



**Sydney
Airport**

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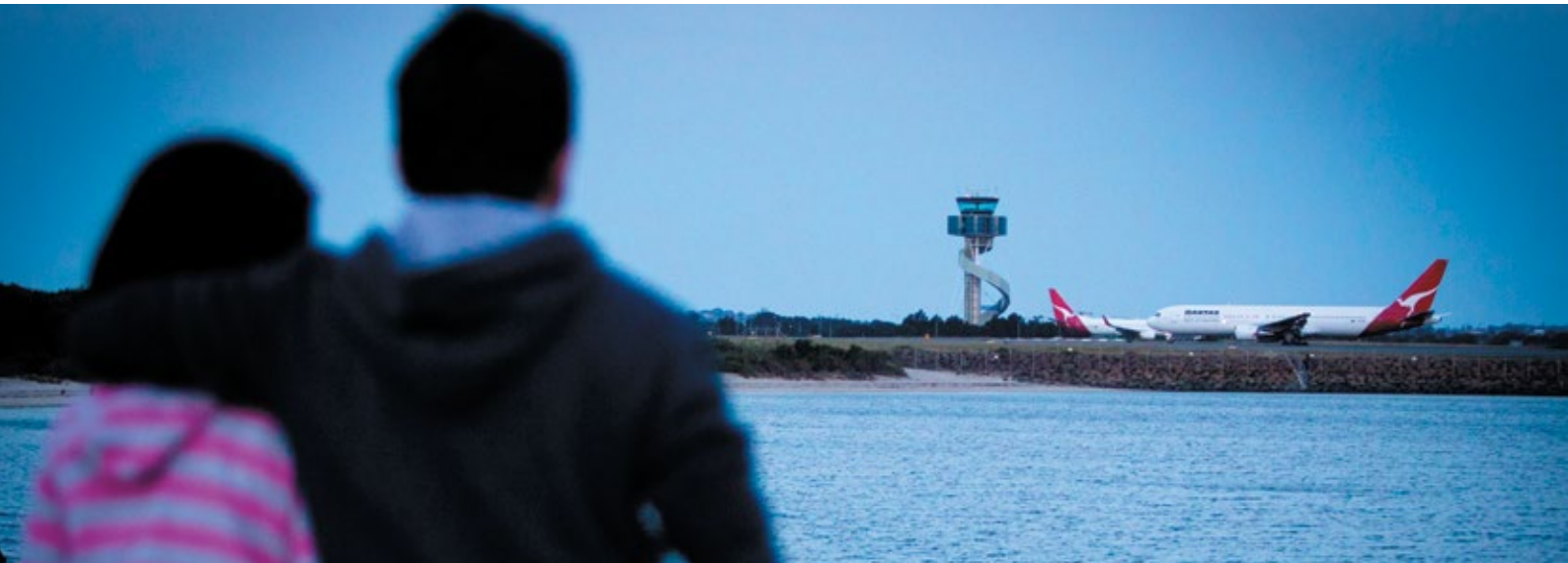
Sydney Airport is a strong supporter of the local community, working with a range of local schools, community groups, local councils and charity organisations. Sydney's beaches are a key attraction for the millions of tourists that visit Australia each year and 2013 marks our 14th year of sponsoring the Surf Life Saving Sydney Branch's Nippers program, run at 15 clubs from North Bondi to Burning Palms in the Royal National Park.

