

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 EIS. This includes an outline of:

- the consultation requirements outlined in the EIS Guidelines issued by the Minister for the Environment and Water (outlined in Section 9.1)
- the overarching engagement plan, including principles, objectives and identified stakeholders
- engagement activities undertaken on the Draft EIS and feedback received
- engagement activities undertaken on the design refinements in response to submissions received on the Draft EIS
- plans for ongoing engagement on WSI's planning and operations.

A summary and response to the issues raised in submissions received during the exhibition of the Draft EIS is presented in the Submissions Report.

9.1 Minister's EIS guidelines

As per the guidelines for the content of an 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 EIS process

An Engagement Plan for the EIS process was prepared to support the development of this 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 of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA), 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).

Each engagement phase was also informed by community and key stakeholder feedback based on research and consultation conducted in 2022, 2023 and early 2024. This included:

- panel survey (research)
- focus groups (research)
- community information stalls
- community information stalls survey
- community information and feedback sessions
- 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, following the release of the preliminary flight paths and community engagement events, level of knowledge and understanding is moderate
- key issues of interest relate to the flight path location and impacts on individuals, communities and the environment, particularly noise, 24-hour, 7 days a week 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
- Culturally and Linguistically Diverse (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 from 2022 to 2024 (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 EIS process 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 is 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 have felt they had the opportunity to have their say during public exhibition of the Draft EIS.

9.2.3 Engagement phases

The Engagement Plan defines 6 phases of engagement for the EIS, with each phase involving a particular focus for engagement. Figure 9.2 provides an overview of the 6 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 was designed to:

- inform community and key stakeholders about the project and its processes
- inform and educate the community about the preliminary flight paths
- 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 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 EIS process. Ensuring key stakeholders are informed and able to assist their broader communities in accessing information about the project was a strong focus of the Engagement Plan. 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 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 • DITRDCA • 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 • NSW Treasury • Department of Communities and Justice. 	<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"> • Bayside Council • Blacktown City Council • Blue Mountains City Council • Burwood Council • Camden Council • Campbelltown City Council • Canterbury-Bankstown City Council • City of Parramatta Council • Cumberland City Council • Fairfield City Council • Hawkesbury City Council • Hornsby Council • Inner West Council • Ku-ring-gai Council • Liverpool City 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. • Meeting with some council staff who attended community information and feedback sessions • Provision of Draft EIS and supporting brochures.

Stakeholder group	Stakeholder	Engagement tools and techniques
	<ul style="list-style-type: none"> • Northern Beaches Council • Penrith City Council • Sutherland Shire Council • The Hills Shire Council • Wollondilly Shire Council. 	
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 	<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. • Online briefings.

Stakeholder group	Stakeholder	Engagement tools and techniques
	<ul style="list-style-type: none"> • 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. 	
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 • Western Sydney Planning Partnership • 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 • Blue Mountains Regional Advisory Committee • Greater Blue Mountains World Heritage Area Advisory Committee (GBMWAAC) 	<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
	<ul style="list-style-type: none"> • 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). 	
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.

Stakeholder group	Stakeholder	Engagement tools and techniques
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.
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 during Phase 1, 2 and 3

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 during Phase 1, 2 and 3

Tool/technique	Description
Email subscribers	More than 700 community members have subscribed to the email updates database.
Community groups and 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 (08/11/2022) • Independent Community Commissioner for the Western Sydney Aerotropolis and Orchard Hills (16/11/2022) • Wallacia Progress Association (22/11/2022) • Luddenham Progress Association (07/12/2022) • Greater Blue Mountains World Heritage 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 (07/12/2022) • Mount Wilson Progress Association (05/12/2022) • Mount Irvine Progress Association (05/12/2022) • Mulgoa Valley Landcare Inc. (07/12/2022) • Luddenham Progress Association (07/12/2022) • 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 online briefing times were offered to 28 business, environment and industry stakeholder groups. Ten (10) stakeholder groups registered to attend:</p> <ul style="list-style-type: none"> • Western Sydney Leadership Dialogue (08/05/2023) • Property Council of Australia (09/05/2023) • Environmental Health Australia (08/05/2023) • Tourism and Transport Forum (08/05/2023) • Australian Attractions (08/05/2023). • Western Sydney University (09/05/2023) • Urbis (09/05/2023) • GPT Group (09/05/2023) • ESR Group (09/05/2023) • ANZ (09/05/2023).

Tool/technique	Description
	During Phase 3 engagement, a briefing was held with Western Sydney Aerotropolis Community Consultative Committee (15/03/2023).
First Nations	<p>During Phase 2 engagement, we engaged with 15 First Nations groups including Traditional Owners and LALCs from the Dharug, Dharawal and Gundungurra nations, including:</p> <ul style="list-style-type: none"> • Uncle Shane Smithers, Traditional Owner (Dharug) (15/11/2022) • Aunty Julie Jones, Traditional Owner (Dharug) (17/11/2022) • Raelene Lock, Traditional Owner (Dharug) (17/11/2022) • Aunty Jacinta Tobin, Traditional Owner (Dharug) (15/11/2022) • Aunty Carina Norman, Traditional Owner (Dharug) (15/11/2022) • Aunty Vanessa Possum, Traditional Owner (Dharug) (15/11/2022) • Steve Randall, LALC (Derubbin Land Council) (01/12/2022) • Aunty Glenda Chalker, Traditional Owner (Dharawal) (22/11/2022) • Rebecca Chalker, Traditional Owner (Dharawal) (24/11/2022) • Peter Williams, Traditional Owner (Dharawal) (21/11/2022) • Aunty Barb Simms, Traditional Owner (Gundungurra) (25/11/2022) • Aunty Yvonne Simms, Traditional Owner (Gundungurra) (25/11/2022) • Kazan Brown, Traditional Owner (Gundungurra) (21/11/2022) • Aunty Carol Cooper, Traditional Owner (Gundungurra) (02/12/2022) • David King, Traditional Owner (Gundungurra). <p>Following the release of the Draft EIS, First Nations stakeholders were notified in writing of the exhibition period and the opportunity to make a submission.</p>
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 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 (05/12/2022). <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 Council Councillors (15/03/2023) • Fairfield City Council Mayor (29/03/2023) • Blue Mountains City Council Councillors (18/04/2023).

