

WESTERN SYDNEY INTERNATIONAL AIRPORT

COMMUNITY MEETING

**6pm Start
28 November 2022
Warragamba Town Hall**

Please note this meeting will be recorded and uploaded to council's website

Agenda

- **Welcome & Acknowledgement of Country** – (MC) Ben Taylor – Wollondilly Shire Council – Chief Executive Officer
- **Mayor's Message** – Mayor Matt Gould
- **Introduction - NSW Planning Framework** – on behalf of NSW Department of Planning and Environment, Stephen Gardiner
Wollondilly Shire Council – Manager of Sustainable Growth
- **Aust Govt Dept of Infrastructure, Transport, Regional Development, Communications and the Arts** – David Jansen – Assistant Secretary
- **Forum on Western Sydney Airport (FOWSA)** – Lee de Winton – Chair
- **Questions**



Wollondilly Shire Council acknowledges the traditional custodians of the land in Wollondilly, the Dharawal and Gundungurra peoples.

We acknowledge the living culture and spiritual connections to the land for the Dharawal and Gundungurra people and that Wollondilly is remarkably placed as the intersection of these two tribal lands.

We recognise the traditional Custodians have occupied and cared for this Country over countless generations and celebrate their continuing contribution to the Shire.

We also acknowledge and remember the Dharawal and Gundungurra peoples who were killed in the Appin Massacre on 17 April 1816.

**We acknowledge our collaboration with the Tharawal Local Aboriginal Land Council*

Stephen Gardiner
Manager of Sustainable Growth
Wollondilly Shire Council

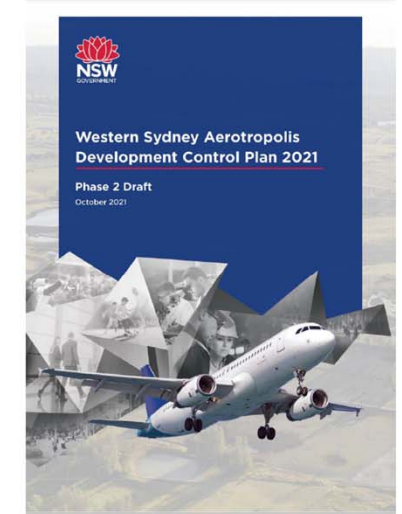
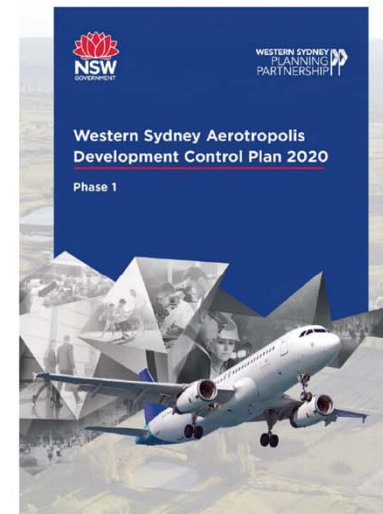
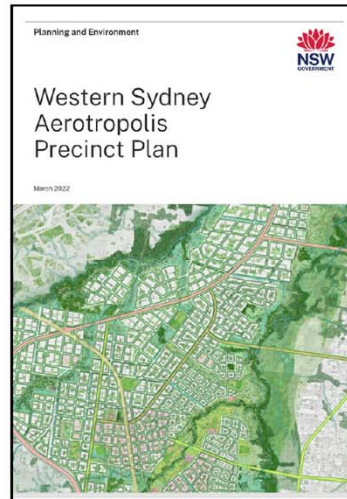
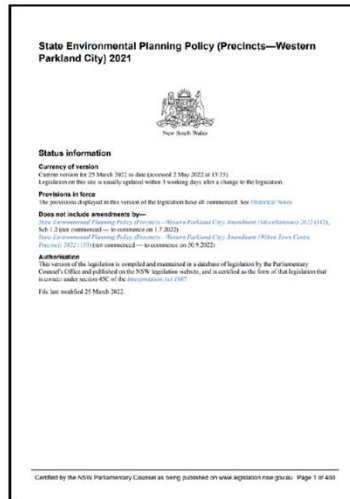
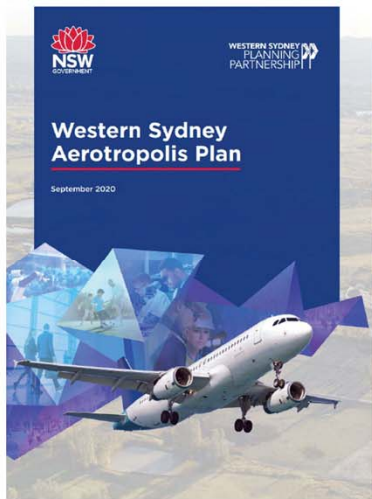
- Presenting on behalf of the NSW Department of Planning and Environment

NSW Department of Planning & Environment

Aerotropolis planning framework

- Planning Controls (State legislation)
 - State Environmental Planning Policy (Precincts – Western Sydney Parklands) 2021, [Aerotropolis SEPP 2020].
- What information has been provided to residents?
- Some of the Key controls
 - Obstacle Height
 - Wildlife Hazard Buffer
 - Noise Exposure

Planning Framework



(DCP Finalised November 2022)

Enterprise Zone
Agribusiness Zone
Mixed Use Zone
SPZ Infrastructure Zone
Environment and Recreation Zone

Part 4.3 Development controls—Airport safeguards

4.17 Aircraft noise
4.18 Building wind shear and turbulence
4.19 Wildlife hazards
4.20 Wind turbines
4.21 Lighting
4.22 Airspace operations
4.23 Public safety
4.23A Operation of certain air transport facilities

