

Forum on Western Sydney Airport

Record of Meeting 8 9:00 am – 2:00 pm, Friday 7 June 2019 Ballroom 2 & 3, Liverpool Catholic Club Chair: Professor Peter Shergold AC

| Item | Description | Key Discussion Points | Action Items |
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| 1. | Welcome from the Chair and confirmation of agenda | <p>The Chair, Professor Peter Shergold AC, welcomed members to the second meeting of the Forum on Western Sydney Airport (FOWSA) for 2019.</p> <p>The Chair noted the following important changes and events:</p> <ul style="list-style-type: none"> • Western Sydney Airport signed Memorandums of Understanding with both Qantas and Virgin Australia • on the airport site, the TransGrid towers have been removed fully and construction has started on the Badgerys Creek Road Bridge. <p>The Chair acknowledged apologies received (see Appendix B of this meeting record) and welcomed delegates representing FOWSA members unable to attend the meeting.</p> <p>Dr Freeland asked if the shadow Minister for Infrastructure could receive a briefing on FOWSA, and the Chair said he would arrange that.</p> <p><u>Meeting 7 records and actions</u></p> <ul style="list-style-type: none"> • The FOWSA Secretariat prepared a record of the Meeting 7, which was emailed to members on 4 June 2019. • Following feedback from the Chair and members, the Secretariat will finalise the meeting record and make it publicly available on the Department's website. • The Chair recognised that the Meeting 7 record was sent out late due to the caretaker period and suggested that meeting records could be shorter so that they could be turned around more quickly. • There were <u>six</u> Action Items outstanding from the last meeting: | |

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| | | <ul style="list-style-type: none"> ○ FOWSA Meeting 7, Item 1 (Secretariat to collate the meeting date preference forms completed by members) – this action is complete and has set the next 12 months of meeting dates <ul style="list-style-type: none"> ▪ Saturday, 7 September 2019 (open to the public) ▪ Friday, 6 December 2019 ▪ Friday, 20 March 2020 ▪ Friday, 19 June 2020 ○ FOWSA Meeting 7, Item 2 (FOWSA Secretariat will investigate to confirm if a second ‘Jobs for the West’ report has been released) – this action has been completed and the Secretariat advised that no secondary report has been made publicly available as yet. ○ FOWSA Meeting 7, Item 3 (Secretariat to arrange a future presentation by Sydney Water on water management in the Western Sydney Parkland City) – this action is covered under item 3 of the Agenda for this meeting. ○ FOWSA Meeting 7, Item 4 (Secretariat to arrange a future presentation on the agencies and organisations responsible for strategic planning and project delivery across the region) – this action item is covered under item 7 of the Agenda for this meeting. ○ FOWSA Meeting 7, Item 5 (Secretariat to arrange a presentation to FOWSA in 2020 on the Future Food Systems Cooperative Research Centre) – this action item is ongoing. ○ FOWSA Meeting 7, Item 6 (Secretariat to consider future presentations to FOWSA on the state of air and water quality in Western Sydney, and on the use of alternative fuels and technologies at WSA, including bioenergy) – this action item is ongoing. | |
| 2. | Departmental Update | <p>Ms Sarah Leeming from the Department of Infrastructure, Transport, Cities and Regional Development (the Department) provided an update on the Department’s work on the Western Sydney Airport project.</p> <p>Ms Leeming began by providing an overview of the Ministerial appointments relating to the Department’s portfolio, post the May 2019 Federal Election. She</p> | |