Tool/technique	Description
State and Federal MP briefings	<p>During Phase 2, briefings were held on 8 November 2022, 9 November 2022 and 14 November 2022 with State MPs or their office including:</p> <ul style="list-style-type: none"> • The Hon. Stuart Ayres MP, Member for Penrith • Robyn Preston MP, Member for Hawkesbury • Trish Doyle MP, Member for Blue Mountains • Office of the Member for Camden • Office of the Member for Granville • Hugh McDermott MP, Member for Prospect • Office of the Member for Wollondilly • Office of the Member for Mount Druitt.
NSW Government briefings	<p>During Phase 2, briefings were held with the following government organisations:</p> <ul style="list-style-type: none"> • NSW Department of Planning and Environment (09/11/2022 and 16/11/2022) • NSW Department of Premier and Cabinet (09/11/2022) • Australian Noise Ombudsman (21/11/2022) • Multicultural NSW (23/01/2023) • NSW EPA (09/11/2022) • NSW Department of Education (09/11/2022) • Western Parkland City Authority (09/11/2022) • Western Sydney Parklands Trust (09/11/2022) • South-Western Sydney Local Health District (09/11/2022) • Western Sydney Local Health District (09/11/2022). <p>During Phase 3, briefings were held with the following government organisation:</p> <ul style="list-style-type: none"> • NSW EPA (08/05/2023)
The Forum on Western Sydney Airport (FOWSA)	<p>FOWSA meetings have continued to be held since 2017. Seven meetings were held from January 2022 to December 2023.</p> <p>Information about FOWSA, including meeting minutes are available at www.westernsydneyairport.gov.au</p>

Tool/technique	Description
Community Information Stalls	<p data-bbox="384 329 1444 398">During Phase 2 engagement, 17 community information stalls were held across greater Western Sydney between 11 October 2022 and 1 December 2022.</p> <p data-bbox="384 405 1444 443">More than 2,600 people were engaged across all locations, which included:</p> <ul data-bbox="384 450 1444 1176" style="list-style-type: none"> <li data-bbox="384 450 1444 488">• Westpoint Blacktown (11/10/2022) <li data-bbox="384 495 1444 533">• St Marys Shopping Village (12/10/2022) <li data-bbox="384 539 1444 577">• Glenbrook Rotary Markets (15/10/2022) <li data-bbox="384 584 1444 622">• Silverdale Shopping Centre (16/10/2022) <li data-bbox="384 629 1444 667">• Wetherill Park Shopping Centre (20/10/2022) <li data-bbox="384 674 1444 712">• Katoomba Village (21/10/2022) <li data-bbox="384 719 1444 757">• Liverpool Plaza (26/10/2022) <li data-bbox="384 763 1444 801">• Richmond Marketplace (27/10/2022) <li data-bbox="384 808 1444 846">• Narellan Town Centre (29/10/2022) <li data-bbox="384 853 1444 891">• Campbelltown Mall (30/10/2022) <li data-bbox="384 898 1444 936">• Penrith Plaza (19/11/2022) <li data-bbox="384 943 1444 981">• Dam Fest 2022 (20/11/2022) <li data-bbox="384 987 1444 1025">• Parklea Markets (25/11/2022) <li data-bbox="384 1032 1444 1070">• Springwood Town Square (26/11/2022) <li data-bbox="384 1077 1444 1115">• Carnes Hill Marketplace (27/11/2022) <li data-bbox="384 1122 1444 1160">• Wollondilly community forum (28/11/2022) <li data-bbox="384 1167 1444 1176">• Parramatta Centenary Square (01/12/2022). <p data-bbox="384 1182 1444 1283">During Phase 3 engagement, 9 community information stalls were held across Western Sydney and the Blue Mountains between 18 March 2023 and 17 June 2023. More than 1,100 were engaged across these locations, which included:</p> <ul data-bbox="384 1290 1444 1675" style="list-style-type: none"> <li data-bbox="384 1290 1444 1328">• Penrith Panthers Leagues Club for open FOWSA meeting (18/03/2023) <li data-bbox="384 1335 1444 1373">• Camden Show (25/03/2023) <li data-bbox="384 1379 1444 1417">• Hawkesbury Show (29/04/2023 – 30/04/2023) <li data-bbox="384 1424 1444 1462">• Wallacia Festival (29/04/2023) <li data-bbox="384 1469 1444 1507">• Fairfield Multicultural EID Festival (30/04/2023) <li data-bbox="384 1514 1444 1552">• Glenbrook Rotary Markets (06/05/2023) <li data-bbox="384 1559 1444 1597">• Chithirai Festival (07/05/2023) <li data-bbox="384 1603 1444 1641">• Blacktown City Festival Streets Alive & Parade (27/05/2023) <li data-bbox="384 1648 1444 1675">• WSA Open Day (17/06/2023).
Survey	<p data-bbox="384 1682 1444 1760">During Phase 2, community members who attended community information stalls were invited to complete a survey to understand their concerns and values.</p> <p data-bbox="384 1767 1444 1805">In total, 804 surveys were completed. This included:</p> <ul data-bbox="384 1812 1444 1892" style="list-style-type: none"> <li data-bbox="384 1812 1444 1850">• 350 completed at community information stalls <li data-bbox="384 1856 1444 1892">• 454 completed by community members outside of community information stalls.

Tool/technique	Description
Research surveys	<p>1,011 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>505 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 (4) 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>
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.WSIflightpaths.gov.au): A dedicated project website has been available since 18 March 2022 and is updated regularly with project information.</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 community information and feedback sessions for the preliminary flight paths and the release of the Draft EIS.</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 EIS.