Part 4.4 Development controls—general

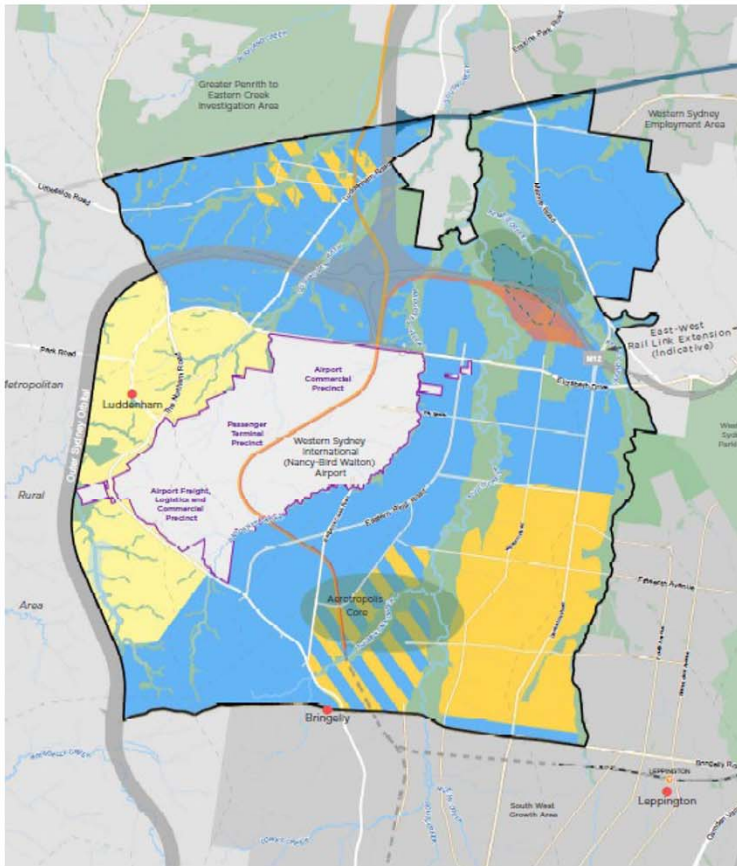
4.24 Flood planning
4.25 Preservation of trees and vegetation in Environment and Recreation Zone and Cumberland Plain
4.25A Clearing of native vegetation
4.26 Heritage conservation

Part 4.3 Development controls—Airport safeguards

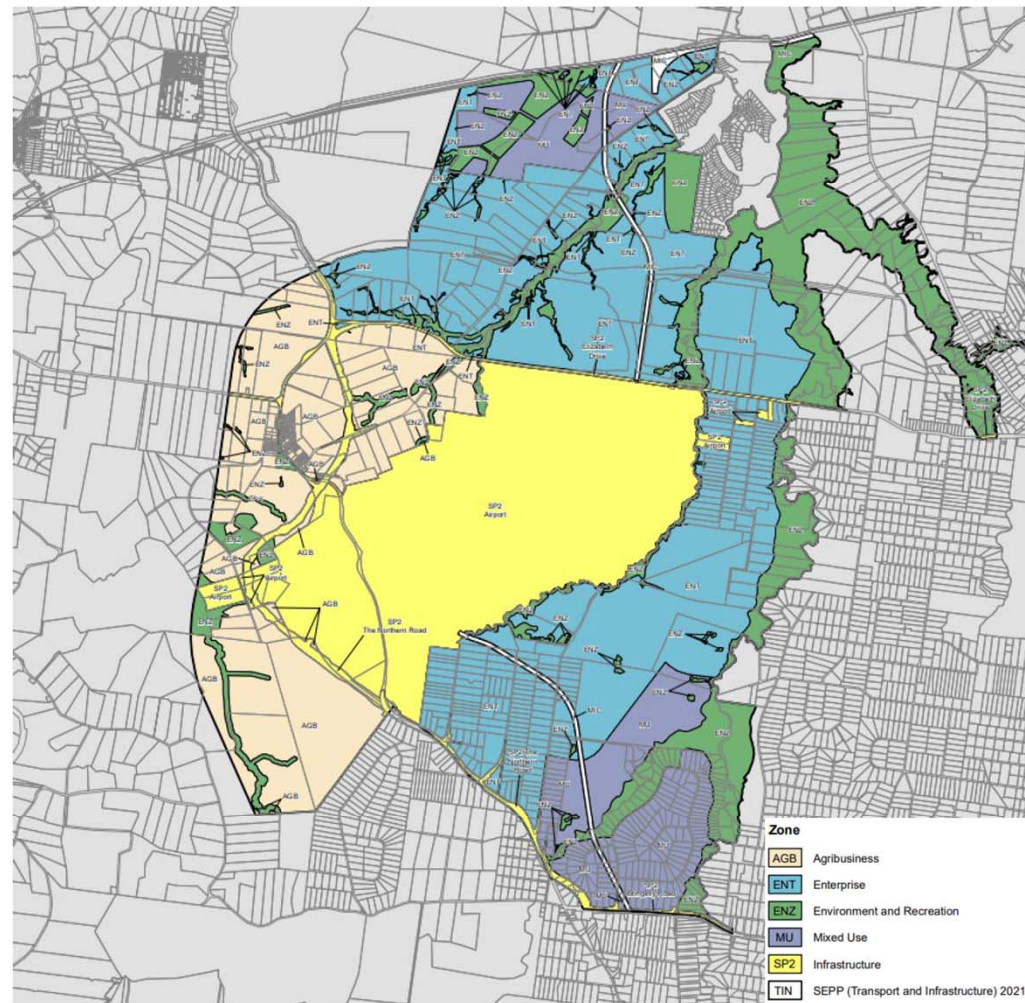
4.17 Aircraft noise

- (1) The objectives of this section are—
 - (a) to prevent certain noise sensitive development on land near the Airport, as
 - (b) to minimise the impact of aircraft noise for other noise sensitive develop
 - (c) to ensure that land use and development near the Airport do not hinder or
- (2) Development consent must not be granted to noise sensitive development if th
- (3) Subsection (2) applies despite the following—
 - (a) Part 2, Divisions 7 and 8 of *State Environmental Planning Policy (Afford*
 - (b) Chapter 3 of *State Environmental Planning Policy (Housing for Seniors c*
 - (c) *State Environmental Planning Policy (Educational Establishments and C*
- (4) Despite subsection (2), development consent may be granted to development f
 - (a) immediately before the commencement of this Chapter—
 - (i) there were no dwellings on the land, and
 - (ii) development for the purposes of dwelling houses was permitted on t

Aerotropolis overview



- Structure Plan**
Western Sydney Aerotropolis
- Western Sydney Aerotropolis
 - Western Sydney International (Nancy-Bird Walton) Airport
 - Topographic Ridgeline
 - Key Network Upgrades
 - Regional Parkland (Investigation)
 - Critical Utility / Infrastructure
 - (Investigation)
 - Proposed Sydney Metro Greater West
 - Potential East-West Rail Link, Stabling and Critical Infrastructure
 - Proposed Future Rail Links (Investigation)
 - Proposed Transport Corridor
 - Potential Western Sydney Freight Line Corridor
 - Centre
 - Agrifusiness
 - Environment and Recreation
 - Flexible Employment
 - Urban Land
 - Mixed Flexible Employment & Urban Land



On behalf of the NSW Department of Planning and Environment

Aviation safeguarding

1. Key consideration for all development around the Western Sydney Airport.
2. Addresses wide range of impacts that surrounding development can have on the safe and efficient operations of the airport.
3. Key issues considered are wildlife attraction (birds), Protected Airspace (building and crane heights), building windshear and lighting (minimise distractions for pilots).

