

8. Community and stakeholder engagement

8.1 Introduction

This chapter provides an overview of the stakeholder and community consultation activities undertaken for the proposed Western Sydney Airport EIS and Airport Plan, up to the development of this draft EIS and the draft Airport Plan. This includes an outline of the principles for engagement, stakeholders identified and engaged, activities undertaken to date, feedback from the community and stakeholders and how this feedback is addressed in the draft EIS and draft Airport Plan.

An outline of planned consultation activities during the public exhibition period for the draft EIS and draft Airport Plan has also been provided. These activities aim to increase awareness of, and accessibility to, these documents and provide community members and stakeholders with the opportunity to comment.

This chapter addresses the consultation and engagement requirements from the Australian Government Department of the Environment EIS guidelines (refer Appendix C in Volume 4), and Schedule 4 of the EPBC Regulations 2000.

8.2 Approach and objectives

8.2.1 Engagement objectives

The objectives of the communication and engagement activities are to:

- proactively and regularly engage with stakeholders to ensure they are appropriately consulted throughout the approval and development process;
- inform and advise the community, with a particular focus on the Western Sydney community, of the current activity and the next steps in the process;
- engage with the community to communicate the significant benefits of the proposed airport and address any points of concern;
- encourage participation in the conversation and submission of comments through community consultation opportunities; and
- provide accessible and reliable information about the project.

8.2.2 Communication and Engagement Strategy

An overarching *Communication and Engagement Strategy* (Strategy) was prepared to support the proposed airport, including the development of the draft EIS and communication with the community and stakeholders about the project's progress. The Strategy identified three key target audiences for communication and engagement:

- the community in the direct environs of Badgerys Creek;
- stakeholders and significant others; and

- the broader Sydney community.

The Strategy addresses the communication and engagement needs of each target audience, based on initial community research and stakeholder consultation conducted in September 2014. The research involved 11 focus groups and an online survey of 2,041 Sydney residents (from within a 20 kilometre radius of Badgerys Creek). The key findings of the research indicated that:

- there was support for the idea of a Western Sydney airport;
- there was limited awareness of the announcement of the proposed airport and associated infrastructure;
- there was a general acknowledgement that are challenges that need to be addressed in developing the proposed airport; and
- there was considerable scepticism about this project proceeding.

In consideration of these findings and supported by the results of ongoing independent research, an engagement approach was developed for the draft EIS. This approach supports the overarching Strategy.

8.2.3 Engagement approach

The engagement approach for the preparation and exhibition of the draft EIS and draft Airport Plan is guided by the Core Values and Code of Ethics of the International Association for Public Participation (IAP2). The following approach was taken for community and stakeholder engagement throughout the preparation of the EIS:

- identify all relevant stakeholders;
- develop a Stakeholder and Community Engagement Framework (Framework) including communication and engagement activities during the preparation of the draft EIS and the draft Airport Plan and throughout the public exhibition period;
- implement the Framework to reach identified communities and stakeholders; and
- evaluate engagement outcomes for use in ongoing consultation regarding the airport.

Figure 8–1 below provides a broad overview of the opportunities for engagement across each phase of the EIS and Airport Plan.