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

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the 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 WSI itself rather than the flight paths. Although not specifically addressed as a requirement in this EIS, the delivery of WSI will boost tourism, with WSI 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 the 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 expected population change in the area are being considered.</p> <p>Impact of WSI 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 Site. 	<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 the 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 WSI 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>WSI 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 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 the 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. 	<p>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</p>	<p>Ground transport is outside the scope of this 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>
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. 	<p>Fairfield City Council Liverpool City Council Ethnic Communities Council of NSW Community members</p>	<p>Broader planning needs were addressed in previous strategic planning frameworks and are not related to this EIS. Opportunities for new education facilities and other industries is outside the scope of this 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 the EIS
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. 	<p>Fairfield City Council Luddenham Progress Association Ethnic Communities Council of NSW</p>	<p>Broader planning needs have been addressed in previous strategic planning frameworks and are not related to this EIS.</p>	<p>N/A (out of scope)</p>
Opportunities for cultural input	<ul style="list-style-type: none"> suggestion to increase opportunities for Traditional Owners to provide input into WSI (e.g. incorporating indigenous artwork into the design). 	<p>GBMWAAC</p>	<p>Matters relating to WSI itself are outside the scope of this 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 the EIS
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. 	<p>Aerotropolis Community Commissioner</p> <p>Fairfield City Council</p> <p>Aerotropolis CCC</p> <p>RAWSA</p> <p>State Members of Parliament</p> <p>Aeria Management Tenants</p> <p>Luddenham Progress Association</p> <p>Community members</p>	<p>A second runway is outside the scope of this EIS.</p> <p>Flexibility and expandability were considered in the geometry of WSI 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.</p>	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. 	<p>GBMWAAC</p> <p>Luddenham Progress Association</p> <p>Community members</p>	<p>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.</p>	<p>The need for WSI was outlined in the 2016 EIS. Chapter 2 of the Final EIS provides an overview of the strategic context and need for the project.</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
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 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 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 GBMWAAC 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> (EPBC Act) 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 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 EIS (Technical papers 1 to 14).</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
	<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 GBMWHAC Ethnic Communities Council of NSW</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 online Aircraft Overflight Noise Tool which is publicly available online, (as noted elsewhere in the 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</p> <p>Technical paper 14: Greater Blue Mountains World Heritage Area</p> <p>Chapter 18 (Social) and Technical paper 10: Social</p> <p>Chapter 20 (Health) and Technical paper 12: Human health</p> <p>Chapter 22 (Cumulative impacts)</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
	<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>Australian Noise Ombudsman NSW Government Departments Community members</p>	<p>The WSI brochure “noise assessment” to accompany the online 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>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
Measurement and management	<ul style="list-style-type: none"> noted the management of the flight paths is critical to maintaining the social license of WSI, 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. 	<p>RAWSA GBMWHAAC</p>	<p>The EIS provides information on proposed safeguards and mitigation measures to deal with the relevant impacts of the project.</p>	<p>Chapter 24 (Mitigation and management) provides an outline of how the project would be monitored and managed over time.</p>
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 WSI 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. noted that relocation of operations to other airspaces was not possible in some cases (e.g. Camden cannot accommodate Bankstown operations). 	<p>Luddenham Progress Association GBMWHAAC Ethnic Communities Council of NSW State Members of Parliament Aeria Management Tenants Community members</p>	<p>The 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>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
	<ul style="list-style-type: none"> • 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. 			<p>Impacts on other airspace users is covered in Technical paper 13: Facilitated changes and Chapter 21 (Facilitated impacts).</p>
Engagement				
Level of influence	<ul style="list-style-type: none"> • there was concern over how much capacity there was for people to influence the 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 are not 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 EIS have been summarised.</p> <p>Interested parties and the community have been encouraged to make a formal submission on the EIS, to be considered by the Minister for the Environment and Water. The finalised EIS will address any comments received during the exhibition period and contain a summary of comments and how comments have been addressed under the EPBC Act.</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</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
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 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 EIS has been diverse to ensure it is accessible to the communities in and around the region.	<p>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> <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>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
Communications preferences	<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</p> <p>Campbelltown City Council</p> <p>Wollondilly Shire Council</p> <p>Luddenham Progress Association</p> <p>Mt Wilson & Mt Irvine Progress Associations</p> <p>Wallacia Progress Association</p> <p>Ethnic Communities Council of NSW</p> <p>Multicultural NSW</p>	<p>Engagement for the 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>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
<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 have not 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 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 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 EIS, but especially in:</p> <p>Technical paper 10: Social Technical paper 11: Economic Technical paper 9: Heritage</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
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 online 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 online 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 online 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 online 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>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
<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 WSI 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 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>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
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. 	<p>Camden City Council Penrith City Council</p>	<p>The public exhibition of the preliminary flight paths, Draft EIS and Draft Noise Insulation and Property Acquisition Policy was conducted by DITRDCA for the period determined by the Australian Minister for the Environment and Water.</p>	<p>N/A</p>
Clarity and transparency	<ul style="list-style-type: none"> need for the 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. 	<p>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>	<p>The 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 EIS for each specialist area, and the attached technical papers.</p> <p>The 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 EIS and attached technical papers.</p> <p>Two-page summary for each specialist area.</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
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 WSI 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 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 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 WSI 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 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 WSI 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>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
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>
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 does not 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. 	<p>Blue Mountains City Council RAWSA Wallacia Progress Association Blue Mountains Accommodation & Tourism Association GBMWAAC 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 EIS.</p>	<p>Technical paper 14: Greater Blue Mountains World Heritage Area, and the corresponding EIS chapter. The assessment is also supported by other technical reports (such as biodiversity and heritage).</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
	<ul style="list-style-type: none"> noted the 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>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). 	<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>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 the EIS
	<ul style="list-style-type: none"> noted the proposed biodiversity offset site at Orchard Hills Defence Base was already named as an offset before WSI was decided so should not be able to be included, and DITRDCA’s commitment to protecting biodiversity was questioned. 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>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>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 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 Site 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. 	<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>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 the EIS
	<ul style="list-style-type: none"> 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>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>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 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</p> <p>Wallacia Progress Association</p> <p>Mulgoa Valley Landcare Inc.</p> <p>Community members</p>	<p>Urban heat effects are outside the scope of this 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 the EIS
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. 	Mt Wilson & Mt Irvine Progress Associations GBMWAAC	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.	Technical paper 4: Hazard and risk (see Section C3, Appendix C), and the corresponding EIS chapter.
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 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 EIS.</p>	Technical paper 7: Landscape and visual amenity, and the corresponding EIS chapters.

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
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 that 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. 	<p>Luddenham Progress Association RAWSA Wallacia Progress Association Blue Mountains Accommodation & Tourism Association GBMWAAC Mulgoa Valley Landcare Inc. Community members</p>	<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 at 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>	<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.</p>
Flooding	<ul style="list-style-type: none"> concern that WSI is built in a flood-prone area, with questions on whether this has been considered. 	<p>Ethnic Communities Council of NSW</p>	<p>Airport construction and surface water impacts (including flood potential) are outside the scope of this 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 the EIS
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. 	Blue Mountains City Council Wollondilly Shire Council Mt Wilson & Mt Irvine Progress Associations Community members	<p>The 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.
Cultural agreements	<ul style="list-style-type: none"> question around how the Gundungurra Agreement will be considered in the EIS. 	GBMWAAC	<p>The 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.

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
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.
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.

