

# Sydney Airport Report

Sydney Airport Community Forum

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# Ground transport solutions

## – T1 precinct

### Work to upgrade the road network is well underway

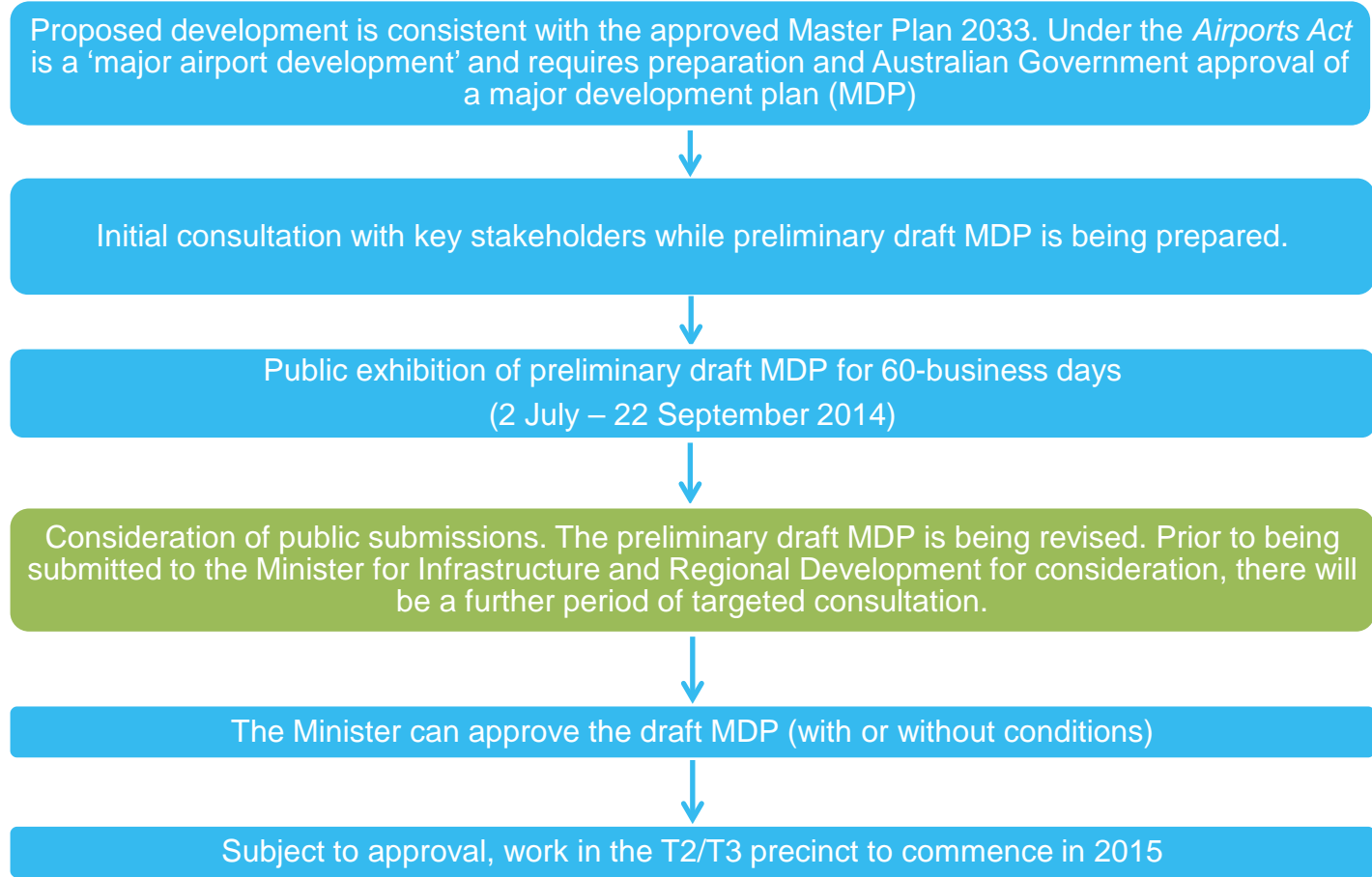
- Work to upgrade the road network at the T1 terminal precinct is well underway:
  - construction of a new centre road will provide better traffic circulation through the precinct
  - relocating car park entry and exit gates will provide faster entry and exits
  - a larger, purpose-built pick-up area will make pick-ups and drop-offs easier and quicker.
- The first stage of construction is expected to be substantially completed by the end of 2014.
- Planning and design work for the remaining stages is underway with all work expected to be complete by 2018.
- An extensive communications strategy will continue to be rolled out to ensure motorists, airport workers and other airport visitors are aware of any construction work that may affect or temporarily delay their journey to the airport.