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| | | <p>noted, in particular, Minister Tudge’s continuing responsibility for the development of Western Sydney Airport. She confirmed with members that there had been no ‘machinery of government’ changes for the Department. She also noted that the new shadow minister for Infrastructure was the Hon Catherine King MP.</p> <p>Ms Leeming provided members with an update on the meeting she had attended recently with Blue Mountains Council. She acknowledged that while the council remained opposed to the airport, it asked that the Department engage proactively with the Blue Mountains community.</p> <p>Ms Leeming updated members on the airspace design process:</p> <ul style="list-style-type: none"> • Planning (2017 to 2019) – this phase includes establishment of FOWSA, an aviation Expert Steering Group and investigation of Sydney basin airspace requirements and constraints. • Preliminary design and environmental assessment (2019 to 2022) – this phase will occur over approximately three years. A mature airspace and flight path design will be developed and referred to the Environment Minister at this time. This phase also includes extensive public exhibition and community consultation, expected to take place in 2021. • Detailed design (2022 to 2023) – this phase will take approximately one year. It will involve comprehensive validation and refinement of the detailed design. An Australian Noise Exposure Forecast (ANEF) chart based on long-term airport operations will be confirmed to inform land use planning around the site. • Implementation (2023 to 2024) – during this phase the final airspace design will need to be approved by Civil Aviation Safety Authority (CASA) prior to the commencement of airport operations. This process may take up to two years. <p>Ms Leeming provided an update on current activities stemming from the Department’s Biodiversity Offset Delivery Plan (BDOP) which included:</p> <ul style="list-style-type: none"> • over 4000 biodiversity credits already purchased from six vendors (approximately \$48.6 million); • on 2 July 2019, a meeting will be held to finalise the purchase of credits from another two vendors; and | |
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| | | <ul style="list-style-type: none"> • engagement with the Biodiversity Conservation Trust to source biodiversity offsets. <p>Ms Leeming briefly discussed the role of the Airport Environmental Officer (AEO). She explained that the AEO’s main role is to inspect, consult with and assist Western Sydney Airport to manage their environmental responsibilities under the <i>Airports Act 1996</i>. The AEO is also able to exercise appropriate monitoring powers and provide advice to the Airport Building Controller as required, as well as order remedial work where needed, and direct an undertaking through an environment protection order. Ultimately, the AEO is to ensure regulations are followed whilst considering what is reasonable and practicable.</p> <p>Ms Leeming noted other regulatory obligations that the Department has completed recently, including:</p> <ul style="list-style-type: none"> • approval of variations to nine Construction Environmental Management Plans (CEMPs) for the next phase of bulk earthworks; • approval of variations to Western Sydney Airport’s Sustainability Plan and Community Stakeholder Engagement Plan for the next phase of bulk earthworks; and • comments provided on other plans, such as the Remediation Action Plan. <p>Ms Leeming advised members of a technical report by Dr Eric Ancich and Mr Don Carter that had attracted local media attention. The report compares noise levels from aircraft arriving and departing Kingsford Smith Airport to those presented in the 2016 Environmental Impact Assessment (EIS) for Western Sydney Airport, which were based on indicative flight paths. She noted that the Department had been in contact with the authors, who had provided a copy to the Department. Ms Leeming confirmed to members that the Department is currently conducting a technical review of the report. Members indicated that it would be good to be aware of the report and the Department’s review, should they encounter queries from their communities on the matter. Ms Leeming offered to ask the authors for permission to share the report with FOWSA members.</p> <p>Cr Paul Rasmussen, in reference to airspace design, asked whether video simulations depicting take-offs and landings would be made available to the</p> | <ol style="list-style-type: none"> 1. Secretariat to distribute the aircraft noise report and the Department’s review to FOWSA members. |
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| | | <p>public. Ms Leeming advised this would be something that could be considered once flight paths are developed, and also gave some examples of other community engagement occurring for Brisbane's new parallel runway. She noted plans to engage with the community on expected noise exposure levels before the airport is operational. She also noted that the Department would like to provide education on interpreting different aircraft noise measures to assist community engagement.</p> | |
| 3. | Western Sydney Airport Update | <p>The Chair invited Mr Scott MacKillop, General Manager Media and Government Relations from Western Sydney Airport, to provide an update on the Airport.</p> <p>Mr MacKillop updated members airport construction activities, noting that:</p> <ul style="list-style-type: none"> • 830,000 cubic meters of earth has already been moved. Approximately 21.17 million cubic meters remains to be moved; • 50% of the work on realigning Badgerys Creek Road Bridge has been completed; • the Western Sydney Airport project is on track and on budget; and • the first bulk earthworks will begin early 2020. <p>Mr MacKillop advised members about the construction of the site office. Western Sydney Airport's head office will remain in Liverpool, and the office located on the airport site will cater for employees involved more directly with the construction. The site office is planned to house 100 employees.</p> <p>Mr MacKillop briefly discussed plans for the Visitor Centre, noting that it was:</p> <ul style="list-style-type: none"> • due to open in the third quarter of 2019; • aimed at school groups, community groups and interested members of the public; • strategically located to maximise views of the airport construction; • to operate as a digital exhibition encompassing: <ul style="list-style-type: none"> ○ Indigenous history in the region ○ History of the Western Sydney region ○ Why the airport is being built ○ How the airport is being built ○ What benefits are being generated from the airport; | |