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
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. 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. 	<p>Blue Mountains City Council Camden City Council Fairfield City Council RAWSA Wallacia Progress Association GBMWHAAC Mulgoa Valley Landcare Inc.</p>	<p>Broader planning needs have been addressed in previous strategic planning frameworks and are not related to this EIS.</p>	<p>Broader planning needs are outside the scope of the EIS. Chapter 22 of the EIS details the cumulative impacts. Technical papers for each specialist area include consideration of cumulative impacts.</p>

1: Issue category	2: Issue raised	3: Raised by	4: Response	5: Where this is addressed in the EIS
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 WSI need to be in place before WSI 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 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 the 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 will not realise the full extent of how they will be impacted by WSI until it happens (e.g. cumulative traffic impacts). concern that some communities will not 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 Site. 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. 	<p>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</p>	<p>Broader planning needs have been addressed in previous strategic planning frameworks and are not related to this EIS. Ground transport is outside the scope of this 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>
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. 	<p>Penrith City Council Luddenham Progress Association NSW Government Departments</p>	<p>Broader planning needs have been addressed in previous strategic planning frameworks and are not related to this 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 the 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 WSI need to be considered in the 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 WSI 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>The draft NIPA, including the eligibility requirements for inclusion in the program, was presented in the Draft EIS. This has now been finalised as part of the EIS.</p>	<p>Further information on the NIPA 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 the 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 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 the 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 NIPA 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 WSI 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 WSI 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>The draft NIPA, including the eligibility requirements for inclusion in the program, was presented in the Draft EIS. This has now been finalised as part of the EIS.</p> <p>The NIPA 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>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 WSI's operational constraints including aircraft noise and OLS.</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 the EIS
			<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 WSI 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 WSI	<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 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 the 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 EIS.	N/A (out of scope)

9.4 Phase 4 – Release of the preliminary flight paths

Ahead of the Draft EIS exhibition period, the preliminary flight paths were released via an online Aircraft Overflight Noise Tool on 27 June 2023.

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 online Aircraft Overflight Noise Tool and offer opportunities for future consultation
- educate and inform the community about future opportunities to make a submission when the Draft EIS went on exhibition (noting the technical complexity of the information involved).

9.4.1 Online Aircraft Overflight Noise Tool

This online 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 online Aircraft Overflight Noise Tool

Due to the technical nature of the information presented in the online Aircraft Overflight Noise Tool, a suite of supporting information and engagement activities were held. Table 9.5 outlines the consultation and communication activities that were held following the launch of the preliminary flight paths and the online Aircraft Overflight Noise Tool.

Table 9.5 Online Aircraft Overflight Noise Tool engagement and communication activities (Phase 4)

Activity	Purpose
Website and Online Community Portal	<p>Updated communication materials are shared online with a focus on the preliminary flight paths and noise assessments.</p> <p>During Phase 4, around 356,000 visits were made to the Online Community Portal.</p>
Online Aircraft Overflight Noise Tool	<p>The online Aircraft Overflight Noise Tool was published for members of the community to view.</p> <p>During Phase 4, around 246,000 visits were made to the online Aircraft Overflight Noise Tool.</p>
Community groups and stakeholder briefings	<p>Briefings with supporting presentation materials were held with key stakeholders outlining what the online Aircraft Overflight Noise Tool is, noise impacts and how they are shown, sensitive areas and residential impacts.</p> <p>These included:</p> <ul style="list-style-type: none"> • Aerotropolis Community Consultative Committee (18/07/2023) • Australian Attractions (24/07/2023) • Australian Tourism Export Council (18/07/2023) • Blue Mountains Accommodation and Tourism Association (24/07/2023) • Blue Mountains Conservation Society (18/07/2023) • Board of Airline Representatives of Australia (18/07/2023)

Activity	Purpose
	<ul style="list-style-type: none"> • Destination NSW (24/07/2023) • Ethnic Communities' Council of NSW (24/07/2023) • Greater Sydney Parklands (24/07/2023) • Linden Observatory (18/08/2023) • Mt Irvine Progress Association (18/07/2023) • Mt Wilson Progress Association (18/07/2023) • Orchard Hills Community Consultative Committee (27/07/2023) • Residents Against Western Sydney Airport (24/07/2023) • St Marys Town Centre (24/07/2023) • Urban Development Institute of Australia (24/07/2023) • Wallacia Progress Association (18/07/2023 & 24/07/2023) • Western Sydney Regional Organisation of Councils • Western Sydney Business Connection (18/07/2023) • Western Sydney Planning Partnership (10/08/2023).
First Nations briefings	<p>Four (4) representatives from First Nations groups accepted an invitation to attend a briefing on the 27 June 2023, including:</p> <ul style="list-style-type: none"> • Uncle Shane Smithers, Traditional Owner (Dharug) • Aunty Glenda Chalker, Traditional Owner (Dharawal) • Aunty Jacinta Tobin, Traditional Owner (Dharug) • Justine Coplin (Dharug).
Local council briefings	<p>Briefings were held with the following councils:</p> <ul style="list-style-type: none"> • Blacktown City Council (13/09/2023) • Blue Mountains City Council (30/06/2023) • Camden City Council (22/08/2023) • Canterbury-Bankstown Council (08/08/2023) • Cumberland City Council (09/08/2023) • Fairfield City Council (11/07/2023) • Hawkesbury City Council (01/08/2023) • The Hills Shire Council (01/08/2023). <p>Briefings were offered to all councils in greater Western Sydney.</p>
State and Federal MPs briefings	<p>Individual briefings were also held with federal MPs between 14 June 2023 and 26 June 2023. These included:</p> <ul style="list-style-type: none"> • Susan Templeman MP, Member for Macquarie • Mike Freelander MP, Member for Macarthur • the Hon. Ed Husic MP, Member for Chifley • the Hon. Catherine King MP, Infrastructure Minister and Member for Ballarat • Anne Stanley MP, Member for Werriwa • the Hon. Chris Bowen MP, Member for McMahon • the Hon. Angus Taylor MP, Member for Hume • Melissa McIntosh MP, Member for Lindsay.

Activity	Purpose
	<p>Briefings with state MPs were held over 4 sessions between 30 June 2023 and 17 July 2023. These included:</p> <ul style="list-style-type: none"> • Office of Member for Blue Mountains • Office of Member for Badgerys Creek • Stephen Bali MP, Member for Blacktown • Tri Vo MP, Member for Cabramatta • Sally Quinnell MP, Member for Camden • David Saliba MP, Member for Fairfield • Nathan Hagarty MP, Member for Leppington • Charishma Kaliyanda MP, Member for Liverpool • Karen McKeown MP, Member for Penrith • Warren Kirby MP, Member for Riverstone • Judy Hannan MP, Member for Wollondilly
Briefings to NSW Government agencies and organisations	<p>Online briefings were held with the following NSW Government agencies and organisations:</p> <ul style="list-style-type: none"> • Transport for NSW (18/07/2023) • NSW Ministry of Health (24/07/2023) • NSW Communities and Justice (18/07/2023) • Western Parklands City Authority (18/07/2023) • NSW Department of Education (18/07/2023) • NSW Department of Planning and Environment (03/08/2023) • Blue Mountains Regional Advisory Committee (26/08/2023) • Office of NSW Premier (30/06/2023) • Office of the Deputy Premier (30/06/23) • NSW Aboriginal Affairs (27/06/2023) • NSW Treasury (18/07/2023)
Information brochures	<p>Paper copies of the preliminary flight paths and noise assessments brochures were 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.