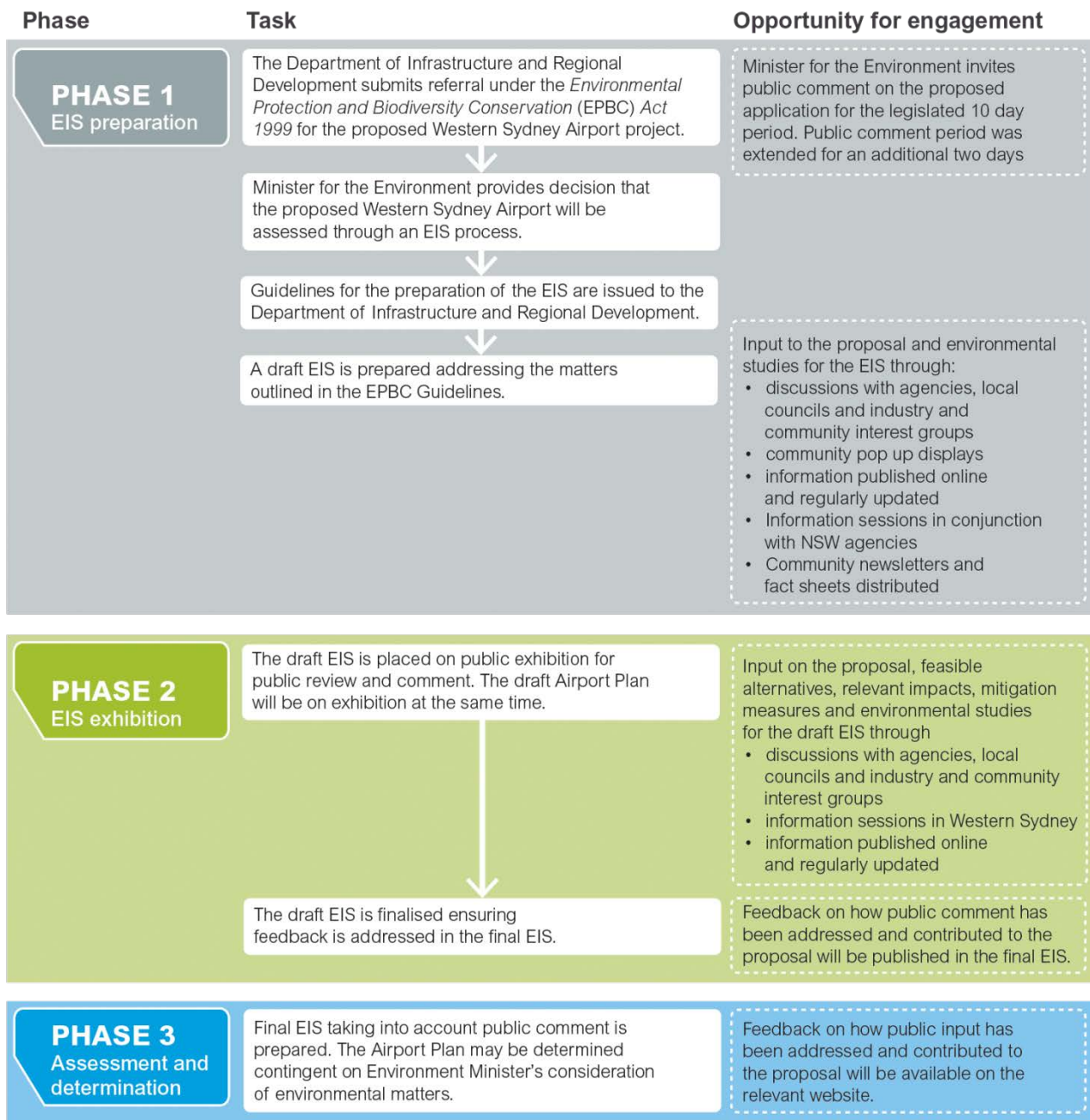


Figure 8–1 – EIS and Airport Plan process and consultation flowchart

8.2.4 Overview of stakeholder groups

Stakeholder groups who would be potentially affected by, or have an interest in, the proposed airport include members of the community, special interest groups and organisations, businesses, government agencies, local governments and other authorities. Stakeholders have been categorised into three key groups; aspects of each group relevant to the engagement approach planned for the Draft EIS are outlined in Figure 8–2 below.



Figure 8-2 – Community and stakeholder engagement plan

8.3 Phase 1 – draft EIS and draft Airport Plan preparation

The proposed airport represents one of the most significant infrastructure projects in Australia for decades. Ensuring the community is informed about the project and has access to the latest project information is a key component throughout all phases of its approval, development and implementation.

Given the high level of public interest and the likelihood of project impacts, both positive and negative, the engagement programme during preparation of the draft EIS and the draft Airport Plan focused on informing and consulting with the community and key stakeholders.

Figure 8–3 summarises the consultation with stakeholders and the community, which has been undertaken progressively throughout the development of the proposal. The consultation approach has been designed to inform stakeholders about the proposed airport and encourage participation in the conversation, to allow the development of the proposal to benefit from stakeholder knowledge and understanding of specific needs. Consultation activities will continue as the planning progresses.

A variety of activities to engage the community and stakeholders have been undertaken. Focus groups, stakeholder meetings, community pop-up displays and information sessions were conducted, and a dedicated information line and email have been available. A dialogue has been established with Federal and State Members of Parliament (MPs) representing the electorates surrounding the site, in consultation with relevant Ministers' offices.

In addition, a range of materials have been developed to inform community and stakeholders about the project, including a dedicated project website, fact sheets and regular newsletters. Table 8–1 lists the stakeholder engagement and community consultation activities undertaken during Phase 1, from September 2014 through to the beginning of the exhibition of the draft EIS and draft Airport Plan.

Attitudes and concerns of the community are summarised in Section 8.3.3 below.

