

Western Sydney Aerotropolis
Community Consultative Committee

Meeting no: 18

Date: 12 December 2023

Venue: Zoom

Attendees	
Community members Sam Aloï (SA) Gabriella Condello (GC) Joe Herceg (JH) Ross Murphy (RM) Paul Taglioli (PT) Diana Vukovic (DV) Paul Buhac (PB) Independent Community Commissioner Professor Roberta Ryan, Independent Community Commissioner (RR) Isa Crossland Stone, minute taker, office of the Independent Community Commissioner (ICS) Kate Robinson, office of the Independent Community Commissioner (KR)	Government representatives Chris Davis, Stakeholder Interface Manager, Sydney Metro (CD) Andrew Blackman Transport for NSW (TfNSW) (AB) Fernando Ortega, Western Sydney – Commercial Partnerships Manager, Sydney Water (FO) Luke Oste, Coordinator Strategic Planning, Liverpool City Council (LCC) (LOs) Roshan Khadka, Senior Floodplain Engineer, LCC (RK) Christine Gough, City Planning Manager, Penrith City Council (CG) Brooke Levingston, Executive Planner, Penrith City Council (BL) Alissa Anastasio – WSA (AA) Ben Gresham – DPE (BG) Other Attendees Lulu Ou, Director, Stakeholder Engagement and Regulatory, Western Sydney Airport Regulatory Policy Branch, Department of Infrastructure, Transport, Regional Development, Communications and the Arts (LOu) John Wynants, Policy Officer, Policy, Program and First Nations, Western Sydney Airport Regulatory Policy Branch, Department of Infrastructure, Transport, Regional Development, Communications and the Arts (JW)

Apologies

Maruf Hossain, Coordinator Floodplain and Water Management, Liverpool City Council (MH)

Abdul Cheema, PCC (AC)

Justine Kinch, Western Parkland City Director, Transport for NSW (TfNSW)

Casey Joshua, Director Central (Western), DPE (CJ)

Rob Parker – WSA (RP)

Catherine Van Laeren, Executive Director (Western) DPE, (CvL)

Helen Anderson, community member (HA)

Wayne Willmington, community member (WW)

Sascha Vukmirica, community member (SV)

Item	Description	Action
1	Welcome, introductions and Acknowledgement of Country - RR	
	<p>RR introduces herself and welcomes attendees to the 18th Aerotropolis CCC meeting, the final for 2023.</p> <p>RR welcomes all new attendees and welcomes back CG, who has previously attended these meetings in a previous role.</p> <p>RR notes that there are a number of representatives filling in for usual attendees who are apologies tonight.</p> <p>RR welcomes back community member, Paul Taglioli, who has been away and thanks Anh Le who filled in for Paul during his absence.</p>	
2	Actions from last meeting – RR and KR	
	<p>KR runs through the actions register as follows:</p> <p>Action 1: This is underway. KR is working with LO on finalizing this response now that the draft EIS is available.</p> <p>Action 2: This is being held over as the Ingham master plan is still progressing through the technical assurance panel (TAP).</p> <p>Action 3: Liverpool City Council (LCC) and Penrith City Council (PCC) – draft contributions plans have both been sent this week to the Minister for Planning.</p> <p>Action 4: KR will arrange for a presentation on the contributions plan for the next meeting.</p> <p>Action 5: FO will be able to present the new Sydney Water development fees in early-2024. He notes that this arrangement will only be for developers, not smaller landowners.</p>	

	<p>FO adds that the draft development charges will be exhibited early in 2024, and hopefully they will be endorsed and be enacted mid-2024.</p> <p>Actions 6 and 7 are discussed by AB later in the meeting during his update.</p> <p>Action 8: CD says that under the current project, when the tunnel boring machines reach aerotropolis they will be retrieved by the contractor. There is no scope to extend the tunnels under the current project.</p> <p>Action 9: LOs says that Cuthill Street was shut due to serious illegal dumping issues. Since the street closure has stopped the dumping issues, LO has reached out to the council traffic team and operations team to see if the street can be reopened in response to the safety and fire evacuation concerns raised by the CCC community members.</p> <p>Action 10: LOs says that the Council has previously repaired areas on Overett Avenue that were significantly damaged and ensured that stormwater is draining as it should.</p> <p>The 2023/24 capital works plan included various road upgrade activities.</p> <p>However, Sydney Water is installing pipes on Overett Avenue in March 2024, which has caused a pause on Council's works.</p> <p>RM says that the works that LCC did 6 months ago actually exacerbated draining issues. They did not run any levels, so the work created pooling.</p> <p>Regarding the road upgrade, RM says that the Council's 'significant pavement replacements' have made the road worse than it was. There is approximately a half-metre bitumen standing up in the middle of the road. RM has photo evidence of the bad condition.</p> <p>There are lots of heavy vehicle movements on the road every day – it is a country road that does not have capacity to deal with this. The community is very concerned.</p> <p>RR asks RM to send her, KR and LOs some photos of these issues and all the details.</p>	<p>RM to send RR, KR and LOs images of the damaged road on Overett Avenue (attached).</p>
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	<p>RR will take RM's concerns about the Overett Avenue road damage forward to the executive team in Council with whom she is meeting next week.</p> <p>LOs will follow up on these safety and maintenance concerns with Council.</p> <p>JH asks CD to confirm that the tunnel stops completely at the Bradfield City Centre or just past the station for maintenance.</p> <p>CD says the tunnel will stop slightly further than the station to enable trains to stop and turn around.</p> <p>JH would like to know how far beyond Bradfield City Centre it goes, as there has been a lot of land acquired for the tunnel.</p> <p>CD will follow up the exact distance and update JH.</p> <p>DA raises a concern about 55 Lawson Road, where a trucking company is apparently operating without a DA approval or consent. They are operating 24/7, and are causing a great deal of disturbance (specifically noise disturbance to the neighbours). This has been raised with the State member and the Federal member, as well as Liverpool City Council.</p> <p>LOs says that the Council is well-aware of the issue. They have initiated a compliance action and issued a proposal for 'stop use order'. They are now considering the next steps with the legal department.</p> <p>DA is very concerned about the wellbeing of community members.</p> <p>LOs will provide an update to RR, KR and DA when he has an idea of the timing in which the apparently illegal operation at 55 Lawson Road may be resolved through Council's actions.</p> <p>GC asks a question via text. She would like to know from LCC when the May Avenue upgrade will begin.</p> <p>RK says that they are refining the design and are hoping to finalise it soon. When the design has been finalised, it will be delivered quickly.</p>	<p>RR to raise RM's concerns about the Overett Avenue road damage with Council GM.</p> <p>LOs to follow up RM's concerns about state of Overett Avenue.</p> <p>CD to clarify for JH the distance that the tunnels will run beyond the Bradfield station.</p> <p>LOs to update ASAP RR, KR and DA regarding suspected illegal operation at 55 Lawson Road.</p>
3	Briefing proposed flight paths: LOu	

	<p>LOu presents an updated brief on WSA’s proposed flight paths. Her presentation also covers the Draft Environmental Impact Statement for the proposed flight paths and the Draft Noise Insulation and Property Acquisition Policy.</p> <p>RR thanks LOu for her presentation (attached).</p> <p>SA asks what the equivalent of 70 decibels is.</p> <p>LOu says that 70 decibels is comparable noise from a washing machine.</p>	
4	<p>Agency updates: All</p> <p>DPE update – BG BG is standing in for CVL, who is an apology.</p> <p>BG says that there are 3 master plans underway; Ingham Property Group, Badgery’s Creek, and Bradfield City Centre. The Bradfield master plan has completed Technical Assurance Panel process. It has also gone through the adequacy assessment process.. They do not yet have exhibition dates yet, but it is expected to be exhibited in early 2024.</p> <p>The Ingham Property Group masterplan is the second most-progressed. The Badgery’s Creek North project is still going through the TAP process, and not expected to complete TAP until March/April, before going on exhibition in approximately mid-2024.</p> <p>The link to the planning portal, where minutes from the TAP meetings will be published, is here.</p> <p>BG says that there are no significant updates on Luddenham Village.</p> <p>BG invites the community to keep in touch, and to keep asking questions.</p> <p>BG says that the flood enquiry that came out of the Hawksbury-Nepean area does not impact the Aerotropolis. Updates on the LCC study will be addressed by LCC representatives.</p> <p>BG says that there is no update yet on Wianamatta South Creek delivery strategy at this stage. It is still being considered by the WPCA, which is looking mostly at the Thompsons Creek part of the South corridor. This information will be shared when the Bradfield master plan goes on exhibition.</p>	

