

Chapter 9 Community and stakeholder engagement

This chapter provides an overview of the consultation activities undertaken with community and key stakeholders for the project in the development of this Draft EIS. This includes an outline of:

- the overarching engagement plan, including principles, objectives and identified stakeholders
- engagement activities undertaken to date and feedback received
- the consultation requirements outlined in the draft EIS Guidelines issued by the Minister for the Environment and Water (outlined in Section 9.1 below)
- how feedback has been addressed in the Draft EIS
- planned engagement activities for the public exhibition period for the Draft EIS and subsequent assessment and determination.

Aircraft Overflight Noise Tool engagement program

It should be noted that this Draft EIS does not include feedback received from 27 June 2023, when the preliminary flight paths were released for viewing prior to the Draft EIS exhibition process.

Commentary made on the preliminary flight paths from 27 June 2023 will be recorded and noted in the Final EIS.

All interested parties who made a comment on the preliminary flight paths from 27 June 2023 will be encouraged to provide feedback during the statutory exhibition process for this Draft EIS.

9.1 Minister's EIS guidelines

As per the guidelines for the content of a Draft EIS, specific recommendations were made in relation to consultation:

CONSULTATION

The EIS must include discussion of all consultation about the action, including:

- a) any consultation that has already taken place;*
- b) proposed consultation about relevant impacts of the action;*
- c) if there has been consultation about the proposed action, any documented response to, or result of, the consultation;*
- d) identification of affected parties, including a statement mentioning any communities that may be affected and describing their views; and*
- e) a description of how consultation was used in identifying and assessing impacts to heritage.*

The department recommends the following publications are considered in planning and undertaking consultation, particularly with Indigenous communities:

- *Engage Early – Indigenous engagement guidelines*
- *Working Together: Managing Commonwealth Heritage Places.*
- *Working Together: Managing National Heritage Places*
- *The principles of the Burra Charter for best-practice heritage standards.*

9.2 Engagement Plan for the Draft EIS

An Engagement Plan for the Draft EIS was prepared to support the development of this Draft EIS. The Engagement Plan was developed through the following process:

- interviews/meetings with government and aviation stakeholders
- peer review process including 2 rounds of workshops and feedback from the Communications Branch of the Department, Airservices Australia and WSA Co
- alignment with the International Association for Public Participation (IAP2) [Core Values](#) and [Public Participation Spectrum](#)
- desktop research and lessons learnt from other related engagement programs (such as Brisbane Airport, Melbourne Airport, Airservices Australia, Heathrow Airport Expansion, Berlin Brandenburg Airport, Dusseldorf Airport, Vancouver International Airport and Vienna Airport).

The Engagement Plan considers community and key stakeholder feedback based on research and consultation conducted in 2022 and early 2023. This included:

- panel survey (research)
- focus groups (research)
- community information stalls
- community information stalls survey
- briefings, meetings and interviews with key stakeholders, including elected representatives from all levels of government, council staff, State Government representatives, First Nations Knowledge Holders, aviation stakeholders, local businesses, residents and community representative/special interest groups.

The key findings of the research and consultation activities indicated:

- awareness of the flight path design project is moderate to high, but level of interest only moderate and level of knowledge and understanding is low to moderate
- key issues of interest relate to the flight path location and impacts on individuals, communities and the environment, particularly noise, 24/7 operations and Blue Mountains World Heritage
- communications preferences highlighted by members of the community focused on letterbox drop as the preferred method of communication, followed by social media and traditional media. Website, councils, pop-ups and liaison with community groups also received support. Further suggestions included email, SMS and mail
- CALD communities have nuanced communication requirements
- some people are sceptical about the integrity of consultation on flight paths given their complexity and the short amount of time between public exhibition and WSI opening
- community members tend to express appreciation when the project team is at a public event
- key stakeholders are keen to ensure their networks are kept up to date about the project.

9.2.1 Engagement principles

The Engagement Plan defines 6 principles which have guided engagement activities for the project throughout 2022 and 2023 (refer to Figure 9.1 below). The principles were generated in response to insights received through stakeholder interviews, desktop research and lessons learnt from other projects, as well as the [IAP2 Core Values](#) (IAP2 Australasia, 2019).



Figure 9.1 Engagement principles

9.2.2 Engagement objectives

The objectives of the Engagement Plan for the Draft EIS are to:

- build awareness and educate impacted communities and key stakeholders about the airspace and flight path design process, proposed changes and how it will impact them through information that's relevant, timely, consistent, coordinated, and accessible
- ensure impacted communities and key stakeholders understand how their feedback can influence airspace and flight path design
- ensure impacted communities and key stakeholders feel they've had the opportunity to have their say during public exhibition of the Draft EIS and encourage them to do so.

9.2.3 Engagement phases

The Engagement Plan defines 5 phases of engagement for the Draft EIS, with each phase involving a particular focus for engagement. Figure 9.2 below provides an overview of the 5 phases.

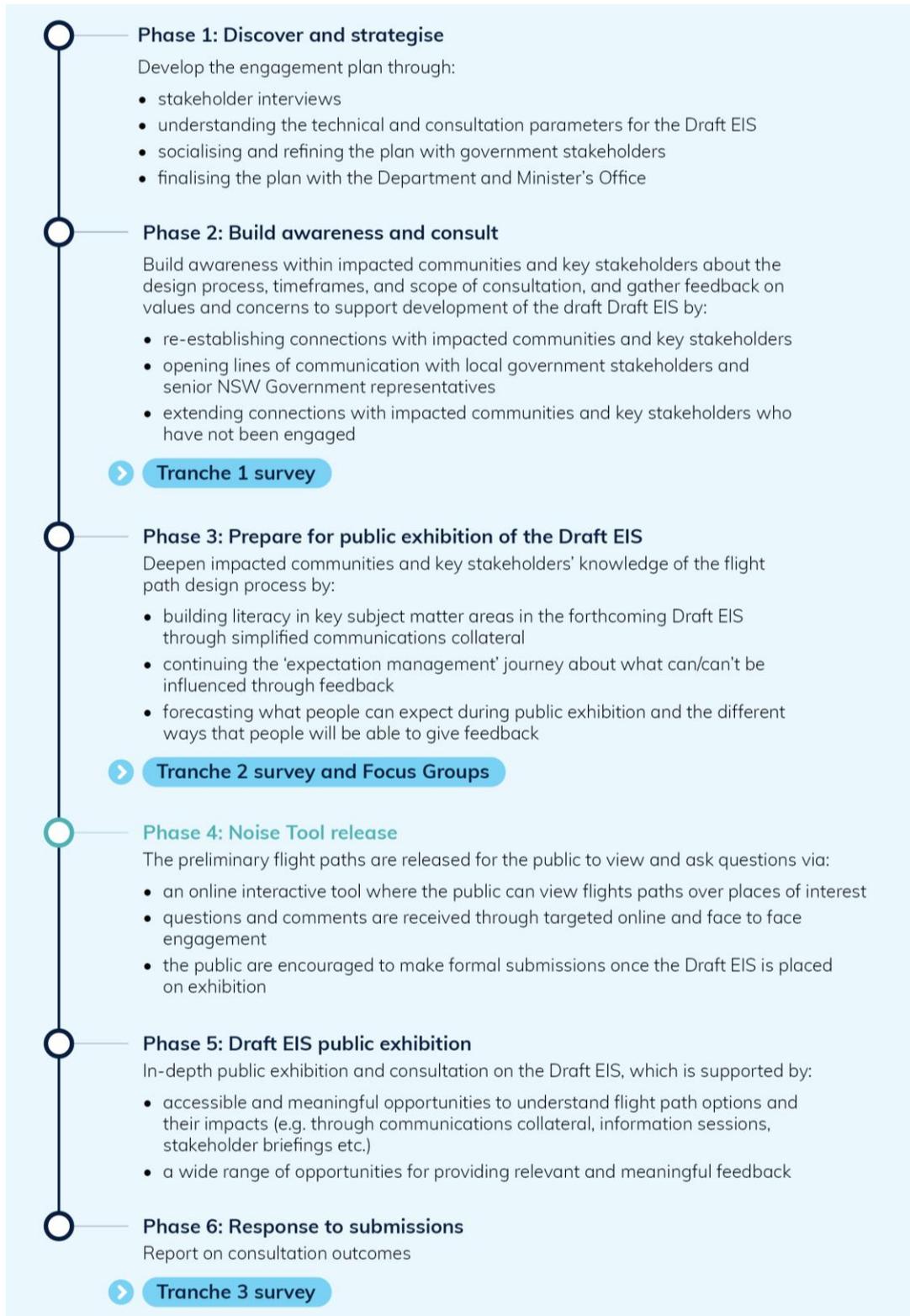


Figure 9.2 Engagement phases and approach

9.2.4 Phases 1, 2 and 3 – pre-exhibition engagement

WSI represents one of the most significant infrastructure projects in Australia for decades. The impacts of the new airport’s flight paths are likely to be experienced across Western Sydney, the Blue Mountains, as well as other parts of Greater Sydney and its surrounds.

The engagement approach has been designed to:

- inform community and key stakeholders about the project and its processes
- encourage participation in the conversation
- allow the development of the Draft EIS to benefit from community and key stakeholder knowledge and understanding of specific needs.

9.2.5 Stakeholder identification

Stakeholder groups were identified by those who may be potentially affected by or have an interest in the project. This includes members of the community, First Nations groups and individuals, special interest groups and organisations, businesses, government agencies, local governments and other authorities.

Table 9.1 below broadly categorises stakeholders into 2 groups, the community and key stakeholders, and outlines specific engagement objectives relevant to each group.

The ‘community’ stakeholder group has been further segmented according to distance from airport.

Table 9.1 Stakeholder groups relative to distance from WSI

Stakeholder groups	
<p>Key stakeholders:</p> <ul style="list-style-type: none"> • government agencies • local MPs • local government • First Nations groups and individuals • special interest groups and organisations • aviation groups • other authorities. 	<p>Community:</p> <ul style="list-style-type: none"> • Forum on Western Sydney Airport (FOWSA) • Group A: those impacted by flight paths within a 15 km radius of WSI • Group B: those impacted by flight paths within 15–30 km from WSI • Group C: those impacted by flight paths within 30–50 km from WSI • Group D: those impacted by flight paths within 50–85 km from WSI • Community representative and WSI interest groups.

Engagement objectives

- To ensure understanding of project milestones, flight path impacts and mitigations, and approach for engagement
- To test and refine the engagement approach
- To ensure consistency of messaging and, where applicable, engagement activities
- To understand local concerns and preferences
- To keep abreast of how concerns are being addressed
- To test emerging flight path design and provide input to key methodologies and decisions, as required, to reduce the risk at implementation
- To educate on technical process and considerations, as well as EIS process
- To leverage existing networks
- To encourage well-informed public submissions.
- To build understanding, raise awareness and respond to concerns
- To fill the ‘information void’ and minimise project unknowns, speculation and misinformation
- To provide opportunity for residents, businesses and landowners to understand how flight path design may impact them
- To explain how earlier feedback has been considered and responded to in design, including efforts to reduce community impact.

9.2.6 Stakeholders and engagement tools

Engagement with key stakeholders has been ongoing throughout the development of the Draft EIS. Ensuring key stakeholders are informed and able to assist their broader communities in accessing information about the project has been a strong focus of the Engagement Plan to date. Table 9.2 below lists the stakeholders that have been engaged and the tools and techniques used.

Table 9.2 Key stakeholder engagement undertaken during the preparation of the Draft EIS

Stakeholder group	Stakeholder	Engagement tools and techniques
Australian Government	<ul style="list-style-type: none"> • Prime Minister • Minister for Infrastructure, Transport, Regional Development and Local Government • Minister for the Environment and Water • Minister for Finance • Shadow Ministers • Local Members of Parliament • Department of Infrastructure, Transport, Regional Development, Communications and the Arts • WSA • Airservices Australia • Civil Aviation Safety Authority (CASA) • Department of Agriculture, Water and the Environment/Department of Climate Change, Energy, the Environment and Water • Department of Defence. 	<ul style="list-style-type: none"> • Briefings and interviews with key groups • Peer-to-peer meetings, as required • Participation in existing Communications Interface Coordination Group meetings • Establishment and regular meetings of an Engagement Advisory Group • Representation at project partners’ engagement events and in communications collateral • Formal correspondence.