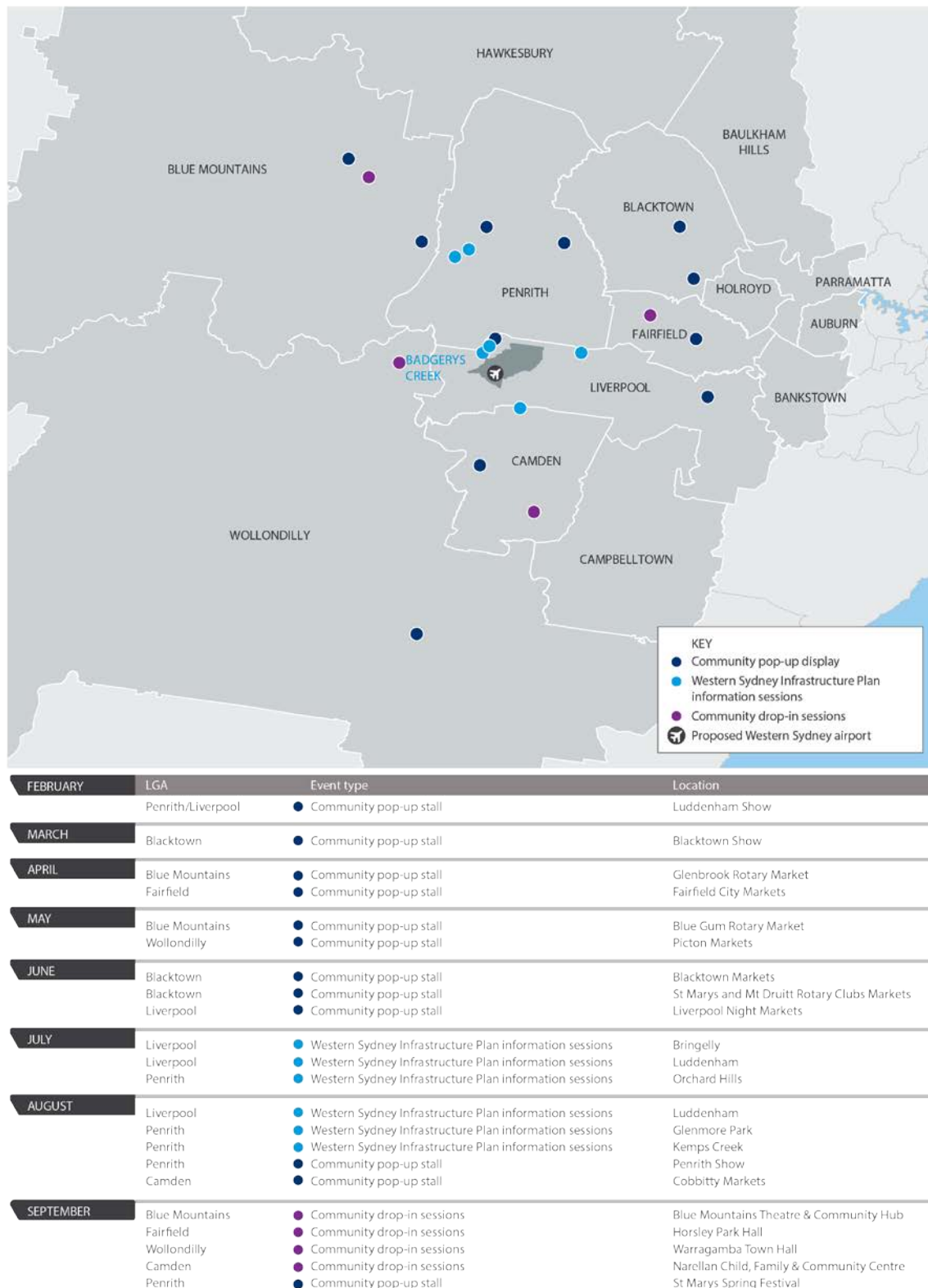


Figure 8–3 – Summary of community consultation activities between February and September 2015

Table 8–1 – Summary of stakeholder engagement and community consultation activities

Activity	Outcome
Briefings	
Discussions held with a variety of stakeholders including government agencies, businesses, industry peak bodies, and tourism and community groups as well as elected officials.	Over 70 meetings have been held with individuals or groups.
Community based events	
A total of 15 community pop-up displays at local events have been carried out between February and September 2015.	3,734 community members approach the stalls for information
Information sessions	
A total of 10 information sessions were held between July and September 2015, before the exhibition of the draft EIS and the draft Airport Plan, to provide information on the proposed airport.	1,281 community members attended the information sessions.
Focus groups	
Members of the Western Sydney community participated in 11 focus groups in September 2014 and a stakeholder focus group in June 2015. The focus groups were to understand and explore the existing attitudes and perceptions towards a Western Sydney airport, including information needs and requirements.	97 Western Sydney community members participated in the focus groups in September 2014. Representatives of nine stakeholder groups participated in a stakeholder workshop in June 2015.
Survey	
Online surveying was used to gauge interest and existing understanding of the proposed Western Sydney Airport. Online surveys were completed in September 2014, November 2014 and June 2015.	A total of 3,041 community members from Western Sydney and greater Sydney have completed online surveys.
Community newsletters	
Three community newsletters were released during Phase 1. <i>Newsletter 1</i> (Summer 2014) was released in November 2014; <i>Newsletter 2</i> (Autumn 2015) was released in May 2015; and <i>Newsletter 3</i> (Winter 2015) was released in July 2015.	Each edition of the newsletter was distributed to more than 7,500 households in the Western Sydney area.
Fact sheets	
A number of fact sheets were available at all community events as well as online.	<p>Fact sheets available during Phase 1 were:</p> <ul style="list-style-type: none"> • An airport for Western Sydney; • Western Sydney Infrastructure Plan; • Environmental assessment for Western Sydney airport; and • The right of first refusal.