1.0

COMMUNITY CONSULTATION & ENGAGEMENT



1.0 COMMUNITY CONSULTATION AND ENGAGEMENT



Key points

- Sydney Airport actively consults and engages with all its stakeholders on an ongoing and regular basis:
 - Our stakeholders include the community, government, business, the tourism industry and the aviation industry
 - We consult about the operation of, proposed development at, and future planning for the airport
- The community and stakeholder consultation and engagement undertaken to prepare this Master Plan and Airport Environment Strategy have been more extensive than that undertaken for any of Sydney Airport's previous master plans
- Sydney Airport is actively involved in local communities around the airport with its established grants program for local schools now in its 12th year, as well as its support of other local community and sporting groups such as the Cook Classic, Sutherland Shire Netball Association, Randwick Petersham Cricket Club, St. George Cricket Club, Marrickville Cricket Club, Marrickville Football Club, Newtown Junior Jets, Surf Life Saving Sydney Branch, local Rotary Clubs of Marrickville, Rockdale and Botany Bay and a range of local community festivals
- Sydney Airport also raises funds through a range of other initiatives and programs such as the annual lost property auction, the Sydney Airport Community Christmas Giving Tree and a number of other corporate initiatives
- Sydney Airport supports the Sydney and NSW tourism industry through initiatives such as sponsorship of the Sydney Fringe Festival, Sydney Festival, and the City of Sydney Chinese New Year Festival. Our partnership program supports major events that attract tourism to NSW, showcase Sydney and highlight the great diversity of our gateway city
- Sydney Airport works closely with business and tourism groups such as the Tourism and Transport Forum, the Sydney Business Chamber, Business Events Sydney, the Committee for Sydney, the Business Council of Australia, the Australian Tourism Export Council and the Botany Bay Business Enterprise Centre
- During the development of this Master Plan, Sydney Airport consulted and engaged with a wide range of key stakeholders, including the local community (in the vicinity of Sydney Airport and across Sydney and NSW), agencies of the Australian and NSW Governments, the aviation and freight industries, local government, members of Parliament and business and tourism groups
- Consultation enabled and encouraged stakeholders to provide input to Sydney Airport's proposals for future land use, planning and development
- The extensive community and stakeholder consultation and engagement revealed strong support for the development plan and, in particular, the proposal to create integrated terminals for international, domestic and regional airline passenger operations

The community and stakeholder consultation and engagement undertaken to prepare this Master Plan have been more extensive than that undertaken for any of Sydney Airport's previous master plans. It revealed strong support for the development plan and, in particular, the proposal to create integrated terminals for international, domestic and regional airline passenger operations. Sydney Airport is committed to developing and maintaining strong links with the community, not just in the vicinity of the airport but across Sydney and NSW.

In 2010, Sydney Airport adopted a new community and stakeholder engagement program, which extended and improved existing consultation and engagement activities and implemented a number of initiatives recommended by the Australian Government in its National Aviation Policy White Paper. The new program further developed the constructive and proactive relationships between Sydney Airport and the community, governments, the aviation industry and other stakeholders.

The program included the establishment of the Sydney Airport Planning Coordination Forum (PCF), with membership drawn from the City of Sydney, City of Botany Bay, Marrickville, Rockdale City and Sutherland Shire Councils, key transport and planning agencies of the NSW Government and the Sydney Business Chamber. The PCF meets at least twice a year.

The program's purpose is to ensure that Sydney Airport:

- Consults and engages with the community, government, aviation industry, business, tourism and other stakeholders about the operation of, proposed development at, and future planning for, Sydney Airport

- Works cooperatively with Australian and NSW Government agencies, local governments and other organisations that have roles and responsibilities involving or affecting Sydney Airport
- Communicates and makes available relevant and accurate information about Sydney Airport to the community and other stakeholders in a timely manner, in a form that is easy to understand and in a way that reaches all stakeholders
- Listens to and considers feedback from the community and other stakeholders and, where practicable, resolves issues of concern

Many people who live in the vicinity of Sydney Airport are also employed at the airport. Recognising that they can also be most affected by its operation, Sydney Airport works hard to minimise impacts in these areas, whether they be ground transport or noise-related.

Chapter 7 (Ground Transport Development Plan) outlines how Sydney Airport intends to work with the NSW Roads and Maritime Services (RMS) and Transport for NSW (TfNSW) on ground transport access during the planning period, with a particular focus on the next five years.

Chapter 13 (Sustainability, Climate Change and Environmental Management) and the Airport Environment Strategy outline the many environmental initiatives Sydney Airport plans to undertake over the next five years to ensure the airport's economic and social benefits are delivered in an environmentally responsible and sustainable manner.

As outlined in Chapter 14 (Noise Management), Sydney Airport is committed to working with other organisations to effectively manage and mitigate the impacts of aircraft noise, especially in the vicinity of the airport and under flight paths, where these impacts can be greater than in other parts of Sydney. In particular, Sydney Airport's past, present and future investment in on-airport infrastructure will ensure residents living close to the airport will continue to benefit from the introduction of quieter, new generation aircraft.

1.1 Supporting the Sydney community

Sydney Airport actively engages with our local communities and organisations through initiatives including the School Grants Program, support for the Surf Life Saving Nippers, sponsorship of Marrickville Cricket Club, Sutherland Shire Netball Association, Newtown Junior Jets, Marrickville Football Club, Randwick Petersham Cricket Club, St. George Cricket Club, Surf Life Saving Sydney Branch, the Cook Classic and a variety of partnerships with local community groups.