	<p>SA thanks BG for the update. Regarding the Government's housing plans, he would like to know why they not releasing land in Rossmore now given that some infrastructure is going in.</p> <p>BG says that this is certainly an interesting question. He encourages SA to put these questions forward to his local representatives, and BG will also voice SA's comments and questions to his Executive Eirector.</p> <p>SA asks about how the DPE planning team operates. As a planner, does BG plan for the Minister for Planning?</p> <p>BG says yes, the planners are given direction by the Minister for Planning, who has the final say.</p> <p>BG says that at this stage, plans for 2024 are not entirely finalized and there are no directions for Rossmore.</p> <p>BG says that the Minister for Planning has the final say and directs the final plans.</p> <p>DA asks: what is happening around early earthworks for the Ingham site, which will be going through the TAP?</p> <p>BG says there is only approval for early works on the substation. At this stage, he believes that there is no approval on that site apart from early works. He asks DA to please advise the DPE if any other works appear to be happening.</p> <p>Some parts of the site may need a state significant development application.</p> <p>BG will let the group know what is happening at this site as soon as it is known.</p> <p>RM asks about Wianamatta South Creek delivery strategy. He and other community members have been told by DPE representatives that this strategy was 'dead in the water'.</p> <p>He would like to know why it has been raised here again given this status.</p> <p>BG says there is no update on the Wianamatta South Creek delivery strategy. However, there is a broader look being taken at the South Creek and the broader corridor, which may adopt elements of the strategy. The WPCA is doing significant work on Thompsons Creek as part of the Bradfield City Centre masterplan.</p>	<p>BG to provide information on future residential development in Rossmore.</p> <p>BG to update on the status of the Ingham site when information is available.</p>
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	<p>The Government is still considering this area and discussing strategic planning. At this stage BG is not able to give a detailed update on these plans, but he clarifies that the project is not 'dead in the water'.</p> <p>BG will follow up at the DPE to get some clarification about the status, and will update the group.</p> <p>RR emphasizes there is still strategic planning that needs to be done on the corridor.</p> <p>JH asks about the Thompsons Creek study/regeneration project. Is it fair to say that when the study has been done on Thompsons Creek that the water runoff and flooding issues in this area will be mitigated, and will thus impact the strategy?</p> <p>BG says that this is a complex question. There are various water basins and treatment centres to reduce runoff in the area. The Bradfield master plan has a lot of detail in this area, including a stormwater strategy. On the WPCA website, there is also a lot of information about the Central Park site at Bradfield. As more information becomes available, the strategy will be necessarily influenced.</p> <p>JH says it seems as though the LCC has chosen not to implement the 2019 flood study, which is good news for residents in South Creek.</p> <p>BG clarifies that the flood levels established in the 2004 Liverpool Council flood study are the basis of the DPE planning.</p> <p>JH thanks BG.</p> <p>JH asks about sewer delivery for the master plans. When Bradfield City Centre is up and running, will there be a full sewer delivery system in order for it to operate?</p> <p>FO says that they are currently considering how they will service both Bradfield City Centre and Inghams in their initial phases of development. They will be using an alternative system for the first few years until a recycling centre is established.</p> <p>RR suggests that the WPCA presents on the status of the Bradfield City Centre and its infrastructure delivery at the next meeting.</p> <p>DA asks if the DPE is working from the Liverpool flood study.</p>	<p>BG to clarify the status of the previously proposed Wianamatta South Creek delivery strategy.</p> <p>KR to organise for the WPCA to present at the upcoming meeting on the status of the Bradfield City Centre and its infrastructure delivery.</p>
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	<p>BG says yes.</p> <p>DA asks what the difference is between the local Council study and the NSW infrastructure study for the stormwater catchment and the sewer pipeline.</p> <p>FO clarifies that it is the 1 in 100 flood line in the NSW infrastructure draft, but not on the Liverpool Council study.</p> <p>BG will follow up internally to provide more information related to DA's question.</p> <p>PB asks about Luddenham Village. He had the impression from BG's words that there may be appetite among the ministers for more residential development.</p> <p>BG says that is not quite accurate, but rather DPE has committed to a final plan for Luddenham Village, and he understands that options 3 and 4 of the proposed strategies were most supported by the community. Any final plan will pick up where the interim strategy left off and will consider housing numbers. This is subject to prioritisation by the Minister for Planning.</p> <p>JH asks if there are any discussions about changing plans around housing density in the Aerotropolis.</p> <p>BG says that at this stage, he does not have an answer. At the moment there is no change. Any changes to planning controls for high density, floor-space ratios, etc., will have to go through processes of planning and public exhibition.</p> <p>RR says that there has not been a great deal of focus on achieving housing growth in the Western Sydney area, as they are identifying areas that are well-serviced by water and sewer infrastructure such as the Inner West. A policy position for Luddenham is not clear currently.</p> <p>TfNSW update - AB</p> <p>AB updates that the new temporary roundabout at Devonshire Street is operating safely.</p> <p>AB updates that it is confirmed that the new section of Elizabeth Drive near the airport interchange has been confirmed to be opened up to traffic on March 9, 2024. A range of communication will go out to the community via various channels.</p>	<p>BG to clarify the difference between the council and NSW infrastructure studies for the stormwater catchment and sewer pipeline.</p>
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	<p>There was a question at the last CCC meeting about the surface of Elizabeth Drive between Adams Road and Badgery's Creek Road. AB says that this section of the road will be redone as part of the broader works.</p> <p>AB says that there was a commitment of \$200 million from the government for safety initiatives and enabling work in Elizabeth Drive. This includes a \$10 million allocation for 2024. The teams have worked on concept designs for works and are currently working through cost analysis to determine what is possible to deliver within this funding envelope.</p> <p>AB says that TfNSW developed communication materials as part of a safety campaign, particularly targeting road safety around project construction sites. There was also a 'be truck aware' social media campaign. They are engaging with Liverpool Council and Penrith Council to utilize some of their channels and communications to amplify this campaign.</p> <p>AB says that TfNSW has also completed the consultation periods for the Elizabeth Drive upgrade and the 'Seven Road Network'. There have been several stakeholder briefing sessions, community sessions online and face-to-face. They are working through submissions currently. They will hopefully release a submission report early 2024.</p> <p>SA asks how much of the \$10 million budget for 2023/24 works, how much will actually be spent on the road. Is there a formula for how the budget is allocated between elements of the project (design, labour materials, etc).</p> <p>AB says it is dependent on the project; he is not able to provide specific information about budget allocation. For this initial \$10 million, he expects that a large portion will be directed towards pre-construction costs involved in design.</p> <p>Regarding the question about whether Bringelly Road or Devonshire Road is a priority, AB says Bringelly Road is a key route around the airport area, which has now been upgraded to 4 lanes rather than 2.</p> <p>Devonshire Road was one of the corridors identified in the consultation on the WSA Precinct road network. They are still working prioritizing which of these roads will come first and how they will be delivered in the precinct. Devonshire Road has been identified as a priority road, but it is not clear where it will fall in the order of priority.</p> <p>AB will find out when the prioritisation will be finalised and will update KR accordingly.</p>	<p>KR to follow up with TfNSW regarding dust being generated by the M12 works.</p> <p>AB to advise when the prioritization of roads in the WSA precinct road network will be finalised.</p>
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	<p>DA asks about the proposition to divert the traffic on Elizabeth Drive. How will they divert the eastbound traffic to single lanes?</p> <p>AB says that he is not entirely sure how it will be designed. The detailed designs will consider road safety and efficiency.</p> <p>AB will find out more detail about how this is planned and will update DA.</p> <p>RM clarifies that the pavement issues on Elizabeth Drive are actually west of the section between Adams Road and Badgery's Creek Road, which AB mentioned above, Therefore, the work will not fix this issue.</p> <p>RM updates the group that since the last meeting, 3 people have been injured and 1 person has been trapped in a vehicle accident at the Western Road and Elizabeth Drive intersection. The safety messaging by TfNSW appears not to be entirely effective in protecting the safety of the community.</p> <p>RM adds that the roundabout at Devonshire Road seems to be working smoothly.</p> <p>Penrith Council update – BL BL updates that the contributions plan has been submitted to the Minister for Planning. Later in this week there will be a meeting with the DPE, at which the Liverpool Council will also be present.</p> <p>Liverpool Council update - LOs LOs says that the contributions plan is tracking similarly to that of Penrith Council, as discussed above.</p> <p>Sydney Metro update – CD CD updates that there is a Place Urban Design Corridor Landscape Plan. Stage 1 is currently on exhibition, and is focused on stabling and maintenance facilities at Orchard Hills and Luddenham Station. There has been both in-person and virtual engagement.</p> <p>Stage 2 will be out next year. Stage 2 involves St Mary's, Orchard Hills, Aerotropolis, Luddenham, the corridor and landscaping.</p> <p>The Sydney Metro Aboriginal business forum was held at the stadium, where over 100 Aboriginal Australian businesses participated.</p>	<p>AB to share more information with DA about how the eastbound traffic diversion on Elizabeth Drive will be designed.</p>
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	<p>CD says that the Bradfield, Orchard Hills and Luddenham station names are open for comment currently. There are some names proposed for the stations, and Sydney Metro would like to hear the community's opinion.</p> <p>At Aerotropolis and Bringelly, tunnelling works have been completed. At Bringelly, excavation of the shaft and ground support is complete and the TBM will soon traverse it.</p> <p>There have been recent breakthroughs of TBMs Eileen and Peggy at the airport terminal, and both are continuing services at Bringelly before reaching Aerotropolis. TBMs Catherine and Marlene have both travelled underneath the M4 and are near the Clairmont Meadow services facility.</p> <p>Excavation at the airport and airport business park is continuing.</p> <p>Viaducts have been installed at Luddenham Road and are continuing to be installed South of Luddenham Road.</p> <p>WSA update – AA: AA says that last month was the final community barbeque and information session of the year. The event was successful with a turnout of almost 200 people. They will be sending out a final construction update for 2023 next week.</p> <p>Works are progressing on the asphalt on the runway; they are currently working on the second layer. Works are progressing with aeronautical ground lighting and works on baggage handling machines are underway.</p> <p>They have started asphaltting the main access road to the airport off Elizabeth Drive.</p> <p>JH asks if there is a date for handover of the airport.</p> <p>AA says that construction will be completed in 2025. WSA will then take the airport into operation. WSA will progress through an 18-month phase of operation readiness activation transition, in which they will be supported by other agencies such as Border Force.</p> <p>The airport is on track to be operating in late-2026.</p> <p>DA asks what the water complex on Pitt Street and Badgery's Creek Road will be used for.</p> <p>AA says that she does not know but will follow up.</p>	<p>AA to find out what the water complex on Pitt Street and Badgerys Creek Road will be used for.</p> <p>AA to find out if there will be a pumping station on the airport website.</p>
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	<p>FO says he believes the works on Western Road have been completed.</p> <p>FO will chase up an answer and update the group.</p> <p>JH asks FO to confirm that the treatment plant will be delivered for 2026.</p> <p>FO says yes. It will be completed in 2025, then through a testing period, and then ready for servicing in 2026.</p> <p>JH asks what this means for sewer delivery to Thompson Creek and South Creek. Do pipes get laid before or after the treatment plant?</p> <p>FO says that these are all separate packages of work.</p> <p>FO will update at the group more on timing of activity at Thompson Creek and South Creek in this area at the next session.</p> <p>KR asks about works at Overett Avenue near Kemps Creek in March, mentioned by LOs earlier.</p> <p>RM says that he thinks it is a sewer pipeline and is being delivered by Sydney Water.</p> <p>FO says that it is a dual pipeline that will run along Kemps Creek as part of a sewer network that will service Austral-Leppington.</p> <p>FO says that he will come back to KR with more information on this area ahead of RR's meeting with Liverpool Council CEO.</p>	<p>FO and KR to speak offline about the planned works at Overett Avenue near Kemps Creek.</p>
5	Community member discussion	
	<p>RR thanks the community members for their work and attendance at these meetings.</p> <p>RR welcomes feedback from the community about their thoughts on how the CCC operates, and will send around a survey. She would value any of their suggestions about the operation of these meetings.</p>	
6	Next meeting	
	<p>RR wishes the group well for the end-of-year period.</p> <p>Next meeting: 12 March 2024</p>	



Australian Government

**Department of Infrastructure, Transport,
Regional Development, Communications and the Arts**

Western Sydney International (Nancy-Bird Walton) Airport (WSI) | Airspace Design

Draft EIS Release



Public exhibition and next steps

Public exhibition:

The draft EIS is on public exhibition from **24 October 2023** until **31 January 2024** (67 business days).