# Ground transport solutions

## – T2/T3 precinct

### Approval of MDP is needed before work can begin in the T2/T3 precinct



# Ground transport solutions

## – T2/T3 precinct

### The pdMDP has been updated to reflect feedback

- The preliminary draft Major Development Plan (pdMDP) was exhibited for public comment between 1 July and 22 September 2014.
- During that time, Sydney Airport received strong support for the proposed changes to the road network, and for the pdMDP more broadly.
- Much of the feedback from the community, local government and other stakeholders addressed two other issues:
  - Making it safer and easier for cyclists and pedestrians to travel to the airport, and within the T2/T3 Domestic precinct itself
  - Providing a safer and more convenient pedestrian linkage between the proposed Ground Transport Interchange (and the bus and coach facility within it) and the T2 and T3 passenger terminals.
- We've considered this feedback and updated the pdMDP accordingly.



# Ground transport solutions – T2/T3 precinct

## Better and safer access and facilities for cyclists

- End-of-trip facilities and amenities – such as undercover and secure bicycle storage racks, bathrooms and lockers – will be provided in the Ground Transport Interchange (GTI).
- Additional bicycle storage racks and end-of-trip facilities will be provided in areas closer to the T2 and T3 terminals.
- In consultation with bicycle user groups, Sydney Airport will continue to work with the NSW and Local Governments to ensure effective linkages between on-airport pedestrian–cyclist shared paths and the off-airport cycleway network, as outlined in the NSW Government’s *Sydney’s Cycling Future*.



## Better and safer pedestrian linkages

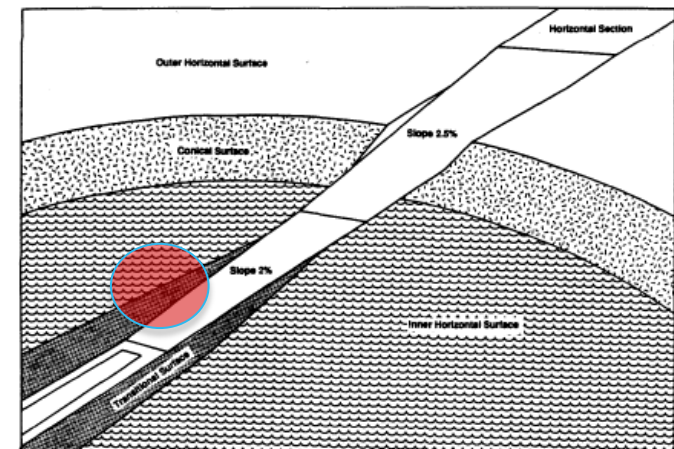
- To separate pedestrians from ground level traffic, a new elevated pedestrian corridor will connect the GTI with the passenger terminals.
- Some of the existing car parks in the T2/T3 domestic precinct will be modified to cater for:
  - The new elevated pedestrian corridor, with a two-way moving walkway provided in the new built section.
  - The new bicycle storage racks and end-of-trip facilities.
- Additional car parking spaces will be provided in the new built section. These will be offset by an equivalent reduction in the number of car parking spaces provided in the GTI.