Stakeholder group	Stakeholder	Engagement tools and techniques
NSW Government	<ul style="list-style-type: none"> • Premier • Minister for Planning • Minister for Western Sydney • Minister for Infrastructure, Cities and Active Transport • Local State MPs • Transport for NSW • Sydney Metro • Department of Planning and Environment • Western Parkland City Authority • Sydney Water Corporation • Department of Premier and Cabinet • Greater Cities Commission • Infrastructure NSW • Water NSW • Western Sydney Parklands Trust • Environment Protection Authority • Department of Education • NSW Health • South-Western Sydney Local Health District • Western Sydney Local Health District. 	<ul style="list-style-type: none"> • Briefings and interviews with key groups • Peer-to-peer meetings, as required • Participation in existing Communications Interface Coordination Group meetings • Representation at project partners' engagement events and in communications collateral • Formal correspondence.
Local government	<ul style="list-style-type: none"> • Blacktown City Council • Blue Mountains City Council • Camden Council • Campbelltown City Council • Fairfield City Council • Hawkesbury City Council • Liverpool City Council • Penrith City Council • Wollondilly Shire Council • Canterbury-Bankstown City Council • Cumberland City Council • The Hills Shire Council • City of Parramatta Council • Sutherland Shire Council. 	<ul style="list-style-type: none"> • Briefings and interviews with GM, mayor and/or councillors • Peer-to-peer briefings and meetings with council staff • Formal correspondence • Distributing communications via existing council channels • Attendance at council run events, as appropriate.

Stakeholder group	Stakeholder	Engagement tools and techniques
Aviation	<ul style="list-style-type: none"> • General Aviation Advisory Network • Aeria Management (formerly Sydney Metro Airports (Bankstown and Camden)) • Sydney (Kingsford Smith) Airport • Regional Aviation Association Australia • NSW Rural Fire Services • NSW Fire & Rescue • NSW Police • NSW Ambulance • Australian Federal Police • Board of Airline Representatives of Australia (covers international airlines) • Airlines • Freight companies (DHL, FedEx, Toll etc) • Flying schools • Corporate charter organisations • Recreational flying companies and individuals • Sport aviation groups. 	<ul style="list-style-type: none"> • Briefings and interviews with key groups • Briefings via existing forums, including Forum on Western Sydney Airport, General Aviation Advisory Network, Board of Airline Representatives of Australia, Sydney Metro Airports (Bankstown and Camden) consultative groups and Sydney Airport consultative groups • Email updates • Distributing communications via existing stakeholder channels.
First Nations	<ul style="list-style-type: none"> • Deerubbin Local Aboriginal Land Council • Gandangara Local Aboriginal Land Council • Murru Mittigar • Dharug strategic management group • Darug Tribal Aboriginal Corporation • Darug Custodian Aboriginal Corporation • Dharug Ngurra Aboriginal Corporation • Western Sydney Aboriginal Regional Alliance • Tharawal Local Land Council • Tharawal Aboriginal Corporation • Cubbitch Barta • Gundungurra Tribal Council Aboriginal Corporation • Gundungurra Aboriginal Heritage Association • Blue Mountains Aboriginal Culture and Resource Centre • Blue Mountains World Heritage Advisory Committee • Metropolitan Local Aboriginal Land Council • La Perouse Local Aboriginal Land Council • Dharug Knowledge Holders • Dharawal Knowledge Holders • Gundungurra Knowledge Holders. 	<ul style="list-style-type: none"> • Email correspondence and briefings with Local Aboriginal Land Councils, Aboriginal Corporations and other relevant organisations • Interviews (one on one and small groups) • Offers to present at group meetings • Follow up phone calls • Interviews with Knowledge Holders.

Stakeholder group	Stakeholder	Engagement tools and techniques
Peak bodies, think-tanks and advocacy groups	<ul style="list-style-type: none"> • Tourism and Transport Forum • Committee for Sydney • Western Sydney Leadership Dialogue • Infrastructure Partnerships Australia • Urban Development Institute of Australia • Urban Taskforce • Property Council of Australia • CEDA (Committee for Economic Development of Australia) • Business Western Sydney • National Growth Areas Alliance • Western Sydney Business Connection • Regional Development Australia • Aerotropolis Multiversity (the University of Newcastle, UNSW Sydney, the University of Wollongong, Western Sydney University and TAFE NSW) • Shelter NSW • Multicultural NSW • Ethnic Communities' Council of NSW Inc. 	<ul style="list-style-type: none"> • Emails • Briefings and interviews with key groups • Presenting at key stakeholder group events, as appropriate • Distributing communications via existing channels.
Environment and Blue Mountains	<ul style="list-style-type: none"> • UNESCO • Australian Conservation Foundation • The Nature Conservancy Australia • NSW National Parks (Blue Mountains Branch) • Nature Conservation Council of NSW • Blue Mountains Conservation Society • Greater Blue Mountains World Heritage Area Advisory Committee (GBMWAAC) • Mulgoa Valley Landcare Group • Environmental Defenders Office NSW • Environmental Health Australia • Friends of the Earth Australia • National Parks Association of NSW • Give a Dam • Greater Sydney Landcare Network • The Colong Foundation for Wilderness • Blue Mountains Accommodation and Tourism Association • Mount Wilson Progress Association • Mount Irvine Progress Association • Blue Mountains World Heritage Advisory Committee • Residents Against Western Sydney Airport (RAWSA). 	<ul style="list-style-type: none"> • Briefings and interviews with key groups • Presenting at key stakeholder group events, as requested • Email updates • Distribution of targeted collateral.

Stakeholder group	Stakeholder	Engagement tools and techniques
Tourism	<ul style="list-style-type: none"> • Destination NSW • Tourism Australia • Tourism and Transport Forum • Australian Tourism Export Council • Blue Mountains Accommodation and Tourism Association • Australian Attractions • Business Events Sydney. 	<ul style="list-style-type: none"> • Briefings • Presenting at key stakeholder group events, as requested • Email updates • Distributing communications via existing stakeholder channels.
Forum on Western Sydney Airport (FOWSA)	<p>FOWSA was established to link the community, government and the WSA Co and is made up of members representing:</p> <ul style="list-style-type: none"> • up to 10 community representatives • up to 5 local government representatives • one NSW Government representative • one regional airport operator representative • up to 2 representatives of general aviation users • up to 2 representatives of the major airlines • up to 2 persons with connections to relevant representative agencies or organisations • an independent Chair • ex-officio members and other members. 	<ul style="list-style-type: none"> • Presenting at FOWSA meetings • Distributing communications via existing stakeholder channels.
Community representative groups	<ul style="list-style-type: none"> • Western Sydney Aerotropolis, Community Consultative Committee (CCC) and Commissioner • Luddenham Progress Association • Ethnic Communities Council of NSW • Mulgoa Valley Landcare • Wallacia Progress Association • Mount Wilson Progress Association • Mount Irvine Progress Association • Residents Against Western Sydney Airport (RAWSA). 	<ul style="list-style-type: none"> • Briefings and interviews with key groups • Email updates • Distributing communications via existing channels.
Chambers of Commerce	<ul style="list-style-type: none"> • Wentworth Falls Chamber of Commerce and Community • Katoomba Chamber of Commerce and Community • Penrith Valley Chamber of Commerce • Fairfield City Chamber of Commerce • Campbelltown Chamber of Commerce • Camden Chamber of Commerce and Industry • Liverpool Chamber of Commerce and Industry • Narellan Chamber of Commerce • Blue Mountains Business Chamber • Greater Blacktown Business Chamber • Blaxland and Districts Chamber of Commerce • Sydney Hills Chamber of Commerce. 	<ul style="list-style-type: none"> • Email updates • Distributing communications via existing chamber channels.

Stakeholder group	Stakeholder	Engagement tools and techniques
Health and education services	<ul style="list-style-type: none"> Luddenham Public School Holy Family Primary School Wallacia Public School South Western Sydney Local Health District Luddenham Medical Centre Bush Babies Pre-School Warrimoo. 	<ul style="list-style-type: none"> Emails Interviews.

9.2.7 Consultation activities

Key stakeholder and community engagement that was undertaken up until mid-June 2023 is summarised below.

Table 9.3 Summary of stakeholder and community engagement activities

Tool/technique	Description
Email subscribers	More than 700 community members have subscribed to the email updates database.
Stakeholder briefings	<p>During Phase 2 engagement, briefings were held with 16 stakeholder and community organisations. These included:</p> <ul style="list-style-type: none"> WSA Co (21/11/2022) Business Western Sydney (8/11/2022) Independent Community Commissioner for the Western Sydney Aerotropolis and Orchard Hills (16/11/2022) Wallacia Progress Association (22/11/2022) Luddenham Progress Association (7/12/2022) Greater Blue Mountains World Heritage Protection Area Advisory Committee (12/12/2022) Blue Mountains Accommodation and Tourism Association (24/11/2022) Wollondilly community forum (28/11/2022) Western Sydney Aerotropolis Community Consultative Committee (29/11/2022) Ethnic Communities Council of NSW (7/12/2022) Mount Wilson Progress Association (5/12/2022) Mount Irvine Progress Association (5/12/2022) Mulgoa Valley Landcare Inc. (7/12/2022) Luddenham Progress Association (7/12/2022) Sydney Metro Airports tenants (12/12/2022) Residents Against Western Sydney Airport (15/12/2022). <p>Briefings were declined from:</p> <ul style="list-style-type: none"> Western Sydney Community Forum (no response received) Blue Mountains Conservation Network (nominated RAWSA as their representative) Cumberland Conservation Network (declined) Luddenham Landowners Consortium (representative is part of Aerotropolis CCC). <p>During Phase 3 engagement, 2 briefing times were offered to 28 business, environment and industry stakeholder groups.</p> <p>5 stakeholder groups registered to attend.</p>

Tool/technique	Description
	<p>These included representatives from:</p> <ul style="list-style-type: none"> • Western Sydney Leadership Dialogue (8/05/2023) • Property Council of Australia (9/05/2023) • Environmental Health Australia (8/05/2023) • Tourism and Transport Forum (8/05/2023) • Australian Attractions (8/05/2023). <p>During Phase 3 engagement, briefings were also held with the following stakeholder and community organisations:</p> <ul style="list-style-type: none"> • Western Sydney Aerotropolis Community Consultative Committee (15/03/2023).
First Nations	<p>During Phase 2 engagement, we engaged with 13 First Nations groups including Traditional Owners and LALCs from the Dharug, Dharawal and Gundungurra nations.</p> <ul style="list-style-type: none"> • Uncle Shane Smithers, Traditional Owner (Dharug) • Aunty Julie Jones, Traditional Owner (Dharug) • Raelene Lock, Traditional Owner (Dharug) • Aunty Jacinta Tobin, Traditional Owner (Dharug) • Aunty Carina Norman, Traditional Owner (Dharug) • Aunty Vanessa Possum, Traditional Owner (Dharug) • Steve Randall, LALC (Derubbin Land Council) • Aunty Glenda Chalker, Traditional Owner (Dharawal) • Rebecca Chalker, Traditional Owner (Dharawal) • Peter Williams, Traditional Owner (Dharawal) • Aunty Barb Simms, Traditional Owner (Gundungurra) • Aunty Yvonne Simms, Traditional Owner (Gundungurra) • Kazan Brown, Traditional Owner (Gundungurra) • David King, Traditional Owner (Gundungurra).
Council briefings	<p>During Phase 2 engagement, 8 Council briefings were undertaken by DITRDCA. These included:</p> <ul style="list-style-type: none"> • Liverpool City Council (17/11/2022) • Blue Mountains City Council (21/11/2022) • Fairfield City Council (22/11/2022) • Camden City Council (23/11/2022) • Penrith City Council (24/11/2022) • Campbelltown City Council (28/11/2022) • Wollondilly Shire Council 29/11/2022) • Penrith City Council Councillors (5/12/2022). <p>Briefings were also offered to Blacktown City Council and Hawkesbury Shire Council.</p> <p>During Phase 3 engagement, 3 follow-up briefings were undertaken by DITRDCA at the request of councils. These included:</p> <ul style="list-style-type: none"> • Camden City Council Councillors (15/03/2023) • Fairfield City Council Mayor (29/03/2023) • Blue Mountains City Council Councillors (18/04/2023).