Activity	Outcome
Website (www.westernsydneyairport.gov.au)	
An online presence has been a vital source of information for the community and stakeholders. In the early stages of the project, a dedicated page was available via the Department of Infrastructure and Regional Development website. A dedicated website was subsequently launched in May. The website is updated regularly with the latest project information.	Over 19,000 visits to the website between May and September 2015.
1800 information line (1800 038 160)	
A project specific free-call phone number was available during Phase 1 for individuals wishing to speak to the project team.	Approximately 225 phone calls were received.
Email (wsu@infrastructure.gov.au)	
A project specific email was established at the start of Phase 1 to receive and respond to project specific queries.	Over 200 emails have been received.
Media releases	
Media releases were issued throughout Phase 1.	11 media releases about the project were issued.
Advertising	
Advertisements were placed in Sydney metropolitan and local newspapers to formally announce the beginning of the exhibition period.	Adverts were placed in the following publications: <ul style="list-style-type: none"> • Daily Telegraph; • Black town Advocate; • Blue Mountains Gazette; • Camden Advertiser; • Macarthur Chronicle; • Fairfield City Champion; and • Wollondilly.

8.3.1 Stakeholder engagement

Engagement with key stakeholders has been a key component of communication and engagement activities and has been ongoing throughout the development of the Draft EIS and the draft Airport Plan. Consultation with key stakeholders has been a key component of communications and engagement activities, ensuring stakeholders are informed and are able to assist their broader communities in accessing information about the project.

Table 8–2 lists the stakeholders that have been engaged. The table also identifies the consultation undertaken with each stakeholder group.

Table 8–2 – Key stakeholder engagement undertaken during the preparation of the Draft EIS and Airport Plan

Stakeholder group	Stakeholder	Level of consultation
Australian Government	Civil Aviation Safety Authority, including the Office of Airspace Regulation Australian Federal Police Air Services Australia Bureau of Meteorology Department of Infrastructure & Regional Development Department of the Environment Department of Immigration and Border Protection Department of Agriculture Department of Defence	<ul style="list-style-type: none"> • One-on-one meetings and briefings • Letters • Organisational briefings • Telephone and email communication
NSW Government	Transport for NSW NSW Environment Protection Authority NSW Office of Environment & Heritage NSW Department of Planning & Environment NSW Roads and Maritime Services Sydney Water Corporation NSW Office of Water NSW Rural Fire Services NSW Department of Primary Industries (Fisheries) NSW Department of Trade & Investment NSW Land and Housing Corporation – South Western Sydney, Nepean-Blue Mountains NSW Community Services – Sport and Recreation NSW Fire and Rescue NSW Police NSW Ambulance NSW Health – Local Health Districts (South Western Sydney, Western Sydney, Nepean Blue Mountains) NSW Catholic Schools Office NSW Department of Education and Communities NSW Department of Premier and Cabinet	<ul style="list-style-type: none"> • One-on-one meetings • Telephone and email communication • Letters • Briefings

Stakeholder group	Stakeholder	Level of consultation
Local government	Auburn City Council Bankstown City Council Blacktown City Council Blue Mountains City Council Camden Council Campbelltown City Council Fairfield City Council Hawkesbury City Council Holroyd City Council Liverpool City Council Parramatta City Council Penrith City Council The Hills Shire Council Wollondilly Shire Council	<ul style="list-style-type: none"> • One-on-one meetings • Telephone and email communication • Briefings
Other stakeholders	Australian Tourism Export Council Bankstown Airport and Camden Airport Blue Mountains Accommodation and Tourism Association Blue Mountains Lithgow and Oberon Tourism Board of Airline Representatives Australia Bus and Coach Association NSW Infrastructure Partnerships Australia Macarthur Regional Organisation of Councils NSW Business Chamber NSW Land Council Office of Penrith Lakes Penrith City Council Property Council of Australia SITA Australia Sydney International Regatta Centre TAFE NSW Transport and Tourism Forum University of Western Sydney Urban Development Institute of Australia Urban Taskforce Western Sydney Airport Alliance Western Sydney Business Chamber Western Sydney Business Connection Western Sydney Community Forum Western Sydney Parklands Trust Western Sydney Regional Organisation of Councils	<ul style="list-style-type: none"> • One-on-one meetings • Telephone and email communication • Briefings

In addition to these stakeholders, the Department of Infrastructure and Regional Development has also consulted with other industry participants relevant to an airport development, including airlines, aviation industry groups, airport operators and financiers.