Aviation Safeguarding Guidelines

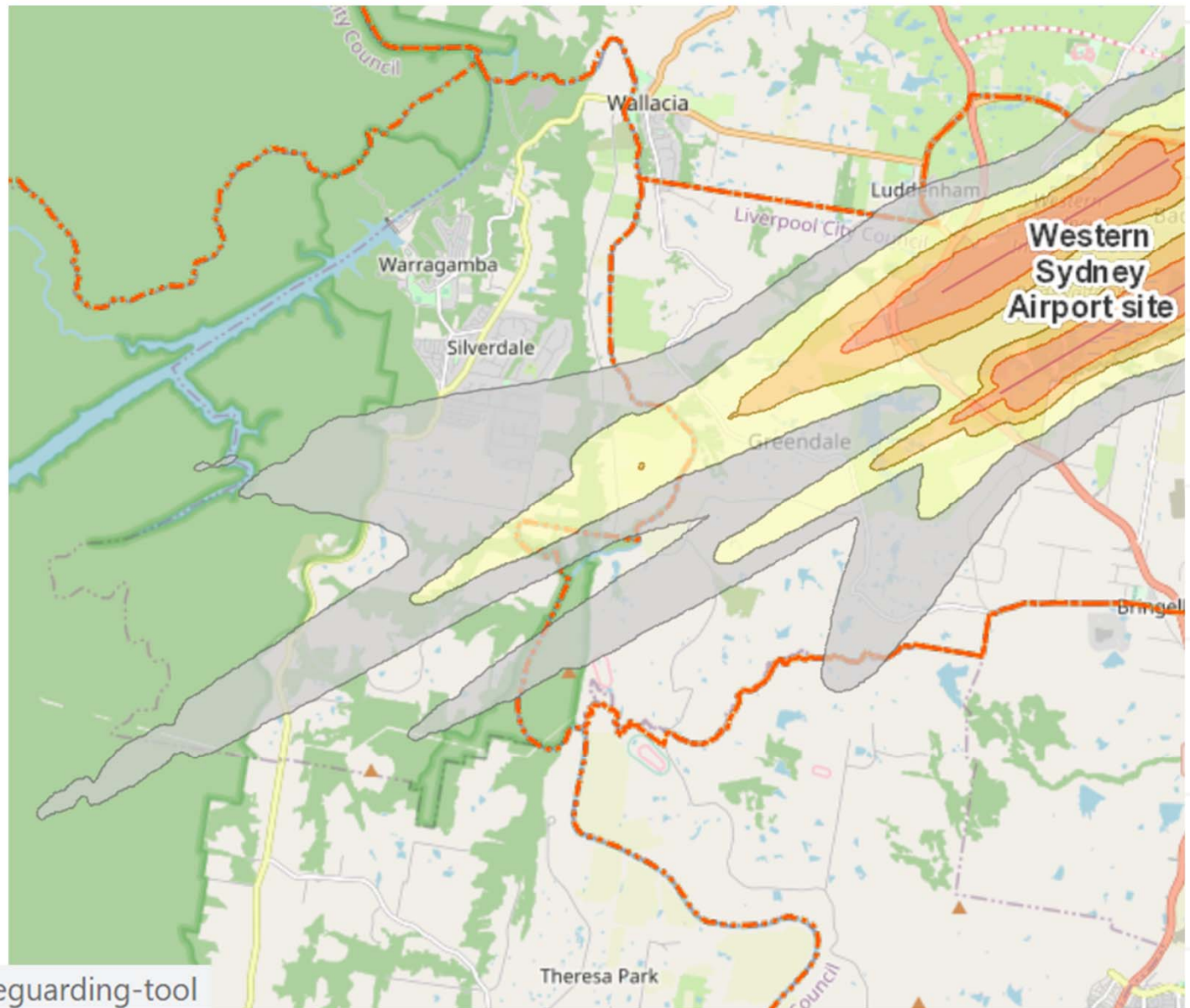
Western Sydney Aerotropolis and surrounding areas

November 2022



Airport Safeguarding tool

ANEC Noise Contours



Aircraft Noise

- Introduced by State in legislation to protect the future operations of the airport
- These development controls include preventing certain types of noise sensitive development on land located within an ANEC or ANEF contour of 20 or greater
- Under the SEPP, Council or any other approval body (including private certifiers) must not grant consent to any noise sensitive development on land that is within an ANEC or ANEF Contour of 20 or greater.

noise sensitive development includes the following:

Centre based child care facilities;
Educational establishments;
Exhibition homes;
Exhibition villages;
Funeral homes;
Hospitals;

Information and education facilities;
Places of public worship;
Residential accommodation; (includes secondary dwellings)
Respite day care centres;
School based child care (other than an existing school)

Aircraft Noise – State rules continued

- Residential Accommodation is considered a type of Noise Sensitive Development under the State legislation.
- The SEPP prevents Council or any other approval body (including private certifiers) from granting consent to any type of residential accommodation (other than a dwelling on vacant land) on land within an ANEC or ANEF Contour of 20 or greater.

Attached dwellings;
Boarding houses;
Dual occupancies;
Group homes;
Hostels;
Multi dwelling housing;

Residential flat buildings;
Rural workers dwellings;
Secondary dwellings (*commonly known as Granny Flats*);
Semi-detached dwellings;
Seniors housing;
Shop top housing

What can you do on your land affected by the 20 ANEC/ANEF?

The following uses are still permitted on land within an ANEC or ANEF contour of 20 or greater under the SEPP