Tool/technique	Description
State MP briefings	<p>During Phase 2, a briefing were held on 8 November 2022, 9 November 2022 and 14 November 2022 with State MPs including:</p> <ul style="list-style-type: none"> • Jacqui Binns, Member for Wollondilly • Stuart Ayres, Member for Penrith • Edmond Atalla, Member for Mount Druitt • Robyn Preston, Member for Hawkesbury • Trish Doyle, Member for Blue Mountains • Office of the Member for Camden • Office of the Member for Granville.
Government briefings	<p>During Phase 2, briefings were held with 11 government organisations. These included:</p> <ul style="list-style-type: none"> • Department of Planning and Environment (9/11/2022 and 16/11/2022) • Department of Premier and Cabinet (9/11/2022) • Australian Noise Ombudsman (21/11/2022) • Multicultural NSW (23/01/2023) • NSW EPA (9/11/2022) • Schools Infrastructure NSW (9/11/2022) • Western Parkland City Authority (9/11/2022) • Western Sydney Parklands Trust (9/11/2022) • Department of Education (9/11/2022) • South-Western Sydney Local Health District (9/11/2022) • Western Sydney Local Health District (9/11/2022).
The Forum on Western Sydney Airport (FoWSA)	<p>FOWSA meetings have continued to be held since 2017. Four meetings were held between 2022 to mid-2023.</p> <p>Information about FOWSA, including meeting minutes are available at www.westernsydneyairport.gov.au</p>
Community Information Stalls	<p>During Phase 2 engagement, 17 community information stalls were held across greater Western Sydney between 11 October 2022 and 1 December 2022.</p> <p>More than 2,600 people were engaged across all locations, which included:</p> <ul style="list-style-type: none"> • Westpoint Blacktown (11/10/2022) • St Marys Shopping Village (12/10/2022) • Glenbrook Rotary Markets (15/10/2022) • Silverdale Shopping Centre (16/10/2022) • Wetherill Park Shopping Centre (20/10/2022) • Katoomba Village (21/10/2022) • Liverpool Plaza (26/10/2022) • Richmond Marketplace (27/10/2022) • Narellan Town Centre (29/10/2022) • Campbelltown Mall (30/10/2022) • Penrith Plaza (19/11/2022)

Tool/technique	Description
	<ul style="list-style-type: none"> • Dam Fest 2022 (20/11/2022) • Parklea Markets (25/11/2022) • Springwood Town Square (26/11/2022) • Carnes Hill Marketplace (27/11/2022) • Wollondilly community forum (28/11/2022) • Parramatta Centenary Square (1/12/2022). <p>During Phase 3 engagement, 9 community information and feedback stalls were held across Western Sydney between 18 March 2023 and 17 June 2023.</p> <p>More than 1,100 were engaged across all locations, which included:</p> <ul style="list-style-type: none"> • Penrith Panthers Leagues Club for open FOWSA meeting (18/03/2023) • Camden Show (25/03/2023) • Hawkesbury Show (29/04/2023 – 30/04/2023) • Wallacia Festival (29/04/2023) • Fairfield Multicultural EID Festival (30/04/2023) • Glenbrook Rotary Markets (06/05/2023) • Chithirai Festival (07/05/2023) • Blacktown City Festival Streets Alive & Parade (27/05/2023) • WSA Open Day (17/06/2023).
Survey	<p>During Phase 2, community members who attended community information stalls were invited to complete a survey to understand their concerns and values.</p> <p>In total, 804 surveys were completed. This included:</p> <ul style="list-style-type: none"> • 350 completed at community information stalls • 454 completed by community members outside of community information stalls.
Research surveys	<p>1,000 Panel surveys (80% phone; 20% online) were completed in October 2022 with randomly selected and representative residents from within 50 km radius of the WSI site.</p> <p>500 Pulse surveys (80% phone; 20% online) completed in May 2023 with residents from within 50 km radius of the WSI site.</p> <p>This research has been designed to support engagement for development and exhibition of the Draft EIS, through establishment of a baseline to inform early engagement activities, and subsequent benchmarking to measure change over time and refine engagement activities.</p> <p>The survey has sought to understand community awareness, understanding and communications preferences relating to the project.</p>
Research focus groups	<p>Four focus groups were held in language to review and seek feedback on collateral developed and communication and engagement preferences.</p>
Project 1800 line (1800 038 160)	<p>No phone calls were received. The number of phone calls received has increased since the release of the preliminary flight paths in June 2023, as the 1800 line has been publicised as one of the primary contact points for the public on the preliminary flight paths and EIS process.</p>
Project email (WSIflightpaths@infrastructure.gov.au)	<p>Approximately 43 emails were received. The number of emails received increased significantly after the release of the preliminary flight paths in June 2023, as the project email has been publicised as one of the primary contact points for the public on the preliminary flight paths and EIS process.</p>

Tool/technique	Description
Project collateral	<p>Project information is available and has continued to be updated as plans have progressed and included in brochures, fact sheets and FAQs.</p> <p>Information has been available in hard copy at engagement events, local council offices and the WSA Co Experience Centre, as well as online.</p> <p>The overarching project brochures have been translated into the 5 most frequently spoken languages in Western Sydney: Arabic, Hindi, Vietnamese, Simplified Chinese and Tagalog.</p> <p>All brochures include information about how to view the information in languages other than English.</p>
Online material	<p>Department website (www.westernsydneyairport.gov.au): This website has provided project information since Phase 2.</p> <p>Online Community Portal (www.WSflightpaths.gov.au): A dedicated project website has been available since 18 March 2022 and is updated regularly with project information.</p>
Media releases	<p>A media release on the preliminary flight paths was published on 27 June 2023 following the release of the flight paths.</p>
Public Notices	<p>Public notices were published in state and local newspapers to invite community to attend the open FOWSA meeting on 18 March 2023. Public notices were published after 27 June 2023 in state and local newspapers to inform the community of the preliminary flight paths community information and feedback sessions.</p>

9.3 Summary of issues raised and responses to feedback received

Community and key stakeholder engagement to mid-2023 has identified a broad range of key issues. The issues raised by government agencies, authorities, stakeholders and the community are listed in Table 9.4, along with a cross-reference to where they are addressed in the Draft EIS.

Table 9.4 Summary of issues raised and where addressed in the Draft EIS

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Benefits				
Tourism	<ul style="list-style-type: none"> Tourism providers are interested in better understanding the opportunities to raise awareness of Western Sydney as a destination, and market themselves better. Opportunity identified to increase the overnight stay frequency in the Blue Mountains region. There needs to be better collaboration between Destination NSW and Western Sydney councils. There are perceived funding imbalances between Western and Eastern Sydney (also see section below on <i>Western Sydney and Blue Mountains integration</i>). 	Blue Mountains City Council Fairfield City Council Liverpool City Council Penrith City Council Wollondilly Shire Council Business Western Sydney GBMWAAC Tourism and Transport Forum Australian Attractions Community members	Tourism benefits are derived from the airport itself rather than the flight paths. Although not specifically addressed as a requirement in this Draft EIS, the delivery of WSI will boost tourism, with the airport providing better accessibility to destinations across Western Sydney and the Blue Mountains. As part of the ongoing engagement for the delivery of WSI, the DITRDCA also facilitates ongoing engagement with key agencies and councils.	Economic and social impacts at the local, regional, and national levels are outlined in Technical paper 10: Social and Technical paper 11: Economic.

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Housing needs	<ul style="list-style-type: none"> Recognition that WSI would likely encourage the development of more housing supply to the area, which was identified as a key need. 	<p>Liverpool City Council Business Western Sydney Community members</p>	<p>Social impacts such as housing needs relating to the to the expected population change in the area are being considered.</p> <p>Impact of the airport itself on housing supply is not part of the project however the consideration of potential social impacts associated with housing supply is provided in the social impact assessment for the EIS.</p>	<p>Potential social and economic impacts for communities and areas that may be affected by the project are outlined in Technical paper 10: Social and Technical paper 11: Economic.</p>
Property values	<ul style="list-style-type: none"> Mixed speculation about the impact that WSI would have on property prices, with the some stating they felt it could lead to an increase in value. However, this was dependent on location, flight paths, and proximity to the airport. 	<p>Liverpool City Council Business Western Sydney Property Council of Australia members Community members</p>	<p>While the potential economic changes to the local housing market, are not specifically related to this EIS, as they are dependent on a private market, broader impacts for regional and local communities including impacts on demographic characteristics due to redevelopment or changes in land values are being considered.</p> <p>Technical paper 10: Social discusses impacts to livelihoods resulting from people's perception of changes to property values.</p> <p>Technical paper 11: Economic discusses expected impacts on or changes in land values.</p>	<p>Economic and social impacts both positive and negative, are outlined in Technical paper 10: Social and Technical paper 11: Economic.</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Employment	<ul style="list-style-type: none"> • Interest in understanding more about employment markets, how locals can access these, and whether jobs will be held for locals. • Recommendation to better communicate the scale of employment opportunities and the types of employment that will be sought after WSI opens. • Recommendation to better communicate how small and medium businesses will benefit from the Western Sydney International Airport. • Support for the establishment of a major manufacturing hub at the aerotropolis. It was noted that adequate freight connections to surrounding suburbs needed to be put in place to make sure that local communities can capitalise on these. • Some community concern that employment figures are skewed by construction figures and the real numbers will be significantly lower once WSI is operating. 	<p>Blue Mountains City Council Camden City Council Campbelltown City Council Fairfield City Council Liverpool City Council Penrith City Council Business Western Sydney Ethnic Communities Council of NSW Western Sydney Leadership Dialogue Community members</p>	<p>Although broader employment opportunities relating to the airport itself are not specifically addressed as a requirement in this EIS, the delivery and ongoing operation of airspace architecture will generate a range of specialised employment opportunities.</p> <p>The airport generates employment opportunities rather than the flight paths. Flight paths can, however, impact land uses depending on industry type.</p> <p>Ground transport (for example, freight) is outside the scope of this draft EIS.</p>	<p>Economic and social impacts including employment opportunities to be generated by the project are outlined in Technical paper 10: Social and Technical paper 11: Economic.</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Transport	<ul style="list-style-type: none"> Support for better transport connections across Western Sydney and creating a more connected corridor across the Parkland City. Support for the new Sydney Metro line connecting WSI to the Blue Mountains rail line. Calls to extend the new Sydney Metro line to the south at Leppington and Campbelltown. Calls to extend the new Sydney Metro line from St Marys to Rouse Hill. Noted there is a high level of car dependency in Western Sydney because public transport connections are not easy. Recommendation to implement the principles of a “30 minute city”, noting that this was promised as part of the Western Sydney City Deal. Flexibility and reduced travel times to an international airport were valued. 	Camden City Council Campbelltown City Council Fairfield City Council Penrith City Council Business Western Sydney Western Sydney Leadership Dialogue Blue Mountains Accommodation & Tourism Association Community members	Ground transport is outside the scope of this Draft EIS.	N/A (out of scope) Assessment of the potential traffic, transport and access needs were considered in the 2016 Environmental Impact Statement.
Education, infrastructure and services	<ul style="list-style-type: none"> Support for the creation of new education facilities and training spaces for a skilled workforce in Western Sydney. Excitement for industries, investment and infrastructure that would accompany the aerotropolis. 	Fairfield City Council Liverpool City Council Ethnic Communities Council of NSW Community members	Broader planning needs were addressed in previous strategic planning frameworks and are not related to this draft EIS. Opportunities for new education facilities and other industries is outside the scope of this draft EIS.	N/A (out of scope)