# WestConnex enabling works

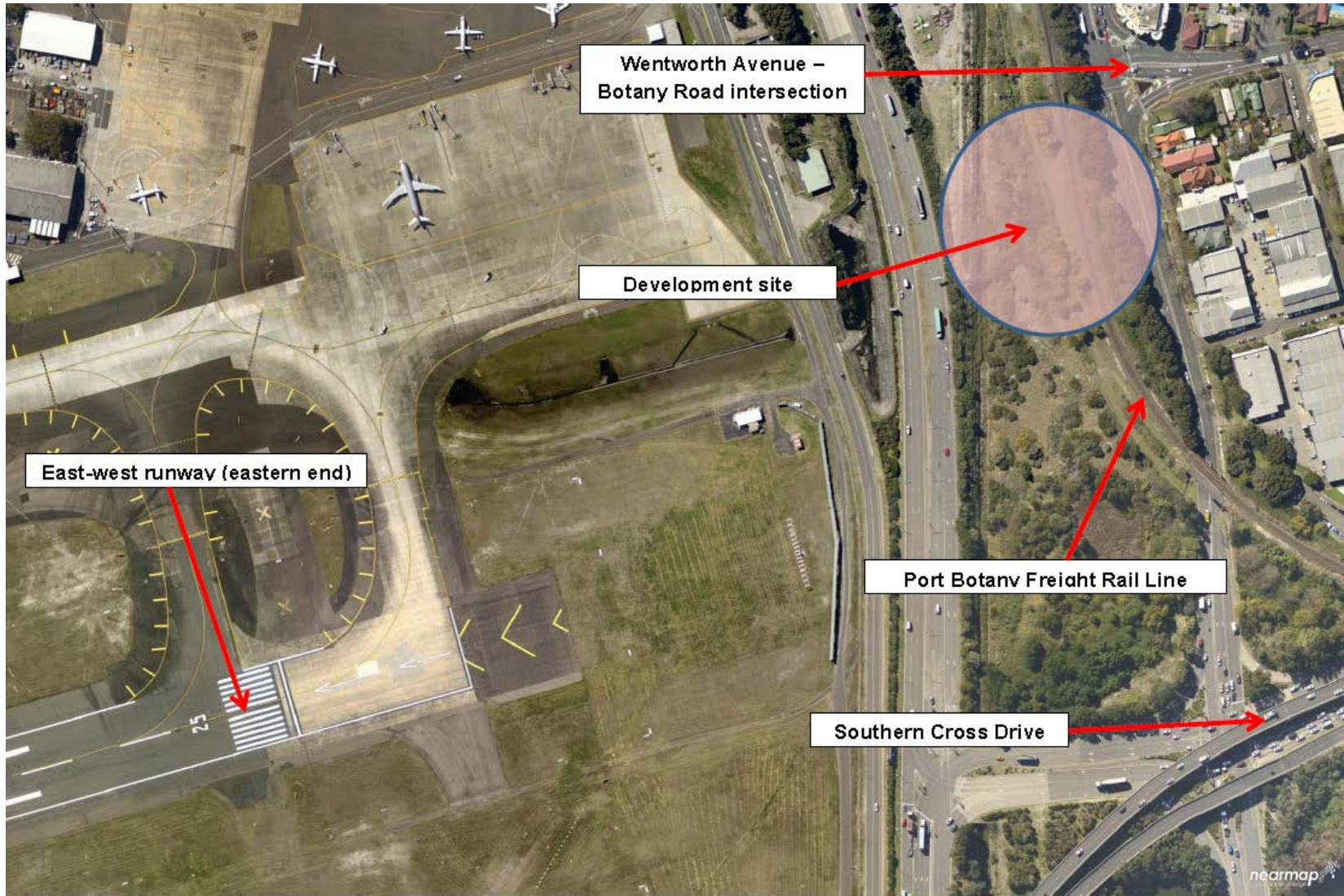
## - use of east-west runway

### Use of the east-west runway will be temporarily affected

- The WestConnex enabling works development site is only around 500 metres from the eastern end of Sydney Airport's east-west runway.
- Some machinery used to construct the new road underpass and rail overbridge (i.e. the piling rigs, around 30 metres in height) will penetrate Sydney Airport's obstacle limitation surface.
- Construction work will occur day **and** night, including during the curfew.
- Aviation safety is the paramount consideration.
- To maintain safety, use of the east-west runway will be temporarily affected during Sydney Airport's operational hours (i.e. 6am to 11pm).
- There are only two periods, **each between 1 and 2 weeks duration** (depending on weather) when use of the east-west runway will be restricted
  - one in March, and
  - the other in October.