2013 marked our 12th year of the school grants program in which 22 local schools were awarded grants of up to \$5,000 each for environmental initiatives and school

upgrades, including teaching children sustainable living through school plant nurseries and to reduce waste through recycling schemes, upgrades of sports and playground equipment, and the purchase of computer equipment. Sydney Airport has donated hundreds of thousands of dollars to school and community projects through its School Grants Program since 2001.

Sydney Airport is a proud sponsor of the Sydney Fringe Festival, the Sydney Festival, the City of Sydney Chinese New Year Festival and the Australia Day Council through supporting initiatives and events that showcase our city and state. Maintaining a strong working relationship with Destination NSW, Sydney Airport provides a platform for entertainment, colour and intrigue for our incoming passengers and airport-related employees about the activities and varied visitor experiences available in NSW. Sydney Airport also supports local community festivals in Kurnell, Newtown and Marrickville.

As the gateway to Australia and NSW, Sydney Airport looks forward to supporting more major events that drive tourism growth, showcase Sydney as a global city and highlight the great diversity of our state.

Sydney Airport also supports a number of charity initiatives. In 2012, this included the inaugural Sydney Airport Community Christmas Giving Tree Appeal, which raised more than \$116,000 for the Starlight Children's Foundation Australia. The initiative has been launched again for 2013, with funds raised this year to support Variety – The Children's Charity. Sydney Airport also actively participates in the Sydney to the Gong Bike Ride – raising \$26,000 in 2013 in support of the Multiple Sclerosis Society – and supports Legacy Week and Daffodil Day. 2013 also marked Sydney Airport's 15th year of sponsoring the Nippers program run by the Surf Life Saving Sydney Branch, supporting 15 clubs from North Bondi to Burning Palms in the Royal National Park.

Through its annual lost property auction, Sydney Airport donates proceeds raised to a number of local, state and national charities. The recipients in 2013 were the Salvation Army, Youth Off the Streets and local charity, Kookaburra Kids.

1.2 Initial stakeholder consultation and briefings

Sydney Airport's approach to consultation when preparing this Master Plan exceeded the statutory requirements of the Airports Act 1996 (the Act) and was consistent with the Australian Government's suggested approach for effective consultation, as outlined in the Airport Development Consultation Guidelines (2007). These guidelines are viewed as setting the minimum standard for consultation. Sydney Airport also had regard to the Australian Government's National Aviation Policy White Paper (2009), in which the need for airports to more effectively engage with local communities is emphasised.

The communications and consultation strategy for the Master Plan process involved the following:

- Initial consultation and briefings in the lead-up to the public release of the Preliminary Draft Master Plan (PDMP), building on the extensive consultation that had already been undertaken
- Targeted initial stakeholder briefings and consultations concerning the preparation of the Airport Environment Strategy (AES), as outlined in Section 5.2 of the AES
- Formal public notification that the PDMP had been placed on public exhibition, including an invitation to submit written comments
- Wide dissemination of the PDMP, background and supporting information (including details of how to get further information and how to comment) to the community and other stakeholders during the public comment period
- Direct engagement with people in their own local communities, including at community markets, shopping centres, in key interest group meetings, and through the internet
- Direct engagement with third parties with an interest in particular issues
- A dedicated page on the Sydney Airport website provided an important source of information, interaction and submissions, and there was wide promotion through social media
- Offers of briefings and opportunities to obtain further information to the community and stakeholders during the public comment period
- Careful consideration of all comments received
- Following the public exhibition period, the PDMP was, where appropriate, amended to produce a Draft Master Plan (DMP). The DMP was submitted to the Minister for Infrastructure and Regional Development (the Minister) on 2 December 2013. The Minister approved the DMP on 17 February 2014, at which point it became the final Master Plan 2033.

On 5 December 2011, Sydney Airport announced a New Vision for the airport. The announced plan outlined a phased development of Sydney Airport, which would transform it into two integrated terminal precincts, combining international, domestic and regional services in each of the two precincts. Sydney Airport also announced that it would commence an extensive consultation process, in advance of preparing and publicly releasing a PDMP for further stakeholder consultation.

The feedback received during the extensive initial consultations undertaken during 2012 and the first half of 2013 informed the preparation of the PDMP that was released for public comment.