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| | | <ul style="list-style-type: none"> • to have an augmented reality section which will allow visitors to use an iPad to see what the airport and related facilities will look like; and • planned to be available for event booking. <p>Mr MacKillop also provided an update on procurement activities:</p> <ul style="list-style-type: none"> • Major Works Package 1A <ul style="list-style-type: none"> ○ this contract is expected to be awarded by mid-2019 • Terminal Precinct Architect (design competition) <ul style="list-style-type: none"> ○ a global search is being conducted for an architecture firm to design the terminal; ○ if an international firm puts in a bid, it will need to be in collaboration with an Australian architecture firm; ○ the bid must involve university students with a link to Western Sydney; ○ Western Sydney Airport is reviewing the bids received. • The Business Park Master Planner contract was awarded in October 2018 and planning will be completed by the end of 2019. <p>The Chair asked whether the top terminal designs would be shown to the public before a final is chosen. Mr MacKillop responded that this decision had not yet been made but that he would update members at future meetings.</p> <p>On community engagement matters, Mr MacKillop listed various activities being undertaken in the area including:</p> <ul style="list-style-type: none"> • community bus tours to the site; • meeting with councils involved in the Western Sydney City Deal to present planning overview and considerations; • electoral office meetings throughout June and July; • bookings are being taken for the use of the Visitor Center for events; • new website will be launched mid-year; and • next Stakeholder Planning Forum is planned for 13 June 2019. <p>Mr MacKillop updated members of the recent Memorandums of Understanding (MOUs) that Western Sydney Airport has signed with both Qantas and Virgin</p> | |
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| | | <p>Australia. The signing of the MOUs was an event attended by the CEO of Qantas and Minister Tudge. He noted that this was a significant achievement for the airport, and that it kick starts conversations between Western Sydney Airport and airlines on items such as preferred routes and services. Mr MacKillop concluded by stating that further partnerships would be announced in the coming months within the regional and freight sectors.</p> <p>Mr Borger asked when the business park would be opened on the airport site, and whether there would be additional information supplied on the type of business park that it will be. Mr MacKillop advised that the business park would be located on the north end of the site, with the possibility that it may open before airport operations commence.</p> <p>The Chair noted that investors seemed confused about the difference between the Western Sydney Airport business park and the Aerotropolis. Mr MacKillop noted that the two will be complementary and that different businesses may be attracted to each.</p> <p>The Chair suggested a brochure could be produced on investment opportunities in Western Parkland City.</p> <p>Cr Paul Ramussen asked whether more details would be released about the onsite business park and whether the process of selecting businesses would be 'first in best dressed'. Mr MacKillop noted that the master planning for the business park is currently being undertaken by Architectus. They aim to have the plan completed towards the end of 2019, at which point he expected he would be able to provide more clarity to members on the matter.</p> | |
| 4. | Reimagining Water in Western Sydney | <p>The Chair invited Mr Paul Higham from Sydney Water to speak to members about the possibilities of an integrated and adaptive water future for Western Sydney.</p> <p>Mr Higham began his presentation by discussing the challenges that arise when servicing a growing city. These include:</p> <ul style="list-style-type: none"> • water infrastructure nearing capacity. Without smarter management of water, demand will exceed sustainable system yield in 15 years; | |