Aboriginal stakeholder consultation

As part of the Aboriginal heritage component of the EIS, Aboriginal stakeholder consultation was undertaken by Navin Officer Heritage Consultants with reference to the NSW Office for Environment and Heritage protocols. The four stages of consultation undertaken between February and August 2015 were:

- Stage 1 – Notification of the project proposal and identification and registration of stakeholders;
- Stage 2 – Presentation of information about the proposed project and the proposed assessment methodology;
- Stage 3 – Gathering information about cultural significance; and
- Stage 4 – Review of draft cultural heritage assessment report.

Overall there were 33 registered stakeholders for the field participation program. For further information refer to Chapter 19 Aboriginal heritage in Volume 2 and Appendix L1 in Volume 4.

8.3.2 Community consultation

Community consultation for the proposed airport began in 2014 and has been an ongoing focus of the project. The key community consultation activities undertaken to date are described below.

Community pop-up stalls

A total of 12 community pop-ups stalls at local events were carried out between February and September 2015. The stalls were designed to provide information about the project to the Western Sydney community and provide an opportunity to engage with the project team. These stalls provided newsletters, factsheets and maps to assist with responses to enquiries. Approximately 2,025 community members approached the stalls for information. Table 8–3 provides a breakdown of the number of community members who approached the stands and discussed the project with the team. Information on issues raised is outlined in Table 8–6.

Table 8–3 – Summary of visits to community pop-up stalls

Location	Date	Number of people who visited the stall
Luddenham Show	21-22 February 2015	225
Blacktown Show	7-8 March 2015	158
Fairfield City Markets	11 April 2015	180
Glenbrook Markets	18 April 2015	230
Picton Markets	3 May 2015	90
Blue Gum Rotary Markets, Faulconbridge	23 May 2015	120

Location	Date	Number of people who visited the stall
Liverpool Night Markets	6 June 2015	113
Blacktown Markets	14 June 2015	407
St Marys and Mt Druitt Rotary Club Market	28 June 2015	72
Cobbitty Village Markets	1 August 2015	430
Penrith Show	29 August 2015	382
St Marys Spring Festival	5 September 2015	670

Western Sydney Infrastructure Plan information sessions

The Western Sydney Infrastructure Plan (WSIP) comprises a number of proposed road projects around the airport site, including:

- upgrade of The Northern Road between Narellan and Jamison Road at South Penrith;
- a new M12 Motorway to the Western Sydney airport site between the M7 Motorway at Cecil Hills and The Northern Road at Luddenham;
- upgrade of Bringelly Road between The Northern Road and Camden Valley Way;
- building the Werrington Arterial Road;
- upgrade of the intersection of Ross Street and the Great Western Highway at Glenbrook; and
- a local road upgrade package.

Table 8–4 summarises the information sessions that were conducted.

Table 8–4 – Summary of WSIP information sessions

Location	Date	Approximate number of enquiries
Penrith Anglican College	22 July 2015	200
Bringelly Community Centre	25 July 2015	200
Holy Family Primary School, Luddenham	29 July 2015	200
Glenmore Park Youth & Community Centre	1 August 2015	60
Kemps Creek Public School	6 August 2015	150
Holy Family Primary School, Luddenham	8 August 2015	115

Survey results

A total of 78 responses to the survey were obtained during the six information sessions. The majority of respondents (49 per cent) were from the Penrith LGA, with 29 per cent from the Wollondilly LGA, six per cent from Liverpool and 16 per cent from other LGAs.

Attitudes to the proposed airport were overall positive, with 46 per cent of respondents definitely supportive and a further 15 per cent conditionally supportive. Twenty per cent of respondents had concerns while 11 per cent were definitely opposed to the proposed airport.

Impacts from noise, local transport connections and local benefits were areas of interest to respondents.