Activity	Purpose
Community flyers	<p>A letter box drop was undertaken to 922,435 residential and business addresses across more than 12 LGAs. These flyers displayed the contact details of the project team, the submission URL, and a QR code for all community engagement event details. The flyers were delivered to the following LGAs:</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 newspaper notices	<p>Notices were published in 2 state and 4 local newspapers to notify the reader that the preliminary flight paths had been released and how to find out more information. These included:</p> <ul style="list-style-type: none"> • state newspapers <ul style="list-style-type: none"> – Sydney Morning Herald – The Daily Telegraph • local newspapers <ul style="list-style-type: none"> – Blue Mountains Gazette – Hawkesbury Gazette – The District Reporter – Western Weekender.
Community information and feedback sessions	<p>Community members were invited to a number of community information and feedback sessions, held at accessible times and attended by technical experts.</p> <ul style="list-style-type: none"> • Bringelly (06/07/2023) • Silverdale (08/07/2023) • Horsley Park (15/07/2023) • Springwood (17/07/2023) • Blacktown (22/07/2023) • Penrith (26/07/2023) • Blaxland (29/07/2023) • Liverpool (03/08/2023) • Windsor (05/08/2023) • St Marys (17/08/2023) • Katoomba (19/08/2023) • St Clair (28/09/2023).

Activity	Purpose
Community information stalls	Seven community information stalls were held across Greater Western Sydney and the Blue Mountains between 16 July 2023 and 24 September 2023 to raise awareness of the preliminary flight paths and the online Aircraft Overflight Noise Tool. More than 700 people were engaged across the following locations: <ul style="list-style-type: none"> • Luddenham Country Market (16/07/2023) • Blacktown Market (23/07/2023) • Narellan Town Centre (30/07/2023) • Camden Markets on the Lawn (27/08/2023) • Springwood WSI Forum (09/09/2023) • WSA Open Day (23/09/2023) • St Clair Shopping Centre (24/09/2023).
Community 1800 number	The community were able to ask questions via the 1800 line. A total of 178 calls were made to the line.
Project email	The community were able to ask questions via the project email. A total of 369 emails were received and responded to via the project email.
Email updates	Notifications were sent out via emails to key stakeholders and community members who had signed up to receive email updates.
Media releases	A media release on the preliminary flight paths was published on 27 June 2023 following the release of the flight paths.
Online feedback form	People wishing to comment on the preliminary flight paths were able to do so using an online feedback form that was published on the Online Community Portal.

9.4.2 Key areas of interest and concern

While formal feedback was channelled through the statutory exhibition process, the following areas of interest and concern were raised during the standalone preliminary flight paths consultation program:

- **Flight paths 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-hours, 7 days a week operations and requests for a curfew:** There is frustration with the proposed 24-hour, 7 days a week 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 was 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 was 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.

9.5 Phase 5 – Release of the Draft EIS

On 24 October 2023, the Draft EIS was made public via the Online Community Portal, and hard copies were accessible at 23 locations across Western Sydney, the Blue Mountains and some parts of the Sydney Basin. DITRDCA invited the community and stakeholders to make a submission on the Draft EIS. Submissions were received via the online submissions portal, email and postal mail. The Draft EIS was publicly exhibited for 14 weeks, concluding on 31 January 2024.

The extensive community engagement program continued through the exhibition period of the Draft EIS to inform the public of the release of the Draft EIS and to encourage them to provide a submission, if they desired. Engagement activities completed during the Draft EIS exhibition period is detailed in Table 9.6.

Table 9.6 Public exhibition of the Draft EIS - engagement activities (Phase 5)

Activity	Purpose
Online Community Portal	Full Draft EIS documents and an easy-to-use digital version of the Draft EIS were added to the Online Community Portal. Around 173,000 visits were made to the portal during the exhibition of the Draft EIS.
Online Aircraft Overflight Noise Tool	The online Aircraft Overflight Noise Tool was updated to include facilitated changes to Sydney (Kingsford-Smith) Airport and Bankstown Airport flight paths. Around 64,000 visits were made to the online Aircraft Overflight Noise Tool during the exhibition of the Draft EIS.
Community groups and stakeholder briefings	Briefings with supporting presentation materials have been held with key stakeholders regarding the Draft EIS and the process for making a formal submission. Briefings with stakeholder, community and business organisations. These included: <ul style="list-style-type: none"> • Australian Attractions (01/12/2023) • Board of Airline Representatives of Australia (02/11/2023) • Destination NSW (01/12/2023) • Ethnic Communities’ Council of NSW (02/11/2023) • Greater Sydney Parklands (02/11/2023) • Mt Wilson Progress Association (01/12/2023) • Mt Irvine Progress Association (01/12/2023) • Wallacia Progress Association (01/12/2023 and 05/12/2023)) • Sydney Airport Community (06/11/2023) • Tourism Australia (02/11/2023)

Activity	Purpose
	<ul style="list-style-type: none"> • Urban Development Institute of Australia (01/12/2023) • Western Sydney Aerotropolis Community Consultative Committee (12/12/2023) • Bankstown Community Aviation and Consultation Group (05/12/2023) • Camden Community Aviation and Consultation Group (05/12/2023) • Marshall Day Acoustics (01/12/2023) • WSROC (01/12/2023) • Infrastructure Partnerships Australia (01/12/2023).
First Nations notification	Following the release of the Draft EIS, First Nations stakeholders were notified in writing of the exhibition period and the opportunity to make a submission. Of the stakeholders engaged, 2 submissions were received during the exhibition period.
Local council briefings	<p>Briefings with 11 local councils were held by DITRDCA. These included:</p> <ul style="list-style-type: none"> • Cumberland City Council (08/11/2023) • Strathfield Council (21/11/2023) • Canterbury Bankstown Council (21/11/2023) • Camden Council (28/01//2023) • Bayside Council (29/11/2023) • Inner West Council Officers (01/12/2023) • The Hills Shire Council (04/12/2023) • Wollondilly Shire Council (05/12/2023) • Blue Mountains City Council (07/12/2023) • Liverpool City Council (24/01/2024) • Penrith City Council (27/11/2023)
State and Federal MPs briefings	<p>Briefings with state and federal MPs were held on 16 October 2023, 18 October 2023, 20 October 2023, 25 October 2023, 30 October 2023, 6 November 2023 and 16 November 2023 individually or within a group. These included:</p> <ul style="list-style-type: none"> • State MPs: <ul style="list-style-type: none"> – Judy Hannan MP, Member for Wollondilly – Tanya Davies MP, Member for Badgerys Creek – Trish Doyle MP, Member for Blue Mountains – Tri Vo MP, Member for Cabramatta – Sally Quinnell MP, Member for Camden – Julia Finn MP, Member for Granville – Hugh McDermott MP, Member for Prospect • Federal MPs: <ul style="list-style-type: none"> – the Hon. Tony Burke MP, Member for Watson – Anne Stanley MP, Member for Werriwa – the Hon. Jason Clare MP, Member for Blaxland – Susan Templeman MP, Member for Macquarie – the Hon. Linda Burney MP, Member for Barton – Mike Freeland MP, Member for Macarthur