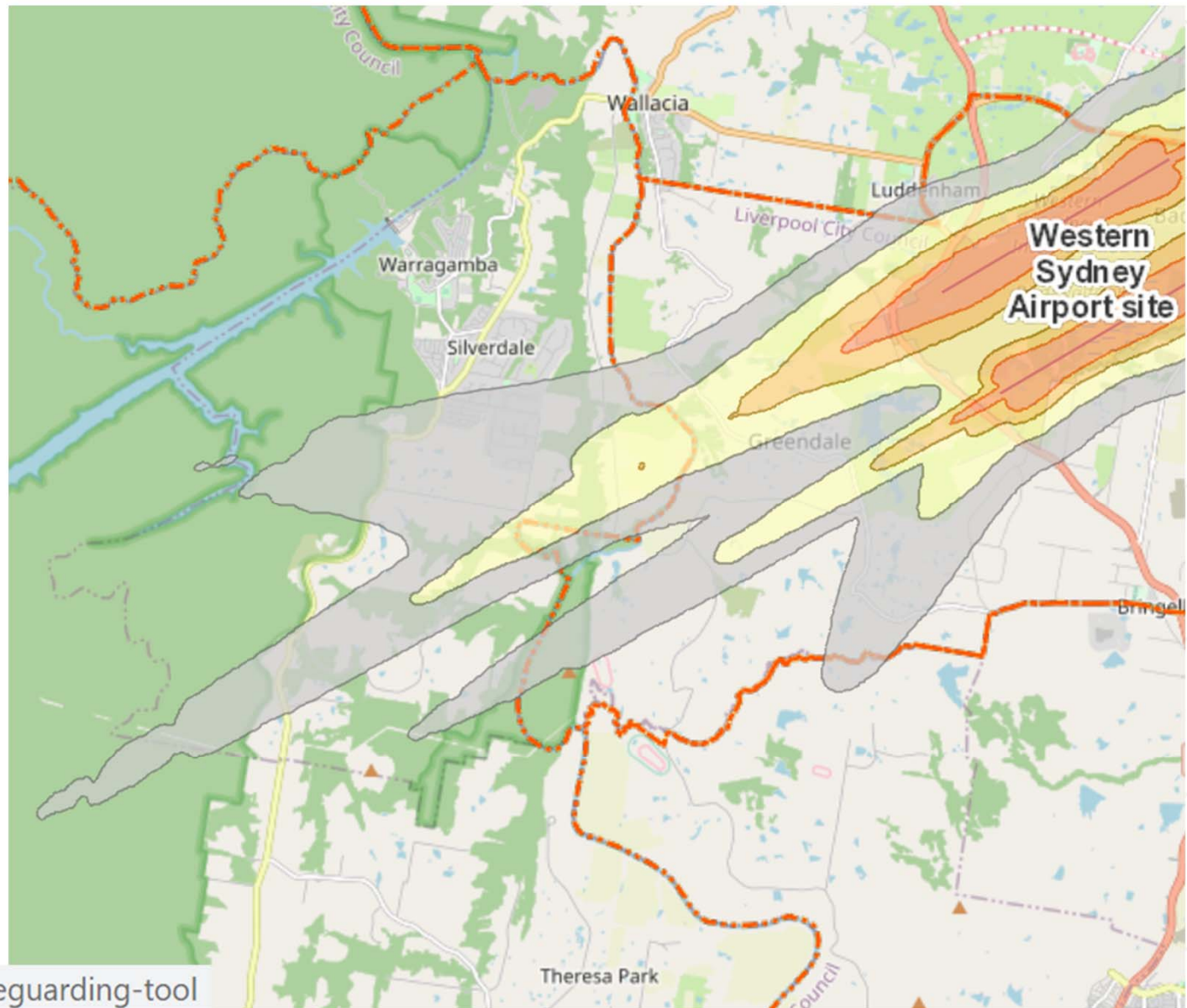
- A single dwelling on a vacant lot where permitted by the zoning of the land and provided that the consent authority is satisfied that the development will meet the indoor design sound levels provided in the AS 2021-2015, Acoustics – Aircraft Noise Intrusion – Building siting and construction,
- Alterations or additions to an existing dwelling; Tourist and visitor accommodation and caravan parks where permitted by the zoning of the land,
- Any development that is not deemed noise sensitive development under the SEPP and is otherwise permitted by the zoning of the land.

What can you do on your land affected by the 25 ANEC/ANEF?

- Alterations or additions to an existing dwelling
- You need to lodge a DA

Airport Safeguarding tool

ANEC Noise Contours



Obstacle Limitation Surface (OLS)

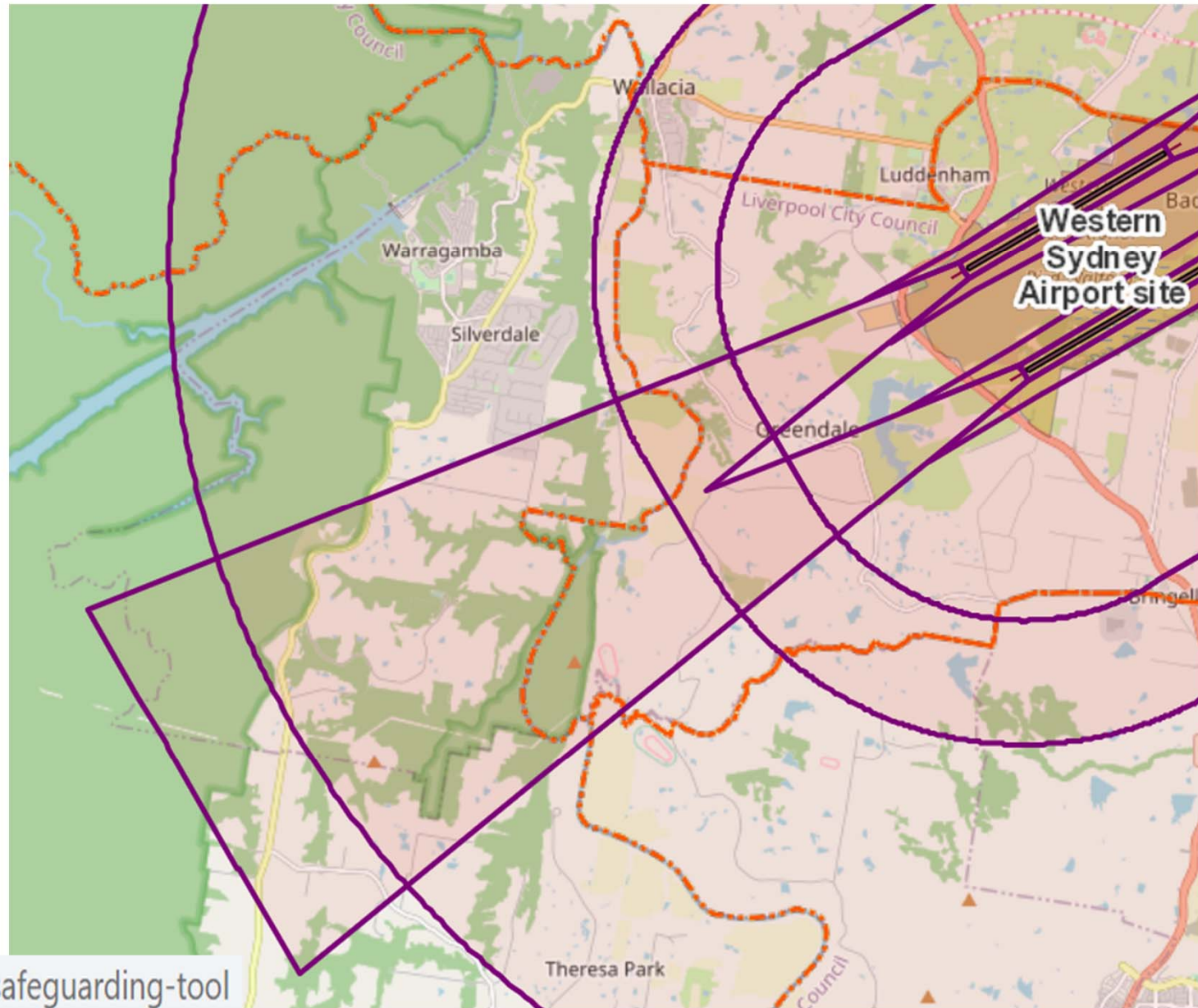
- Introduced by State in legislation to protect airspace around the Airport
- Future development on land affected by the OLS is required to meet the relevant Planning Controls in the SEPP
- Development or construction –including alts or additions to building and structures is called ‘controlled activities
- Some lighting or activities that emit light, smoke and particles may be controlled activities
- Controlled activities cannot be approved by any authority until it consults with the Commonwealth