Submission can be made:

- **Online** via wsiflightpaths.gov.au
- **By email** to eis.submissions@infrastructure.gov.au
- **By mail** to Att: WSI Flight Paths Team, GPO Box 594, CANBERRA ACT 2601.

Final EIS:

The final EIS must consider all submissions received during the exhibition period.

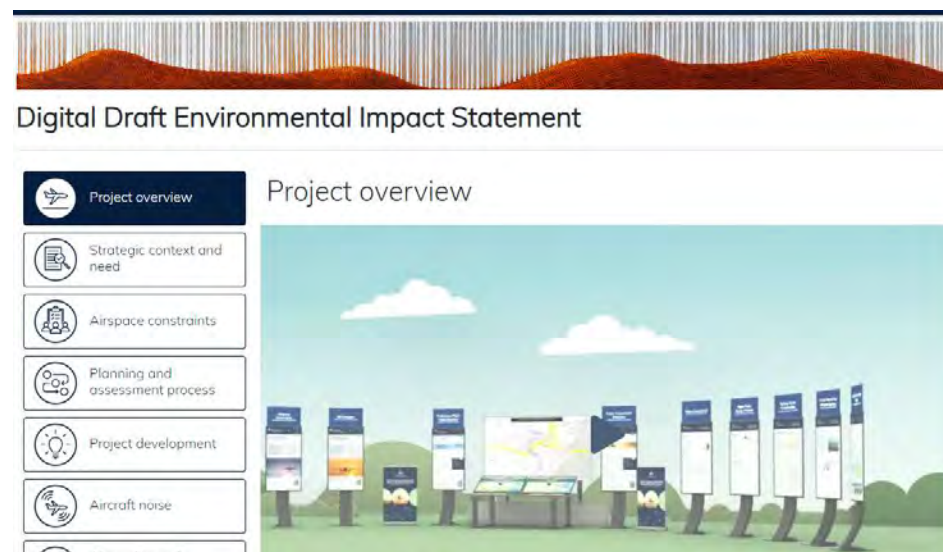
It will contain a Submissions Report that will summarise submission comments and how they have been addressed.

Final EIS publication

2nd half of 2024

What is in the draft EIS?

- **Part A Background**
 - Project setting and existing airspace
 - EIS process and requirements
- **Part B The Project**
 - Development of flight paths
 - Changes to other airports' flight paths
 - Engagement
- **Part C Environmental Impact Assessment**
 - Individual chapters on assessment topics incl. aircraft noise, air quality, land use, biodiversity, economic, human health, biodiversity, hazards and risk
 - Draft Noise Insulation and Property Acquisition policy
- **Part D EIS Synthesis**
 - Mitigation and environmental management
- **Technical papers**

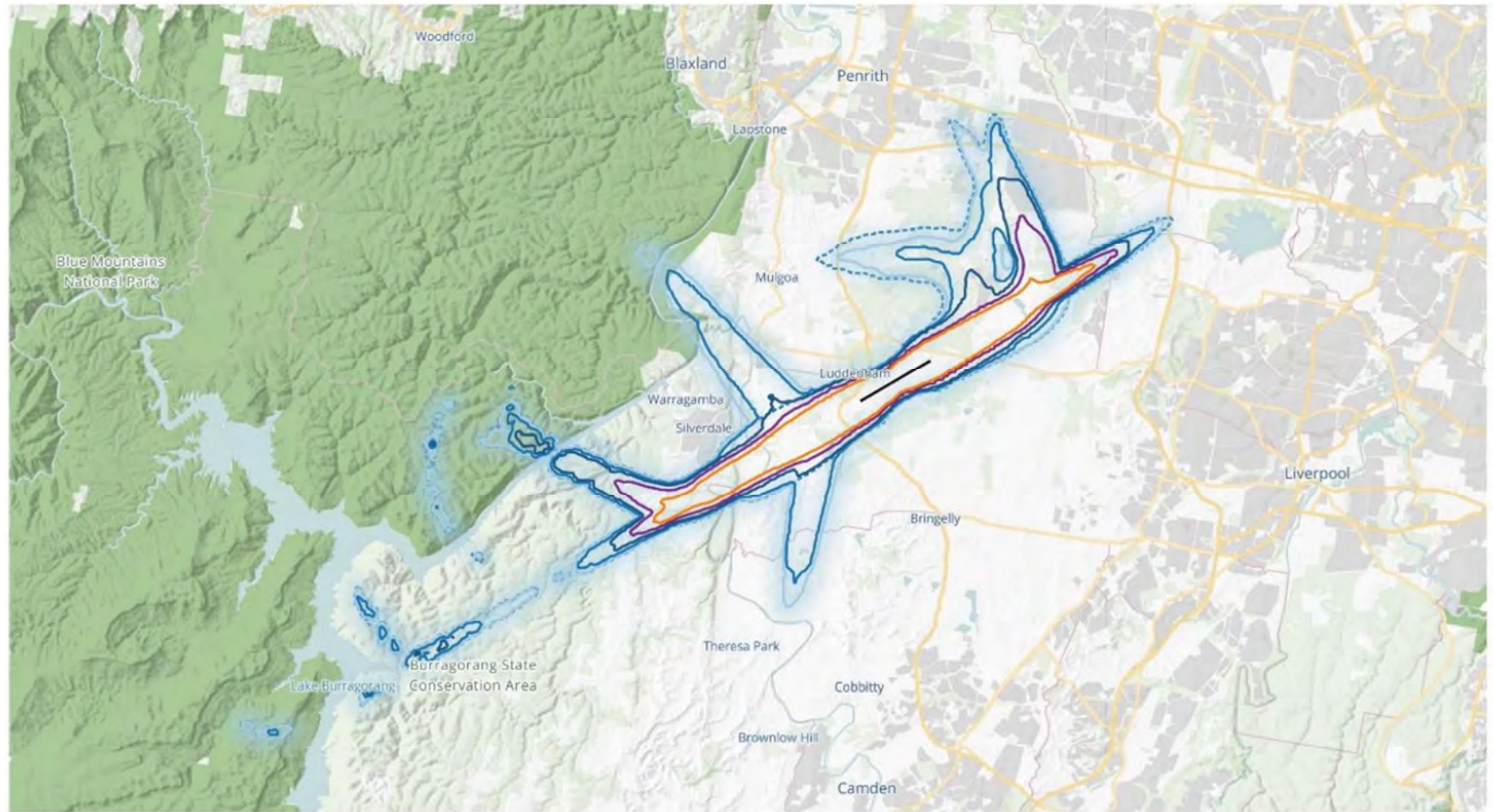


www.wsiflightpaths.gov.au/digital-draft-eis

2055 noise assessment N70 24 Hours Composite

Assessment years modelled:

- 2033 – early years
- 2040 – interim growth
- 2055 – single-runway capacity



PAL 3 (2055)
N70 - 24 Hours
Composite Scenario

LEGEND

100+ Movements

50-99 Movements

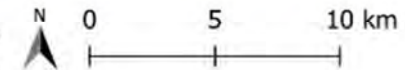
20-49 Movements

10-19 Movements

5-9 Movements

5 Movements (Unidirectional)

Runway 05-23



NIPA Eligibility Criteria	Metric
Treatments for Residential & Non-Residential buildings	ANEC 20
Property Acquisition	ANEC 40 (or case by case)
Internal noise objective	50 dB(A)
Metric to determine level of treatment	L_{Amax}