Activity	Purpose
	<ul style="list-style-type: none"> – Dai Le MP, Member for Fowler – Sally Sitou MP, Member for Reid – the Hon. Matt Thistlethwaite MP, Member for Kingsford Smith – the Hon. Ed Husic MP, Member for Chifley – Office of the Member for Grayndler.
<p>Briefings to NSW Government agencies and organisations</p>	<p>Online briefings were held with the following NSW Government agencies and organisations:</p> <ul style="list-style-type: none"> • NSW Department of Education (02/11/2023) • NSW EPA (02/11/2023) • NSW Health – Nepean Blue Mountains Local Health District (02/11/2023) • Sydney Metro (02/11/2023) • NSW Small Business Commission (15/11/2023) • GBMA Advisory Committee (04/12/2023).
<p>Information brochures</p>	<p>A new brochure was available online regarding changes required to flight paths for other airports. Paper copies of this brochure and updated versions of preliminary flight paths and noise assessments brochures were sent to MP offices, 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.
<p>Community flyers</p>	<p>A letter box drop was undertaken with surrounding residents within 26 LGAs in the Sydney Basin notifying them that the Draft EIS had been released and how to find more information and make a submission. Community flyers were delivered to around 1.6 million addresses.</p>

Activity	Purpose
Local newspaper notices	<p>Notices were published in 1 national, 2 state newspapers and 7 local newspapers to notify readers that the Draft EIS had been released and how to find out about lodging a submission. These included:</p> <ul style="list-style-type: none"> • national newspaper: <ul style="list-style-type: none"> – The Weekender Australian • State newspapers: <ul style="list-style-type: none"> – Sydney Morning Herald – The Daily Telegraph • local newspapers: <ul style="list-style-type: none"> – Bankstown Canterbury Torch – Blue Mountains Gazette – Parramatta News – St George and Sutherland Leader – The District Reporter – The Post Hornsby Ku-ring-gai – Western Weekender.
Train station engagement	<p>Postcards were handed out at train stations during morning peak-hour within the following suburbs, notifying residents that the preliminary flight paths and Draft EIS had been released.</p> <p>More than 4,300 postcards were handed out at the following train stations:</p> <ul style="list-style-type: none"> • Blaxland (25/10/2023) • Penrith (25/10/2023) • Bella Vista (25/10/2023) • Marrickville (25/10/2023) • St Marys (26/10/2023) • Kellyville (26/10/2023) • Granville (26/10/2023) • Belmore (26/10/2023) • Bankstown (30/10/2023) • Riverstone (30/10/2023) • Blacktown (30/10/2023) • Schofields (30/10/2023) • Burwood (31/10/2023) • Strathfield (31/10/2023) • Hornsby (31/10/2023) • Parramatta (31/10/2023) • Central (01/11/2023) • Town Hall (01/11/2023) • Wynyard (01/11/2023) • Mt Druitt (01/11/2023) • Seven Hills (01/11/2023).

Activity	Purpose
Posters	<p>Posters were distributed across community notice boards, supermarkets, cafes and public venues notifying residents that the preliminary flight paths and Draft EIS had been released.</p> <p>More than 150 posters were distributed in the following LGAs:</p> <ul style="list-style-type: none"> • Blue Mountains • Penrith • Liverpool • Wollondilly • Parramatta • Fairfield • Campbelltown • Camden • The Hills • Inner West • Blacktown • Canterbury-Bankstown • Hawkesbury • Burwood • Ashfield • Hornsby • Ku-ring-gai • Northern Beaches.
Community information and feedback sessions	<p>Community members were invited to 13 community information and feedback sessions hosted by DITRDCA, held at accessible times and attended by technical experts. These were held at:</p> <ul style="list-style-type: none"> • St Clair (04/11/2023) • Warragamba (08/11/2023) • Blaxland (11/11/2023) • Penrith (15/11/2023) • Bringelly (16/11/2023) • St Peters (22/11/2023) • Granville (23/11/2023) • Mt Druitt (30/11/2023) • Bankstown (02/12/2023) • Richmond (06/12/2023) • Bella Vista (09/12/2023) • Strathfield (12/12/2023) • Arncliffe (20/01/2024).

Activity	Purpose
	<p>An online community information and feedback was hosted by DITRDCA on 14 November 2023.</p> <p>Seven (7) supplementary community information and feedback sessions were hosted by Airservices Australia. These were held at:</p> <ul style="list-style-type: none"> • Glenorie (28/11/2023) • Berowra (29/11/2023) • Picton (30/11/2023) • Appin (04/12/2023) • Hilltop (05/12/2023) • Helensburgh (06/12/2023) • Woy Woy (07/12/2023).
Community information stalls	<p>Community information stalls were held to raise awareness of the Draft EIS exhibition period and of the location of Community information and feedback sessions, where questions could be answered and information provided. More than 1,400 people were engaged across all locations, which included:</p> <ul style="list-style-type: none"> • St Clair Shopping Centre (28/10/2023) • Penrith Westfield (29/10/2023) • Springwood Town Square (02/11/2023) • Mt Druitt Westfield (04/11/2023) • Luddenham IGA (05/11/2023) • Marrickville Metro (17/11/2023) • Oran Park Podium (18/11/2023) • Auburn Central Shopping Centre (19/11/2023) • Clemton Park Shopping Village (25/11/2023) • Bankstown Central Shopping Centre (26/11/2023) • Norwest Marketown Shopping Centre (02/12/2023). <p>A supplementary community information stall was hosted by Airservices Australia at Mona Vale Organic Food Markets on 3 December 2023.</p>
Community 1800 number	The community were able to ask questions via the 1800 line. Over 200 calls were received through the 1800 line.
Project email	The community were able to ask questions via the project email. A total of 385 emails relating to the Draft EIS exhibition were received via the project email.
Email updates	Notifications were sent out via emails to key stakeholders and community members who had signed up to receive email updates. Over 2,000 community members subscribed to the email updates list.

9.6 Phase 6 – Response to submissions

9.6.1 Response to submissions

In response to the exhibition of the Draft EIS, a total of 8,477 submissions were received by DITRDCA. Some submitters made multiple submissions. The summary and response to the issues raised in submissions is detailed separately in the Submissions Report. Following the exhibition of the Draft EIS, the International Union for Conservation of Nature (IUCN) also submitted a technical review of the Draft EIS to the Australian Department of Climate Change, Energy, Environment and Water. The submissions and feedback from the IUCN has been responded to in the Submissions Report and considered in the finalisation of this EIS.