Where to find out more information:

<https://www.westernsydney.com.au/your-airport/airport-safeguarding>

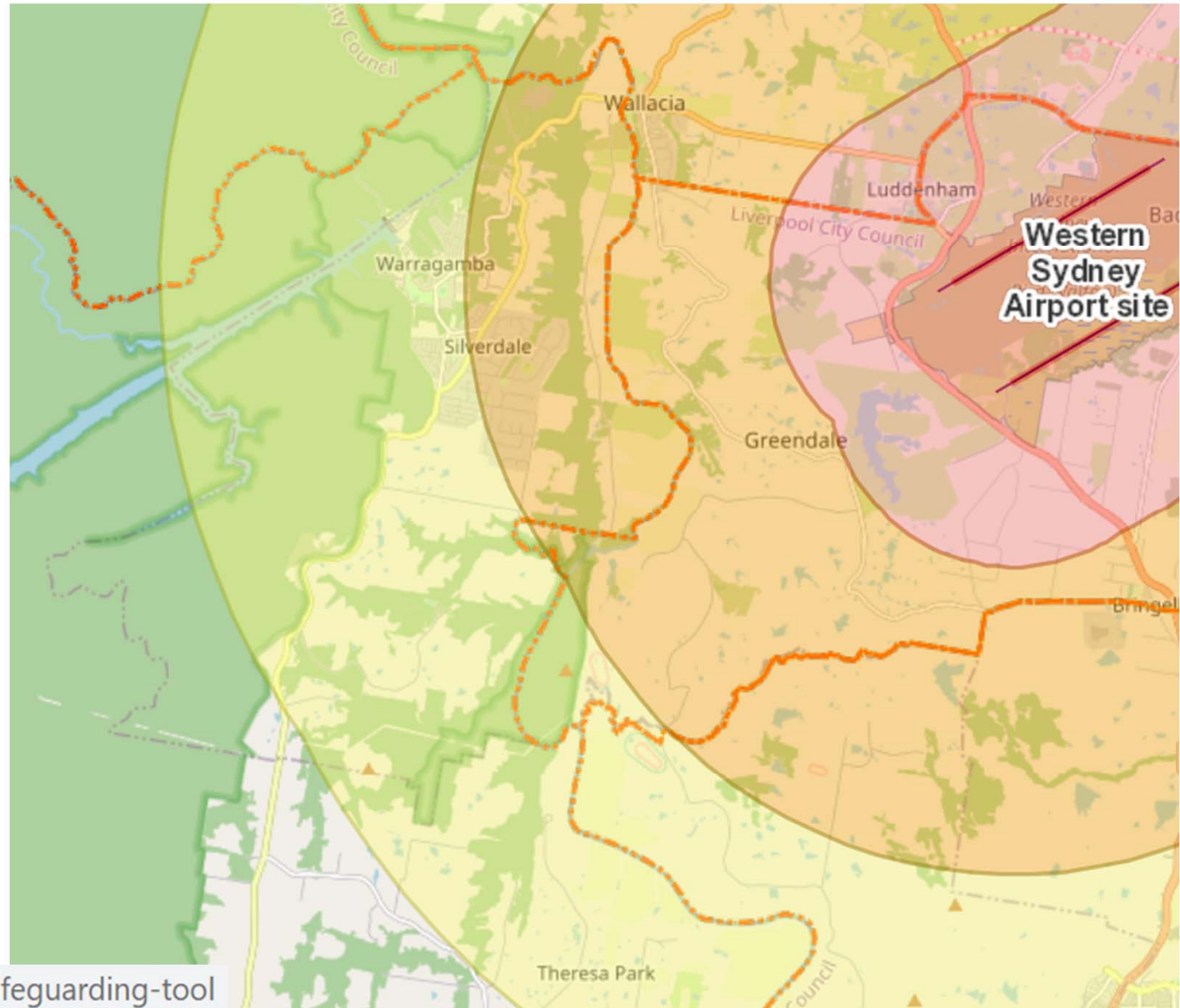
Airport Safeguarding tool

Obstacle Limitation Surface



Airport Safeguarding tool

Wildlife Buffer Zones



westernsydney.com.au/your-airport/airport-safeguarding-tool

Wildlife Buffer Zone

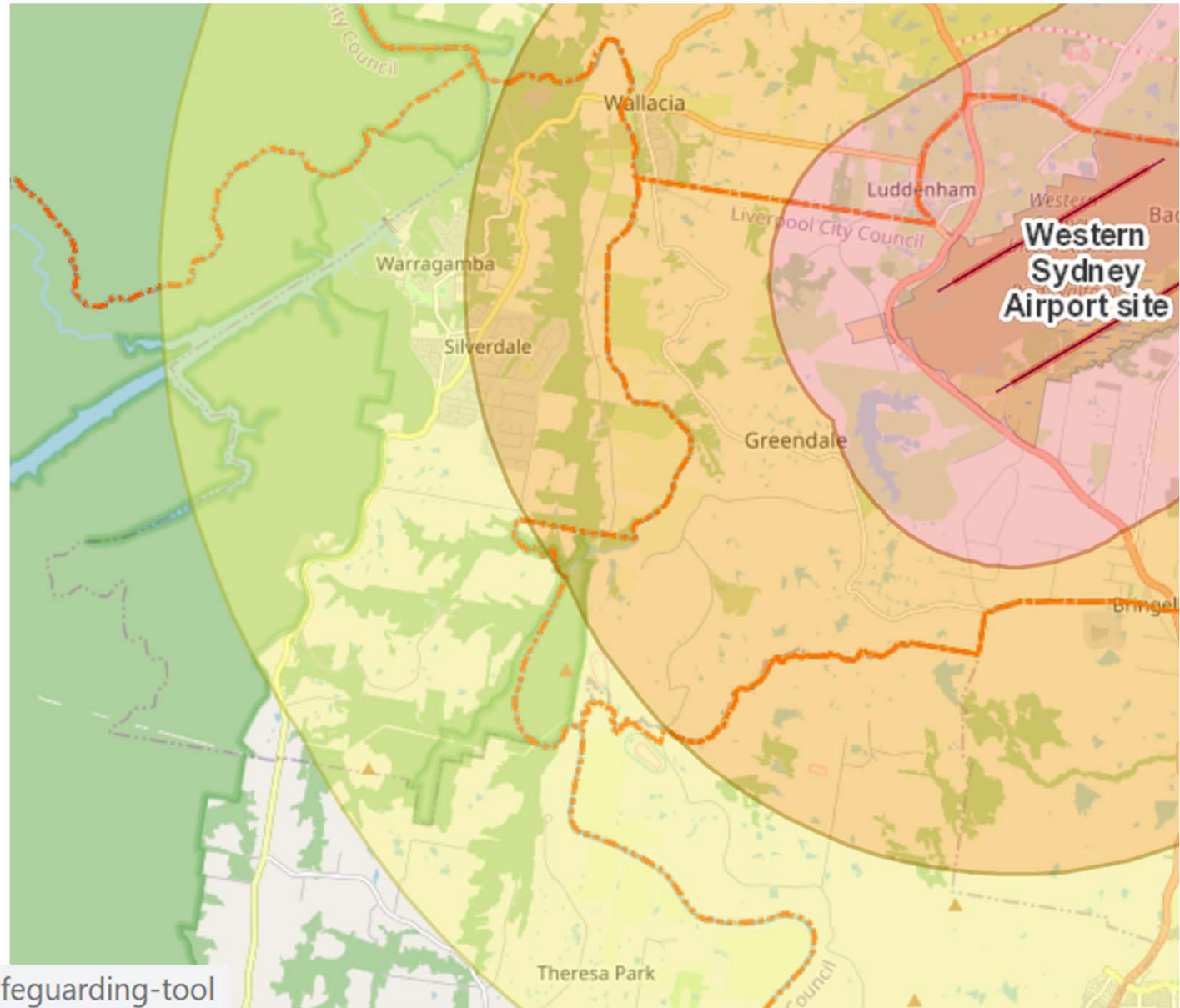
- Introduced by State in legislation to manage wildlife strike risk.
- Applies to land within 13km.
- Development/ land uses cannot be approved by any authority until
 - it consults with the Commonwealth
 - has a written assessment / report
 - Demonstrates how the development will mitigate risks

agricultural produce industries;
aquaculture;
camping grounds;
eco-tourist facilities;
garden centres;
intensive livestock agriculture;
intensive plant agriculture;

livestock processing industries;
plant nurseries;
recreation facilities (major);
recreation facilities (outdoor);
sewage treatment plants
waste or resource management facilities;
water storage facilities

Airport Safeguarding tool

Wildlife Buffer Zones



westernsydney.com.au/your-airport/airport-safeguarding-tool

Airport Safeguarding tool

Search by property address

1 civic centre circle warragamba

1 CIVIC CENTRE CIRCLE WARRAGAMBA NSW 2752

Lot/Plan: 76//DP210649

Ground Elevation (AHD): 176.9 m

OLS Elevation (AHD): 230.5 m

OLS Height Relative to Ground Level: 53.6 m

Local Government Area: Wollondilly (S)

Wildlife Hazard Zones: 8-13km

Lighting Buffer Area: No

Inside Windshear Assessment Zone: No

Note: There is significant variation in the slope of the OLS within this parcel. Please click anywhere within the parcel for detailed information.

Map data © OpenStreetMap contributors, CC-BY-SA

Powered by Esri

David Jansen

Assistant Secretary

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



Australian Government

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

Developing flight paths for Western Sydney International (Nancy-Bird Walton) Airport (WSI)

Update on design process and community
engagement

- David Jansen

Acknowledgement of Country

- I would like to acknowledge the traditional custodians of this land on which we meet, work and live. I recognise and respect their continuing connection to the land, waters and communities. I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.



Why are we here?

- Preliminary flight paths and draft Environmental Impact Statement (EIS) are scheduled for release in mid-2023.
- The community are seeking clarity on the impacts of WSI flight paths, particularly **aircraft noise** and **visual amenity**.
- Stakeholder engagement program under way to prepare for public exhibition