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Western Sydney Identity	<ul style="list-style-type: none"> Recognition WSI was a major city shaping project and would play a role in creating a new identity and character for the Western City Parklands. Noted surrounding communities require investment and support to establish Western Sydney as a destination, e.g. with conference centres, art centres, football stadiums etc. Noted that there is an opportunity and need to create prestige around WSI. There is a risk if this is not done, there will be a feeling it is a less desirable airport for Western Sydney and a better one for the East. 	Fairfield City Council Luddenham Progress Association Ethnic Communities Council of NSW	Broader planning needs have been addressed in previous strategic planning frameworks and are not related to this Draft EIS.	N/A (out of scope)
Opportunities for cultural input	<ul style="list-style-type: none"> Suggestion to increase opportunities for Traditional Owners to provide input into the airport (e.g. incorporating indigenous artwork into the design). 	GBMWAAC	Matters relating to the airport itself are outside the scope of this Draft EIS.	N/A (out of scope)

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Operations				
Second runway	<ul style="list-style-type: none"> Interest in how the second runway will be taken into consideration in the future, with the comment that the flight paths for the second runway should have been developed now. Concern adding a second runway will have significant impacts on other airport operations (e.g. Bankstown), with frustration over lack of certainty. Noted there is some confusion and uncertainty around the second runway within the community. Interest in the projected timeline for reaching capacity operations at WSI. 	Aerotropolis Community Commissioner Fairfield City Council Aerotropolis CCC RAWSA State Members of Parliament Aeria Management Tenants Luddenham Progress Association Community members	A second runway is outside the scope of this draft EIS. Flexibility and expandability were considered in the geometry of the airport and facility layout to allow for its proposed development over the long term in line with increasing demand. Future development is subject to separate regulatory approvals in accordance with <i>Airports Act 1996</i> (Commonwealth), including any required environmental assessment.	N/A (out of scope)
Air traffic volume	<ul style="list-style-type: none"> Interest in understanding how the volume of air traffic compares to Sydney (Kingsford Smith) Airport. Doubt as to whether Sydney needs a second airport, with some suggesting capacity needs could be met by Sydney (Kingsford Smith) Airport. 	GBMWAAC Luddenham Progress Association Community members	Western Sydney is one of Australia's fastest growing regions and is Australia's third-largest economy. WSI will cater for ongoing growth and demand for air travel for the region, particularly as Sydney (Kingsford Smith) Airport becomes increasingly constrained over the coming decades.	The need for WSI was outlined in the 2016 EIS. Chapter 2 of the Draft EIS provides an overview of the strategic context and need for the project.

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Flight paths	<ul style="list-style-type: none"> Concern community and stakeholder groups cannot engage effectively until the flight paths are released and the impacts are understood. There was a desire to see the flight paths and understand the ANEC contours and associated impacts. Concern the flight paths are already fixed as the runway is already under construction. While some communities further out from WSI may not be impacted, communities that are close to WSI and directly aligned with the runway are likely to have planes overhead. Desire to have quantified and detailed information about flight paths when the Draft EIS is released including the number of flights over sensitive areas, height and noise. Broad statements need to be avoided. It was noted that some people who have lived in the area for a long time are getting frustrated as they have been waiting for flight paths to be released for many years. Recommendation for Draft EIS to show the other flight path options that were assessed. Noted there is low awareness in the Blue Mountains that the original point merge flight path designs from the 2015/16 EIS have been discarded. 	<p>Blue Mountains City Council Fairfield City Council Liverpool City Council Penrith City Council Campbelltown City Council Wollondilly Shire Council Business Western Sydney Luddenham Progress Association Mt Wilson & Mt Irvine Progress Associations RAWSA Wallacia Progress Association Blue Mountains Accommodation & Tourism Association GBMWHAAC Ethnic Communities Council of NSW Australian Noise Ombudsman Aeria Management Tenants FOWSA Community members</p>	<p>The project was referred to the (then) Minister for the Environment and Water in 2021 (EPBC 2022/9143) in accordance with Section 161 of the <i>Environment Protection and Biodiversity Conservation Act 1999</i> and Condition 16 of the Airport Plan. In response, the delegate for the Minister for the Environment and Water determined that an EIS would be required and issued the EIS Guidelines on 26 April 2022. This Draft EIS has been prepared to address these requirements.</p> <p>As part of the legislative process a full and transparent consultation process is being undertaken on the proposed flight paths, including the design and mitigations and matters that have been considered.</p>	<p>A detailed assessment of the potential impacts from the proposed flight paths has been undertaken in the technical papers attached to the Draft EIS (Technical papers 1 to 14).</p>

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	<ul style="list-style-type: none"> • There is tension around whether flight paths should be directed over residential/recreational or wilderness areas in the Blue Mountains. • Question on whether the ‘Fly Neighbourly’ Blue Mountains National Park arrangement will be taken into consideration when developing flight paths and altitudes over the Blue Mountains. • Question on how severe weather will impact flight path design and operation. 			
Noise	<ul style="list-style-type: none"> • Implementing a curfew was supported by many, particularly noting perceived inequity between Sydney (Kingsford Smith) Airport and WSI. • Noise impacts on migrants and families with young children is a concern, noting that there is an increase in this demographic in many Western Sydney LGAs. • Noted many community members chose their homes because they disliked noise, and there is a feeling that this is being ignored or overridden. • Concern that excessive noise over recreational areas could cause people to stop using these spaces. 	<p>Blue Mountains City Council Camden City Council Campbelltown City Council Liverpool City Council Wollondilly Shire Council Business Western Sydney Luddenham Progress Association Mt Wilson & Mt Irvine Progress Associations RAWSA Wallacia Progress Association GBMWHAAC</p>	<p>The noise assessment was based on WSI operating on a 24-hour, 7 day a week basis. Noise and potential impacts has been detailed within the EIS in a non-technical manner and include figures and graphics to help explain noise levels in a way that people can understand. The social and health impact assessments has considered noise impacts on different demographics. The Aircraft Overflight Noise Tool which is publicly available online, as noted elsewhere in the Draft EIS) has enabled users to see the indicative altitude of the flight paths, predicted number of flights, and noise mapping at different locations.</p>	<p>Ambient noise studies have been undertaken to inform noise levels at sensitive receivers. This is outlined in Chapter 11 (Aircraft noise) and Technical paper 1: Aircraft noise Technical paper 14: Greater Blue Mountains World Heritage Area Chapter 18 (Social) and Technical paper 10: Social Chapter 20 (Health) and Technical paper 12: Human health Chapter 22 (Cumulative impacts)</p>

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	<ul style="list-style-type: none"> Noted due to the quietness of many wilderness areas, increases in noise will be much more pronounced and need to be carefully monitored. Noted that impacts of the Blue Mountains landscape on noise need to be taken into consideration. Concern people are being told that modern aircraft will be quieter, with the sense that this is misleading and will not be a large noise reduction. Noted that Sydney (Kingsford Smith) Airport aircraft can already be heard in the Blue Mountains and WSI will likely operate at much lower heights. There were questions on whether there are noise limits set under the EPBC Act and how noise minimisation practices would be quantified. Noted the importance of ensuring all people who are impacted by noise are engaged with, to ensure that communities are not surprised by changes. Suggestion to consider the cumulative impacts of noise from the broader aerotropolis, as the community often does not differentiate between different levels of government. 	<p>Ethnic Communities Council of NSW</p> <p>Australian Noise Ombudsman</p> <p>NSW Government Departments</p> <p>Community members</p>	<p>The WSI brochure “noise assessment” to accompany the Aircraft Overflight Noise Tool has been made available in several languages and is supported by the Translating and Interpreting Service (TIS National).</p> <p>Impacts (in particular, noise) on the Blue Mountains are discussed in Technical paper 14: Greater Blue Mountains World Heritage Area.</p> <p>Cumulative impacts (including noise) are covered in Chapter 22 (Cumulative impacts).</p> <p>The legislative framework for noise is discussed in Technical paper 1: Aircraft noise and Chapter 11 (Aircraft noise). The proposed management and mitigation measures for the project are described in each chapter and consolidated within Chapter 24 (Mitigation and management).</p>	<p>Chapter 24 (Mitigation and management)</p>

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Measurement and management	<ul style="list-style-type: none"> Noted the management of the flight paths is critical to maintaining the social license of the airport, and that clearly measurable outcomes and statements of operational performance will be required. Noted that monitoring should be early warning to protect environmental values, rather than an after-the-fact documentation of natural catastrophes. 	RAWSA GBMWAAC	The Draft EIS provides information on proposed safeguards and mitigation measures to deal with the relevant impacts of the project.	Chapter 24 (Mitigation and management) provides an outline of how the project would be monitored and managed over time.
Impact on other airspace	<ul style="list-style-type: none"> There was some interest on whether WSI would impact the operation of existing airports such as Bankstown, Camden and the RAAF Base Richmond. Further information was requested on how the airport would impact other aerial operations such NPWS/RFS fire response, NPWS aerial baiting, and emergency services. Interest in understanding where new flying training areas will be located, noting the higher cost if these are further away. Question on whether there will be compensation for any financial loss experienced by Aeria Management Tenants. 	Luddenham Progress Association GBMWAAC Ethnic Communities Council of NSW State Members of Parliament Aeria Management Tenants Community members	<p>The Draft EIS provides a description of the changes to the Sydney Basin airspace for other airports that are required prior to the opening of WSI in 2026 to enable the new flightpaths and airspace for WSI (facilitated changes).</p> <p>Any aircraft in an emergency will be given priority by Air Traffic Control as per standard aeronautical procedures. Refer to Technical paper 4 (Hazard and risk).</p> <p>Key to the design principles was the need to minimise impacts on the community while maximising safety, efficiency and capacity of WSI and the Sydney Basin.</p>	<p>Chapter 8 provides information on the facilitated changes for the project; Chapter 21 describes the facilitated impacts and Chapter 22 details the cumulative impacts.</p> <p>Technical paper 13: Facilitated changes describes the facilitated changes associated with operation of WSI, including flying training areas.</p> <p>Technical paper 11: Economic looks at the economic impacts to existing flying training operators.</p> <p>Impacts on other airspace users is covered in Technical paper 13: Facilitated changes and Chapter 21 (Facilitated impacts).</p>

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	<ul style="list-style-type: none">• Noted that relocation of operations to other airspaces was not possible in some cases (e.g. Camden cannot accommodate Bankstown operations).• Recommendation for a broader review of airspaces, including potentially reviewing access to military restricted areas.• Safety was a concern, noting that there has been a significant increase in plane numbers in the area. It was recommended that a review of LTOP or of airspace regulations be undertaken.• Concern over potential impacts on recreational activities such as hang gliding in the Blue Mountains.			