# WestConnex enabling works - use of east-west runway

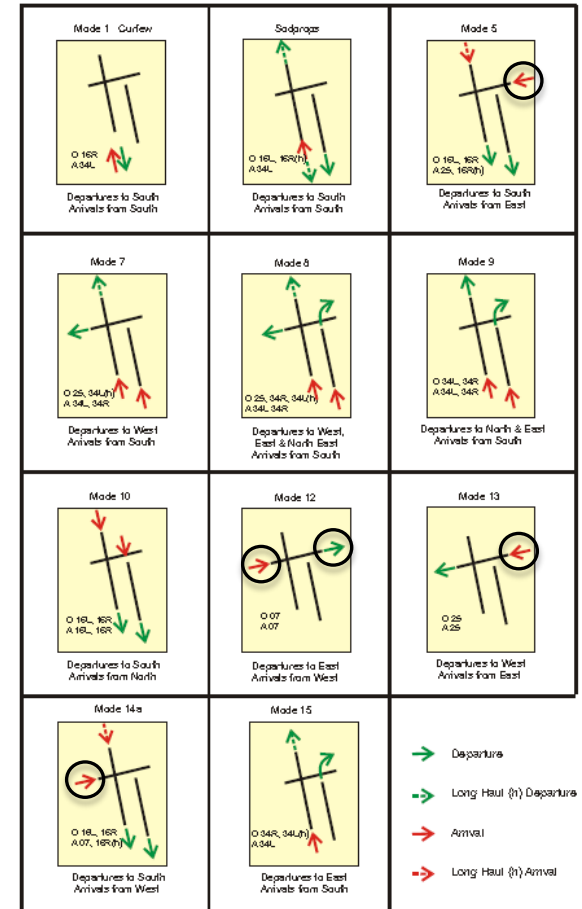


# WestConnex enabling works - use of east-west runway

## Aviation safety is the paramount consideration

- The east-west runway will **not** be closed.
- Aircraft will still be able to use the east-west runway and take-off to the west.
- Only landings from the east or west, and take-offs to the east will cease when the rigs are in place.
- Noise sharing Mode 7 can still be used during the construction period.
- March and October are chosen because they are the months when Modes 12 and 13 are infrequently used.