As part of the initial consultation stage involving the

development plan and subsequently during the preparation of the PDMP, Sydney Airport met with, briefed and consulted a wide range of community and government stakeholders, often on multiple occasions.

To inform, engage and seek feedback from the broader community about the development plan – including residents living in the vicinity of Sydney Airport or under flight paths, across Sydney and in rural and regional NSW – the following activities were also undertaken:

- Community updates were placed in local community newspapers circulating in the Sydney metropolitan area, including community language publications (Arabic, Greek, Italian, Mandarin, Cantonese, Spanish and Vietnamese languages). Updates were also placed in *The Land*, which circulates in country NSW
- Community open days were held in the Marrickville, Leichhardt, City of Sydney, Canada Bay, Rockdale, Botany Bay, Randwick, Waverley, Sutherland Shire and Willoughby local government areas
- A community information brochure was distributed to 150,000 households in the vicinity of the airport and under flight paths
- A community hotline and email service was set up to enable members of the public to make direct contact with and seek information from Sydney Airport representatives

Sydney Airport also conducted extensive consultations with Sydney Airport Community Forum (SACF), NSW Government agencies, local councils and other key stakeholders while preparing and finalising other parts of the PDMP, including the Airport Environment Strategy and ANEF 2033.

A summary of the issues raised during these initial consultations undertaken during 2012 and 2013 is shown in **Appendix G – section G1**. As required by Section 80(2) of the Act, a summary of the views expressed by the persons consulted during this initial consultation stage has been prepared and submitted to the minister.

As required by Section 79(1A) of the Act, Sydney Airport also formally advised in writing on 31 May 2013: the NSW Minister for Planning and Infrastructure; the NSW Department of Planning and Infrastructure; and the City of Botany Bay, Marrickville, City of Sydney, Rockdale City and Sutherland Shire Councils of its intention to submit the Master Plan to the Minister for Infrastructure and Regional Development.

The Airports Regulations 1997 also requires a specific consultation process to be undertaken when preparing the Airport Environment Strategy, which forms part of the Master Plan. More detail is provided in the Airport Environment Strategy.

1.3 Public exhibition of Preliminary Draft Master Plan

As required by the Act, the PDMP was formally exhibited for public comment for 60 business days from 5 June 2013 to 30 August 2013.

During this time, copies of the PDMP were made widely available to the public and other stakeholders, either via download free of charge from the Sydney Airport website, in hard copy for viewing in public locations across Sydney or in Sydney Airport Corporation Limited's corporate office. As required by Section 79(1) of the Act, a notice specifying this information appeared in newspapers circulating in NSW (*Sydney Morning Herald* and *Daily Telegraph*). A copy of this has been reproduced in **Appendix G – section G2**.

Throughout the public exhibition period, Sydney Airport's aim was to ensure that all key stakeholders were able to:

- Easily access a written or electronic copy of the PDMP, supporting documents and background information in a location convenient to them
- Make contact with and speak directly to Sydney Airport representatives to ask questions and seek further information about the PDMP
- Provide stakeholders with various means of making a submission and commenting on the PDMP

Sydney Airport was also mindful of the need to ensure that the consultation process for the PDMP had regard to the diversity in the local community in relation to such factors as age, education, language, cultural background and access capability. A variety of consultation and communications mechanisms were therefore used that were suitable for a wide range of people and groups. This ensured that all members of the community had an opportunity to view the PDMP and make comments.

Sydney Airport therefore:

- Published regular community updates in English speaking and community language newspapers circulating in Sydney and other parts of NSW
- Held 10 community information sessions in areas in the vicinity of Sydney Airport and under flight paths at which Sydney Airport representatives were on hand to explain details and answer questions. Two sessions were also held in Terminal 1 (T1) and Terminal 2 (T2) at Sydney Airport. The date, time and location of these information sessions were advertised in advance in local newspapers and on the Sydney Airport website
- Distributed more than 200,000 community information brochures to households in the vicinity of the airport and under flights paths
- Posted a link to the PDMP webpage on both Facebook and Twitter

- Set up an 1800 community information line and dedicated Master Plan email service to facilitate information exchange
- Expanded the two-way flow of information with regional NSW communities in recognition of Sydney Airport's vital role in accommodating the air transport needs of country NSW
- Distributed the PDMP and supporting documents to all local councils in NSW as well as all members of the NSW and Australian Parliaments representing electorates in NSW