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| | | <ul style="list-style-type: none"> • heat, noting the Western Parkland City can be between 5-10 degrees hotter than the rest of Sydney; • an inefficient and single use of water threatens long-term water security; • the need to maintain and improve the health of rivers and waterways with long-term thinking; and • increasing uncoordinated development, which could increase the impact of weather extremes on communities and the economy. <p>Mr Higham noted that the traditional way of delivering water and wastewater will no longer be adequate. A liveable, sustainable and resilient city needs to be a water sensitive city. He noted that drinking water capacity needs to be increased and land use planning and water planning needs to be aligned.</p> <p>Mr Higham provided members with a brief overview of likely future water demand in the Western Parkland City.</p> <ul style="list-style-type: none"> • 72% increase in drinking water demand. • 60% increase in wastewater flow. • 26% increase in stormwater run-off. <p>He also noted the potential to reuse the more than 600 gigalitres of wastewater and stormwater predicted to be produced by 2056.</p> <p>Mr Higham presented to members three pathways to a water sensitive city:</p> <ul style="list-style-type: none"> • Water Cycle City <ul style="list-style-type: none"> ○ Supports both Parkland City and agricultural development ○ Conventional drinking water ○ Reuse of 75% wastewater and stormwater for non-portable uses (homes, businesses and green spaces) ○ Coordinated governance of waterways and stormwater management. • Water Centric City <ul style="list-style-type: none"> ○ Tailored levels of service. Best support of integrated “grids” ○ Conventional drinking water ○ Reuse of 70% wastewater with a greater number of permanent decentralised schemes | |
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| | | <ul style="list-style-type: none"> ○ Increased stormwater harvesting ○ Coordinated governance of waterways and stormwater management ● Circular Economy City <ul style="list-style-type: none"> ○ Potable reuse of wastewater and stormwater, offsets reliance on existing drinking water systems ○ Coordinated governance of waterways and stormwater management <p>Mr Higham noted that the Water Cycle City is the preferred pathway. He briefly discussed potential aspects of the plan for Western Sydney:</p> <ul style="list-style-type: none"> ● creation of a resource recovery facility to treat wastewater and manage organic waste. Servicing the Aerotropolis and opening around 2024, the facility could also provide recycled water for residential, commercial, agricultural and green space irrigation; and ● integrating greenspace at WSA airport to reduce temperatures. <p>Mr Higham concluded his presentation by speaking to members about the importance of coordination in land use planning activities and collaboration to achieve water in the western landscape. Matters to stay front of mind, include:</p> <ul style="list-style-type: none"> ● collaborative planning for the Aerotropolis; ● smarter urban water investment; ● modernising regulation around land use planning and the water industry; and ● boosting innovation and resilience. <p>The Chair thanked Mr Higham for his presentation and invited questions.</p> <p>Cr Rasmussen raised the issue of the health of the Hawksbury/Nepean river and the impact that recycling water would have on it for future capacity. Mr Higham noted that Sydney Water acknowledges the issue and understands how important it is to ensure sufficient water is sent back in to the Hawksbury/Nepean river to maintain the flow and health of the river.</p> | |
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| | | <p>A subsequent question was raised about the role of the desalination for the future of water capacity in Western Sydney. Mr Higham noted that desalination is a consideration that will be taken into account.</p> <p>Mr Higham was asked if he was aware of anywhere else recycled water had been used for potable water. He noted that countries such as Singapore and regions in the USA had already implemented water reuse schemes successfully.</p> <p>The Chair queried how consumption of reused water as drinking water would be communicated to the public. Mr Higham discussed how public consultations in San Diego on this issue had provided valuable insights. He noted that informative public consultations were essential.</p> <p>Dr Mike Freelander expressed concerns about new commercial and residential developments not being sufficiently water-efficient and the implications this has for water storage in Western Sydney, including Warragamba Dam.</p> | |
| 5. | Aircraft Noise Metrics 101 | <p>The Chair invited Mr Matt Shepherd from to70 Aviation to present on Aircraft Noise Measurement and Metrics.</p> <p>Mr Shepherd provided members with an insight into factors that contribute to various aircraft noise sensitivities, including:</p> <ul style="list-style-type: none"> • aircraft type; • the flight procedure; • speed and altitude of an aircraft; • frequency of operations; • community experience and attitude to noise; • terrain; • ambient noise; and • meteorological conditions. <p>Mr Shepherd spoke to members about his background as an Air Traffic Controller (ATC) in the Sydney area and how the above factors can alter a person's perception of how much noise they are actually hearing.</p> | |