Since the exhibition of the Draft EIS, changes have been made to the project in response to concerns raised by the community and stakeholders, and in response to further development of the project design. These are presented in Chapter 7 (The project) of this EIS, and Chapter 24 (Refinements to the project since exhibition)

In August 2024, DITRDCA completed additional targeted engagement with affected communities on 2 proposals to the Reciprocal Runway Operation (RRO) design in the project:

1. Removing the flight path Runway 23 Departure Northeast Night (RRO) for jet aircraft and reallocating those aircraft to the flight path south of WSI (the Runway 23 Departure Southeast Night (RRO) flight path).
2. A RRO Noise Abatement Procedure (RRO NAP) for aircraft travelling to the north and west of WSI.

The proposals were developed in response to submissions received on the Draft EIS. Proposal 1 responded to feedback received from the north-east of WSI and the mid-Blue Mountains. Proposal 2 responded to feedback from residents in Wallacia, Silverdale, and the mid-Blue Mountains.

Given the significance of the 2 proposals, additional environmental assessment was undertaken including aircraft noise modelling. This environmental assessment is set out in Appendix G of the EIS.

9.6.1.1 Consultation approach

The consultation approach follows the principles and objectives set out in the Engagement Plan for the EIS process, focusing on communities that would be most impacted by the proposals. The approach aimed to:

- inform affected communities and key stakeholders about the proposals and consultation process
- explain to affected communities the impact of the proposals and how they differ from the existing RRO design
- encourage people to attend community information and feedback sessions to give feedback
- obtain affected communities’ feedback on the proposals to inform consideration on their inclusion in the EIS.

The consultation and awareness raising activities included in Table 9.7.

Table 9.7 Consultation and awareness activities – response to submissions

Activity	Purpose and description
Online Community Portal	<p>The proposals were published online on the morning of 2 August 2024 with:</p> <ul style="list-style-type: none"> • a brochure explaining the proposals and their noise impacts; and • information posters summarising the proposals and noise impacts with imagery. <p>On the same day, details of the community information and feedback sessions to support the consultation were also published online.</p> <p>Between 29 July 2024 and 1 September 2024, there were 27,708 views of the Online Community Portal.</p>

Activity	Purpose and description
Stakeholder briefings	<p>The Forum on Western Sydney Airport meeting on 2 August 2024 in Penrith commenced consultation on the proposals, with members receiving a briefing on the proposals, environmental assessment and consultation approach.</p> <p>Following the meeting, DITRDCA shared with members direct links to the information published online, supporting presentation material and social media tiles for the community information and feedback sessions. The supporting presentation material and record of the meeting were subsequently published on the DITRDCA's WSI website in September 2024.</p> <p>Briefings on the proposals were also offered to key stakeholders, including affected local Federal and State MPs and local councils.</p> <p>Briefings were accepted by and held with the following MPs:</p> <ul style="list-style-type: none"> • the Hon. Angus Taylor MP, Member for Hume • Susan Templeman MP, Member for Macquarie • Office of the Prime Minister and Member for Grayndler • Tanya Davies MP, Member for Badgerys Creek • Trish Doyle MP, Member for Blue Mountains • Judy Hannan MP, Member for Wollondilly. <p>Briefings were also accepted by and held with the following local councils:</p> <ul style="list-style-type: none"> • Penrith City Council • Wollondilly Shire Council.
Information postcard	<p>A letterbox drop was undertaken in communities that would be most affected by the proposals, notifying them of the proposals and how to find out more information. The drop commenced on 3 August 2024. Information postcards were delivered to approximately 10,000 residential and business addresses in the following suburbs:</p> <ul style="list-style-type: none"> • Wallacia • Warragamba • Silverdale • Greendale • Bringelly • Mulgoa • Theresa Park • Cobbitty • Ellis Lane • Mount Hunter • Falconbridge • Linden • Woodford • Megalong Valley.
Local newspaper notices	<p>Notices of the community information and feedback sessions were published in 3 local newspapers to notify the reader that the proposals had been released and details of the sessions they could attend to find out more and give feedback. The notices were published in the Western Weekender, The District Reporter and the Blue Mountains Gazette.</p>
Social media	<p>Social media ads for the community information and feedback sessions went online from 3 August 2024. Location-specific community information and feedback social tiles were targeted at users from the relevant and surrounding areas.</p>

Activity	Purpose and description
<p>Community information and feedback sessions</p>	<p>Online</p> <p>An online information and feedback session was held on 12 August 2024 with members of the public. 518 people joined the session to hear about the proposals, ask questions and give feedback.</p> <p>DITRDCA sought to answer as many questions as it could during the session, which was recorded and uploaded to YouTube on 15 August 2024.</p> <p>DITRDCA also published a Frequently Asked Questions document responding to the top questions and themes raised during the session online on 30 August 2024.</p> <p>In-person</p> <p>DITRDCA held 5 in-person community information and feedback sessions between 14 August 2024 and 24 August 2024. They were held in communities that would be affected by the proposals in locations that were accessible to surrounding areas:</p> <ul style="list-style-type: none"> • Wallacia (14 August 2024) • Megalong Valley (15 August 2024) • Warragamba (21 August 2024) • Faulconbridge (22 August 2024) • Cobbitty (24 August 2024). <p>A total of 566 people attended these sessions. 161 pieces of feedback were recorded and registered from these sessions.</p>
<p>Community 1800 number</p>	<p>The community has continued to be able to ask questions via the 1800 line.</p> <p>During the period 2 August 2024 to 2 September 2024 inclusive, the team received 33 calls on the 1800 line. People that called predominantly had queries about the community information and feedback sessions and the proposals. Some calls also involved queries about overall flight paths and noise impact on locations.</p>
<p>Project email</p>	<p>The community has been able to send feedback on the proposals and queries to the project email (wsiflightpaths@infrastructure.gov.au).</p> <p>During the period 2 August 2024 to 2 September 2024 inclusive, the team received 168 email exchanges to the project email. 133 of these contained feedback on the proposals and other matters relating to flight paths. 35 contained queries, which the team responded to.</p>
<p>Email updates</p>	<p>Notifications were sent out via email to key stakeholders, including relevant NSW state agencies, and community members who had signed up to receive email updates about the release of the proposals and consultation.</p>
<p>Media releases</p>	<p>A media release about the release of the Draft EIS was published on 24 October 2023.</p>
<p>Ministerial correspondence</p>	<p>During the period 2 August 2024 to 2 September 2024 inclusive, the team also received 36 emails and letters from the public writing to the Minister or to their local member which were registered as feedback.</p>

9.6.1.2 Collection of feedback

There was no formal submission process for the consultation on the proposals, because this consultation was additional to the formal submission process from 24 October 2023 to 31 January 2024 for the Draft EIS.

