



# WESTERN SYDNEY Fact Sheet



## Health risk assessment for the airport

The *Environmental Impact Statement 2016* (EIS) for Western Sydney International (Nancy-Bird Walton) Airport included a health assessment that measured the potential health risks arising from exposure to environmental pollution. The assessment considered the health profile of Western Sydney, identifies potential sources of health risk associated with the construction and operation of the airport and considered how the airport may increase the risk of existing health issues.

### How do you measure impacts on human health?

The health risk assessment is based on Australian and international standards, including:

- the Australian Government Guidelines for Health Risk Assessment
- the National Health and Medical Research Council's Approach to Hazard Assessment for Air Quality
- World Health Organization (WHO) guidelines.

The health risk assessment also included a review of scientific studies on health risks from environmental pollution. It was based on the findings of the local and regional air quality studies, the aircraft and ground based noise assessments, and the surface water quality studies completed for the EIS.

The health risk assessment considered:

- Noise from overhead aircraft and ground-based operations at the airport site.
- Air quality – emissions from the airport site as well as aircraft, trucks and cars accessing the airport site. This includes nitrogen dioxide, sulphur dioxide, particulate matter, air toxics and diesel, as well as the creation of ozone.
- Water quality – potential leakages of contaminants from the airport site and emissions from aircraft, including hydrocarbons and heavy metals.



The health risk assessment consisted of five stages:

1. Issue identification — identifies relevant issues through technical reviews and stakeholder consultation.
2. Hazard assessment — activities associated with the project that may present a hazard and how they may impact on health.
3. Exposure assessment — how and in what quantity a population may be exposed to the hazardous activities identified.
4. Risk characterisation — brings together the findings from the previous steps and quantifies the potential risks to health.
5. Uncertainty assessment — identifies potential sources of uncertainty and the expected effects on risk estimates.

## What were the findings?

### Noise

The health factors associated with noise impacts as a result of the airport may include annoyance, sleep disturbance, increased likelihood of cardiovascular disease, and impacts on learning and cognitive development in children.

The assessment found that the increased risk of these impacts, if any, would be limited to areas around the airport site and would be largely within accepted international and national standards. In developing final flight paths, opportunities to minimise noise impacts on communities are a key consideration.

### Air quality

The health risk assessment reviewed any increased risk of mortality, hospital admissions for respiratory and cardiovascular diseases, and asthma in children as a result of air quality impacts. Overall, health risks associated with air quality would be within acceptable levels. The health risk assessment found:

- The health risk from exposure to diesel and particulate matter during construction will be low.
- Emissions of nitrogen dioxide and ozone will increase health risks, particularly when taking into account background road traffic associated with other developments in the region.
- Emission of diesel during airport operations will increase health risks but these increased risks will largely occur at the airport site itself.
- The health risks from exposure to pollutants during airport operations such as sulfur dioxide, carbon monoxide and benzene will be low or very low.

### Local water quality and the drinking water catchment

Risks to water quality as a result of the airport are low, as are any associated health risks. The health risk assessment considered the risk associated with any potential contamination of groundwater, nearby domestic water tanks, Prospect Reservoir and Warragamba Dam. The key activities assessed included spillage on the airport site, emissions from aircraft and emergency fuel jettisoning. The assessment found:

- The emission of air toxics and particulate matter from aircraft, cars and trucks near surface water would be low, resulting in a very low risk to health.
- Emergency fuel jettisoning is extremely rare — the EIS found that in 2014 there were only 10 instances of civilian aircraft jettisoning fuel in Australia (of 730,201 total air traffic movements), representing approximately 0.001 per cent. If jettisoning is undertaken, Airservices Australia has strict regulations on where it can be performed. As fuel evaporates before reaching the ground, the associated health risk will be very low.
- Mitigation measures to minimise impacts on surface and ground water indicate that associated health risks will be low.

## Managing health risks

Mitigation measures to reduce noise, air quality and water quality impacts are identified in the EIS. The *Western Sydney Airport Plan 2016* requires that Western Sydney Airport, the company responsible for building and operating the airport, develop Construction Environmental Management Plans (CEMPs). The Air Quality, Noise and Vibration, and Soil and Water CEMPs contain a number of measures that will manage and reduce health risks identified in the health risk assessment in the EIS.