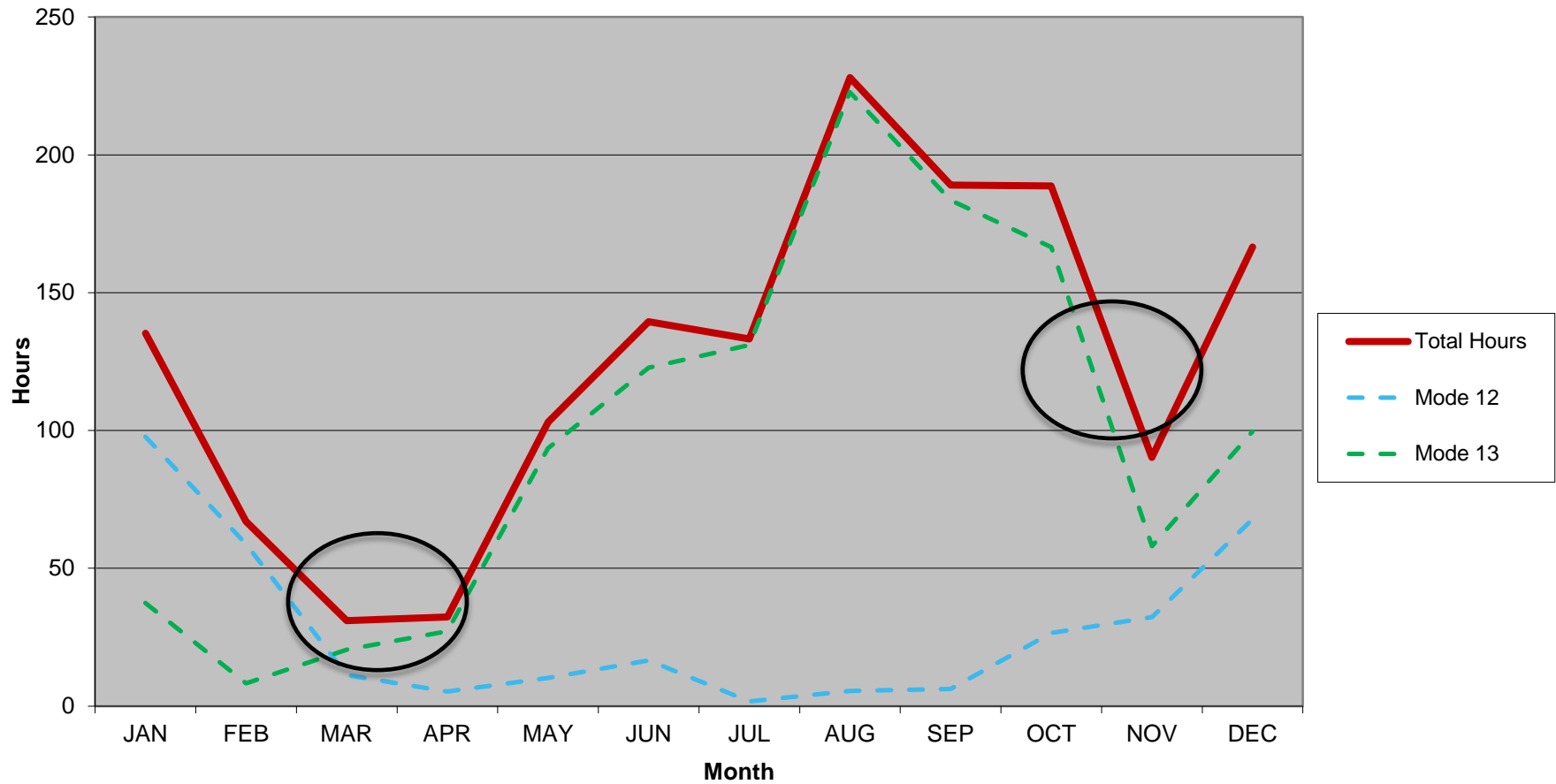
Runway Modes of Operation





# WestConnex enabling works - noise distribution

Comparison - Modes 12 and 13



# WestConnex enabling works

## - noise distribution

The increase in the number of flights to the north and south of the airport is, on average, predicted to be less than one per hour

- Wilkinson Murray were engaged to assess noise impacts:

*“The most significant change would be a reduction in [aircraft] movements to the east and west of the airport. The greatest increase in operations of either of the parallel runways is predicted to be between 5% and 6% for the proposed construction periods of March and October respectively.*

*Calculation of periods of respite illustrate that a small reduction in periods of respite to the north and south of the airport are indicated. ...*