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Engagement				
Level of influence	<ul style="list-style-type: none"> • There was concern over how much capacity there was for people to influence the Draft EIS and preliminary flight paths. It was noted engagement needs to be very clear about exactly what the community can change. • There was some concern that engagement on issues is “tick-a-box” and will not consider community views. For example, there is a feeling that the flight paths have already been determined as the runway is under construction. • Noted that often the limitations of developing around heritage areas is not communicated properly and this results in community confusion when certain ideas aren’t progressed. 	<p>Aerotropolis Independent Community Commissioner Campbelltown City Council Wollondilly Shire Council Mulgoa Valley Landcare Inc. Australian Noise Ombudsman RAWSA</p>	<p>Comments received during the development of the Draft EIS have been summarised.</p> <p>Interested parties and the community have been encouraged to make a formal submission on the Draft EIS, to be considered by the Minister for the Environment and Water. The final EIS will account of any comments received during the exhibition period and contain a summary of comments and how comments have been addressed under the <i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i>.</p>	<p>This chapter provides a summary of the consultation that occurred during the project development and environmental assessment process, and the consultation proposed during public exhibition, detailed design, and delivery.</p> <p>The approval for the construction of the runway and airport were covered in the 2016 EIS. Flight path design is an iterative process based on flight path design principles. Chapters 6 and 7 of the EIS summarise the development of the projects and the factors influencing the design of the flight paths.</p> <p>Existing limitations on development around airports is covered in Technical paper 6: Land use and planning and Chapter 14 (Land use).</p>

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Engagement locations and times	<ul style="list-style-type: none"> Engagement needs to ensure people who do not visit town centres are included and aware of the Draft EIS. Noted that there are a lot of shift workers and those who work long hours during the week, so it will be important to provide a range of engagement times and days. Interest in understanding how community information stalls were advertised, and ensuring this is broadened moving into the next phase of engagement. Concern research does not include some areas of the Blue Mountains and Hawkesbury. 	<p>Aerotropolis Independent Community Commissioner Campbelltown City Council</p> <p>Luddenham Progress Association</p> <p>Mt Wilson & Mt Irvine Progress Associations</p> <p>Blue Mountains Accommodation & Tourism Association</p> <p>Ethnic Communities Council of NSW</p> <p>FOWSA</p> <p>Multicultural NSW</p>	Engagement for the Draft EIS has been diverse to ensure it is accessible to the communities in and around the region.	This chapter provides a summary of the consultation that occurred during the project development and environmental assessment process, and the consultation proposed during public exhibition, detailed design, and delivery.

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<p>Communications preferences</p>	<ul style="list-style-type: none"> • It was asked whether/how communication preferences are being collected. • Providing information in different language forums (e.g. radio programs in language, letterbox drops, in-person pop-ups) was recommended. • Noted remote properties needed to be considered and included in information distribution, as they are often forgotten. • Noted for very rural areas it is sometimes best to communicate via email, as many people do not live at their properties all week. Communication via local progress association emailing lists was recommended or to list the associations as contacts for local information. • Noted that translated Q&A documents and live in-person forums are good resources for CALD communities. 	<p>Aerotropolis Community Commissioner Campbelltown City Council Wollondilly Shire Council Luddenham Progress Association Mt Wilson & Mt Irvine Progress Associations Wallacia Progress Association Ethnic Communities Council of NSW Multicultural NSW</p>	<p>Engagement for the Draft EIS has been diverse to ensure it is accessible to the communities in and around the region.</p>	<p>This chapter provides a summary of the consultation that occurred during the project development and environmental assessment process, and the consultation proposed during public exhibition, detailed design, and delivery.</p>

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<p>Engaging with specific stakeholder groups</p>	<ul style="list-style-type: none"> • There was interest in understanding which First Nations stakeholder groups are being engaged with. • Recommendation to engage with the development industry or a peak body such as the UDIA. • Noted that sensitive receivers such as churches and schools need to be included in engagement. • Suggestion to engage with aviation stakeholders such as those at The Oaks aerodrome, Yerranderie and Wedderburn, and to advise local council on impacts to recreational flying. • Concern communities in southern Wollondilly haven't been engaged with. • Recommendation to hold a Blue Mountains tourism forum. 	<p>Blue Mountains City Council Fairfield City Council Wollondilly Shire Council Blue Mountains Accommodation & Tourism Association NSW Government Departments</p>	<p>Targeted engagement has been undertaken with residents, community organisations, local councils, environmental groups, government organisations, aviation groups, service providers, and business groups to inform many aspects of the Draft EIS and especially Technical paper 10: Social.</p> <p>Engagement with Aeria (manager of Bankstown and Camden airports), DITRDCA and tenants of Bankstown Airport has been undertaken to inform several aspects of the Draft EIS and especially Technical paper 11: Economic.</p> <p>Engagement with First Nations knowledge holders and stakeholders to understand cultural values, the places associated within them and concerns about the potential impacts of the project has been undertaken to inform Technical paper 9: Heritage.</p> <p>Engagement is ongoing and will consider recommendations for broader engagement.</p>	<p>This has been addressed in many locations throughout the Draft EIS, but especially in:</p> <p>Technical paper 10: Social Technical paper 11: Economic Technical paper 9: Heritage</p>

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Understanding noise	<ul style="list-style-type: none"> • Recognition of the need for noise to be adequately explained so that community members can understand. Important to not rely solely on ANEC, with the suggestion to compare noise levels with common experiences and explore other ways to make understanding noise impacts clearer. • Noted the diversity of Western Sydney, and the difficulty of explaining noise impacts in this context. • Suggestion the Aircraft Overflight Noise Tool could include potential noise impacts for particular paths and walking trails in the Blue Mountains. • Noted in some quieter areas of Sydney, the change in noise levels will be much more pronounced and felt more keenly. • Recommendation the Aircraft Overflight Noise Tool should be calibrated to ensure real world experience and data match up. 	<p>Blue Mountains City Council Camden City Council Campbelltown City Council Liverpool City Council Wollondilly Shire Council Mt Wilson & Mt Irvine Progress Associations RAWSA Australian Noise Ombudsman Community members</p>	<p>Noise and potential impacts has been explained in a non-technical manner within the EIS, and has used figures and graphics to help explain noise levels in a way that people can understand.</p> <p>The Aircraft Overflight Noise Tool has enabled users to see the indicative altitude of the flight paths, proposed number of flights, and noise mapping at different locations.</p> <p>The WSI brochure “noise assessment” to accompany the Aircraft Overflight Noise Tool is available in several languages and is supported by the Translating and Interpreting Service (TIS National).</p>	<p>Technical paper 1: Aircraft noise Chapter 11 (Aircraft noise)</p>

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<p>CALD engagement</p>	<ul style="list-style-type: none"> Noted the diversity of the Western Sydney region, with concern linguistic barriers were being interpreted as tacit approval for the airport or ambivalence toward the project. Noted that it is not enough to only have information in language on an information hub, as CALD audiences may not be aware that the hub is available. Noted some people are not literate in their first language and some are lacking digital literacy and may not know how to use QR codes etc. However, QR codes that direct people to sites in language (rather than printed copies) have been used successfully in the past. Noted that community influencers are not always the same as community leaders. E.g. religious leaders do not always understand the needs and values of the business community. Recommendation that State Members of Parliament should be contacted ahead of engagement to ensure CALD audiences are included. Noted the top language in Horsley Park is Maltese, followed by Italian. 	<p>Campbelltown City Council Fairfield City Council Liverpool City Council Business Western Sydney Ethnic Communities Council of NSW State Members of Parliament NSW Government Departments Multicultural NSW</p>	<p>Engagement for the Draft EIS has been diverse to ensure it is accessible to CALD communities in and around the region.</p>	<p>This chapter provides a summary of the consultation that occurred during the project development and environmental assessment process, and the consultation proposed during public exhibition, detailed design, and delivery.</p>

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Draft EIS exhibition period	<ul style="list-style-type: none"> 60 business day exhibition period may be too short, as the documents are very technical and local councils often need to engage specialist analysts. 	Camden City Council Penrith City Council	The public exhibition of the preliminary flight paths, Draft EIS and Draft Noise Insulation and Property Acquisition Policy will be conducted by DITRDCA for the period determined by the Australian Minister for the Environment and Water.	N/A
Clarity and transparency	<ul style="list-style-type: none"> Need for the Draft EIS to outline all methodologies and assumptions clearly and transparently, noting that EIS documents are dense and complex. Clarity on terms used is important given the diversity of the audiences. For example, residents in smaller communities such as Silverdale may think that ‘avoiding residential areas’ applies to them. Transparency around engagement activities, feedback and approach was supported. 	Fairfield City Council Liverpool City Council Penrith City Council Wollondilly Shire Council Business Western Sydney Luddenham Progress Association RAWSA Blue Mountains Accommodation & Tourism Association FOWSA Community members	<p>The Draft EIS outlines the consultation that occurred during the project development and environmental assessment process, and the consultation proposed during public exhibition, detailed design, and delivery.</p> <p>Methodologies and assumptions for each specialist area are outlined in Part C (Environmental impact assessment) of the Draft EIS for each specialist area, and the attached technical papers.</p> <p>The Draft EIS includes chapter summaries for each technical paper to explain the potential impacts in a non-technical manner.</p>	<p>This chapter Part C (Environmental impact assessment) of the Draft EIS and attached technical papers</p> <p>Two-page summary for each specialist area.</p>

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Engagement fatigue	<ul style="list-style-type: none"> Noted that there is a large community who are experiencing engagement fatigue and are critical of the consultation process for Warragamba Dam. Engagement during the airport construction was noted as being disappointing, particularly over proposed biodiversity offsets as the outcomes were not seen to be meaningful. 	<p>GBMWAAC Mulgoa Valley Landcare Inc.</p>	<p>Engagement for the Draft EIS has been diverse to ensure it is accessible to the communities in and around the region.</p> <p>Airport construction is outside of the scope of this Draft EIS.</p>	<p>This chapter provides a summary of the consultation that occurred during the project development and environmental assessment process, and the consultation proposed during public exhibition, detailed design, and delivery.</p>
Environment				
Water contamination	<ul style="list-style-type: none"> Concerns there will be contamination of their rainwater catchment tanks or groundwater by things such as fuel dumping, as they are reliant on these sources. More information on where fuel dumping will be permitted was requested. Concern about flight paths over water supplies. There was confusion about whether flying is permitted over Warragamba Dam. Concern over pollutants and contaminants being stored at the airport near the creek. 	<p>Aerotropolis Community Commissioner Camden City Council Luddenham Progress Association Mt Wilson & Mt Irvine Progress Associations Wallacia Progress Association GBMWAAC Mulgoa Valley Landcare Inc. FOWSA RAWSA Community members</p>	<p>Potential impacts on rainwater tanks and drinking water catchment areas from dispersion of air pollution is being assessed and addressed in the Draft EIS.</p> <p>Fuel dumping will have no ground level impacts if carried out in accordance with appropriate procedures. Historical record indicates that they will be very remote events.</p> <p>Storage of materials at the airport is outside the scope of this study and was covered in the 2016 EIS.</p>	<p>Technical paper 2: Air quality and the corresponding EIS chapter considers impacts of the flight paths on water quality.</p> <p>Technical paper 4: Hazard and risk and the corresponding EIS chapter considers fuel dumping.</p> <p>Technical paper 12: Human health and the corresponding EIS chapter assesses the human health impacts of the flight paths including impacts from hazard and risks, noise and air quality.</p>

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Air quality	<ul style="list-style-type: none"> Air quality is a health risk in Western Sydney, noting that there is a high percentage of the population with asthma and respiratory issues. This was intensified because of the Sydney Basin and the Blue Mountains ridgeline acting as a buffer preventing air circulation. Enquiry about whether car exhaust fumes are being considered in the air quality study. Request to have pre-airport and post-airport air quality monitoring undertaken in Blue Mountains communities. 	<p>Blue Mountains City Council Wallacia Progress Association GBMWAAC Community members</p>	<p>The air quality assessment looked at the impacts of the flight paths on existing air quality in the local, regional and national context. The levels of existing air quality (monitored by NSW EPA) include all sources of air pollutants captured by the monitors (including car exhaust fumes). These levels were considered in the overall air quality assessment.</p>	<p>Technical paper 2: Air quality, Technical paper 12: Human health, and the corresponding EIS chapters.</p>