1.3.1 Notification of the public and key stakeholders that the PDMP had been released for public comment

To inform the broader public that the PDMP had been released for comment, and as required by Section 79(1) of the Act, a notice was published in the *Sydney Morning Herald* and *Daily Telegraph* on 4 June 2013 stating that:

- Sydney Airport had prepared a PDMP
- Copies of the PDMP were available for inspection and purchase by members of the public throughout the public exhibition period at specified places

- Copies of the PDMP were available free of charge to members of the public on the Sydney Airport website
- Written comments about the PDMP were invited from members of the public during the public comment period
- Members of the public and other stakeholders could seek further information, with telephone and email contact details at Sydney Airport provided

Sydney Airport issued a media release advising of the release of the PDMP to various metropolitan and local media outlets. These generated prominent media coverage by the *Sydney Morning Herald*, *Daily Telegraph* and other local, metropolitan and national media, including television and radio.

As well as making the PDMP itself widely available, Sydney Airport prepared other documents to assist with the consultation and communications process, including:

- A PDMP summary booklet
- Fact sheets covering 11 issues of community interest, including
 - Overview and how to comment
 - A decade of investment and innovation
 - A major employer and economic driver



- Planning for the future
- Planning for growth and improving the passenger experience
- Managing noise – the benefits of new generation quieter aircraft
- Aviation and climate change
- Airport Environment Strategy
- Getting to and from Sydney Airport
- Sustainable water management
- Sydney Airport wetlands
- Frequently asked questions and answers
- PDMP information brochure, distributed to more than 200,000 households in the vicinity of Sydney Airport and under flight paths

These documents are reproduced in **Appendix G – Section G3**.

These documents were available in written form and could be downloaded free of charge from Sydney Airport’s website.

At the commencement of the public exhibition period, an information pack containing the PDMP, PDMP summary booklet, all facts sheets, frequently asked questions and answers, an offer by Sydney Airport to provide a more detailed briefing and an invitation to

make a submission on the PDMP were sent to nearly 1,000 key stakeholders.

These included:

- Sydney Airport Community Forum
- Sydney Airport Planning Coordination Forum
- Australian Government agencies, including Department of Infrastructure and Transport (as it then was), Airservices Australia, Civil Aviation Safety Authority, Australian Customs and Border Protection Service, Department of Sustainability, Environment, Water, Population and Communities (as it then was), Office of Transport Security, and Department of Agriculture, Fisheries and Forestry (as it then was)
- NSW Government agencies, including Department of Premier and Cabinet, Transport for NSW (TfNSW), Roads and Maritime Services (RMS), Infrastructure NSW, Destination NSW, Office of Environment and Heritage, and the Environment Protection Authority. Given the importance of ground transport-related issues, a special Sydney Airport/TfNSW/RMS working group was established
- Local councils and regional organisations of councils
- Members of the Australian and NSW Parliaments



- Relevant Ministers in the Australian and NSW Governments (and their shadow Ministers)
- Business, tourism and industry groups, and local hotel operators
- Airlines using Sydney Airport or their representatives, including Virgin Australia, Qantas, Board of Airline Representatives of Australia (BARA) and other individual regional, domestic and international airlines
- Other aviation industry and related stakeholders

1.3.2 Public display of the PDMP

Sydney Airport made written copies of the PDMP available for public inspection in 19 locations at and around Sydney Airport. Locations included public libraries in the following local government areas: Ashfield, City of Botany Bay, Burwood, Canterbury City, City of Canada Bay, City of Sydney, Hurstville City, Kogarah, Lane Cove, Leichhardt, Marrickville, North Sydney, Randwick City, Rockdale City, Sutherland Shire, Waverley, Willoughby and Woollahra. At each council display location, the PDMP was accompanied by a poster advertising the public comment period, copies of the PDMP summary and copies of a pro-forma submission form. These are shown in **Appendix G – Section G4**.

1.3.3 Website information

Sydney Airport set up a special Master Plan webpage on its website on which the PDMP and other supporting documents were made available throughout the public comment period for downloading free of charge. During the public exhibition period, the webpage was viewed more than 20,000 times. The entire PDMP, individual chapters of it or the supporting documents were downloaded around 12,000 times.

The website also listed the various locations across Sydney where a printed copy of the PDMP could be inspected and included details of upcoming community information sessions (see Section 1.3.6) and details of how to comment. A pro-forma submission form was also able to be downloaded to assist those wishing to make a submission.