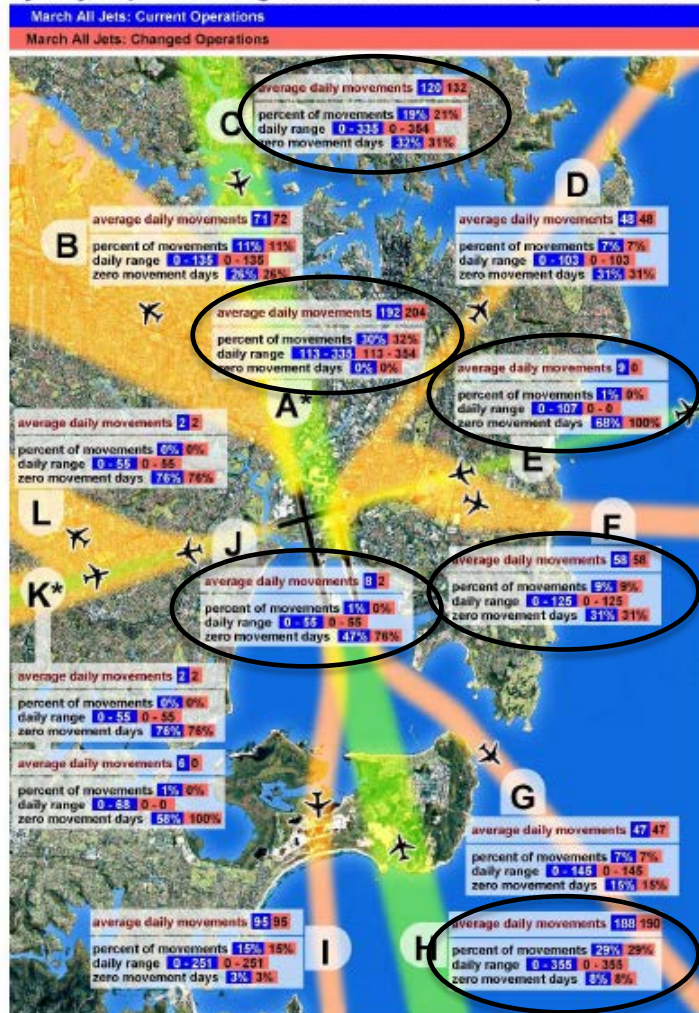
*Of the negative changes to aircraft noise exposure considered above (this is, those involving an increase in operations), the most noticeable would an approximately 3% increase in movements in October flight zone A, to the north of the airport.*

*This change would be unlikely to be perceived by most people in the area, particularly given the short periods of the present proposal and the fact that there would already be some periods of several weeks during which the predicted number and pattern of operations would occur due to meteorological conditions.”*

- Wilkinson Murray advise that, from the point of view of noise impact assessment, the impact of the proposed project on operational aircraft noise **would appear not to be significant**.
- The final report will be made available as part of Roads and Maritime Services' Review of Environmental Factors.

# WestConnex enabling works - temporary change in noise distribution

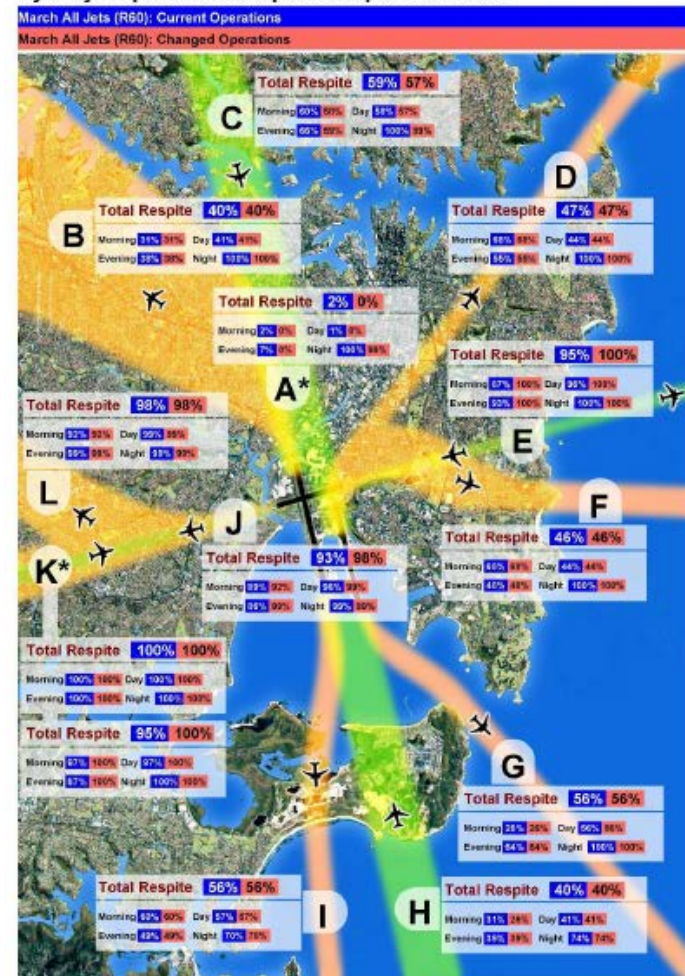
Sydney Airport : Jet Flight Path Movements Comparison Chart