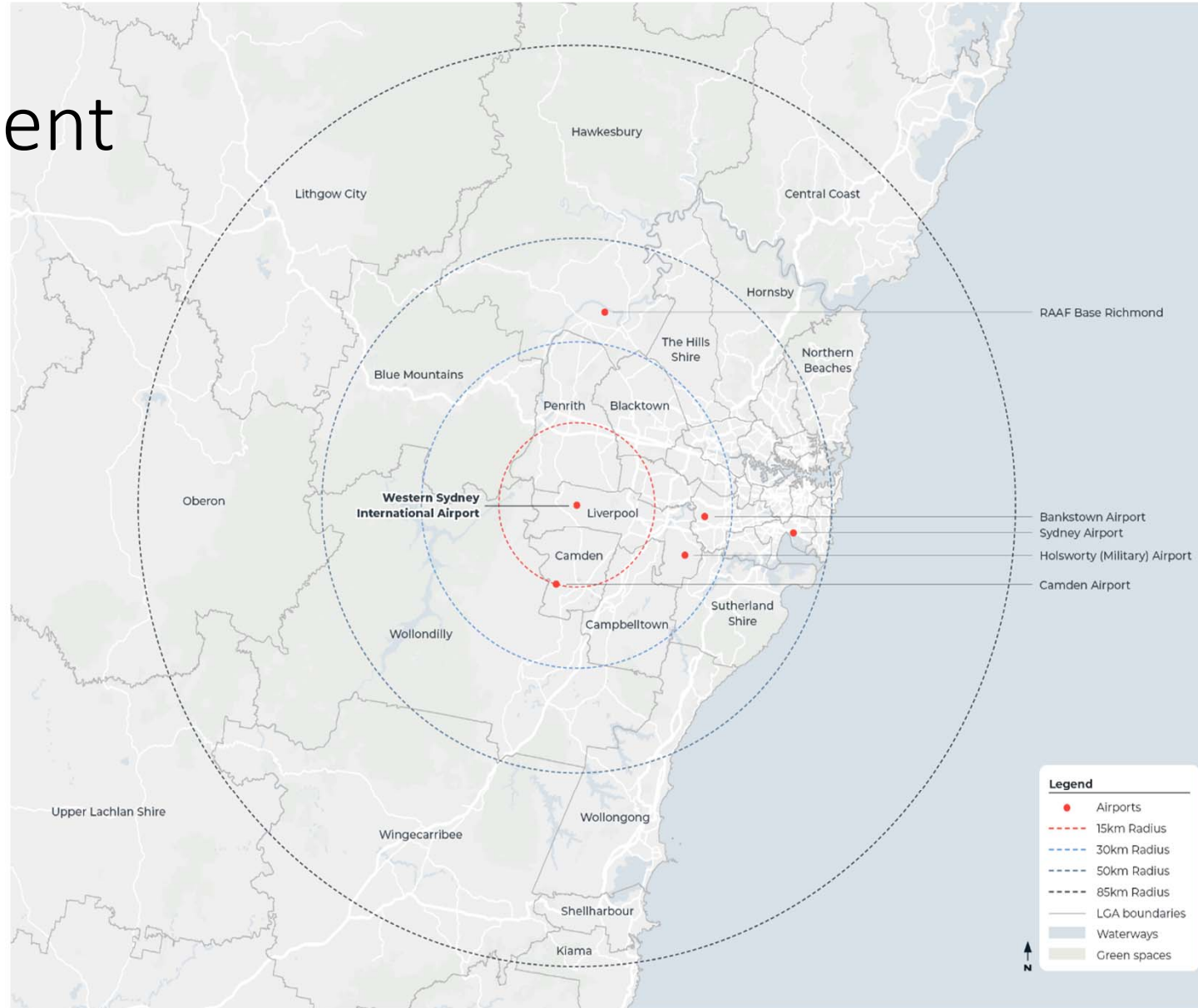
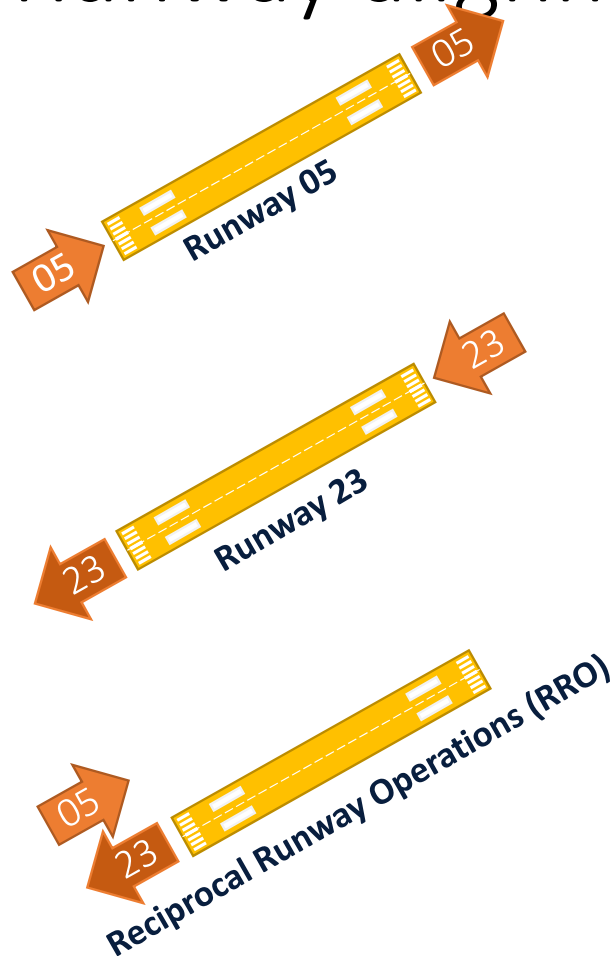


Stage 1 EIS and Proof-of-Concept Designs



- The WSI Stage 1 Development EIS and Airport Plan were finalised, providing authorisation to allow the construction and operation of facilities for single runway operations and for flight path planning to commence.
- Proof-of-concept designs were developed to demonstrate that a new airport at Badgerys Creek was feasible.
- Government did not pursue 2016 airspace design – it set out a process for design of new **‘clean sheet of paper’** flight paths.
- ‘Expert Steering Group’ established to oversee the design.

Runway alignment



Airspace design principles



Safety is non-negotiable.



Aircraft arrivals will not converge through a single merge point over any one residential area.



Overflights of residential areas and noise sensitive facilities will be avoided to the maximum extent possible.



Where flight paths are unable to avoid residential areas:

- Where possible, these areas should not be overflown by both arriving and departing aircraft.
- Noise abatement procedures should be optimised to ensure that residents are impacted as little as possible.



Airspace design will consider the impacts of air operations on natural and visually sensitive areas.



The community, aerodrome operators and airspace users will be consulted in determining the final flight paths.



Changes to the current noise sharing arrangements at Sydney (Kingsford Smith) Airport will be avoided.



Procedures will be developed to minimise the impact of night-time aircraft operations on the community while not constraining airport operations.



Noise mitigation measures will be developed.



Current airspace restrictions, such as those associated with military establishments, will be reviewed to improve efficiency and environmental impacts.



Ensure land use planning continues to prevent noise sensitive development in the highest noise exposure areas.



Arrivals will use a continuous descent approach where possible to reduce noise and greenhouse emissions.

Flight path design process | Phase 1: Planning

- Initial design options were developed and evaluated against criteria for **safety, environment, efficiency and capacity**, and the **12 Airspace Design Principles**.
- Shortlisted the concepts down to the two, safest designs
- The option which scored the highest against these criteria was confirmed by the Expert Steering Group as the 'preferred concept' and carried into Phase 2 for preliminary design and environmental assessment.





Phase 2: Preliminary Design and Environmental Assessment

- The 'preferred concept' was developed into a preliminary design that was referred for assessment under the *Environment Protection and Biodiversity Conservation Act 1999*.
- Developing a draft EIS for public consultation in mid-2023, including analysis of environmental, heritage, social and economic impacts of the preliminary flight paths.
- Developing of an aircraft overflight noise tool and online community portal.
- Developing of a noise insulation and property acquisition policy.



WE ARE HERE

What will be in the draft EIS?

- Preliminary flight paths
- Assessment of impacts against the following topics:
 - Aircraft noise
 - Air quality and greenhouse gas
 - Aircraft hazards and risk
 - Planning and land use
 - Landscape and visual amenity
 - Biodiversity
 - Indigenous and historic heritage
 - Greater Blue Mountains World Heritage Area
 - Social
 - Economic
 - Health
 - Cumulative impacts
 - Mitigation and environmental management

Engagement Plan and Market Research

- The EIS Guidelines state that the EIS must include discussion of all consultation about the action.
- The Government has developed an **Engagement Plan** that will be informed by market research.

