
No Aircraft Noise News

noaircraftnoise.org.au

Partial back down by Sydney Airport

Under pressure from the NSW and local governments, Sydney Airport is considering dropping the retail, office and movie cinema part of the shopping centre planned for Sydney Airport. But they want to keep the “bulky goods/volume retailing or factory outlets” on 20 hectares of land next to the main and third runways.

We don't know whether Macquarie Bank (whose trust Macquarie Airports is the main shareholder in Sydney Airport) has bulky goods retailers or other retailers ready to buy space in their development. Or whether they will now use “salami tactics” to take the bulky goods slice this year and apply for the rest later.

High risk and noisy location

The land would not be allowed to be developed for commercial uses by neighbouring councils as it is above the noise limits for commercial developments. It is also in an area of extreme risk to the public from aircraft operations. There has been no new assessment of risk since the Third Runway EIS in 1990. That was for 303,000 aircraft movements per year, not the 420,000 predicted in the airport's new Master Plan. Since 1990 the terrorism risk factor has also increased.

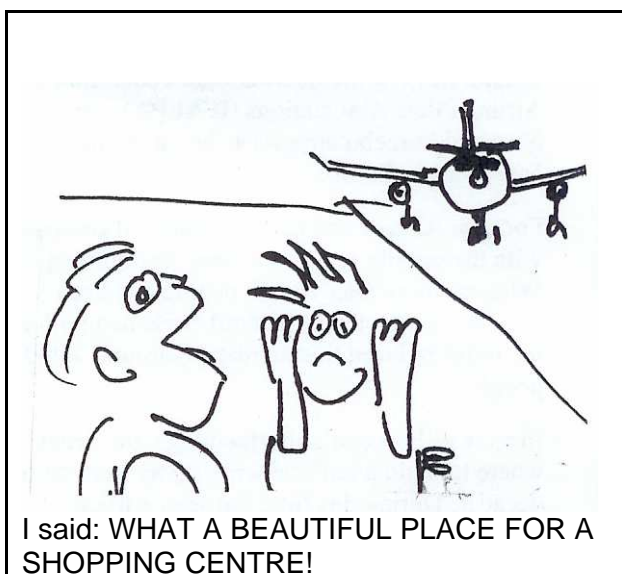
Sydney Airport's development plan glibly states that there is no standard applying to risk from aircraft crashes and then ignores any further mention of risk to the public. The NSW planning guidelines set a limit of 1 fatality per year per million people, but the airport exposes people to more than this level of risk from Leichhardt to Rockdale and Kingsford. The risk level at the development will be a hundred times higher.

Airport exempt from planning controls

Sydney Airport is exempt from all NSW and local council controls and only has to get approval of the Federal Transport Minister. This also means that the airport can build a commercial development without paying the usual levies that apply to local developers who have to make a

Volume 11, Issue 1 Autumn 2006

contribution for parks, traffic changes and transport upgrades that might be needed.



Sydney Airport has offered \$1.5 million to upgrade the intersection giving access to the proposed shopping centre, but the RTA says that the airport's planned increase in traffic would cost \$2.7 billion in road upgrades.

Located next to the junction of the M5 Motorway and the Eastern Distributor, the development would rely completely on people coming by car. Just like last year's office tower and car park at Sydney Airport, Macquarie Bank planning revolves around maximising motor car use and consequent air pollution. Macquarie also owns substantial shares in both motorways. Macquarie wants to develop the airport land as though the planes weren't there. The Howard government must not approve this development.

Sandra Tracy

We are sorry to report the death of Sandra Tracy last November. Sandra was a member of No Aircraft Noise since we began in 1995 and was a passionate campaigner for a better city and a better world. In her last year of life she generously sponsored the NAN campaign and used her IT project management skills to improve our publications. She will be greatly missed.

For noise complaints phone 1300 302 240

Oslo shows the way

Overnight in October 1998, Oslo Airport, which was located at Fornebu just 15 minutes drive from Oslo's City Hall, was moved to Gardermoen some 50kms northeast of Oslo. The move to the new site came about for a number of reasons.

Not only did the airport at Fornebu, which was only 340 hectares in area, lack the required number of slots, it could not accommodate wide-bodied aircraft. To add to this the airport was unsafe. In 1998 the International Federation of Airline Pilots Associations (IFALPA), identified Nice and Fornebu airports as being the most hazardous in Europe.

Fornebu Airport was never considered compatible with the heavily residential area surrounding it. Whereas more than 70,000 people had been previously affected by aircraft noise and pollution, the move reduced this number to around 3,000 people.

In spite of Fornebu's shortcomings, the debate on where to build a replacement airport went on for decades. During this time Fornebu Airport underwent repeated improvements, largely because politicians could not agree on a site for a new airport, and because Fornebu was popular due to its convenient location from the centre of the Oslo. Does this sound familiar?

The Fornebu Airport site is designated to become a residential and commercial area incorporating recreation projects. A major aspect of the redevelopment reached completion in September 2002, when Telenor, one of the leading telecommunication companies in Scandinavia, officially opened its new headquarters at Fornebu. The redevelopment is still in progress and is expected to be finished by 2015.

Fornebu, a peninsula, is in itself an area of great natural wealth. It has a mild climate with an abundant variety of flora and fauna. The closure of the airport has made an already attractive place even more so.

Gardermoen Airport has overcome the initial problems that it endured in the first 6 months of its operation. Unlike Fornebu, Gardermoen is a planned airport and hence is in a far better position to accommodate the future needs of the airline industry. High-speed trains ensure transportation of people to and from the centre of Oslo in 20 minutes. The area around the new airport has seen an increase in commercial and light industrial activity with an increase in both

commercial and residential property prices.

The movement of Oslo's airport from Fornebu to Gardermoen is definitely a win-win situation.

Airport wants to end the curfew

Sydney Airport boss Max Moore-Wilton told the Sydney Morning Herald that "if I had my druthers, we'd like to have no curfew at all".

Moore-Wilton said that the airport was talking to the Federal Government about the curfew, which prevents jet movements between 11pm and 6am, but allows some flights over Botany Bay between 5am and 6am and 11pm and midnight.

Sydney Airport has been criticised for long delays at baggage carousels and thousands of bags going astray. Moore-Wilton has blamed the large number of jet arrivals when the curfew finishes.

If Macquarie Bank can't operate the airport within the conditions of their lease, they should return the airport to public ownership. Despite the wishes of the airport boss, while ever Sydney Airport is in its present location, affected residents will make sure there is a curfew!

The bank that ate Sydney

"The bank that ate Sydney" - the headline for the Daily Telegraph feature on Macquarie Bank's airport and motorway excesses.

"Welcome to the Corporate Republic of Sydney Airport, thank you for choosing to pay Macquarie Bank" - from the graphic of a billboard on the Sydney Morning Herald story about Macquarie's plan for a major shopping centre next to the main North-South runway at Sydney Airport.

"Clearly he had misunderstood the point of Macquarie: it is to do what is being done at Sydney Airport: buy a monopoly, pare costs, ignore customer service (no need to please them when no competition exists), and bleed them dry with huge fees etc." - from the satirical Diary of a Day Trader in the Sydney Morning Herald.

JOIN US OR SUBSCRIBE

No Aircraft Noise News is published 4 times per year. For information on membership or to submit articles or letters, email ccnan@bigpond.com, mail to PO Box 613, Petersham 2049, or phone/fax 9564 0018.