Total number of movements = **39,920 / 39,920**

Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).

Sydney Airport : Jet Respite Comparison Chart



Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).

Total number of movements = **39,920 / 39,920**

A respite interval is a **60 / 60** minute period when there are no jet movements.

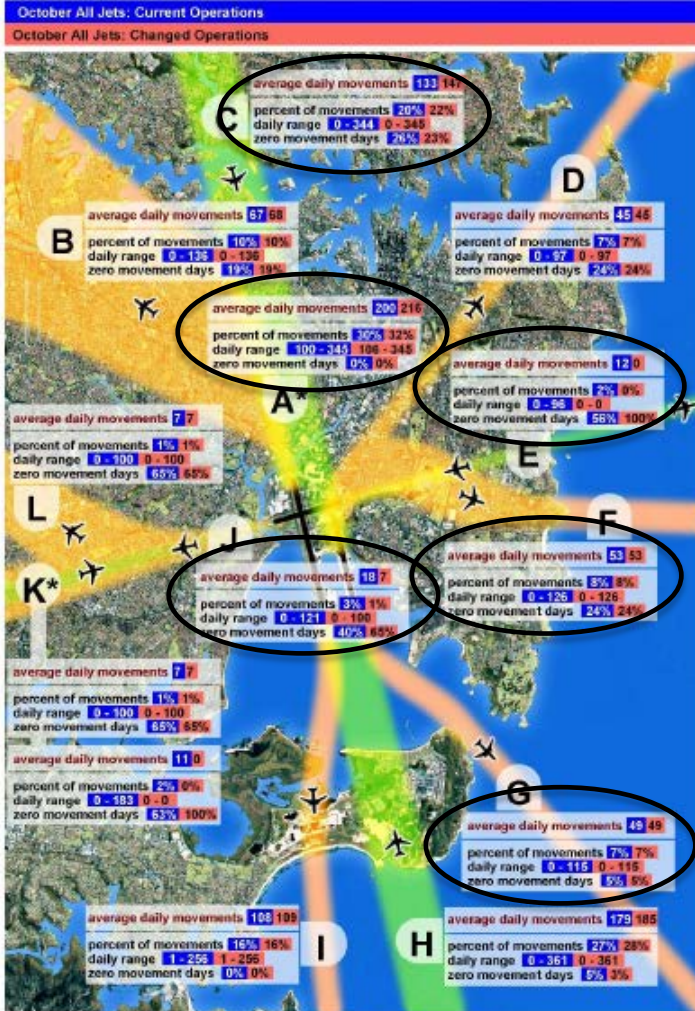
Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00