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| | <p>Mr Shepherd provided a brief overview of national and international noise standards that govern the types of aircraft that are permitted to operate in Australia. He also discussed Australian Standard 2021-2015, which provides advice on the siting and construction of buildings near airports. He noted that:</p> <ul style="list-style-type: none"> • AS2021 is used to guide strategic land use planning in the vicinity of airports, thereby limiting the number of residential and noise-sensitive facilities that are built in the highest noise exposure zones. The assessment of aircraft noise exposure at a site under AS2021 is based on the Australian Noise Exposure Forecast (ANEF) system; • An Australian Noise Exposure Forecast (ANEF) chart is an official forecast of noise exposure levels for an airport. It depicts cumulative noise exposure levels for an average annual day of operations and is included in an airport's master plan; • An Australian Noise Exposure Contour (ANEC) chart depicts aircraft noise exposure levels for indicative flight path options; and • An Australian Noise Exposure Index (ANEI) shows aircraft noise exposure levels based on actual historic airport operations. <p>Mr Shepherd briefly discussed a few technical aspects of aircraft noise measurement, including:</p> <ul style="list-style-type: none"> • Australian authorities are transitioning from the Integrated Noise Model to the Aviation Environmental Design Tool for forecasting aircraft noise exposure levels; • the use of single-event noise contours is very useful in determining the sound generated from specific aircraft on specific runways; and • N-Metrics (number above metrics) can be used to predict the number of times each day a person will experience aircraft noise levels exceeding a certain decibel level (e.g. 70 decibels). <p>Mr Shepherd spoke to members about the International Civil Aviation Organization's (ICAO) 'Balanced approach to aircraft noise management'. He noted that these guidelines are adopted by most Australian agencies. The guidelines reference four steps to manage aircraft noise:</p> <ol style="list-style-type: none"> 1. reduce sound at the source; | |
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| | | <ol style="list-style-type: none"> 2. implement effective land use planning to prevent incompatible land uses in high noise exposure areas; 3. implement noise abatement procedures (e.g. noise-preferred routes); and 4. implement operating restrictions (e.g. noise quotas, movement caps, curfews etc.). The guideline indicates that these measures are to be used only after the benefits of the other steps have been considered. <p>Mr Shepherd noted that ICAO’s balanced approach prioritises steps one to three over step 4, which could be considered as a last resort should the other measures not be effective in addressing aircraft noise problems at an airport. He highlighted that Western Sydney Airport was in a fortunate position of being able to incorporate steps 1-3 in multiple ways due to it being in a ‘greenfields’ site.</p> <p>The Chair thanked Mr Shepherd and invited questions.</p> <p>A question was posed about how an ANEF might change. Mr Shepherd responded by stating that changes to the performance of aircraft (e.g. future technology allowing for quieter engines) and the evolution of noise exposure modelling (i.e. new technology that allows more precise forecasting) can lead to changes in an ANEF.</p> <p>The Forum discussed how planning restrictions for residential developments around Western Sydney Airport within the ANEC 20 contour are more stringent than those in place around other Australian airports, owing to the fact this airport is a greenfield airport.</p> <p>The Chair noted that there seemed to be a lack of connection between where the ANEC extended and where the current vocal opposition for the WSA airport was coming from. Mr Shepherd remarked that this was not unusual, and referred to the 1995 review of the Sydney (Kingsford Smith) Airport in which it was found that the majority of complaints about noise from the airport came from areas outside the noise contours.</p> | |
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| | | <p>The Chair suggested that the Department could do more to educate people about other airports that have curfews and suggested this be added to future pop-ups and FOWSA meetings.</p> <p>Mr Borger asked whether residents around Western Sydney Airport would be considered for a noise insulation program, similar to other airports in the country. Mr Shepherd remarked that houses within the 30 ANEF contour at Sydney (Kingsford Smith) Airport were insulated, along with public buildings within the 25 ANEF contour. Mr Sutherland noted that the Department would be developing a noise amelioration policy for Western Sydney Airport prior to operations commencing at the airport.</p> | |
| 6. | Communication Strategy and Drop-In Session Planning | <p>The Chair invited Ms Louise O’Donnell from the Department to update members on the FOWSA Communication Strategy and planning for the upcoming community drop-in session and open FOWSA meeting.</p> <p>Ms O’Donnell provided an overview of the methods that had been used to date to communicate with members of the community. These methods included:</p> <ul style="list-style-type: none"> • Community pop-up stalls <ul style="list-style-type: none"> ○ Cobbitty Markets (1 June 2019) ○ Multicultural EID Festival and Fair, Fairfield (9 June 2019) ○ Westpoint Blacktown (27 June 2019) • Western Sydney Airport community newsletters • Information sessions and open meetings • Information kiosks/ face-to-face discussions • Social media • General media coverage • Emails • Community Forums / Group sessions <p>Ms O’Donnell noted that FOWSA members were welcome to attend these events. She also noted that the Department and Western Sydney Airport regularly attend each other’s pop-up stalls, thereby making a full range of information available to the public.</p> | |

