate Offices throughout NSW and he was always willing to speak at public meetings. Without Peter's leadership and effort I am sure that this development would not have been stopped, I think that the residents of Western Sydney and especially Horsley Park owe Peter a great deal.

As well as his work with F.R.A.A.N, Peter was also a member of the Rural Fire Service and played an active part with the Horsley Park Primary School. Peter also served one term as a Councillor for Fairfield City Council where he was an outstanding spokesperson for Horsley Park and if anyone had a problem regarding Local Government issues he was always willing to help, even to the extent that the Labor majority Councillors would refer people to Peter because they knew that he would always try to help people.

The work that Peter carries out is always high quality and his actions are always intelligent, fair and totally honest. As such I have no hesitation in vouching for Peter and wish him all the very best for the future.

Yours Faithfully
Mr Colin A Short

CA Short

Eddy Venturaro
250/270 Lincoln Road
Horsley Park 2175
Occupation Pyrotechnician

To Whom It May Concern

I have known Peter Cork for over 20 years, in which time we have both socialised, and I've had Peter help me with my work, both locally and interstate. I have spent enough time with Peter to know what he is about, he is kind, honest. I have never seen Peter judge anyone badly, instead, he sees the good in people. If one word had to sum up Peter Cork, it would have to be integrity.

I can recall one evening, having a conversation with Peter and about his break up with Melisa. I asked Peter what he and Melissa were going to do about divorce settlements. Peter told me that they agreed to not use any solicitors, Melissa was to get the house and a share in the land. It was no surprise to me that Peter offered Melissa more than their house. That's how Peter is;

Peter has always been someone who gave so much of himself for the good of others. He gave his time as a volunteer fireman, multiple charity collections. Peter was the iron fist, using his own money and resources to stop Badgerys Creek Airport. He raised funds and organised a funeral for a homeless man who passed away while in Horsley Park.

Peter Cork was then elected as a Fairfield City Councillor, Peter worked very hard as a councillor, usually long days and late evenings attending various duties, taking most of his time. Peter's rewards was not money, as a councillor doesn't earn much, his reward was to see the average hard working bloke get a fair go.

Peter Cork is a man who is true to himself, and has always been considerate to others, Peter Cork is a passionate man who will always love his family with his heart of gold.

Yours Truthfully

Eddy Venturaro



14/08/06

To Whom It May Concern

This is to certify that I Frank Harris of 72 Cobham Street Horsley Park 2175 have known Peter Cork for a period of 15 years. In this time I have found Peter to be of exemplary character proving his honesty and the fact that he is a man of his word on more occasions than I could count.

Peter has proven to be an outstanding member of our community over and over again, going out of his way to help anyone who needed assistance both physically and through legal avenues.

Peter's family moved into Horsley Park in 1951 and was actively involved in the community at all times.

The family property has remained in the family from that time, being passed down from generation to generation. Peter has done his family proud over the years, following in their spirit, including the years he spent as a councilor on Fairfield Council as an independent fighting for the underdog and protecting our community with vigor and unrelenting honest efforts.

Peter was actively involved with the local Rural Fire Service from 1970 through to 2000, including the period when he was President of the Brigade.

Prior to Peter's involvement in the council & the fire brigade, there were two memorials erected in Horsley Park honouring his Grandfather, Vic Webb, and also his mother, Ann Cork, which demonstrates the family's involvement within this community.

Although Peter has now moved away from the community, he is still actively involved in it.

Prior to Peter moving away, he unfortunately had family problems with his wife. Peter would confide in me that Melissa (his wife) would not clean the house and treated his family heirlooms with disrespect and although she worked and earned a good wage, she did not contribute financially to the household and was always arguing with him. Hence Peter would spend more time away from home and working, sometimes all night at home on the computer fighting against the Airport at Badgerys' Creek and helping others, therefore spending less time at home in order to avoid arguing with Melissa. Peter also owned a house in Fairfield Heights which he was forced to sell due to needing the finances to keep his family home running.