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World Heritage values	<ul style="list-style-type: none"> • Recognition and appreciation of the many studies that are being undertaken to assess the varied impacts on the World Heritage area (e.g. sound across the Blue Mountains). • Noted the calm serenity of the Blue Mountains, and the fact that an airport doesn't fit well with the wilderness character of the region. • Concern that loss of the Blue Mountains World Heritage listing would have impacts on ecotourism in the area. • Noted the Draft EIS needed to directly refer to the statement of Outstanding Universal Value and needed to reflect the fact that a number of adjacent reserves could be added to the World Heritage Area in the future. • Noted Heritage values cannot be offset and cannot be weighed against economic benefits as these are not like-for-like. 	<p>Blue Mountains City Council RAWSA Wallacia Progress Association Blue Mountains Accommodation & Tourism Association GBMWHAAC Community members</p>	<p>Each of the World Heritage values associated with the Greater Blue Mountains Area (GBMA), including the elements identified in the statement of Outstanding Universal Value, have been assessed as part of the draft EIS.</p>	<p>Technical paper 14: Greater Blue Mountains World Heritage Area, and the corresponding EIS chapter.</p> <p>The assessment is also supported by other technical reports (such as biodiversity and heritage).</p>

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<p>Environment and ecosystem</p>	<ul style="list-style-type: none"> Noted the importance and fragility of the Blue Mountains/Mt Irvine/Mt Wilson ecosystems, being some of the only temperate rainforest areas in Australia. Noted the significant impact of the recent bushfires and that the area was still recovering. Suggestion that government invest a significant amount of money into preserving the environment and ecosystem. Concern the precautionary principle is not being exercised, and that cumulative impacts could result in significant negative outcomes for the environment and ecosystems. Concern that flow-on impacts are not being taken into consideration. For example, the loss of flying foxes will have ramifications for the entire ecosystem (e.g. pollination). Noted the proposed biodiversity offset site at Orchard Hills Defence Base was already named as an offset before the airport was decided so should not be able to be included, and the department's commitment to protecting biodiversity was questioned. 	<p>Mt Wilson & Mt Irvine Progress Associations RAWSA Wallacia Progress Association Blue Mountains Accommodation & Tourism Association GBMWHAAC Mulgoa Valley Landcare Inc. Community members</p>	<p>Potential impacts on values contained within the GBMA are identified and assessed in Technical paper 14: Greater Blue Mountains World Heritage Area and Technical paper 8: Biodiversity. The importance of values protected within the GBMA are expressed in these papers.</p> <p>Impacts associated with the 2019/2020 bushfires are considered in Technical paper 8: Biodiversity and Technical paper 14: Greater Blue Mountains World Heritage Area. The project will have no direct impacts on any areas subject to or recovering from these bushfires.</p> <p>Grey-headed Flying-foxes were considered particularly susceptible to wildlife strike and impacts associated with the project on this species is considered within the Biodiversity and Wildlife Strike Assessment technical papers.</p> <p>Impacts on the environment as a whole are considered in Technical paper 8: Biodiversity, Technical paper 5: Wildlife strike risk and Technical paper 14: Greater Blue Mountains World Heritage Area. These assessments are taking a precautionary approach and consider cumulative impacts in assessing impacts on the environment (which includes ecological processes and systems).</p>	<p>Technical paper 5: Wildlife strike risk, Technical paper 8: Biodiversity, Technical paper 14: Greater Blue Mountains World Heritage Area and the corresponding EIS chapters.</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
	<ul style="list-style-type: none"> Comment that the Cumberland Plain Conservation Plan is inadequate but is a starting point that should be built upon. WSI seems to be contrary to the general movement toward sustainability and net zero. 		<p>Broader planning needs relating to offsets, conservation plans and sustainability have been addressed in previous strategic planning frameworks and the 2016 EIS, and are outside the scope of this Draft EIS.</p>	
Wildlife	<ul style="list-style-type: none"> Bird strikes are of concern. Further information is requested on how DITRDCA intends to protect critical migratory corridors for birds and how bird strikes will be made safe. Noted that isolated pockets of vegetation do not help. There is tension as councils seek to increase tree canopy cover across Western Sydney, however do not want to attract fauna to the airport area. Concern there will be dramatic changes to the environment, e.g. increase in noise, and will impact returning sensitive wildlife in the Blue Mountains. Vulnerable species discussed included the bellbird, flying foxes, the Swift Parrot, and the Regent Honey Eater. Noted that during the WSI construction, fences were built along the sides of the road and resulted in a significant increase in roadkill. 	<p>Camden City Council Mt Wilson & Mt Irvine Progress Associations RAWSA Wallacia Progress Association Blue Mountains Accommodation & Tourism Association GBMWAAC Mulgoa Valley Landcare Inc. Community members</p>	<p>Technical paper 5: Wildlife strike risk, Technical paper 8: Biodiversity and Technical paper 14: Greater Blue Mountains World Heritage Area identify and assess potential impacts associated with WSI flight paths on the environment, including vulnerable species and sensitive wildlife within the GBMA.</p> <p>Of the vulnerable species, flying-foxes are the primary concern from a wildlife strike perspective, however strike numbers are likely to be low with very minimal population impacts.</p> <p>Bellbird, swift parrot and regent honeyeater are unlikely to occur in aircraft conflict zones.</p> <p>Although the project would result in occasional wildlife strike and potentially elevate or exacerbate existing noise, vibration, light and air quality values, these impacts are considered unlikely to be of a magnitude that would lead to a significant impact on the environment, or on the population of any specific species.</p>	<p>Technical paper 5: Wildlife strike risk, Technical paper 8: Biodiversity, Technical paper 14: Greater Blue Mountains World Heritage Area and the corresponding EIS chapters.</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
			<p>Tree canopy objectives and wildlife attraction has been addressed in the Western Sydney Aerotropolis Development Control Plan.</p> <p>Airport construction is outside the scope of this Draft EIS.</p>	
Urban heat	<ul style="list-style-type: none"> Recognition that increasing vegetation to cool the city is a key priority. Concern WSI will contribute to the already significant urban heat issues in the area and impact the health of people and animals. 	<p>Penrith City Council Wallacia Progress Association Mulgoa Valley Landcare Inc. Community members</p>	<p>Urban heat effects are outside the scope of this Draft EIS.</p>	N/A (out of scope)
Bushfire	<ul style="list-style-type: none"> Concern an increase in planes over the Blue Mountains area could result in fires (e.g. plane crashes). Noted that the region did not have the resilience to cope with a number of these events. 	<p>Mt Wilson & Mt Irvine Progress Associations GBMWAAC</p>	<p>Operation of flight paths over the Blue Mountains presents a very low risk of introducing fire through aircraft accidents. This is based on an estimate for the crash rate from aircraft during flight over the Blue Mountains ranging between approximately one in 1,700 to one in 2,400 years in 2055. The range in the crash rate risk reflects the likely distribution of traffic movements using the flight paths over the Blue Mountains.</p>	<p>Technical paper 4: Hazard and risk (see Section C3, Appendix C), and the corresponding EIS chapter.</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Visual amenity	<ul style="list-style-type: none"> Question on whether visual amenity assessments will include impact on residents. Noted that visual amenity in the Blue Mountains is a key priority. 	Luddenham Progress Association GBMWAAC	<p>The impacts of the flightpaths on visual amenity of residents is addressed in the Draft EIS. This includes the assessment of views representing residential areas.</p> <p>The impact of flightpaths on the visual amenity of the Blue Mountains (including the World Heritage Values) is considered in the Draft EIS.</p>	Technical paper 7: Landscape and visual amenity, and the corresponding EIS chapters.
Blue Mountains recreation	<ul style="list-style-type: none"> The importance of the Blue Mountains environment for recreation and tourism in Greater Sydney was recognised, and that protecting this was of key importance. Concern that any overflights (particularly at night) would impact activities such as camping and reduce the likelihood that people would visit. Concern that camping will be a secondary consideration for flight paths. Community expectation higher levels of protection should apply to national parks. There is an expectation of pristine wilderness. People (international and domestic visitors) would choose to go elsewhere if these values are being degraded. Noted the Dark Skies initiatives in the Blue Mountains to protect the area from light pollution and planes. Health and wellbeing benefits of biodiversity were recognised. 	Luddenham Progress Association RAWSA Wallacia Progress Association Blue Mountains Accommodation & Tourism Association GBMWAAC Mulgoa Valley Landcare Inc. Community members	<p>The potential impacts of overflights (particularly at night) on the wilderness areas and associated activities are being considered as part of the assessment focusing on the GBMA through consideration of the values associated with this area.</p> <p>Consideration of specific impacts, such as light impacts a night and impacts to recreational activities (such as camping) will be considered as part of Technical paper 14: Greater Blue Mountains World Heritage Area as well as Technical paper 7: Landscape and visual amenity.</p> <p>The safety of the proposed flight paths has been a primary factor in the determination of the proposed flight paths.</p>	Technical paper 14: Greater Blue Mountains World Heritage Area, Technical paper 7: Landscape and visual amenity and Technical paper 10: Social, and the corresponding EIS chapters.

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Flooding	<ul style="list-style-type: none"> Concern that the airport is built in a flood-prone area, with questions on whether this has been considered. 	Ethnic Communities Council of NSW	Airport construction and surface water impacts (including flood potential) are outside the scope of this Draft EIS.	N/A (out of scope)
Cultural and social				
Aboriginal cultural connections	<ul style="list-style-type: none"> Noted Traditional Owners are not in favour of flight paths over Blue Mountains wilderness areas. Cultural groups of importance included the Dharug, Gundungurra and Dharawal. It was noted that the Gundungurra people in the Burratorang Valley are particularly sensitive to development as they have been engaging on the Warragamba Dam Wall raising project and have already lost several cultural sites. Preservation of existing cultural sites noted as being of key importance in the Blue Mountains. 	<p>Blue Mountains City Council Wollondilly Shire Council Mt Wilson & Mt Irvine Progress Associations Community members</p>	<p>The Draft EIS has included engagement and assessment of Aboriginal cultural connections with the land and surrounding wilderness.</p> <p>Engagement with First Nations knowledge holders and stakeholders to understand cultural values, the places associated within them and concerns about the potential impacts of the project has been undertaken.</p> <p>Further engagement will be undertaken.</p>	Technical paper 9: Heritage.

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Cultural agreements	<ul style="list-style-type: none"> Question around how the Gundungurra Agreement will be considered in the draft EIS. 	GBMWHAAC	<p>The Draft EIS has included engagement and assessment of Aboriginal cultural connections with the land and surrounding wilderness.</p> <p>Engagement with First Nations knowledge holders (including Gundungurra Traditional Owners) and stakeholders to understand cultural values, the places associated within them and concerns about the potential impacts of the project has been undertaken.</p> <p>Further engagement will be undertaken.</p>	Technical paper 9: Heritage assesses potential impacts on Aboriginal heritage in general terms, however it does not directly refer to the Gundungurra Agreement.
Colonial heritage	<ul style="list-style-type: none"> Noted that there is a lot of colonial heritage in Mulgoa Valley. These large colonial estates play a key role in preserving biodiversity as they are often larger estates and are not cleared. Reference was made to a historical state regional planning policy that protected the area, with concern this work was being undone. Concern about how Fern Hill heritage area is going to be managed. 	Mulgoa Valley Landcare Inc.	The Technical paper 9: Heritage has considered impacts on the heritage values of Mulgoa Valley and Fern Hill.	Technical paper 9: Heritage and the corresponding EIS chapter.

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Health	<ul style="list-style-type: none"> Recognised that health has been a major issue of concern for the Western Sydney community in the past. Noted that many regional communities have ageing populations that require additional support. Long-term impacts of sleep deprivation were discussed, particularly noting the impact on students and young children. 	Blue Mountains City Council Penrith City Council Luddenham Progress Association Mt Wilson & Mt Irvine Progress Associations RAWSA Community members	Existing health and health concerns of the population within the human health study area has been considered. The assessment has included specific information and assesses the health-related impact of noise on sleep and cognitive development for children.	Technical paper 12: Human health and the associated EIS chapter.
Infrastructure				
Major infrastructure projects nearby	<ul style="list-style-type: none"> Warragamba Dam wall raising, highway upgrades, the M7 Motorway construction, and major rail corridors were noted as being significant challenges for locals. There is particular concern over the land acquisition processes, and this causes uncertainty for residents. Concern over the cumulative impact of multiple major infrastructure projects on the environment and noise for residents, which is causing the loss of regional character. Warragamba Dam was particularly noted as destroying indigenous cultural sites and critical breeding areas for the Regent Honey Eater. 	Blue Mountains City Council Camden City Council Fairfield City Council RAWSA Wallacia Progress Association GBMWAAC Mulgoa Valley Landcare Inc.	Broader planning needs have been addressed in previous strategic planning frameworks and are not related to this draft EIS.	Broader planning needs are outside the scope of the Draft EIS. Chapter 22 of the Draft EIS details the cumulative impacts. Technical papers for each specialist area include consideration of cumulative impacts.