DITRDCA encouraged people to provide feedback on the proposals at a community information and feedback session during August 2024. The flight paths team recorded feedback from attendees at each session, and after each session provided the recorded feedback to DITRDCA for review and consideration. DITRDCA also enabled people to give feedback in writing to wsiflightpaths@infrastructure.gov.au and some feedback was also received via ministerial correspondence.

DITRDCA undertook to consider all feedback received at the information sessions in August in reviewing the proposals for inclusion in the EIS. As there was no formal submission process for the consultation, DITRDCA did not place an end date on the provision of written feedback. This is because members of the public are entitled to write to DITRDCA at any time. As such, DITRDCA endeavoured to consider written feedback that it received on the proposals. This was communicated to the public and stakeholders in the brochure, in the automated response to all correspondence to the project email, and in stakeholder briefings.

For each feedback received, DITRDCA collated, registered and categorised the feedback based on whether there was feedback on the proposals (proposal 1, proposal 2 or both), the sentiment towards the proposals, and if there was feedback on other issues outside of the proposals.

9.6.1.3 Feedback received

For the purpose of finalising the EIS, DITRDCA has considered all feedback received at the information sessions in August, and written feedback received between 2 August 2024 and 2 September 2024 inclusive to the project email and by Ministerial correspondence. During this period, DITRDCA collected and registered in total 330 pieces of feedback.

Of the total feedback received, 113 contained feedback on the proposals. Of this number, 83 pieces of feedback supported or partially supported the proposals, or sought more changes. Thirty of the registered feedback objected to the proposals. People from communities that would be expected to experience less aircraft noise in the RRO mode generally supported the proposals, such as Wallacia, Warragamba, north Silverdale and the mid-Blue Mountains. For these people, the feedback received was that the proposals were preferable to the RRO design in the Draft EIS or were an improvement on the original RRO design. For people in communities that would be expected to experience more noise as a result of the proposals in RRO mode, there was a mix of feedback:

- people from the Megalong Valley and some from the upper Blue Mountains, which would be impacted by proposal 2, expressed concern about the impacts including noise, frequency and altitude. Several groups were interested to understand how impacts would be monitored and managed after WSI opens
- people from south Silverdale, Greendale and Werombi generally preferred the original RRO design in the Draft EIS compared to proposal 2
- or communities to the south of WSI, people did not express a particular view on the proposals. Most people, including attendees at the Cobbitty CIFS, were more interested in finding out the overall impacts from the flight paths and wanted to understand why proposal 1 was put forward.

DITRDCA also acknowledges that many people, particularly from the Blue Mountains, provided feedback on other matters as they considered the proposals do not address their concerns on the preliminary flight paths. DITRDCA registered 213 pieces of feedback concerning other matters. Most of the feedback in this category sought more changes to reduce or remove flight path impacts, including the application of a curfew to WSI, conducting a review of all flight paths in the Sydney Basin, applying a flight cap, and requesting flights over the Blue Mountains be higher than 30,000 ft above ground level.

People also raised a number of other matters in their feedback, many which mirror the issues that were raised in submissions on the Draft EIS. These included:

- **Land use planning:** This was most frequently raised by people in communities close to WSI including Silverdale and Werombi. There was frustration from residents who would like to build a secondary dwelling on their property, but are not able to because of planning restrictions.
- **Noise insulation:** Many people attending CIFS also suggested that eligibility for noise insulation for WSI should be extended beyond what is set out in the draft policy.
- **Environmental and health impacts:** People expressed concern about aircraft impact on sleep, human health, water catchments, air pollution and wildlife. Blue Mountains communities also expressed concern that the proposals would not alleviate perceived adverse impacts on the Greater Blue Mountains World Heritage Area, including wildlife and biodiversity in the Blue Mountains.
- **Consultation:** There was also sentiment and feedback from attendees at CIFS that not enough consultation had occurred on the preliminary flight paths. This was raised at Cobbitty, Wallacia and Warragamba CIFS. Some attendees at the Faulconbridge CIFS expressed apathy towards the consultation, suggesting that there has been no consideration of feedback on the Draft EIS because the proposals do not go far enough in addressing people's concerns about flights paths. Many people also expressed disappointment that the online Aircraft Overflight Noise Tool had not been updated to show the proposals.

9.6.1.4 Response to feedback

On balance of the feedback received, the overall sentiment is that it is preferable to implement the 2 proposals rather than to retain the previous RRO design. As such, the proposals will be adopted as part of the final preliminary flight paths for WSI. Proposal 1 (removing the flight path Runway 23 Departure Northeast Night (RRO) for jet aircraft and reallocating those aircraft to the Runway 23 Departure Southeast Night (RRO) flight path) will be a permanent change to the RRO mode design. Proposal 2 – the RRO NAP – will be a procedure that is implemented by Air Traffic Control when traffic conditions permit and when the RRO mode is available for use.

Overall there will be a lesser impact as a result of the proposals, with lower impacts experienced in Wallacia, Warragamba and the mid Blue Mountains, however there will be some communities that will experience more noise in particular south Silverdale under the noise abatement procedure in RRO mode. It should be noted that the procedure is intended to enable greater noise sharing during the night in the period from 11:00pm-5:30am, in addition to a lower overall impact on the community. Communities to the south of WSI including Theresa Park and Mount Hunter are not expected to experience a significant change in the expected aircraft noise levels as 1 additional jet aircraft is predicted to use the Runway 23 Departure Southeast Night (RRO) flight path in 2033. A maximum of 5 additional jet aircraft are predicted to use this flight path by 2055 when RRO mode is available.

DITRDCA also acknowledges that many people giving feedback sought additional changes to the preliminary flight paths. The development of and engagement on other noise abatement procedures for WSI will be ongoing and the expectation is that Airservices Australia and WSA Co will continue this work during the detailed design phase and into the future. Chapter 24 of the EIS provides a compilation of this and other mitigation measures to minimise and mitigate the potential impacts of the project.

For other matters raised in feedback, these matters are the same issues that were raised in submissions on the Draft EIS. These issues have been separately summarised and responded to in the Submissions Report.

9.6.2 Tranche 3 Survey

A final research survey was also completed in February 2024 to identify community awareness, understanding and communications preferences relating to the project, and to provide a comparison with the earlier surveys completed during Phase 2 and Phase 3 of the WSI engagement strategy. The survey research comprised a 1,000-person survey (80 per cent phone; 20 per cent online). The work was conducted closely following public exhibition of the Draft EIS.

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 and is expected to be established in early 2025.

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. The CACG will also be consulted with on the Post Implementation Review for WSI.

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.