Unfortunately the disagreements became too much and Peter and Melissa separated. Upon their separation Peter and Melissa made a verbal agreement (gentleman's agreement) not to involve solicitors so as not to run up unnecessary expenses. The agreement reached was that Melissa and the boys would stay in the family home at no expense- i.e. Peter would pay the rates etc and that the family home was not to be sold, but passed down to the boys and remain in the family, even though Peter had moved out. Peter has kept his word, continuing to maintain the grounds, and done some minor repairs to the house. Peter has since paid for a subdivision of the property so as to be able to sell part of the land to enable the purchase of a house for himself to live in, which was an acceptable situation for both parties. Not only did Peter keep up his end of the agreement, he also provided a car for Melissa, which he had always done, and when Melissa wrote the car off in an accident, he gave her another car, a Ford LTD. Melissa was not happy with this vehicle so she bought herself another vehicle.

Prior to their separation Peter had set up a trust fund for the children, which was only accessible with his signature. After the separation Melissa convinced Peter that her signature should also be on this account in case Peter was not available when the money was required by the boys. Peter was extremely upset when he learned approximately two months later that the trust account, which had had a balance of approximately \$25,000.00 had been completely drained and now had a negative balance, without him knowing where any of the money had gone, which is morally wrong.

I have written this reference for Peter, and my account of some of the things that have happened at Peters request, as he informed he had been served with a summons to appear in court, as Melissa was now taking him to court and no longer standing by the agreement they had made. As she has now broken this agreement, Peter feels he has been pushed out of his family home and the community which he so dearly loves and has served so faithfully as a respected member of that community and is deeply hurt by her actions and arguments.

I hope that this reference and my account of the things I have mentioned will assist Peter in this matter.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Frank Harris', with a long horizontal flourish underneath.

Frank Harris
Thursday, August 17, 2006

Amanda McAlpine
Managing Consultant
OnX Strategic Consulting
(Business and Intellectual Property)
P O Box 109
Horsley Park
Sydney, NSW 2164

18 August 2007

To Whom It May Concern:

Reference for Peter Cork

I have known Peter Cork for thirteen years, during which time he has been a faithful and hard working member of the community, tirelessly striving to make his home, local area, Greater Western Sydney and the world a better place.

My initial meeting with Peter Cork was in 1993, when as Chair of the Horsley Park Pre-School and Chair of the Horsley Park Play Equipment Committee, I was fundraising for installation of play equipment in the Horsley Park grounds. Peter jumped in full of enthusiasm working with us to assist us in reaching our goals.

From one of my first meetings with Peter, I started learning about the negative effects Badgerys Creek Airport. I became quite concerned at the health impacts Badgerys would bring to Sydney, particularly those in the airport surrounds, like Horsley Park, and supported Peter in getting his knowledge out into the community. Although Peter had fought the airport with his mother for several years, I believe that it was around now that the 'Father' Peter really stepped up to the plate to save his home, family and community from the problems associated with the airport. Peter Cork the community spokesperson and lobbyist really came into his own.

Peter studied English at University, which is evident in the multitude of papers that have been written under the guise of FRAAN on Badgerys Creek Airport. Peter was instrumental in releasing the factual depth of understanding now known about the Airport. He researched, coordinated many community events, wrote influential well structured speeches, wrote large information documents, developed proformas and other lobbyist tools, and constructed convincing persuasive arguments for the uninformed covering quality of life after construction of Badgerys. His understanding of bureaucracy and workings of the government has been an invaluable asset, assisting us to inform and educate members and ministers at every level of government.

On a few occasions Peter and I visited Canberra, meeting with Federal candidates from all sides of Government to discuss the issues and future of Badgerys. One particular visit, 22 August 2001, our visit was instrumental in arranged for a division of vote to be called and seconded against a Protection Bill. This Bill would have effectively halted residential development in Horsley Park, Mount Vernon, Capital Hill, Kemps Creek and other areas, effectively lowering house prices and entrenching families into no-mans land whilst the future of an airport is contemplated. All our meetings in Canberra were successful and the Bill was restrained.

After supporting and assisting many local and Federal candidates with there election Campaigns, Peter ran and won an independent seat on Fairfield City Council in 1999 and represented the local community as a Councillor until 2004, when he retired. During this time Peter worked constantly and tirelessly for the people within Fairfield and the larger Greater Western Sydney. No matter whether it was one person trying to get a fair deal or the larger issues effecting Western Sydney, Peter ensured everything was evaluated properly and assisted appropriately.