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
	<ul style="list-style-type: none"> Population increases because of major infrastructure works was noted as being of concern, with the sense that biodiversity values were being consistently put last. Concern major development areas such as Macarthur, the aerotropolis, and Castlereagh are considering their projects in isolation and not evaluating the impact of all of these together. 			
Transport & freight	<ul style="list-style-type: none"> Transport through the western rail corridor needs to be better utilised. Western Sydney lacks key transport connections. Concern that NSW Government has not adequately developed rail freight through the Blue Mountains and that an increased number of trucks will put significant pressure on the Great Western Highway. Rail and bus connections to the airport need to be in place before the airport is completed by 2026, noting that the existing public transport infrastructure in Western Sydney is not adequate (connections between the Sydney Metro and Leppington, transport through to the Blue Mountains, and creating a connection between Penrith and Richmond). 	<p>Blue Mountains City Council Camden City Council Campbelltown City Council Fairfield City Council Penrith City Council Luddenham Progress Association FOWSA Blue Mountains Accommodation & Tourism Association Ethnic Communities Council of NSW Community members</p>	<p>Ground transport is outside the scope of this draft EIS.</p>	<p>N/A (out of scope) Assessment of the potential traffic, transport and access needs were considered in the 2016 Environmental Impact Statement.</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Local roads and traffic	<ul style="list-style-type: none"> Concern that infrastructure levels in Blue Mountains and other rural and semi-rural areas do not have the capacity to deal with significant, rapid increases in tourism numbers. Concern people won't realise the full extent of how they will be impacted by WSI until it happens (e.g. cumulative traffic impacts). Concern that some communities won't receive any benefits but will be significantly impacted by increases in traffic and deteriorated local roads. There was a need for more investment in local infrastructure in the regions closest to the airport. Concern over increased number of trucks on the roads, including fuel trucks. It was suggested that a fuel pipeline should be built to alleviate this. 	Blue Mountains City Council Campbelltown City Council Liverpool City Council Wollondilly Shire Council Luddenham Progress Association Wallacia Progress Association Ethnic Communities Council of NSW Community members	Broader planning needs have been addressed in previous strategic planning frameworks and are not related to this draft EIS. Ground transport is outside the scope of this draft EIS.	N/A (out of scope) Assessment of the potential traffic, transport and access needs were considered in the 2016 Environmental Impact Statement.
Services	<ul style="list-style-type: none"> Desire to ensure WSI does not become an 'island', where power and water infrastructure is built for WSI but not for surrounding suburbs. Concern there is currently limited education infrastructure in some smaller communities, and that without investment these will close and children will have to travel significant distances for education. 	Penrith City Council Luddenham Progress Association NSW Government Departments	Broader planning needs have been addressed in previous strategic planning frameworks and are not related to this draft EIS.	N/A (out of scope)

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Planning and policy				
Draft Noise Insulation and Property Acquisition Policy	<ul style="list-style-type: none"> • Desire to know what the details of this will be. • Noted it would be important to ensure that schools, childcare centres, aged care facilities, hospitals, and other vulnerable populations needed to be included in the policy. • Recommendation that new school projects near the airport need to be considered in the Draft EIS. • Concern several properties in areas such as Silverdale and Warragamba are not built with adequate noise insulation and will need to be considered. • Concern there are a lot of renters and vulnerable communities who live in caravan parks, with the question of how these people will be protected from noise impacts and who will pay. • Concern acquisition could fragment the community or reduce social cohesiveness. • Suggestion there could be different compensation for people who have lived in the area since before the airport was announced. 	<p>Camden City Council Campbelltown City Council Fairfield City Council Liverpool City Council Wollondilly Shire Council Business Western Sydney Aerotropolis CCC Luddenham Progress Association Mt Wilson & Mt Irvine Progress Associations Wallacia Progress Association Blue Mountains Accommodation & Tourism Association Ethnic Communities Council of NSW Australian Noise Ombudsman NSW Government Departments Community members</p>	<p>DITRDCA has prepared a draft noise insulation and property acquisition policy which details the eligibility requirements for inclusion in the program.</p> <p>This draft policy will be used for the most severely impacted individuals who are eligible according to the policy for either land acquisition or participation in a property upgrade scheme.</p>	<p>Further information on the draft noise insulation and property acquisition policy is provided in Chapter 11 (Aircraft noise).</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
	<ul style="list-style-type: none"> • Comment that home insulation is good, but that many of the community moved to these areas to be outdoors. • Noted that insulation will not be applicable to the wilderness retreats that are run by National Parks or tents in campsites, so these areas need to be considered. • Concern that house prices could be devalued if adequate insulation is not provided. 			
ANEC	<ul style="list-style-type: none"> • Councils would like certainty around ANEC contours and how this impacts their master planning and zoning. • Particular issue around Luddenham (dual occupancy) and Horsley Park (planning restrictions). 	<p>Camden City Council Fairfield City Council Penrith City Council Luddenham Progress Association Aerotropolis Independent Community Commissioner Property Council of Australia members Community members</p>	<p>The ANEC contours in the Draft EIS are a forecast of future aircraft noise exposure and show the concentration of noise around WSI for single runway operation. They provide information about predicted noise exposure from the project.</p> <p>This is different to the ANEC represented in various State and Local planning instruments which identify an ANEC representing the long-term, dual-runway for WSI.</p> <p>Any change to current land use planning instruments would be based on longer-term forecasts of noise exposure and the ANEF for the long-term WSI development strategy.</p>	<p>Chapter 14 (Land use) Technical paper 6: Land use and planning</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Zoning changes	<ul style="list-style-type: none"> Restrictions on developing residential land is causing frustration among the community (e.g., Horsley Park and Luddenham). Request for this to be looked at as part of the Draft Noise Insulation and Property Acquisition Policy. Noted community members will correlate the flight paths with SEPP changes, and that there will be confusion around who is responsible for development decisions. Concern existing residential areas in communities close to the airport will change to commercial, which will simultaneously reduce the number of customers for local businesses while creating more competition. Concern updating the Obstacle Limitation Surface (OLS) around the airport could impact development around the aerotropolis and Bradfield. 	<p>Fairfield City Council Penrith City Council Luddenham Progress Association FOWSA Aerotropolis Independent Community Commissioner Property Council of Australia members Community members</p>	<p>Land use planning has sought to ensure that land use near WSI is compatible with noisy aviation activities, with a primary goal of minimising the population affected by aircraft noise, through implementation of land-use planning measures, such as land use zoning around WSI.</p> <p>Appropriate noise management controls have also been included in applicable planning instruments in advance of WSI's airport operations.</p> <p>DITRDCA has prepared a draft noise insulation and property acquisition policy which details the eligibility requirements for inclusion in the program.</p> <p>This draft policy will be used for the most severely impacted individuals who are eligible according to the policy for either land acquisition or participation in a property upgrade scheme.</p> <p>The draft noise insulation and property acquisition policy does not contemplate land use zoning changes.</p> <p>The OLS for WSI was prescribed on 19 October 2017 in accordance with the Airports (Protection of Airspace) Regulations 1996 (APAR) and is reflected in land use planning instruments.</p>	<p>Chapter 14 (Land use), Technical paper 6: Land use and planning, Chapter 19 (Economic), Chapter 18 (Social), Technical paper 10: Social and Technical paper 11: Economic.</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
			<p>The <i>Western Sydney Aerotropolis Precinct Plan</i> (NSW DPE, 2023a) is in force under the provisions of the Western Parkland City SEPP. The Precinct Plan outlines specific objectives for ensuring that development is responsive to the Western Sydney Airport’s operational constraints including aircraft noise and OLS.</p> <p>DITRDCA is engaging with state and local planning authorities as part of the process of declaring a new OLS under the APAR. Once declared, the new prescribed OLS will be enforceable under the APAR and any amendments made to NSW planning instruments.</p> <p>Economic impacts of development around the airport were covered in the 2016 EIS. Technical paper 11 and Chapter 19 Economic include discussions on the economic impacts of the change to flight paths associated with WSI.</p>	
Development near the airport	<ul style="list-style-type: none"> Concern Penrith City Council allowed the development of residential suburbs in Twin Creeks and Glenmore Park, which are close to WSI. Feeling that the approval of the Bradfield City Centre development is a double standard, as similar projects are not permitted in Luddenham. 	<p>Aerotropolis CCC Luddenham Progress Association Wallacia Progress Association</p>	<p>Broader planning needs have been addressed in previous strategic planning frameworks and are not related to this draft EIS.</p>	<p>N/A (out of scope)</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in this Draft EIS
Western Sydney and Blue Mountains integration	<ul style="list-style-type: none"> Concern there has not been sufficient work or funding to integrate Blue Mountains into the Western Sydney region. As a result, there is a lack of planning around enabling connections through to the Blue Mountains and creating a world-class experience. Concern that the Blue Mountains region is not prepared for WSI, and council is unwilling to plan and put funds towards capitalising on opportunities. Concern that Blue Mountains will lose its brand if it is merged with Western Sydney without proper consideration. Suggestion that involvement from Destination NSW is needed. 	Business Western Sydney Blue Mountains Accommodation & Tourism Association Australian Attractions	Broader planning needs have been addressed in previous strategic planning frameworks and are not related to this Draft EIS.	N/A (out of scope)

9.4 Release of the preliminary flight paths

Ahead of the formal draft EIS exhibition period, and to compliment the engagement that had been undertaken to date, the preliminary flight paths that will be presented and further discussed in the draft EIS were released.

The aim of the standalone preliminary flight paths consultation program was to:

- present the preliminary flight paths to landholders, residents and stakeholder groups
- clearly outline the detail in the Aircraft Overflight Noise Tool and offer opportunities for future consultation
- educate and inform the community about future opportunities to make a submission to the Regulator when the draft EIS is on exhibition (noting the technical complexity of the information involved).

9.4.1 Aircraft Overflight Noise Tool

On Tuesday 27 June 2023, the preliminary flight paths were released via an Aircraft Overflight Noise Tool.

This Aircraft Overflight Noise Tool is an interactive online map where the community or interested parties can enter their address or point of interest and view:

- the proposed runway mode in operation
- the preliminary flight paths at a time of day (day to evening and overnight)
- different noise metric types and contour maps.

9.4.1.1 Supporting the community to understand the Aircraft Overflight Noise Tool

Due to the technical nature of the information presented in the Aircraft Overflight Noise Tool, a suite of supporting information and engagement activities have been held. The table below outlines the consultation and communication activities that have been held between the 27 November 2023 – the 7 August 2023.

It should be noted that further engagement will continue in the lead up to the draft EIS being placed on exhibition.