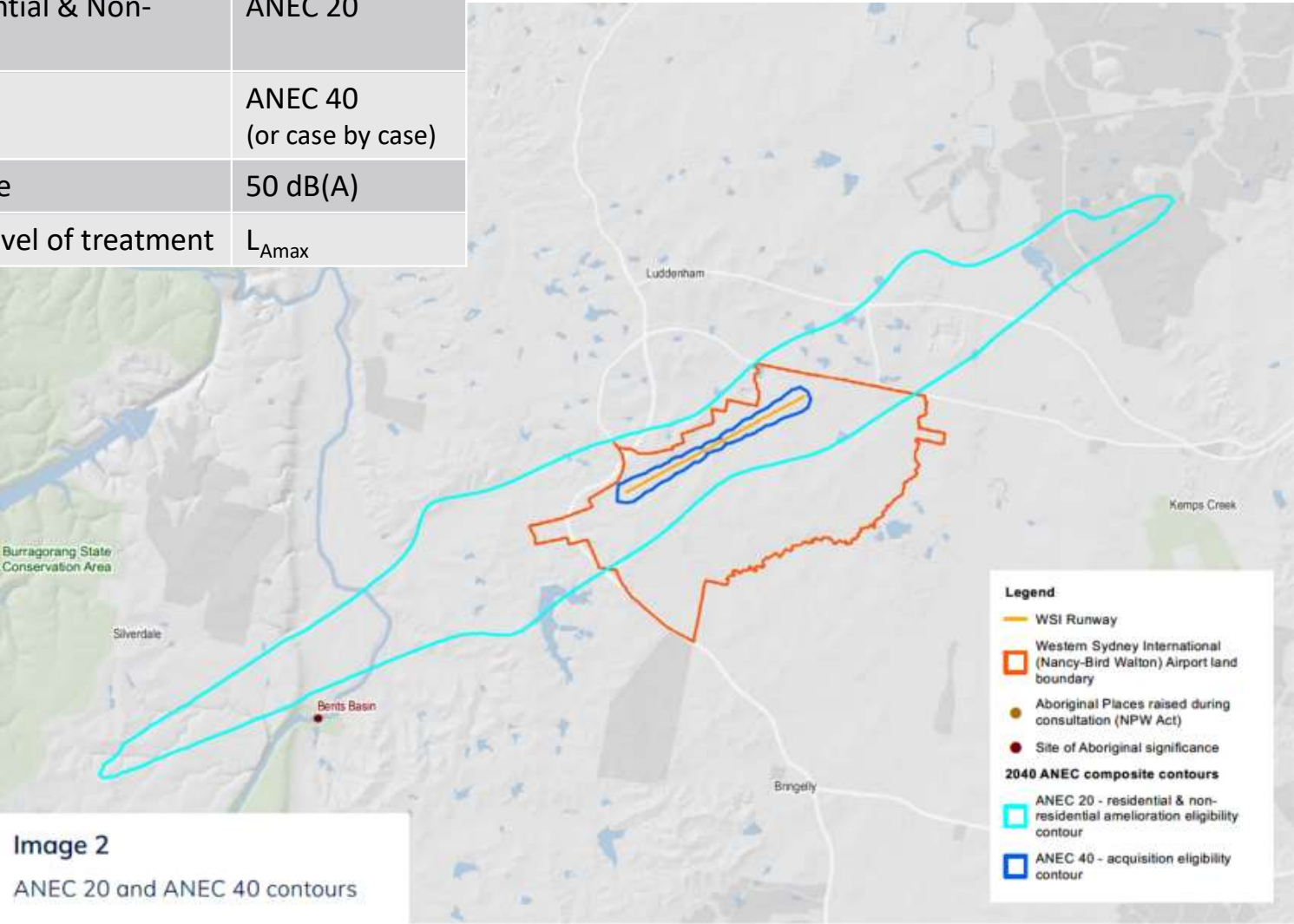


Image 2
ANEC 20 and ANEC 40 contours

EIS Assessment topics

Air Quality and Greenhouse Gas

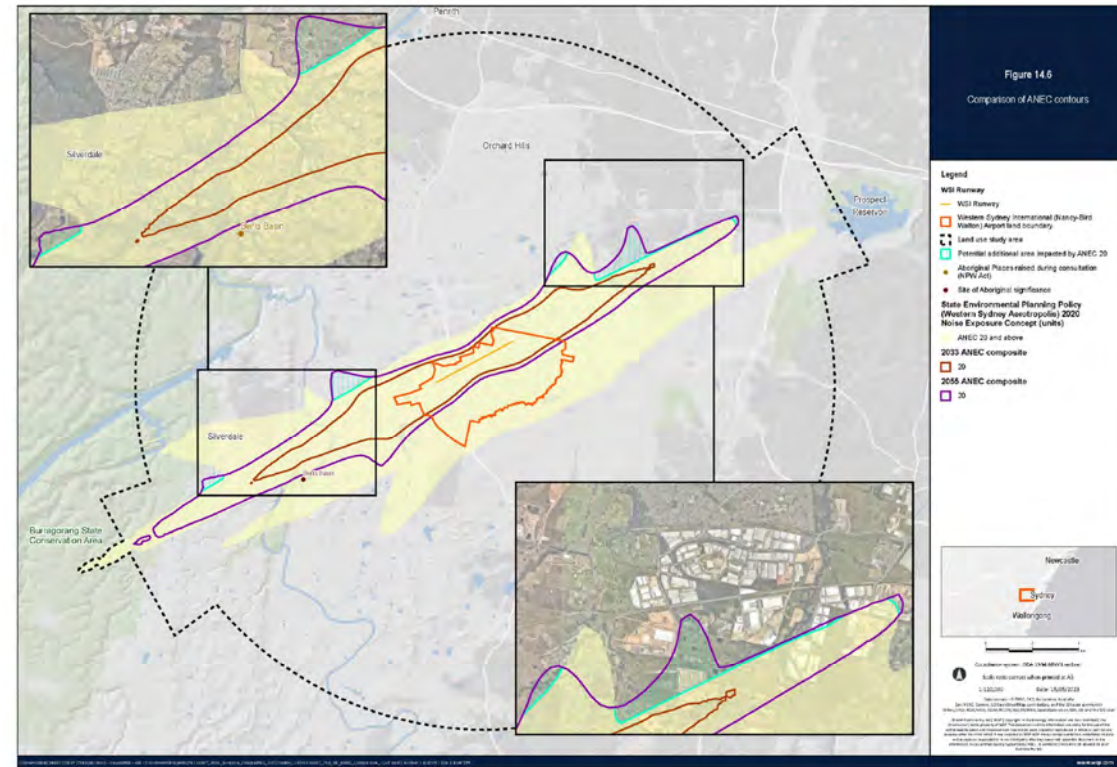
- All pollutants below identified thresholds in 2033
- Minor exceedances may occur close to WSI for particulate matter (PM_{2.5}) and nitrogen dioxide (NO₂) in 2055.
- Elevated particulate matter levels are due to existing elevated background levels. The contribution of WSI flight paths is considered insignificant.
- The predicted 1-hour average NO₂ levels are slightly above the NSW Environment Protection Authority (EPA) criteria, and are likely an overestimate

Fuel jettisoning

- Fuel jettisoning is a rare occurrence that has no impact at ground level when conducted in accordance with relevant procedures in *Airservices' Manual of Air Traffic Services*.

Land Use

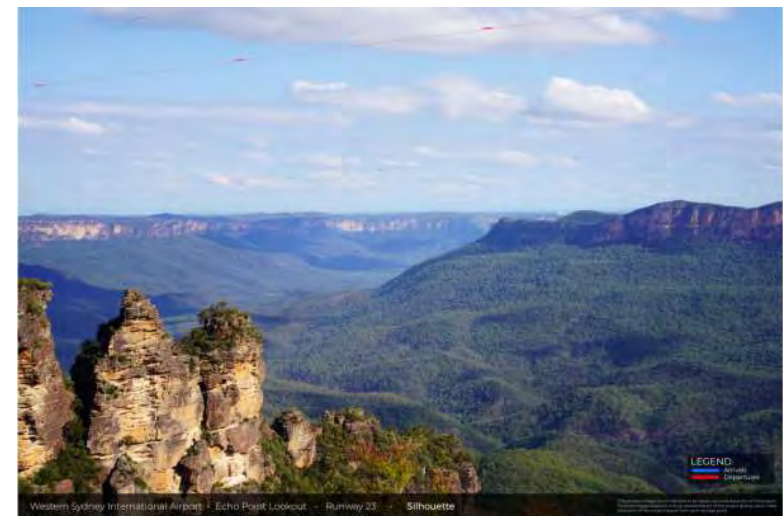
- Land use planning controls are already in place, based on the long-term, around dual-runway Australian Noise Exposure Concept (ANEC) prepared for the 2016 EIS.
- An ANEC contour for single-runway operations in 2055 was prepared for this EIS, and extends slightly beyond the current prescribed contour in a limited number of areas.
- Any updates to existing planning protections would be based on a revised dual-runway ANEC, due to be prepared during the detailed design phase.



EIS Assessment topics

Landscape and visual amenity

- Impacts at certain Greater Blue Mountains Area (GBMA) lookouts (Echo Point and The Walls) have been assessed as 'high-moderate' in 2055
- The magnitude of visual change was deemed to be 'low', as aircraft will be at a considerable distance and altitude when seen from these lookouts, however the high-moderate impact rating reflects the very high visual sensitivity of these locations.
- All other GBMA viewpoints were assessed as either 'moderate', 'moderate-low' or 'negligible' impact.
- Viewpoints in Kemps Creek and Luddenham Village were also assessed as high-moderate impact in the 2055 scenario based on high frequency of expected overflight.



EIS Assessment topics

Biodiversity

- Bird and bat strikes may occur intermittently in the vicinity of WSI, but the level of impact has been assessed as 'low/not significant'.
- Indirect impacts considered in the assessment include noise, light spill, air quality, water quality and fuel jettisoning.
- Aircraft noise has the potential to cause physiological or behavioural changes in certain species, however the impacts in relation to this project have been assessed as low/not significant.
- All other indirect impacts were assessed as negligible.

Greater Blue Mountains Area (GBMA)

- The project would not have a significant impact on the attributes identified for each of the World Heritage criteria that affords the GBMA its Outstanding Universal Value. These criteria are:
 - ongoing evolutionary processes
 - biological diversity
- The project would not impact the overall integrity of the GBMA, which is another key component of the World Heritage listing.

EIS Assessment topics

Economic

- Flight paths are integral to realising the significant economic and employment effects of WSI for the local and regional economy.
- Increased access to key tourist destinations is considered to outweigh the potential adverse amenity impact of the flight paths.
- Aircraft noise may result in adverse impacts to residential property values in some areas close to WSI. Dwellings within the N70 contour (and outside the ANEC 20) are expected to have a low level of impact. Potential losses are expected to be recovered in 6 months due to growth in real capital gain.
- Changes to airspace arrangements to accommodate the operation of WSI are also expected to have an economic impact on general aviation users, particularly flight training operators at Bankstown Airport. This impact has been estimated to be in the order of \$15 million per annum.

EIS Assessment topics

Human health

- The assessment did not identify any significant risks to community health associated with air quality changes because of the project.
- In locations close to the WSI runway and below the immediate arrival and departure flight paths, aircraft noise has the potential to result in increases in sleep disturbance, annoyance and to a lesser degree, learning delays for children.
- The affected areas are mostly located within the ANEC 20 contours, which is estimated to contain less than 500 residents by 2040.
- The ANEC 20 area is already subject to planning controls on noise sensitive developments including new residential developments, schools and childcare centres, and meets the eligibility criteria for the consultation draft noise insulation and property acquisition policy, which will be a key mitigation to these potential impacts.
- Mitigation measures identified throughout the draft EIS would result in risks to community safety and health that are considered low and acceptable.

Community information events

Community information and feedback sessions

4 Nov	St Clair Autumnleaf Neighbourhood Centre, 1-4pm
8 Nov	Warragamba Town Hall, 4-7pm
11 Nov	Blaxland Community Centre , 1-4pm
14 Nov	Online webinar , 6.30-8.30pm
15 Nov	Penrith Panthers Club, 4-7pm
16 Nov	Bringelly Community Centre, 4-7pm
22 Nov	Sydenham St Peters Town Hall, 4-7pm
23 Nov	Granville Centre , 4-7pm
30 Nov	Plumpton Neighbourhood Centre, 4-7pm
2 Dec	Bankstown Sports Club, 1-4pm
6 Dec	North Richmond Community Centre, 4-7pm
9 Dec	Bella Vista Village Green Community Centre, 1-4pm
12 Dec	Strathfield Sports Club, 4-7pm

Information stalls

28 Oct	St Clair Shopping Centre, 9am-4pm
29 Oct	Westfield Penrith , 10am-5pm
2 Nov	Springwood Town Square, 9am-4pm
4 Nov	Westfield Mt Druitt , 10am-5pm
5 Nov	Luddenham IGA, 9am-4pm
17 Nov	Marrickville Metro, 10am-4pm
18 Nov	Oran Park Podium, 10am-3pm
19 Nov	Auburn Central Shopping Centre, 10am-4pm
25 Nov	Clemtown Park Shopping Village, 10am-3pm
26 Nov	Bankstown Central Shopping Centre, 10am-4pm
2 Dec	Norwest Marketown, 10am-4pm

EIS Submissions

Submissions can be made:

- **Online** via wsiflightpaths.gov.au
- **By email** to eis.submissions@infrastructure.gov.au
- **By mail** to Att: WSI Flight Paths Team, GPO Box 594, CANBERRA ACT 2601.