1.3.4 Social media

On the day the PDMP was released for public comment, Sydney Airport posted a link to the PDMP webpage on both Facebook and Twitter. Over the next day or two there were around 140 PDMP webpage visits attributable to these links.

1.3.5 Community updates

English language newspapers

To provide information about the PDMP, details of where to inspect a written copy of the PDMP, details of how to obtain further information and how to make a submission, Sydney Airport published up to three half page community updates in the following English language local newspapers: *Blacktown Advocate*, *Canterbury-Bankstown Express*, *Central Courier*, *Fairfield Advance*, *Hills Shire Times*, *Hornsby Advocate*, *Inner West Courier*, *Liverpool Leader*, *Macarthur Chronicle*, *Manly Daily*, *Mosman Daily*, *Mt Druitt – St Marys Standard*, *North Shore Times*, *Northern District Times*, *Parramatta Advertiser*, *Penrith Press*, *Rouse Hill Times*, *St George and Sutherland Shire Leader*, *Southern Courier*, *The Hawkesbury Gazette*, and *Wentworth Courier*.

Collectively, these newspapers have a circulation of around 1.25 million copies and readership of more than 1.65 million people.

To ensure information on the PDMP was available to people living in rural and regional communities across NSW, community updates were also prominently placed twice during the public exhibition period in *The Land*, a major regional newspaper. *The Land* has a circulation of 44,500.

A copy of each of the three community updates is reproduced in **Appendix G – Section G5**.

Community language newspapers

During the public comment period, Sydney Airport was conscious of the need to ensure that the consultation process for the PDMP addressed the diversity in the local community in relation to such factors as language and community background. This is especially important because there are significant non-English speaking communities in many areas close to Sydney Airport. Census data revealed that a relatively high proportion of people who speak a language other than English at home lived in all local government areas close to the airport.

Based on this census analysis, two community updates were published in the following community language newspapers: *La Fiamma* (Italian), *The Spanish Herald* (Spanish), *The Greek Herald* (Greek), *Viet Luan* (Vietnamese), *Sydney Korean Herald* (Korean), *Al-Furat* (Arabic), *Chinese Herald* (Mandarin and Cantonese), and *Indomedia* (Indonesian).

A copy of each of the three community updates is reproduced in **Appendix G – Section G6**.

1.3.6 Community information sessions

To facilitate the public dissemination and exchange of information concerning the PDMP, community information sessions were held in local shopping centres, public libraries and popular community locations such as community markets, as well as in the T1 and T2 passenger terminals at Sydney Airport.

As well as copies of the PDMP, supporting documents and information displays being made available, Sydney Airport representatives were on hand to discuss issues raised by members of the public and to answer questions. The locations, dates and times of the community information sessions were advertised in advance in local newspapers circulating in the relevant area(s). Copies of these advertisements are reproduced in **Appendix G – Section G7**.

Twelve community information sessions were held in the following areas:



Community information session held at Eveleigh Markets, Redfern

| Location | Local government area | Date (2013) | Time |
|---|-----------------------|-------------------|-----------------|
| Broadway Shopping Centre | City of Sydney | Wednesday 26 June | 10am – 7pm |
| Chatswood Library | Willoughby | Wednesday 3 July | 9.30am – 5.30pm |
| Cronulla Mall | Sutherland Shire | Saturday 6 July | 9am – 4.30pm |
| Eastgate (Bondi Junction) Shopping Centre | Waverley | Saturday 27 July | 9am – 5.30pm |
| Eveleigh Markets | City of Sydney | Saturday 29 June | 8am – 1pm |
| Hurstville Library | Hurstville City | Saturday 13 July | 9am – 4.30pm |
| Kogarah Town Centre | Kogarah | Wednesday 10 July | 9am – 6pm |
| Marrickville Metro Shopping Centre | Marrickville | Wednesday 19 June | 9am – 5.30pm |
| Orange Grove Markets | Leichhardt | Saturday 22 June | 9am – 1pm |
| Pacific Square (Maroubra) Shopping Centre | Randwick City | Wednesday 24 July | 9am – 5.30pm |
| T1, Sydney Airport | Rockdale City | Saturday 20 July | 9am – 5pm |
| T2, Sydney Airport | Rockdale City | Monday 15 July | 9am – 5pm |

These sessions provided a convenient opportunity for local residents living in all areas around Sydney Airport to attend an information display and seek further information about the PDMP. Typical issues raised included support for Sydney Airport's proposal to create integrated terminals for international, domestic and regional airline passenger operations, support for plans to improve ground transport access, questions about aircraft flight paths, concern about aircraft noise and support for Sydney Airport's climate change proposals.