If you require further information on my reference for Peter Cork please call me on 0404 025963

Amanda McAlpine



11th August 2006

To Whom It May Concern:

Reference: Peter Cork

I have personally known Peter Cork for over forty years. Growing up together was lots of fun especially when his parents together with Peter and his sister come to live permanently in Horsley Park. Originally the property they built their home on belonged to Peter's grandparents. The home where Melissa Cork resides was actually Peter's parent's home. I found it quite amazing that after the marriage separation Peter gave the family home to Melissa. I felt that was extremely generous offer.

Peter and Melissa had agreed at the time that Melissa would keep Peter's parents home with two and a half acres of land and Peter would retain the remaining property. I was shocked with the chain of events that has now surfaced.

The house and property are neglected and uncared for and there is a definite lack of appreciation of what Peter's ancestors created which is very sad.

Although Peter and Melissa publicly separated approximately three years ago it was obvious the marriage was over years before. They led separate lives with their own interests. Quietly observing the relationship it was not life giving and they really had nothing in common except for the children. I must admit I questioned why they married in the first place. They come from very different backgrounds.

Peter is a very kind hearted person and extremely thoughtful and generous. He is always willing to help a person in need. He worked tirelessly for the community of Horsley Park and the district of Fairfield serving on local council and he was president of the Rural Fire Service for a number of years.

Horsley Park Post
1842 The Horsley Drive, Horsley Park NSW 2175
Phone/Fax: 02 9620 1240



The people of Horsley Park respected and appreciated the contributions made by the Webb/Cork family by building a bus shelter in the Horsley Park Village in memorial of Peter's grandfather Vic Webb.

They recently have also had a memorial garden landscaped in memory of Peter's mum Ann Cork for her many contributions to the Horsley Park Community.

This is the example of the high esteem Peter's family is held in Horsley Park and hopefully gives some insight on the enormous sacrifice Peter has made leaving Horsley and allowing Melissa to keep the Cork family home.

Peter is sadly missed by the people of Horsley Park. He touched so many people's lives with his kindness and helpfulness.

He went out of his way to help the underprivileged people in our world. I remember a few years ago when an elder man died who had no money no family that we knew of. Peter organized his funeral service and paid for it. That's the sort of person Peter is.

Peter loves and cares about people and gives 100% of himself helping people from all walks of life.

A handwritten signature in black ink, appearing to read 'C. Kilpatrick'.

Catherine Kilpatrick. J.P.
Postal Manager.

Horsley Park Post
1842 The Horsley Drive, Horsley Park NSW 2175
Phone/Fax: 02 9620 1240



TO WHOM IT MAY CONCERN

This is to certify that I have known Mr. Peter Cork for the last 8 years.

Mr. Cork was a Councillor at Fairfield City Council from 1999 – 2004. during his time as Councillor I have found Peter to be a fair, reliable and honest person and he was always willing to help people in the Community.

I have worked closely with Mr. Cork on Council's committees and always found him to be very dedicated to his job.

I consider Mr. Cork to be a person of good character and repute should you need any further information please contact me at my office.

Yours sincerely



NICK LALICH
MAYOR OF FAIRFIELD CITY

15 August 2006



Chris Bowen MP

FEDERAL
MEMBER FOR PROSPECT

115 The Crescent, Fairfield, NSW 2165 ■ PO Box 802, Fairfield, NSW 1860
Phone: (02) 9726 4100 ■ Fax: (02) 9724 6115 ■ Email: chris.bowen.mp@aph.gov.au

TO WHOM IT MAY CONCERN.

I have known Peter Cork since 1999.

Mr Cork served on Fairfield Council as an Independent Councillor from 1999 to 2004 and I served as a Labor Councillor on the same Council from 1995 to 2004.

In my dealings with Mr Cork, I always found him to act with integrity, and I never had any cause to question his honesty.

Although we disagreed on issues, I always found Mr Cork to have the community's best interests at heart.

I am happy to provide this character reference for Mr Cork and can be contacted on the above phone number or email address should more information be required.

Chris Bowen B.Ec, MP
Federal Member for Prospect

8 August 2006