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| | | <p>Ms O'Donnell discussed how the communications focus for FOWSA in its first two years had been on raising public awareness of the airport project, building knowledge and establishing trust. She advised that communication methods will need to be reviewed in the future to ensure that activities best meet the needs of FOWSA members, the community and stakeholders.</p> <p>Ms O'Donnell briefly discussed findings from independent research commissioned by the Department. The research was conducted to gain an understanding of community attitudes towards the WSA project. The findings show that:</p> <ul style="list-style-type: none"> • 90% of people are aware of the development of the new major airport; • over 60% of people agreed that the positive benefits will outweigh the negative impacts; • 77% agreed the airport will bring jobs to the region; and • overall awareness of FOWSA's role is limited. <p>Ms O'Donnell advised members that initial planning had begun for the upcoming information session and FOWSA meeting (7 September 2019) which will be open for public viewing. She identified some initial planning issues including:</p> <ul style="list-style-type: none"> • Drop-in public information session <ul style="list-style-type: none"> ○ members of the community can attend and personally ask questions about the airport and related projects; and ○ creates an opportunity for FOWSA members to engage directly with the community and hear their issues. • FOWSA meeting to be held in the afternoon, after the information session <ul style="list-style-type: none"> ○ it will be a regular meeting, however also provides the opportunity for public observation; ○ the meeting will include a question and answer session. Community members will be able to submit their questions in advance and receive answers on the day; ○ community members will be able to pre-register for the meeting via the Department, through an expression of interest process; ○ venue is to be advised. | |
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| | | <ul style="list-style-type: none"> • The event will be promoted from early August through a range of different channels including: <ul style="list-style-type: none"> ○ advertisements in local, metropolitan and all language newspapers; ○ newsletters delivered by direct mail to 40,000 Western Sydney residences; ○ emails to over 1,700 registered stakeholders and subscribers ○ general media coverage; ○ content provided to each Western Sydney Council for newsletters, mayoral columns, social media and websites; and ○ content provided to other agencies for social media and newsletter distribution. <p>The Chair thanked Ms O'Donnell and invited questions. He noted that he would like to see the public information session catering for a multi-cultural attendance, to ensure the entire cross section of Western Sydney is being included.</p> <p>Members discussed whether a different location in Western Sydney should be considered each time a meeting is made open to the public, to encourage attendance from all areas. Interest was expressed in the Department developing individual plans and opportunities for each member to facilitate their interaction with the community. Ms O'Donnell noted that the Department would look into this.</p> <p>Ms Nicole Ryan, Western Sydney Airport, encouraged members to follow the Western Sydney Airport social media, as this is their most regularly updated platform with content related to the construction of the airport.</p> | |
| 7. | Planning Partnership | <p>The Chair invited Mr Andrew Jackson from the Western Sydney Planning Partnership to discuss the work of the partnership.</p> <p>Mr Jackson provided a brief overview of the origins of the Western Sydney Planning Partnership, informing members that it:</p> <ul style="list-style-type: none"> • was formed as part of the Western Sydney City Deal; • had an objective to deliver better outcomes for the people of Western Sydney; | |