Contact us

- **Online** via wsiflightpaths.gov.au
- **By email** to wsiflightpaths@infrastructure.gov.au

Creating a water resilient city

Bringing the Western Parkland City to life

Aerotropolis CCC

12 December 2023



Acknowledgement
of country

Warami !!

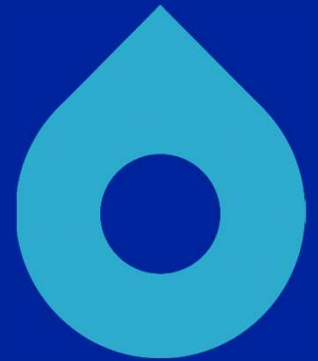


Sydney Water respectfully acknowledges the traditional custodians of the land and waters on which we work, live and learn. We pay respect to Elders past and present.

Agenda

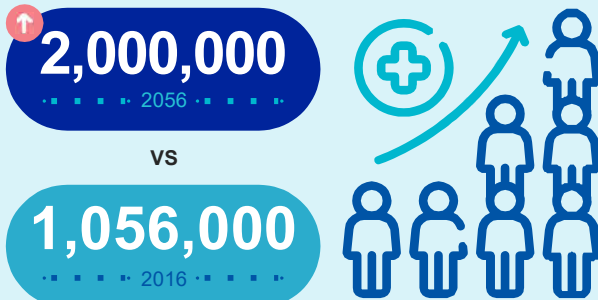
- Projects under way
- Drinking Water
- Upper South Creek AWRC
- Wastewater
- Stormwater
- Watermain breaks

Western Sydney Context



Water: a vital resource for Australia's new parkland city

POPULATION DOUBLING BY 2056



LIVEABILITY RATING

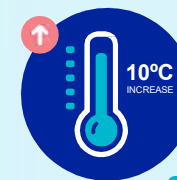
↓ **10% LOWER**
THAN THE EAST



HEAT STRESS

47 DAYS
PER YEAR

BY
2055



UP TO
10 DEGREES
HOTTER
THAN
EASTERN
SYDNEY



DEVELOPMENT
PRESSURES ON
WATERWAYS

LESS
THAN 10%
TREE CANOPY



TOP 3 CUSTOMER PRIORITIES



Safe and clean
drinking water



Affordable bills

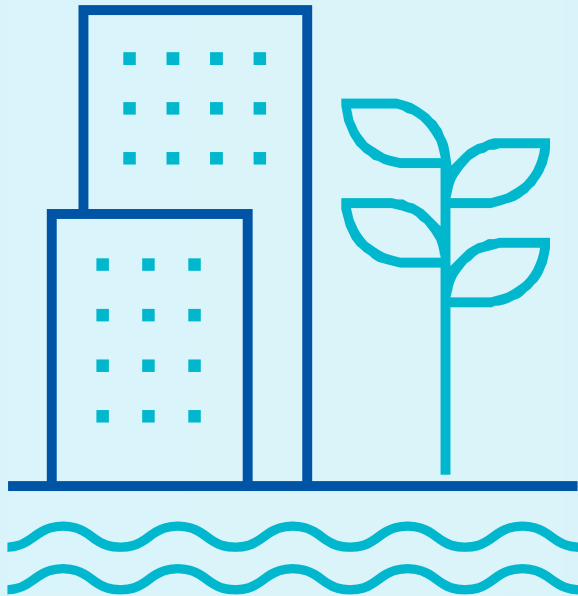


Healthy waterways
and water
recreation areas

Sydney Water is leading the transformation

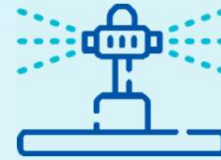
\$3 billion infrastructure investment

Coordinated and collaborative



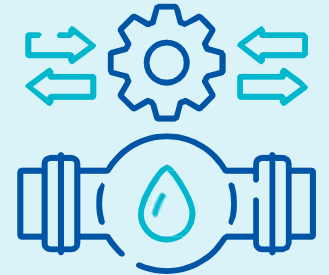
Smart irrigation

Cooling urban areas



Building resilience

Integrated water cycle management



Circular economy

A hub for water, waste and energy



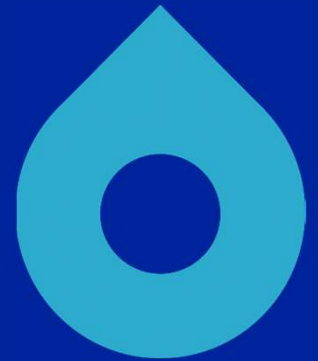
CUSTOMER AT THE HEART

Urban Plunge

Creating clean, safe places to swim



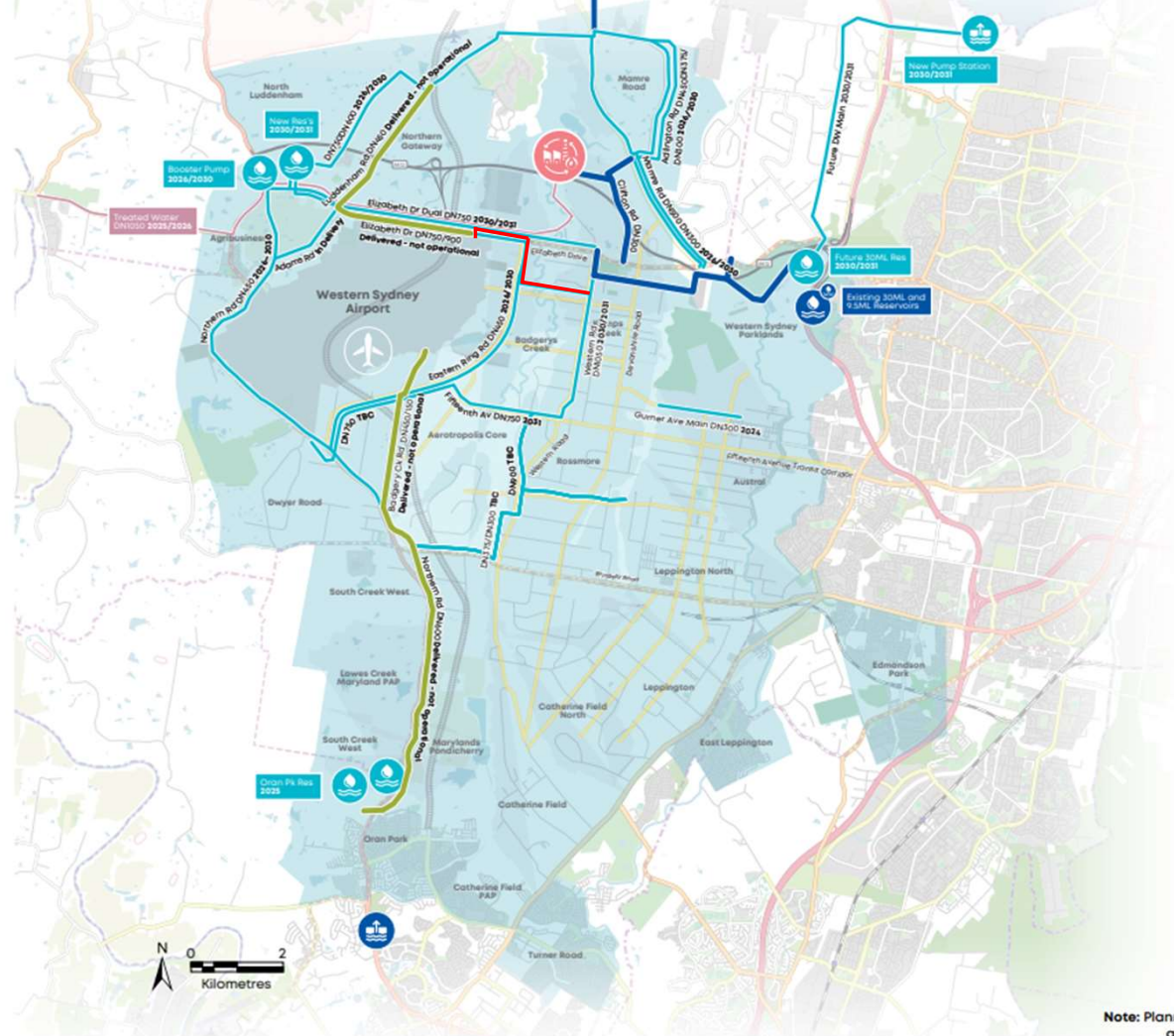
Projects under way



Western Sydney Aerotropolis

Indicative Drinking Water Servicing Infrastructure

Sydney
WATER



Legend

- Advanced Water Recycling Centre
- Existing DW Main
- Proposed DW Main
- Proposed DW Main
- Delivered - Not operational
- Treated Water Line
- Proposed DW Reservoir
- Existing DW Reservoir
- Proposed DW Pumping Station
- Delivered DW pumping station
- Proposed Railway
- Growth Precincts

Note: Planning works are currently underway. All information provided here are indicative and subject to change. Servicing timing will be as per the Growth Servicing Plan.

DN750 Link main

- Badgery's Creek under bore target completion before March 2024
- Site Work commencing Feb 2024
- Operational early 2025
- Site works along Elizabeth Drive



Upper South Creek

Advanced Water Recycling Centre



Enabling growth with the Advanced Water Recycling Centre



Sydney Water's largest investment in water resilience in a decade.



Built to support the population and economic growth of Western Sydney.



Construction has commenced and will be operational in 2026 to meet the needs of Western Sydney International Airport.

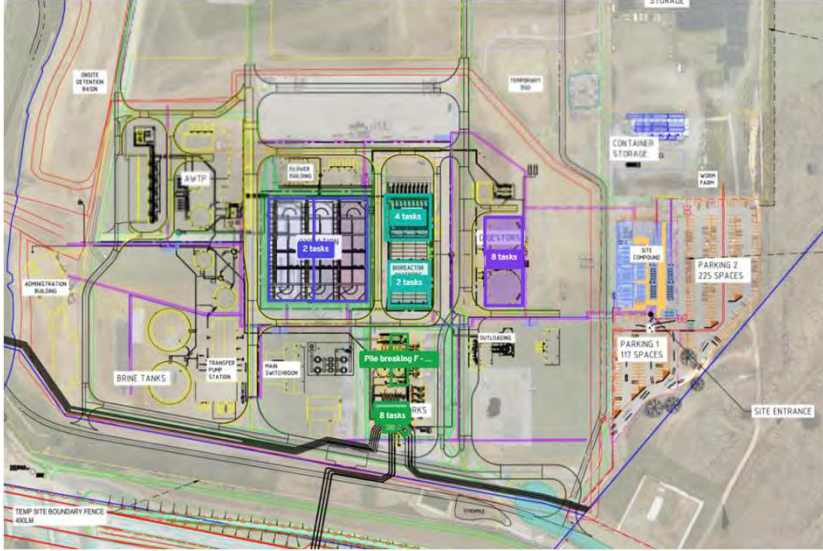


The Advanced Water Recycling Centre will produce high-quality water suitable for:

- non-drinking uses in homes
- various business and industrial uses
- agriculture
- watering public open spaces.