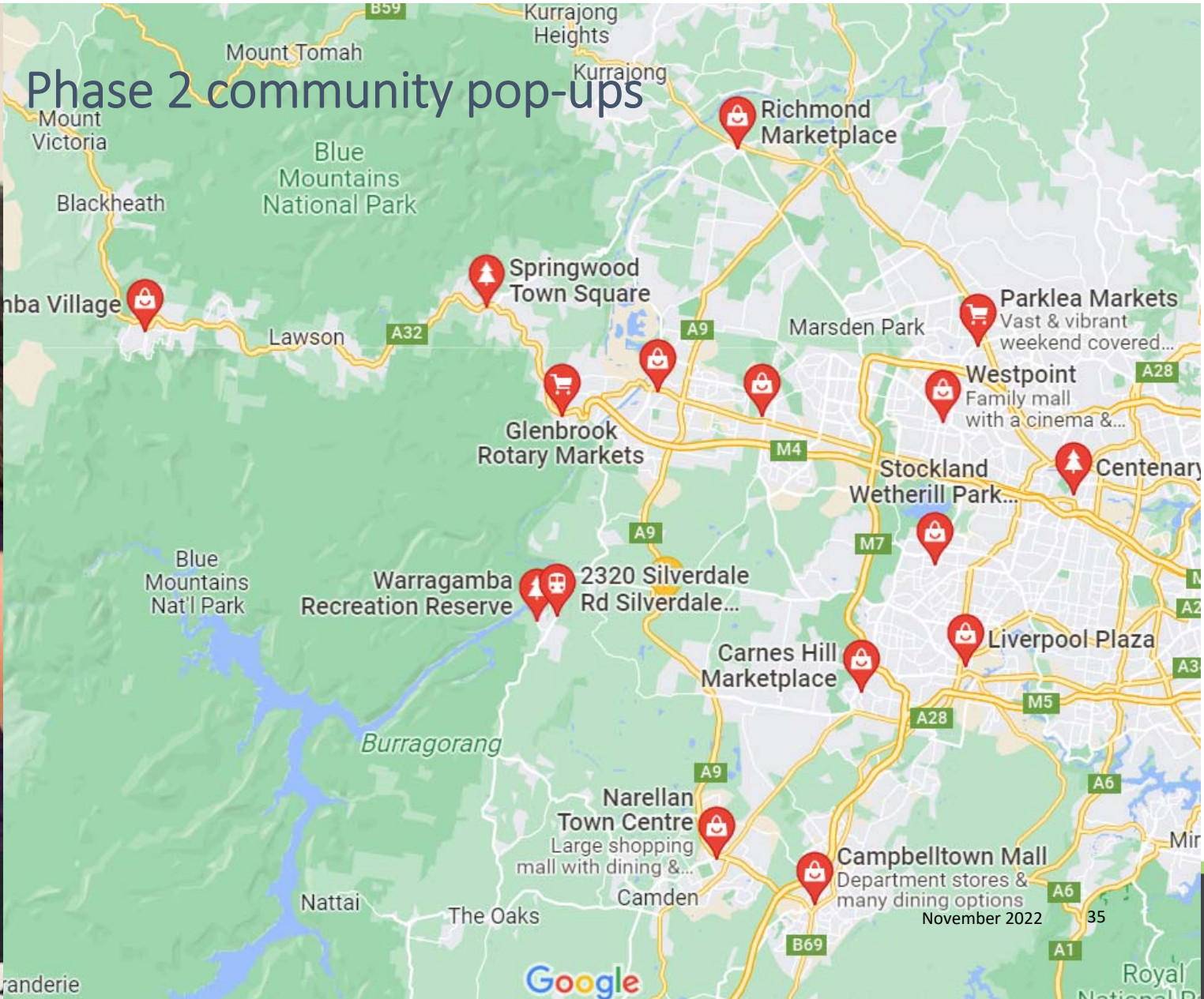




Phase 2: Build awareness and consult

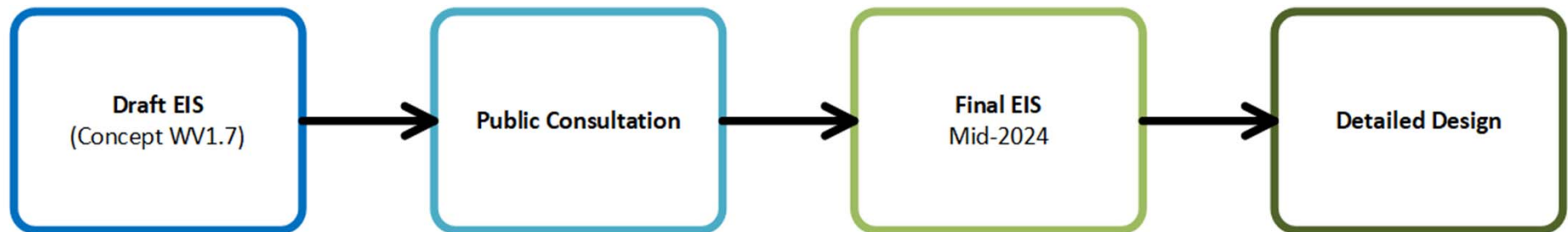
Build awareness with the community and key stakeholders about the **design process, timeframes, and scope of consultation** through:

- new project collateral
- community pop-up stalls, including a survey
- briefings/interviews with all levels of government, aviation sector, stakeholders (including community groups).



What next?

- Public exhibition and consultation on the draft EIS and noise insulation and property acquisition policy will be undertaken in mid-2023.





Phase 3: Detailed Design and Phase 4: Implementation

- Refine flight path design and noise amelioration program in response to feedback received during public exhibition.
- The Civil Aviation Safety Authority will consider airspace change proposals and validate flight paths for WSI.
- The changes to airspace will be made incrementally leading up to the scheduled opening of the Airport in late 2026.
- WSI will commence operations by late 2026.

• -Ends-

Lee de Winton
Forum on Western Sydney Airport
(FOWSA)



Thank You!



Links

- **Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts**
<https://www.westernsydneyairport.gov.au/>
- **Western Sydney Airport** –mapping tool
<https://www.westernsydney.com.au/your-airport/airport-safeguarding>
- **NSW Department of Planning and Environment** – Aerotropolis planning package <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis>
- **NSW Department of Planning and Environment**– Aviation Safeguarding Guidelines - https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/Keelie+Drupal+Documents/Aviation+Safeguarding+Guidelines+-+Western+Sydney+Aerotropolis+and+surrounding+areas.pdf

Contact information

- **Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts –**
 - **Western Sydney Regulatory Policy and Planning**
 - questions related to:
 - the airspace and flight path design process for the airport
 - biodiversity and the environmental conditions on the development of Western Sydney International (Nancy-Bird Walton) Airport
 - the Western Sydney City Deal.
 - Email to wsu@infrastructure.gov.au
 - Free call to 1800 038 160 between 9am and 5pm, Monday to Friday.
- **NSW Department of Planning and Environment–**
 - Email: aerotropolis@dpie.nsw.gov.au
 - Phone: Between 9am-5pm, Monday to Friday on 1300 420 596 and ask for the Western Sydney Aerotropolis team.