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| | | <ul style="list-style-type: none"> • is a council-led initiative, with nine councils on board; • includes key NSW agencies; and • is located in Parramatta, to maximise collaboration with state government agencies in that area. <p>Mr Jackson noted the main priorities of the partnership are to develop:</p> <ul style="list-style-type: none"> • uniform council engineering and design standards; • common planning assumptions – i.e. ensuring that State and local governments are working with the same planning assumptions; and • planning for the Aerotropolis Growth Area. <p>Mr Jackson discussed the Western Sydney Land Use and Infrastructure Implementation Plan (LUIIP) with members. Of note, he mentioned:</p> <ul style="list-style-type: none"> • the NSW Department of Planning and Environment started the planning and consultation for the Stage 1 LUIIP; • 600 submissions were received and around 80% were concerned with South Creek; • the submissions will be available online in the near future; • the Planning Partnership is responsible for finalising the LUIIP; • there will be a response to the submissions in quarter three 2019; • the Planning Partnership is investigating Agribusiness as a priority precinct. <p>Mr Jackson stated that a few of the submissions raised issues around the airport, specifically whether a curfew will be instated. He noted that the Planning Partnership is currently planning in a way that takes 24/7 operations into account, and referred back to Mr Shepherd's comments regarding the first three steps that ICAO recommend before a curfew is considered. He noted the range of factors that are included in planning considerations, including noise, height of buildings, wildlife strike zones and public safety zones.</p> <p>Mr Jackson also spoke to members about the Aerotropolis development. He noted that the Planning Partnership is currently working to finalise broad zoning areas to allow for development to begin over the coming years.</p> | |
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| | | <p>The Chair thanked Mr Jackson for his presentation and invited questions from members.</p> <p>Mr Willmington noted community concerns over property prices in certain areas, which did not match expectations as a result of the introduction of the LUIIP. Residents in his area are concerned that they do not know what the value of their land is, and cannot make firm decisions due to a lack of information flowing back to them. Mr Jackson discussed how the Planning Partnership was hoping to increase the information flow, noting that he had personally sat down with residents who have genuine concerns about rezoning. He added that Liverpool Council had set up a reference group in response to the many queries in this area.</p> <p>The Chair remarked that he is often asked about flight path development and rezoning. Members asked the Department to provide them with regular updates on the airspace design process to assist in responding to questions from the community. On rezoning, members agreed that even if answers aren't available as yet, the community would appreciate knowing when they could expect their questions to be answered.</p> <p>Mr Borger commented that the multiple levels of planning and agencies are confusing. He asked whether there was a specific model being implemented for the Agribusiness Precinct. Mr Jackson said the Planning Partnership is considering how the various organisations and levels of government involved could be communicated in a simple way. Regarding the agribusiness precinct, Mr Jackson advised members that there was a lot of market interest in the Agribusiness Precinct. He noted that the planning for the precinct was progressing.</p> <p>Dr Freeland raised a concern over the lack of transport and freight connectivity to Western Sydney Airport, specifically the lack of a rail line from Leppington to the airport.</p> | |
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| | | <p>Ms Stanley asked to be informed when planning information is communicated to her community, so she can assist members of her electorate. Mr Jackson noted that he would take the suggestion back to the Planning Partnership to look into setting up a Local - State - Federal Government network to facilitate this form of information sharing.</p> <p>In response to a question from Councillor Rasmussen, Mr Jackson said that the Planning Partnership was in the process of finalising the timeline.</p> <p>The Chair asked where funding for the Planning Partnership was coming from. Mr Jackson responded that:</p> <ul style="list-style-type: none"> • the NSW Department of Planning and Environment provided funding for the work of finalising the LUIIP; and • partnered Councils are contributing to the uniform engineering initiative. | |
| 8. | Other Business | <p>The Chair provided his update to members, which included an overview of meetings he had represented FOWSA at since March.</p> <p>He advised that he had attended the Western Sydney Airport Board meeting and noted that this was an important connection between the Western Sydney Airport and FOWSA. He said that he expected he would attend Board meetings on an annual basis, which would ensure sure that the Board was hearing directly from FOWSA representatives.</p> <p>Professor Shergold also advised members that he had met with Mr Borger and Sydney Water, as planned at the last meeting, due to the interest FOWSA has in water management in Western Sydney. The Chair asked members if they felt they had a better grasp on the matter after Agenda Item 4, and confirmed that he felt this was likely a subject that would arise again as Sydney Water continues planning for the area. Members expressed interest in hearing from Sydney Water again as planning progresses.</p> <p>The Chair advised that he had been requested by some members to consider whether upcoming meeting(s) should be held in the evening. After discussion, the</p> | |