Table 9.5 Aircraft Overflight Noise Tool engagement and communication activities

Activity	Purpose	Stakeholder groups
1. Stakeholder briefings	Briefings with supporting presentation materials have been held with key stakeholders outlining what the Noise Tool is, noise impacts and how they are shown, sensitive areas and residential impacts.	Local Councils, local MPs, Aviation Bodies and Aboriginal and heritage representatives
2. Website and Online Community Portal	Updated communication materials are shared online with a focus on the preliminary flight paths and noise assessments.	All interested parties
3. Online Aircraft Overflight Noise Tool	The Aircraft Overflight Noise Tool has been published online for members of the community to view. As of the 7 August 2023, more than 230,000 visits have been made to the Online Aircraft Overflight Noise Tool.	All interested parties

Activity	Purpose	Stakeholder groups
4. Information brochures	<p>Paper copies of the preliminary flight paths and noise assessments brochures have been sent to local councils and WSA Co for display.</p> <p>The following councils received brochures for display:</p> <ul style="list-style-type: none"> • Fairfield City Council • Blacktown City Council • Blue Mountains City Council • Camden Council • Campbelltown City Council • Cumberland City Council • Liverpool City Council • City of Parramatta Council • Penrith City Council • Wollondilly Shire Council • Wingecarribee Shire Council. 	Community members
5. Community postcard	<p>A letter box drop was undertaken with surrounding residents within the identified Local Government Areas (LGAs) notifying them that the preliminary flight paths had been released and how to find out more information.</p> <p>Residents in the following LGAs received a community postcard:</p> <ul style="list-style-type: none"> • Blacktown City Council • Blue Mountains City Council • Camden Council • Campbelltown City Council • Cumberland City Council • Fairfield City Council • Hawkesbury Shire Council • Hill Shire Council • Liverpool City Council • City of Parramatta Council • Penrith City Council • Wollondilly Shire Council. 	Local residents and businesses
6. Local newspaper notices	<p>Notices have been published in news outlets notifying the reader that the preliminary flight paths had been released and how to find out more information.</p>	Sydney based community members

Activity	Purpose	Stakeholder groups
7. Community Information and Feedback Sessions	<p>Community members have been invited to a number of Community Information and Feedback Sessions, held at accessible times and attended by technical experts. As of the 7 August 2023 these have been held in the following areas:</p> <ul style="list-style-type: none"> • Thursday 6 July – Bringelly • Saturday 8 July – Silverdale • Saturday 15 July – Horsley Park • Monday 17 July – Springwood • Saturday 22 July – Blacktown • Wednesday 26 July – Penrith • Saturday 29 July – Blaxland • Thursday 3 August – Liverpool • Saturday 5 August – Windsor. 	Local community members and stakeholders
8. Community Information Stalls	<p>Community Information Stalls have been held to help build awareness on the preliminary flight paths and to inform visitors about the formal exhibition period later in 2023. As of the 7 August 2023 Information Stalls have been held in the following areas:</p> <ul style="list-style-type: none"> • Sunday 16 July – Luddenham Country Market • Sunday 23 July – Blacktown Markets • Sunday 30 July – Narellan Shopping Plaza. 	Local community members
9. Community 1800 number	<p>The community have been able to ask questions via the 1800 line. As of the 7 August 2023, more than 125 phone calls have been received.</p>	All interested parties
10. Project email	<p>The community have been able to ask questions via the project email.</p> <p>As of the 7 August 2023, more than 340 emails have been received.</p>	All interested parties
11. Email updates	<p>Notifications were sent out via emails to key stakeholders and community members who had signed up to receive email updates.</p> <p>All interested parties have been encouraged to sign up to the data base to be informed on when the draft EIS will be placed on exhibition.</p>	All interested parties who have subscribed
12. Online feedback form	<p>An online feedback form has been published on the Online Community Portal and all attendees of community events have been encouraged to complete one.</p>	Community members and stakeholders

9.4.2 Key areas of interest and concern

While formal feedback is going to be channelled through the statutory exhibition process, the following areas of interest and concern have been raised during the standalone preliminary flight paths consultation program:

- **Flight Path and Noise Impacts:** Some residents expressed that they think the flight paths are too close to residential areas. They have expressed concerns over the impact on home values and quality of life.
- **Environmental Impacts:** Concerns have been raised about the negative effects on world heritage areas, such as the Blue Mountains. There are also broader concerns about the environmental impacts, including on air quality, bird strikes, and effects on wildlife.
- **24/7 Operations and Requests for a Curfew:** There is frustration with the proposed 24/7 operations, and some residents feel that a curfew should be in place. There is a feeling that Western Sydney residents are being treated unfairly compared to those in the Eastern suburbs.
- **Health Impacts:** Some residents expressed concerns about the impact of noise pollution on mental and physical well-being. There are concerns about interrupted sleep, the impact on vulnerable populations, and the overall quality of life in their communities.
- **Approach to Consultation:** Some community members expressed that they do not use the internet very much and would like to see more effort in relation to publicising local engagement events via paper post and printed notifications in local places of interest. However, other community members have stated that they can see that a great deal of effort has been put in place to provide information on the preliminary flight paths and commentary has been made that the current Community Information and Feedback Sessions have been more engaging than ones held in the past.
- **Economic Benefits:** Comments have been expressed towards excitement about the prospect of new economic opportunities afforded by the new airport.
- **Proximity to an Airport:** Broader comments have been made that residents are looking forward to having an airport closer to their homes in Western Sydney.
- **Impacts to drinking water:** Local residents who are not connected to mains water supply have expressed an interest to see more about measures to minimise water impacts once the draft EIS is released.
- **Insulation and acquisitions:** Further information on how the government will look to provide insulation or acquisitions has been raised at some events, with a keen interest to hear more once the draft EIS is released.
- **Planning constraints:** It has been raised by some property owners that they have an ongoing interest in the ANEC boundaries and the impact on planning and residential developments.

9.4.3 Reporting on feedback

A detailed engagement and feedback report will be compiled at the end of the engagement period for the standalone preliminary flight paths consultation program, prior to the draft EIS exhibition and consultation period.

Any commentary or feedback received during this time will be reflected in the final EIS.

9.5 Continued engagement during the Draft EIS exhibition

Public exhibition of the Draft EIS is required under Commonwealth legislation. Section 103 of the EPBC Act requires DITRDCA (as the nominated proponent) to invite comment on the Draft EIS, including the preliminary flight paths.

The Draft Noise Insulation and Property Acquisition Policy will also be exhibited for public comment at the same time.

The public exhibition of the preliminary flight paths, Draft EIS and Draft Noise Insulation and Property Acquisition Policy will be conducted by DITRDCA for a period determined by the Australian Minister for the Environment and Water.

A wide range of engagement activities will be undertaken to help facilitate submissions from the community and stakeholders. A copy of all comments received on the Draft EIS will be forwarded to the Australian Minister for the Environment and Water.

Table 9.6 below outlines the proposed engagement activities during the Draft EIS exhibition, which will continue to be reviewed and amended as needed.

Table 9.6 Proposed engagement activities during the exhibition of the Draft EIS

Activity	Detail
Community Information and Feedback Sessions	
Community Information and Feedback Sessions will be held across the greater Sydney area, including the Blue Mountains, during the Draft EIS exhibition period.	To help answer detailed questions and provide the community with information, project information and technical experts will be available to provide more context and background on matters relating to the Draft EIS and the Draft Noise Insulation and Property Acquisition Policy, with the intention to support the community in making informed submissions on the Draft EIS. Information will also be made available in language for members of the CALD community.
Community Information and Feedback Stalls	
A number of targeted Community Information and Feedback Stalls will be scheduled across the Western Sydney and Blue Mountains area during the Draft EIS exhibition period.	Community Information and Feedback Stalls will be held at places of interest to provide an opportunity to raise awareness with the local community that the Draft EIS and the Draft Noise Insulation and Property Acquisition Policy are now on exhibition. Opportunities will be made to answer questions, provide members of the community with information and explain the planning and exhibition process in more detail. Information will also be made in language for members of the CALD community.
Stakeholder meetings	
Meetings will be held with stakeholders who are interested in the Draft EIS and Draft Noise Insulation and Property Acquisition Policy.	To help answer detailed questions and provide the interested parties with information, project information and technical experts will provide more context and background on matters relating to the Draft EIS and the Draft Noise Insulation and Property Acquisition Policy, with the intention to support stakeholders in making informed submissions on the Draft EIS.

Activity	Detail
One to one meetings	
Individual meetings with local landholder and residents within identified areas will be organised during the Draft EIS exhibition period.	For members of the community who reside in areas that are anticipated to receive more impacts, smaller meetings will be held to answer questions and provide information to facilitate informed submissions on the Draft EIS.
Project 1800 line (1800 038 160)	
A dedicated project telephone line will be managed.	To manage any enquiries and questions members of the Community Engagement Team will continue to manage and respond to enquiries via the 1800 line. Interpreters will be made available where needed.
Project email (WSIflightpaths@infrastructure.gov.au)	
A dedicated project email will be managed and subscribers to the community newsletter will receive timely information.	To notify subscribers of the Draft EIS and the Draft Noise Insulation and Property Acquisition Policy exhibition process, information will be emailed to the project database. To manage any ongoing enquiries and questions members of the Community Engagement Team will continue to manage and respond to enquiries via project email. Interpreters and translations will be made available where needed.
Project collateral	
Specific information will be made available in simplified formats to explain elements of the Draft EIS and the Draft Noise Insulation and Property Acquisition Policy in more detail, and a clear overview on ways to engage on the project and how to make a submission.	Project information will include simplified brochures, fact sheets and FAQs. Information will be made available at events, at local council offices and at the WSA Co Experience Centre. Information will also be made in language for members of the CALD community.
Online material	
Specific information will be made available online, in simplified formats to explain elements of the Draft EIS and the Draft Noise Insulation and Property Acquisition Policy in more detail, and a clear overview on ways to engage on the project and how to make a submission.	The DITRDCA website (www.westernsydneyairport.gov.au) and the Online Community Portal (www.WSIflightpaths.gov.au) will be updated to display information online. Interpreters and translations will be made available where needed.
Media releases (including social media)	
Information will be made available to media outlets highlighting the Draft EIS, including the Draft Noise Insulation and Property Acquisition Policy exhibition process.	Where relevant, information will be shared with media and social media outlets to help draw attention to the exhibition process and how to make a submission.

Activity	Detail
Public Notices	
Public Notices will be made across media outlets, highlighting the Draft EIS process.	Public Notices will outline the exhibition process and how to make a submission. Information will also be made available in language for members of the CALD community.

9.6 Assessment and determination engagement

Ongoing engagement will continue as the Draft and Final EIS is reviewed and approved. The project team will collate and sort all submissions received during public exhibition. The issues raised will be addressed in the final EIS and published.

The Department will keep the community and key stakeholder informed about the project through a range of engagement activities, including face-to-face engagement, online information, the management of the 1800 line and project email.

9.7 Ongoing engagement

Consultation and engagement has occurred throughout the airspace design process in accordance with *Condition 16 – Airspace design process*:

- (2) *The airspace and flight path design are to be developed by a steering group led by the Infrastructure Department and involving Airservices Australia and the Civil Aviation Safety Authority. After an Airport Lease is granted the ALC will also be invited to participate in the steering group. The Infrastructure Department must establish a community and stakeholder reference group (Forum on Western Sydney Airport) which will operate until the end of the detailed design stage identified in Table 10 in Part 2 of the Airport Plan.*
- (3) *In developing the airspace and flight path design, the steering group must conduct public consultation with stakeholders who include the aviation industry, the community and state and local government authorities.*

Ongoing consultation would occur through the establishment of the WSI Community Aviation Consultation Group (WSI CACG), which would evolve from the current Forum on Western Sydney Airport (FOWSA) to ensure appropriate community engagement on airport planning and operations. The WSI CACG would be established prior to the commencement of airport operations.

The aim of the WSI CACG would be to support effective engagement between WSI and Commonwealth, State and Local government agencies on strategic planning issues. The WSI CACG would include representatives from a range of stakeholders, including local environmental interest groups and members of the community. The WSI CACG's role would be to enable stakeholders to be consulted and become involved in issues relating to ongoing WSI management, future master planning processes, environmental and sustainability matters and consultation on proposed noise abatement procedures.

Other mechanisms supporting the WSI operational engagement framework would include:

- the Airservices Australia Noise Complaints and Information Service, to handle complaints and enquiries about aircraft noise and operations associated with WSI, to help identify issues of community concern and provide opportunities for improvement
- the Aircraft Noise Ombudsman (ANO) (an independent administrative office), to conduct reviews of Airservices Australia's and Defence's management of aircraft noise-related activities. The ANO would also monitor and report on the effectiveness of the community consultation processes related to aircraft noise for WSI and the presentation and distribution of aircraft noise-related information.