USC AWRP

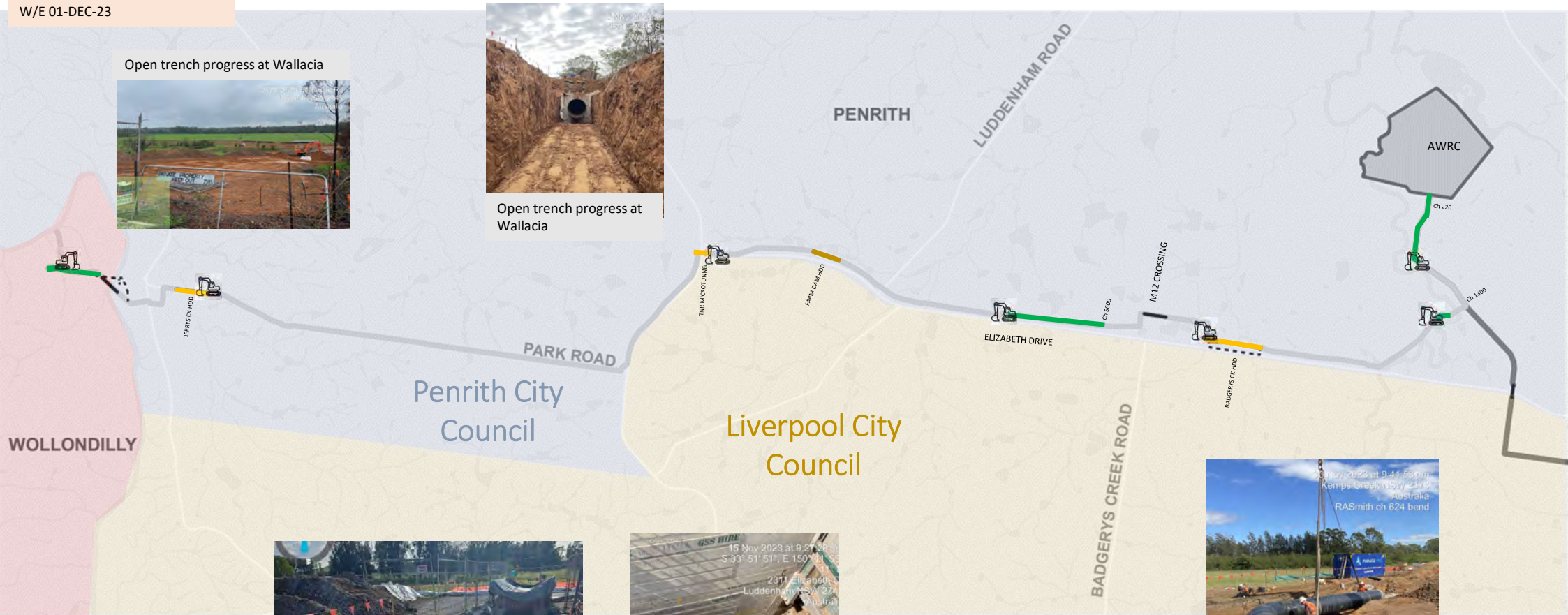


TREATED WATER PIPELINE
W/E 01-DEC-23

Open trench progress at Wallacia



Open trench progress at Wallacia

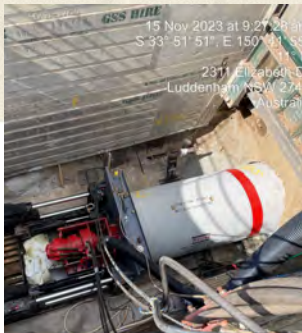


LEGEND

- Active Workfront
- Open Trench
 - Installed
 - To go
- Trenchless
 - Installed
 - In Progress
 - To go



Farm Dam HDD Complete



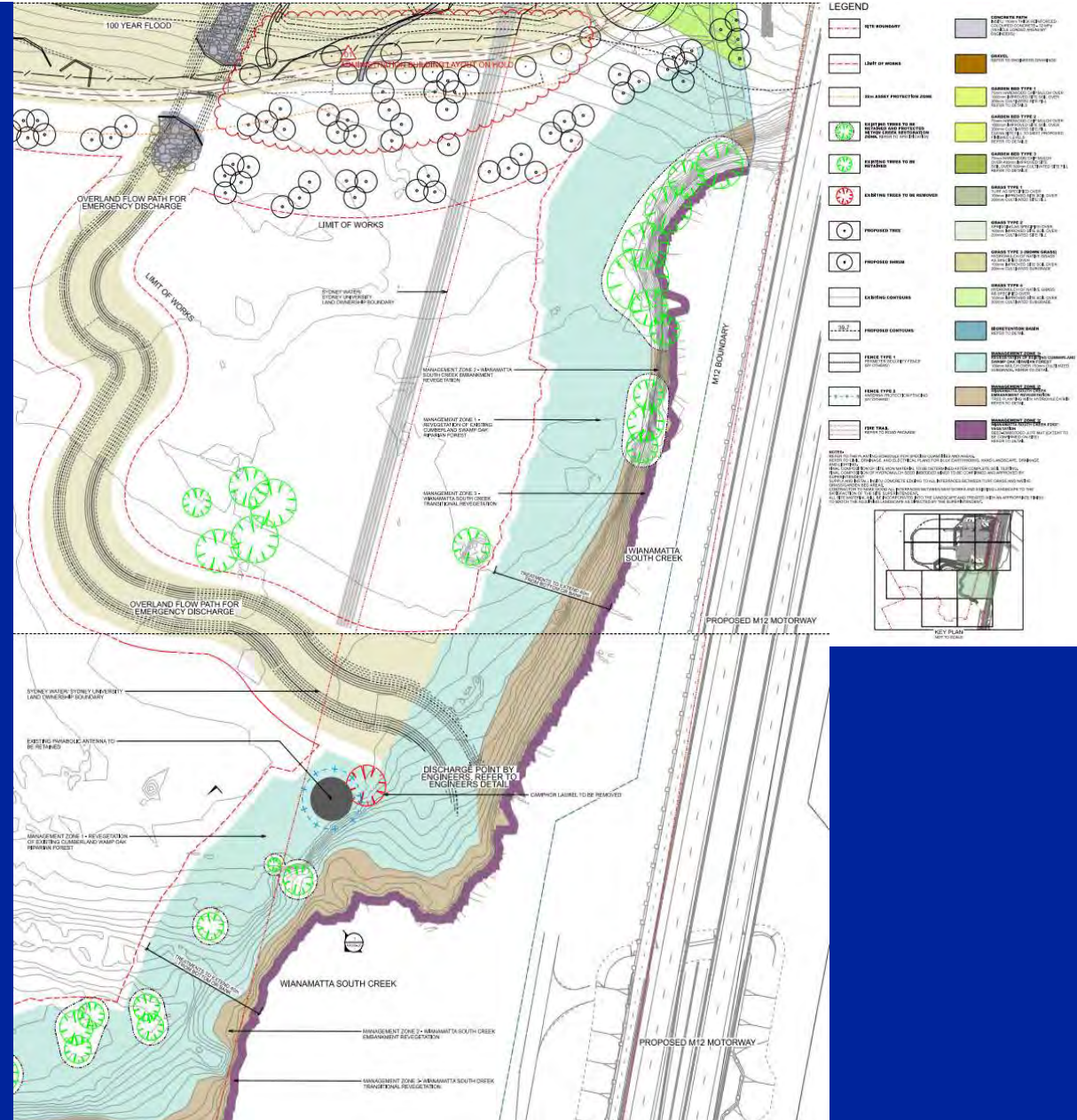
Microtunnel under The Northern Road approx. 50% complete



Pipe installation towards eastern end of alignment.

80% Urban Design – Creek restoration

- Landscaping design for Wianamatta-South Creek regeneration and revegetation
- Consulted with Traditional Custodians input in the design
- Opportunity with Greening Australia to revegetate both sides of Wianamatta-South Creek



Greenspace Masterplan

- Possible future north-south cycle connections along green corridor
- Exploring options to provide cycling connections to M12
- Stakeholders have highlighted a need for more amenities in the area
- Consultation with Community and Traditional Custodians will continue early next year



Western Sydney Aerotropolis

Indicative Wastewater Servicing Infrastructure

Sydney
WATER



Legend

- Advanced Water Recycling Centre¹
 - Proposed WW Gravity Main
 - Proposed WW Gravity Main
 - Existing WW Main
 - Proposed WW Pressure Main
 - Proposed WW Dual Pressure Main
 - Proposed WW Pressure Main (Interim)
 - Concept WW Gravity Main
 - WW Pressure Main
 - Proposed WW Pressure Main (Interim)
 - Proposed Brine Line
 - Existing WW Pumping Station
 - Proposed WW Pumping Station
 - Proposed WW Pumping Station
 - Proposed WW Pumping Station
 - Proposed Railway
 - Growth Precincts
- ¹Upper Sprout Creek Advanced Water Recycling Centre (AWRC)

Note: Planning works are currently underway. All information provided here are indicative and subject to change. Servicing timing will be as per the Growth Servicing Plan.