# WestConnex enabling works

## - temporary change in noise distribution

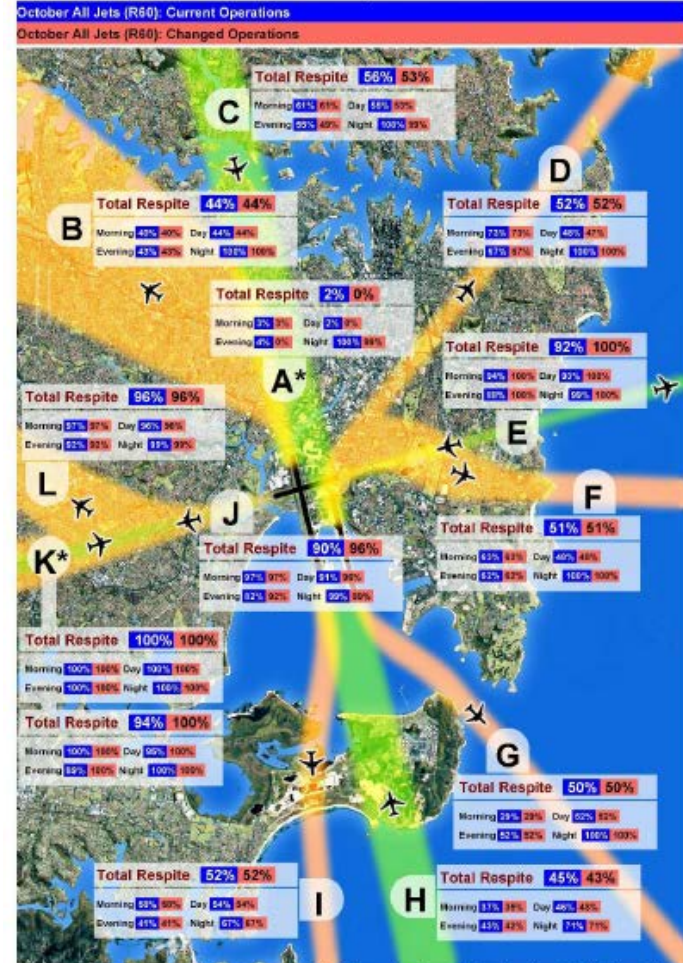
Sydney Airport : Jet Flight Path Movements Comparison Chart



Total number of movements = **41,171 41,171**

Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).

Sydney Airport : Jet Respite Comparison Chart



Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).

Total number of movements = **41,171 41,171**

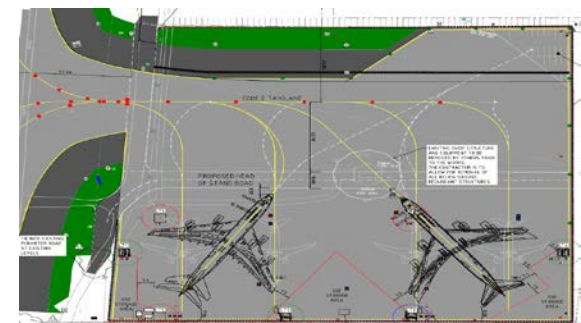
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Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00

### Project to deliver improved efficiency and additional capacity

- Sydney Airport is providing additional apron and stand capacity in the SE Sector to support forecast growth in passenger and aircraft movements.
- This will improve airfield efficiency and enable the airport to better manage aircraft during peak periods and during periods of disruption.
- The Project will comprise:
  - Development of the new apron to cater for 2 X Code E (eg. B747) or 4 X Code C aircraft (eg. B737); and
  - Associated works for widening Taxiways B and C and tie-in works with Taxiway K to provide access.
- All aircraft using the apron would be towed-in and out to reduce air emissions and ground noise impacts. Power would be supplied by fixed ground power units and no aircraft auxiliary power units would be required.
- Subject to approval, construction is expected to commence in either late 2014 or early 2015 and continue for approximately 12 months.



# Northern Lands Precinct - new vehicle storage area

## Plan to deliver additional vehicle storage

- Sydney Airport will shortly begin constructing a vehicle storage area for around 1,000 cars in the airport's Northern Lands Logistics Precinct.
- To access the area, a four lane bridge across the Alexandra Canal and signalised intersection on Airport Drive will also be built. Roadwork on Airport Drive in the vicinity of the new bridge will also be undertaken.
- During construction, temporary access to the site will be provided from Bellevue Street, Tempe.
- Once operational, the area will only be able to be accessed from Airport Drive. The vehicle storage area will not be used by the general public.
- Work is expected to begin during the week commencing 12th January 2015 and (weather permitting) conclude in mid-November 2015.