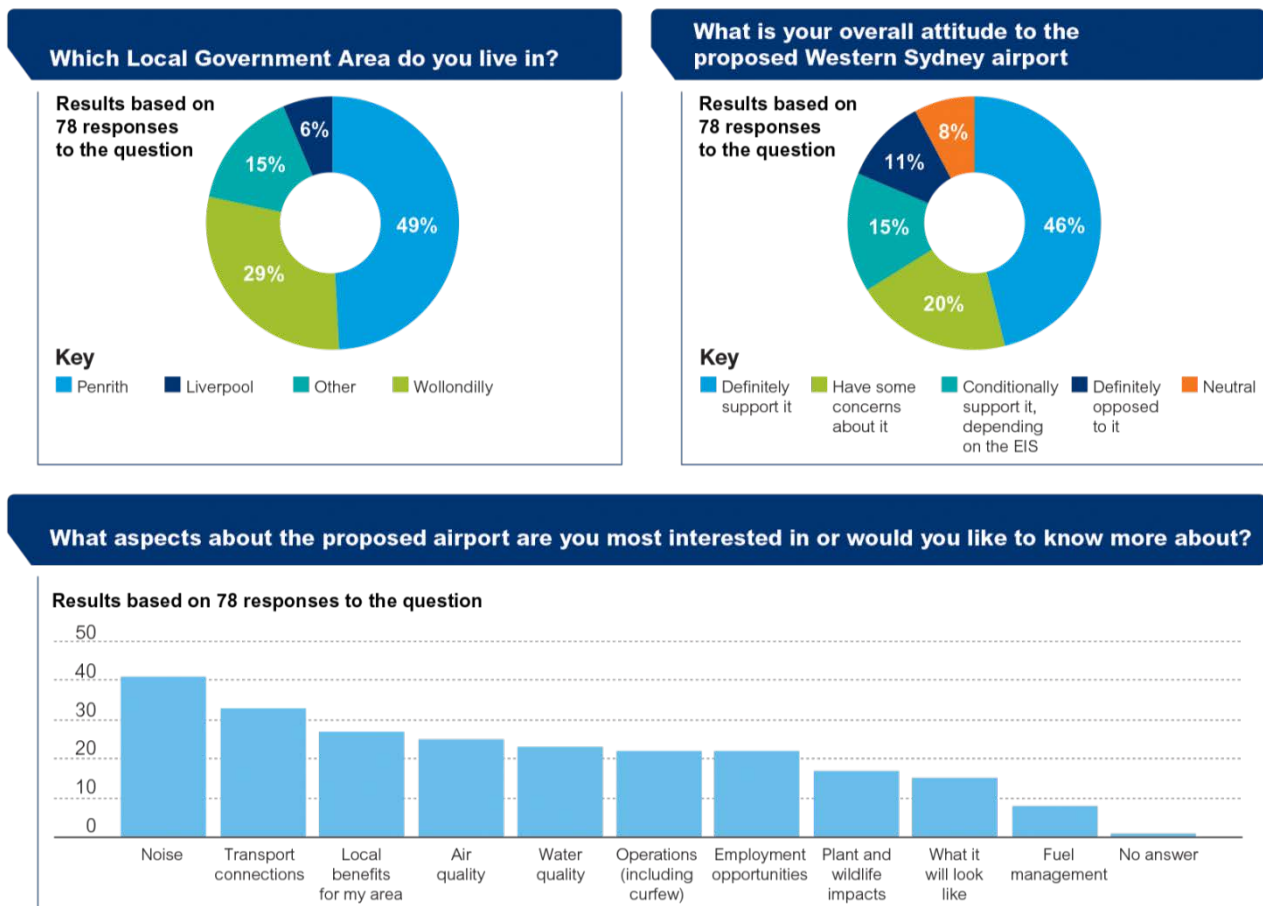


Figure 8-4 – Summary of results from the information session questionnaire

Additional information sessions

Additional information sessions relating only to the proposed airport were also held during Phase 1. The purpose of these sessions was to increase accessibility to project information in advance of the release of the Draft EIS and Airport Plan, in addition to reaching a broader community than those affected by the WSIP. These information sessions provided the same information as the WSIP information sessions; however, for greater geographic coverage of Western Sydney, they also included areas of the Blue Mountains, Wollondilly, Camden and Fairfield Local Government Areas (LGAs). Details are provided in Table 8-5.

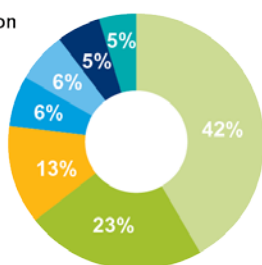
Table 8–5 – Summary of Phase 1 information sessions

Location	Date	Number of enquiries
Blue Mountains Theatre and Community Hub	10 September 2015	74
Narellan Child, Family & Community Centre	12 September 2015	36
Warragamba Town Hall	17 September 2015	69
Horsley Park Hall	19 September 2015	32

Survey results

Which Local Government Area do you live in?