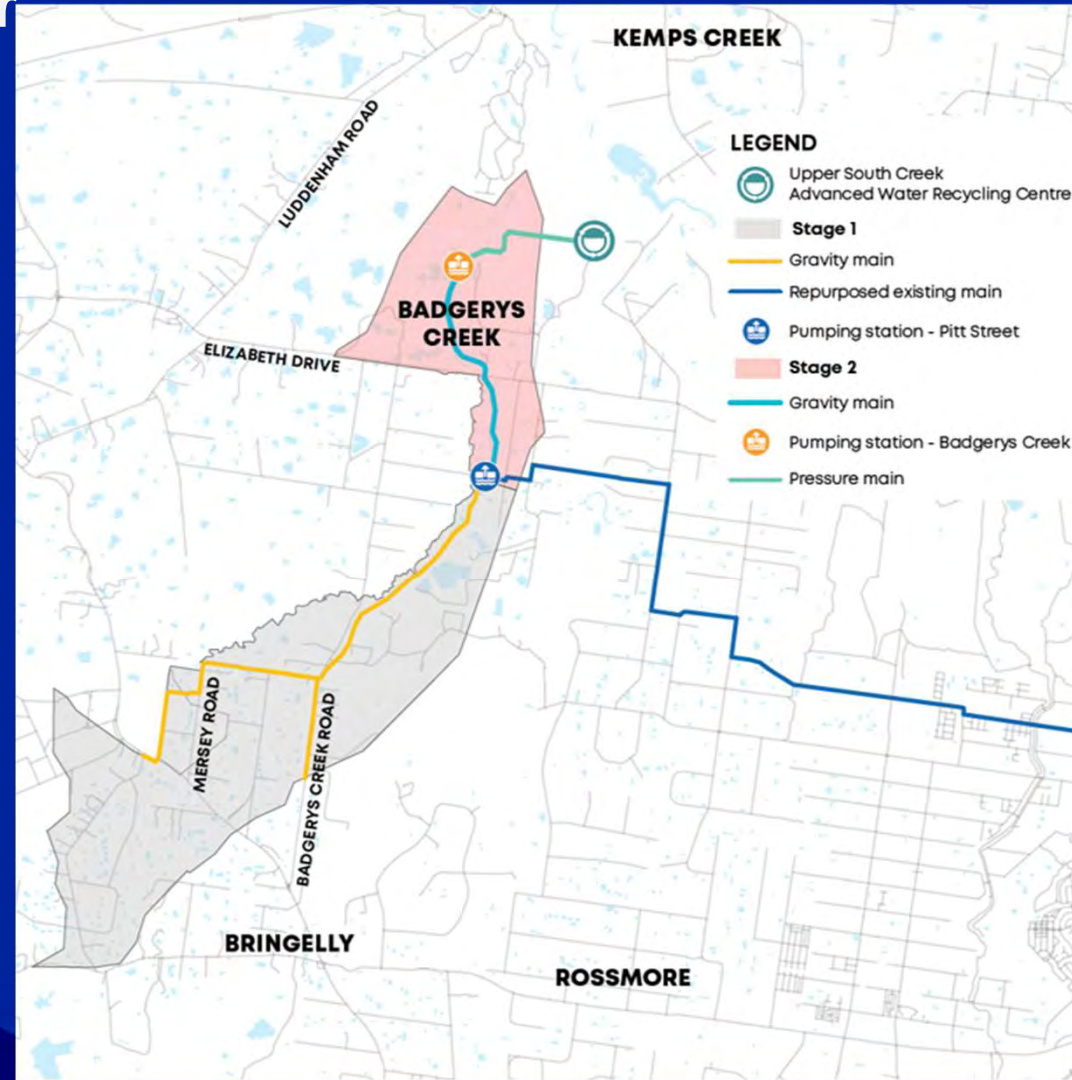
Badgerys Creek wastewater

Stage 1 -

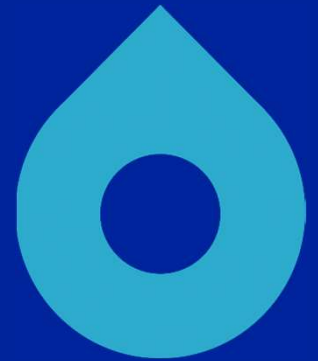
- Badgerys Creek Tank construction 50% complete operate late January 2024.
- Sewer Pumping Station 1229 design nearing completion
- Gravity sewer 50% Concept Design following review

Stage 2 –

- 100% Concept Design
- Includes Sewer pumping station 1230 within Sydney Uni land
- gravity sewer and pressure mains to USC AWRC
- Next stage: Contract award early 24, detail design and delivery



**Regional
stormwater creating
a resilient water
supply network**



Enabling liveable communities with smart water planning

An Australian-first approach to waterway and stormwater management in Mamre Road and the Aerotropolis.

STORMWATER WILL BE:

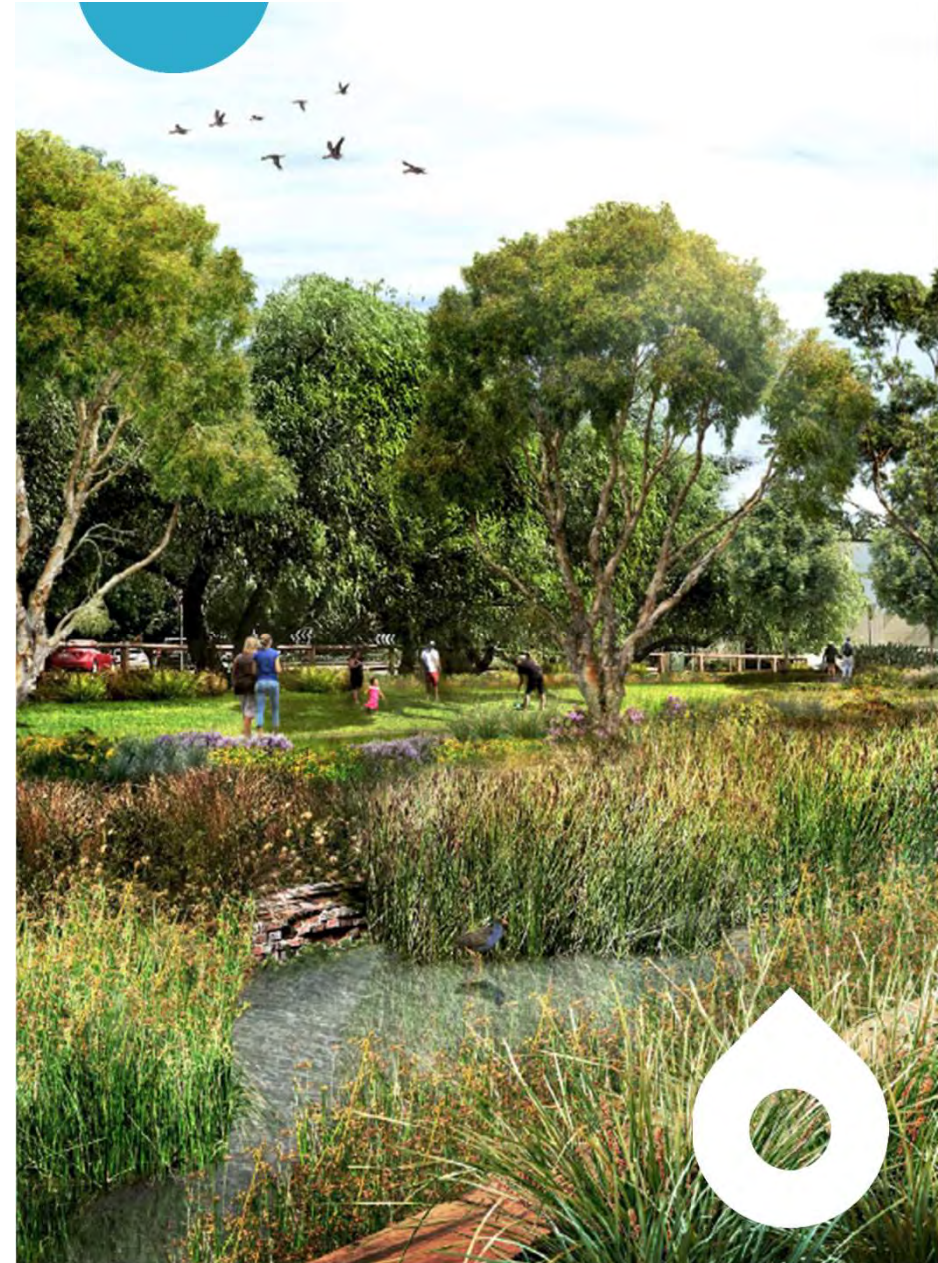


diverted into natural channels and wetlands instead of buried concrete pipes or drains.



recycled to support greening and cooling.

Managing water like this will have transformative social, economic, and environmental benefits.



Integration of Stormwater and Recycled Water

Sydney
WATER



The Strategy will deliver:



Naturalised blue-green grid.



Double the number of days with no thermal heat stress.



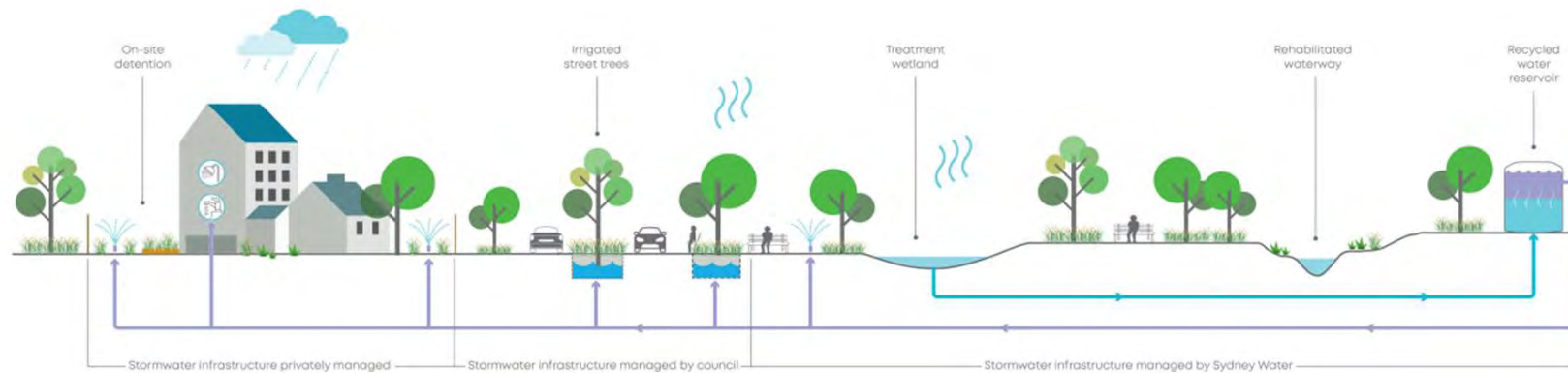
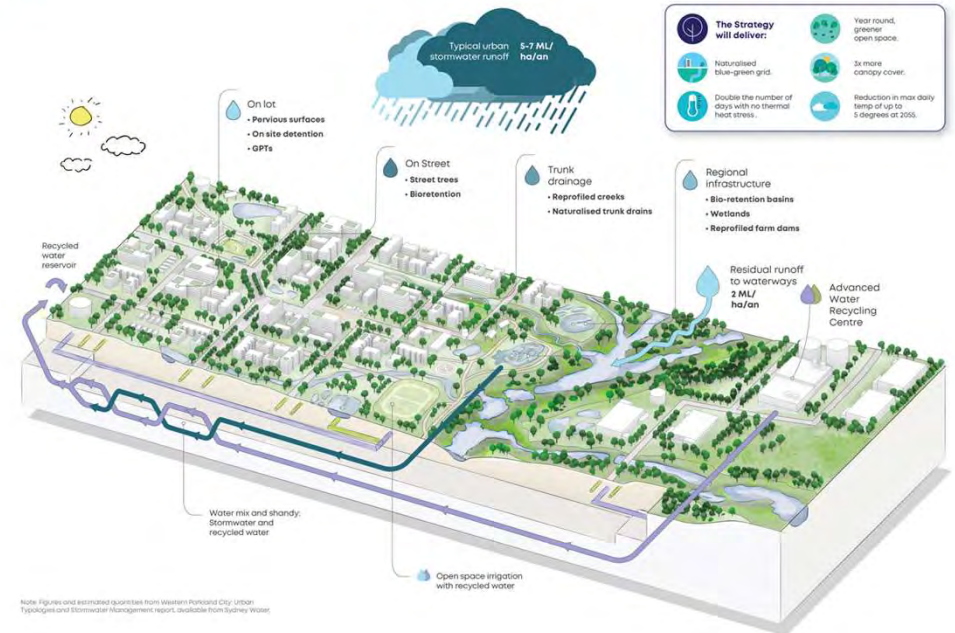
Year round, greener open space.