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| | | <p>general consensus from the members was that they preferred daytime meetings, and the Chair confirmed this would continue.</p> <p>The Chair noted that he would like to invite Mr Sam Sangster (CEO Western City and Aerotropolis Authority) to speak at the open meeting, with the rest of the agenda to be settled in August. Members agreed with this approach to selecting the FOWSA agenda, noting that the information on projects in Western Sydney was useful, as the questions being asked by members of the community were not limited to the construction of the airport itself.</p> <p>Finally, the Chair asked for the Secretariat to take members' feedback on location suggestions for future meetings.</p> | <p>2. Secretariat to seek feedback from members on venues for future meetings.</p> |
| 9. | Upcoming Meetings | <ul style="list-style-type: none"> • Meeting 9 – Saturday, 7 September 2019 (open to the public) • Meeting 10 – Friday, 6 December 2019 • Meeting 11 – Friday, 20 March 2020 • Meeting 12 – Friday, 19 June 2020 | |

Status of Outstanding Action Items

Meeting 1, 26 May 2017

| Action Item Number | Action Item | Status |
|--------------------|--|---------|
| 4 | FOWSA Secretariat to distribute meeting papers to members electronically one week in advance of FOWSA. | Ongoing |

Meeting 6, 26 October 2018

| Action Item Number | Action Item | Status |
|--------------------|---|-----------|
| 3 | WSA to provide FOWSA with a briefing on the Visitor Centre design once finalised. | Completed |

Meeting 7, 29 March 2019

| Action Item Number | Action Item | Status |
|--------------------|--|---------|
| 5 | Secretariat to arrange a presentation to FOWSA in 2020 on the Future Food Systems Cooperative Research Centre. | Ongoing |
| 6 | Secretariat to consider future presentations to FOWSA on the state of air and water quality in Western Sydney, and on the use of alternative fuels and technologies at WSA, including bioenergy. | Ongoing |

Attendees

Professor Peter Shergold AC (Chair) – Chancellor, Western Sydney University
Ms Karen Correy – Office of Senator the Hon Marise Payne
Ms Anne Stanley MP - Federal Member for Werriwa
Ms Alison Morgan – Executive Director, Western Sydney City Deal Delivery Office
Ms Joanne Bromilow – Resident of Blaxland
Mr John Walton – Resident of Silverdale
Mr Wayne Willmington – Resident of Luddenham
Mr Bob Germaine – Regional Development Australia Sydney
Cr Paul Rasmussen – Hawkesbury City Council
Mr David Borger – Western Sydney Director, Sydney Business Chamber
Dr Mike Freelander MP – Federal Member for Macarthur
Mr Bruce MacNee - Liverpool City Council
Ms Jane Lambert – Blue Mountains City Council
Mr Jacob Idiculas – Resident of Bossley Park
Ms Lee de Winton – CEO, Sydney Metro Airports Bankstown and Camden
Mr Jim Davis – Chairman, Regional Aviation Association Australia
Cr Ross Fowler OAM – Mayor, Penrith City Council
Ms Lindy Deitz – General Manager, Campbelltown City Council

Ex Officio Members

Nicole Ryan – Western Sydney Airport
Scott MacKillop – Western Sydney Airport

Apologies

Senator the Hon Marise Payne – Senator for New South Wales
Mr Matthew Hudson – Qantas
Ms Kiersten Fishburn – CEO, Liverpool City Council
Mr Gordon Henwood – Resident of Mulgoa
Mr Paul Chevalier – Virgin Australia
Ms Adriana Care – Resident of Camden-Narellan
Dr Rosemary Dillon – General Manager, Blue Mountains City Council