Results based on 127 responses to the question

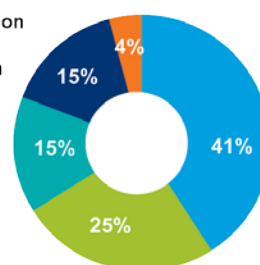


Key

Blue Mountains Wollondilly Camden Penrith
Fairfield Liverpool Other

What is your overall attitude to the proposed Western Sydney airport?

Results based on 127 responses to the question

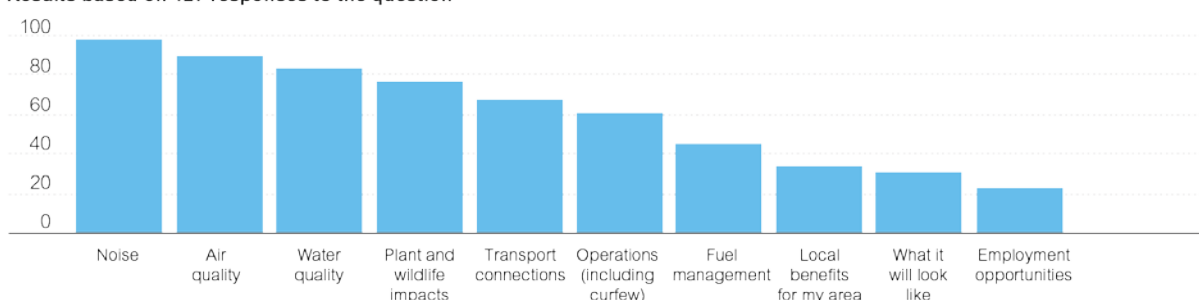


Key

Definitely opposed to it Have some concerns about it Definitely support it Conditionally support it, depending on the EIS Neutral

What aspects about the proposed airport are you most interested in or would you like to know more about?

Results based on 127 responses to the question



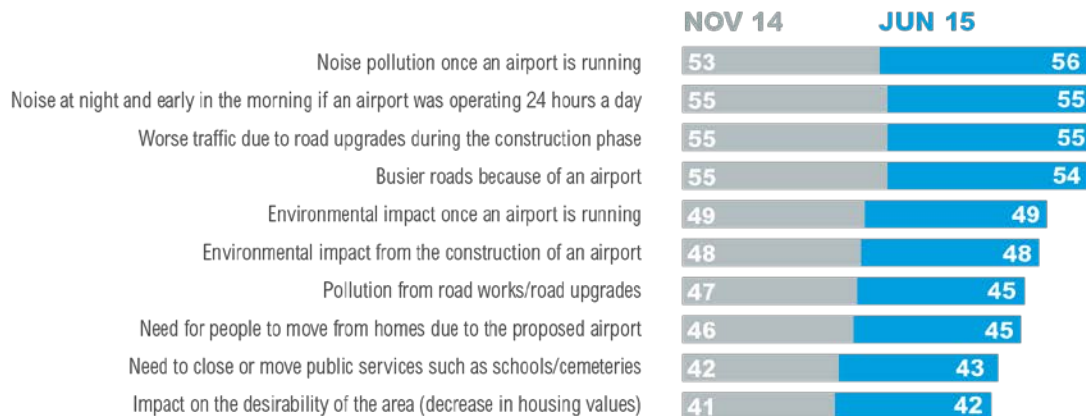
Community research

Research has been conducted at intervals to understand attitudes towards the proposed Western Sydney Airport and to ensure communication activities were tailored to meet the needs of the community and stakeholders.

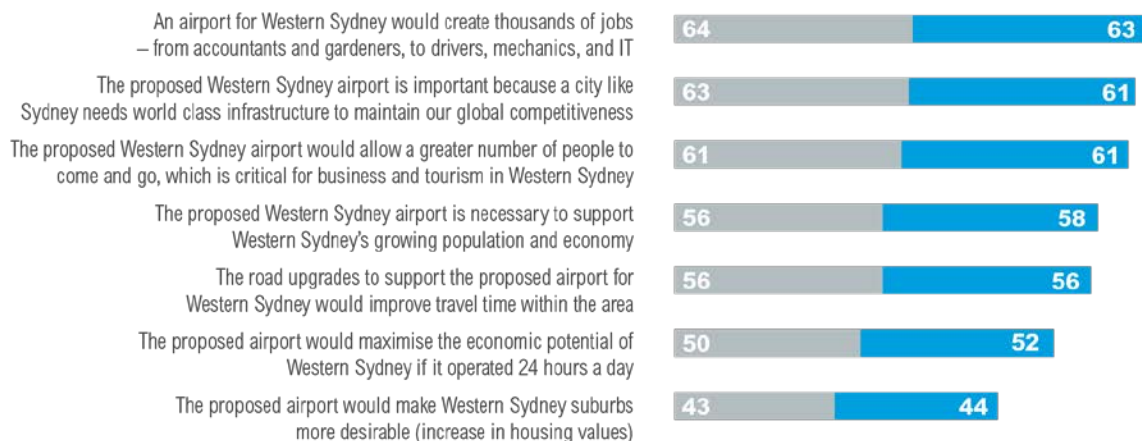
Initial online surveys of 2,041 randomly selected and representative participants and 11 focus groups were undertaken in September 2014. Outcomes of the surveys and focus groups were used by the EIS project team to better understand the communication needs of the community and inform the engagement strategies going forward.