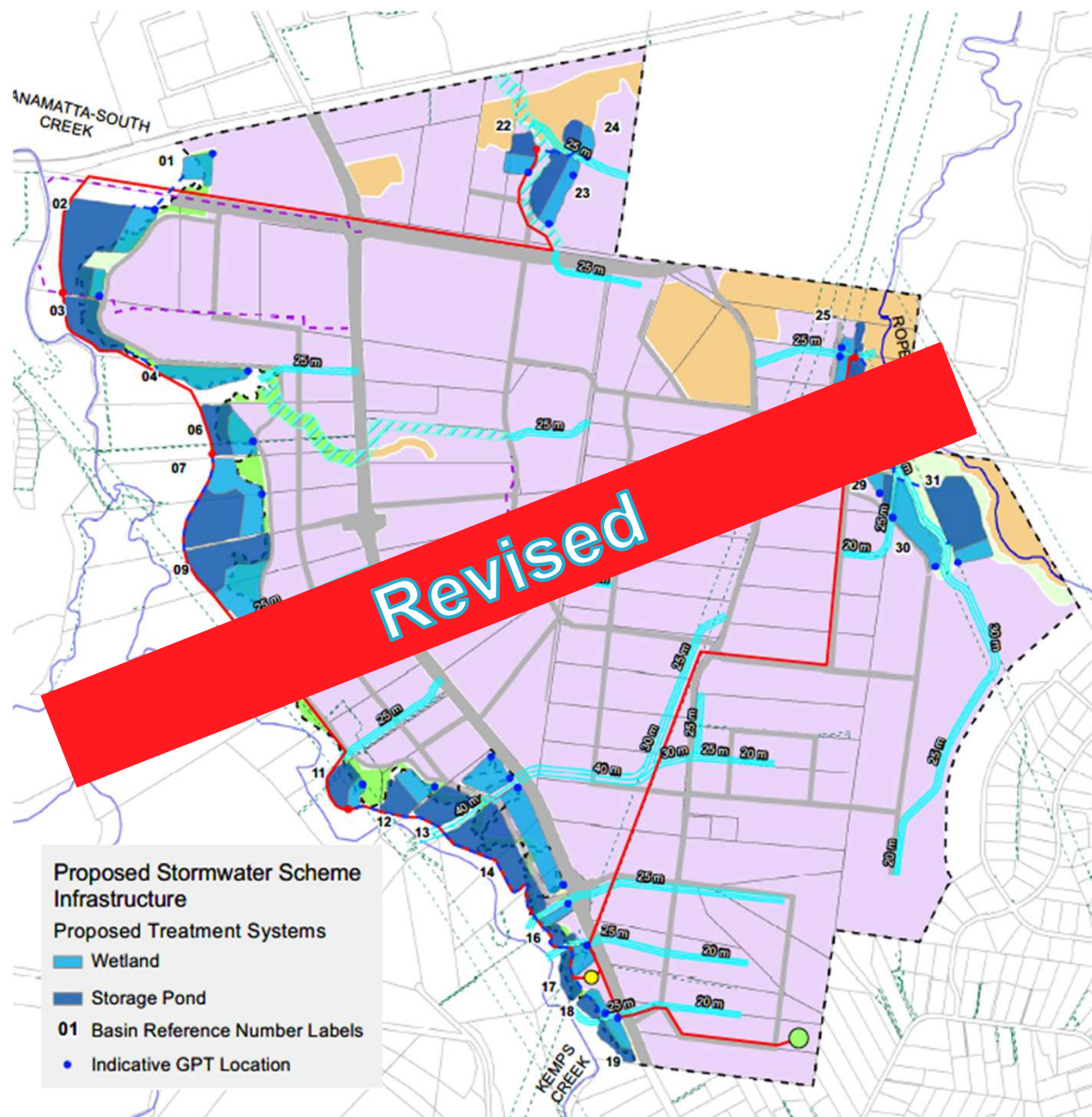


3x more canopy cover.



Reduction in max daily temp of up to 5 degrees at 2055.





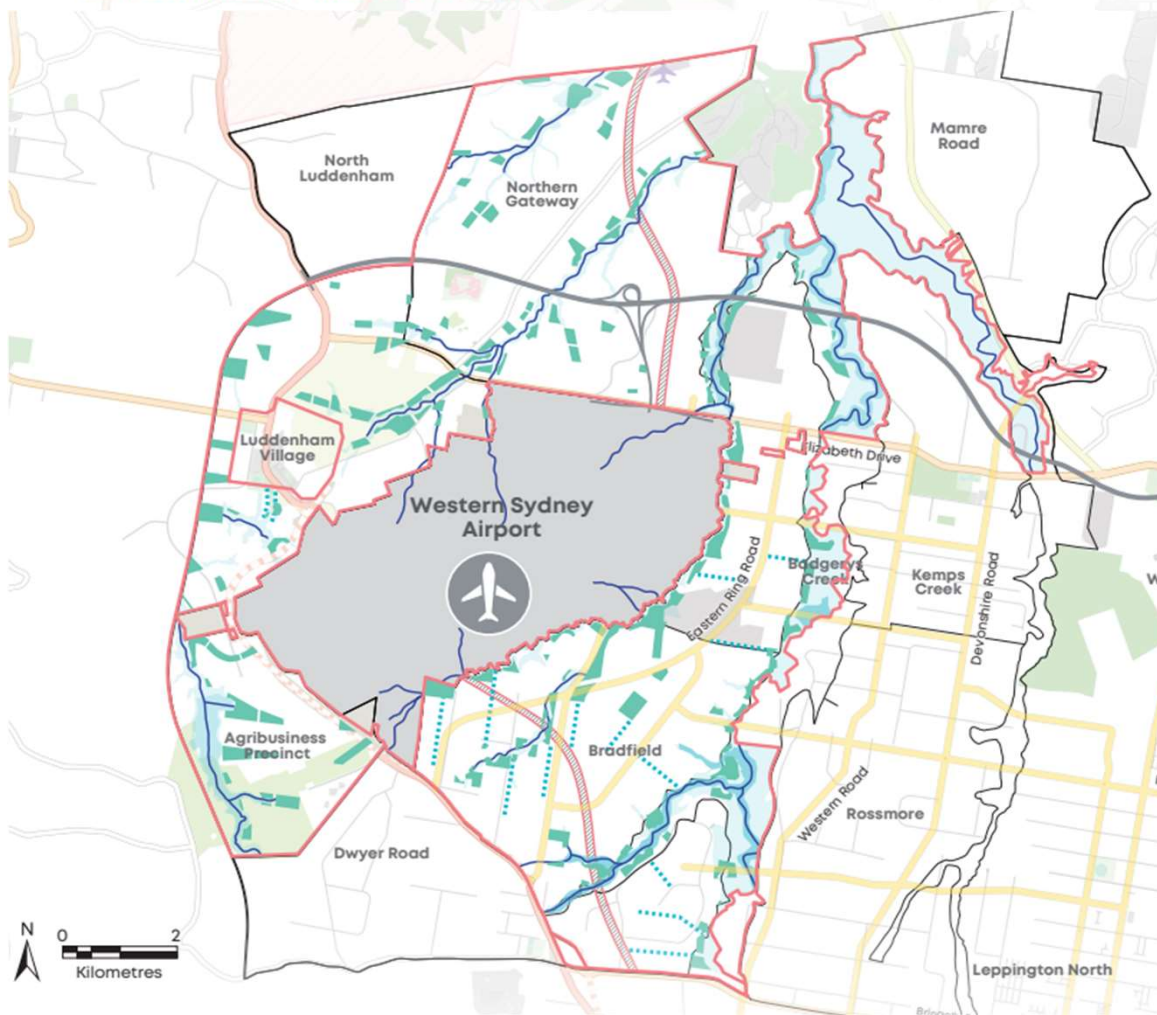
Mamre Road Precinct Stormwater Scheme plan

- Mamre Rd stormwater scheme plan has gone through a review with industry and NSW DPE.
- Updated Mamre Rd scheme plan will be published next week.
- Where possible we have tried to maximise the amount of developable land and minimise the amount of land take.
- Sydney Water is meeting with landowners in Mamre Rd precinct this week.
- Sydney Water presented to industry on a **Draft Work in Kind (WIK) Policy** presently on exhibition for comments until **14 Dec 2023**.

Western Sydney Aerotropolis

Stormwater Infrastructure

Sydney
WATER



Legend

- Stormwater Infrastructure
- Riparian Corridor
- Watercourses
- Riparian Streets
- 1% AEP Flood Extent
- Major Infrastructure
- Land Application Boundary
- Precinct Boundary

- Draft Aerotropolis Scheme Plan due Mid 2024
- It will be exhibited for feedback
- Sydney Water will hold a community session to discuss the Aerotropolis Scheme Plan in Mid 2024

Leaks/breaks water loss



Leaks/breaks and No water

Several watermain leaks / breaks and loss of water have occurred in the last couple of months.

We expect a lot more to occur.

Caused by large volume of development activity including at:

- Lawson Rd
- Badgerys Creek Road
- Western Road

**For any leaks/ breaks and loss of water please dial
13 20 90**





Thank you

Sydney
WATER

**OVERETT AVENUE, ROAD CONDITIONS
DECEMBER 2023**

**Provided by Ross Murphy, member, Western Sydney Aerotropolis Community
Consultative Committee**