1.3.7 Informing communities living in the vicinity of Sydney Airport or under flight paths

Sydney Airport recognises that people living close to Sydney Airport and under flight paths can be more affected by airport operations than many others living in other parts of Sydney. For this reason, Sydney Airport sought to ensure that people living in these areas were informed about the PDMP, advised that it had been released for public comment and invited to make a submission. As well as publishing community updates in relevant local newspapers (see Section 1.3.5) and holding community information sessions in their local area (see Section 1.3.6), a PDMP information brochure was distributed early in the public comment period to more than 200,000 households around the airport. The brochure outlined the plans for Sydney Airport as well as how to access the PDMP and make a submission.

A copy of the brochure is reproduced in **Appendix G – Section G3**.

1.3.8 PDMP community information line and email

A dedicated 1800 community information line and email enabled members of the public to make direct enquiries to Sydney Airport representatives. The 1800 number and email address were published in all PDMP-related documents and community updates. A total of 36 calls were made to the information line with callers discussing a wide range of issues and questions. More than 40 emails were also received. All queries made were responded to either immediately or soon after being received.

1.3.9 Briefings and presentations during public comment period

In the PDMP information pack sent to the nearly 1,000 community, government and aviation industry stakeholders on 5 June 2013, Sydney Airport offered, on request, to provide a more detailed briefing and/or attend relevant meetings to provide more information and be available to answer questions about the PDMP.

As a result, several dozen meetings were held during the public comment period with representatives of a wide range of aviation industry, community, government and other stakeholders. These were in addition to the more than 200 meetings and briefings held during the initial consultation stage while the PDMP was being prepared.



1.4 Submissions received and issues raised in submissions

The community and stakeholder consultation and engagement undertaken to prepare this Master Plan have been more extensive than that undertaken for any of Sydney Airport's previous master plans.

Between 5 June 2013 and 30 August 2013, 139 submissions were received by Sydney Airport. A further nine late submissions were received, making a total of 148 PDMP submissions.

All submitters received a written acknowledgement (by letter or email) from Sydney Airport.

The submissions revealed strong recognition for key aspects of the PDMP, including:

- The extent and quality of Sydney Airport's consultation and engagement process
- Support for optimising the use of and operations at the existing Sydney Airport site
- Support for the proposed ground transport solutions and, in particular, proposed changes to improve the road network in and around the T1 and T2/T3 terminal precincts (from a wide range of stakeholders)
- Recognition of the benefits of transforming Sydney Airport into two integrated terminal precincts for international, domestic and regional passenger operations (from a wide range of stakeholders)
- Additional international contact gate capacity through the creation of new terminal facilities in the current Qantas Jetbase
- Support for Sydney Airport's various sustainability and environmental projects, including climate change initiatives
- Recognition of the significant economic and employment contribution made by Sydney Airport
- Support for the retention of freight facilities adjacent to all terminal precincts and the jet fuel storage facility in its current location
- The importance of regional airline services continuing to operate to and from Sydney Airport (from a large number of regional stakeholders)

Other key issues raised by those who made submissions included:

- Support from a number of key stakeholders to modernise Sydney Airport's operating restrictions so they recognise the fact that aircraft are 75% quieter than they were 40 years ago and are continuing to get quieter. There was also opposition from other stakeholders (mainly individuals, councils and SACF) to any change being made to those restrictions

- Concern about the aircraft noise impacts associated with forecast increased aviation activity at Sydney Airport, including concern that this will result in reduced opportunities for noise sharing. There were also requests for additional information on noise to be included in the Master Plan.
- Concern about the location of flight paths
- Support for the development of a second Sydney airport
- Querying various aspects associated with the aviation activity forecasts
- Strong support for improving public transport and 'active transport' (cycling and pedestrian) access to and from Sydney Airport
- A need to ensure that aviation-related uses remained dominant in the Land Use Plan and that non-aviation-related development at Sydney Airport be minimised

As required by the Act, Sydney Airport gave due regard to all comments in the 148 submissions when preparing the DMP. As required by section 79(2) of the Act, copies of all comments were submitted (with the DMP) to the Minister for Infrastructure and Regional Development on 2 December 2013.

The Minister approved the DMP on 17 February 2014, at which point it became the final Master Plan 2033.