A benchmark survey was undertaken in November 2014, with a subsequent survey undertaken in June 2015. These rounds of online surveys were completed by 501 randomly selected Western Sydney residents representative of age, gender and location. The findings on attitudes, concerns and demand for information are summarised in Figure 8–4.

✈️ Concerns (% of respondents that strongly agree with the following issues)



✈️ Attitudes towards the proposed airport (% of respondents that strongly agree with the following statements)



✈️ Demand for information (% of total respondents)



Not asked

Figure 8–5 – Summary of key community research results from November 2014 and June 2015

8.3.3 Summary of engagement, issues and responses

Community and stakeholder consultation has identified a broad range of key issues. The issues raised by government agencies, authorities, stakeholders and the community are listed in Table 8–6, along with a cross-reference to where they are addressed in the EIS. These issues are listed in order of most enquiries to the fewest.

Table 8–6 – Summary of issues raised and where addressed in the EIS

Category	Issue raised	Response and where addressed in EIS
Noise	Impacts of 24 hour operation	<ul style="list-style-type: none"> An airport at Western Sydney has always been planned to operate on a curfew free basis. Planning restrictions have been in place for over 30 years to restrict incompatible development and allow flights to occur with minimal impact on the community. Aircraft today are about 75 per cent quieter than they were 40 years ago, with the industry continually reducing aircraft noise in line with technology and equipment improvements. Noise impacts due to airport ground-based operational noise would occur during the daytime and night time and affect dwellings and community infrastructure, particularly in Luddenham, Badgerys Creek, Bringelly, Greendale and Wallacia. Depending on the operating strategy adopted for WSA, communities that may experience overflight noise at varying levels during the daytime and night time include areas of St Marys and Erskine Park, Greendale, Silverdale, Horsley Park and parts of Blacktown. More detail of indicative noise modelling and impacts are explained in Chapters 10 and 11.
	Comparison with Sydney (Kingsford Smith) Airport operations	<ul style="list-style-type: none"> The size of the Sydney (Kingsford Smith) Airport site means the airport cannot grow sufficiently to support Sydney's long-term aviation needs. It is expected that the number of people flying into the Sydney region will be approximately 87 million by 2035, and double again by 2060. The proposed Western Sydney airport will meet the growing demand for air services and provide Sydney's growing West with its own airport.
Flight paths	Location and height of flight paths over Western Sydney	<ul style="list-style-type: none"> Indicative flight paths have been developed in consultation with Air Services Australia. Final flight paths will be prepared closer to the commencement of airport operations. <p>Further detail on the indicative flight paths is provided in Chapter 7.</p>
Employment opportunities from the proposed airport	Positive economic impact of the proposed airport on Western Sydney	<p>It is expected that there will be a number of benefits from the construction and operation of the proposed Western Sydney airport.</p> <p>During construction it is expected that the benefits will include:</p> <ul style="list-style-type: none"> approximately 700-800 additional jobs during peak construction in 2022; over 3,000 direct jobs between 2017 and 2024 specifically for Western Sydney; approximately 8,000 indirect and induced jobs between 2017 and 2024 for Western Sydney; and an additional 2,200 indirect and induced jobs in the greater Sydney metropolitan region. <p>During stage 1 operations it is expected that the proposed Western Sydney Airport will create approximately 7,600 direct jobs.</p> <p>Further detail is provided in Chapter 23 and Appendix P1.</p>


Category	Issue raised	Response and where addressed in EIS
Western Sydney Infrastructure Plan	Impacts on The Northern Road from the Western Sydney Infrastructure Plan	<ul style="list-style-type: none"> The Northern Road will be relocated concurrently with site preparation activities. The relocation is subject to detailed planning by Roads and Maritime. <p>Further detail is provided in Chapter 15</p>
	What is the investment in the region for upgrading the roads?	<ul style="list-style-type: none"> The Australian and NSW governments are investing more than \$3.6 billion in a ten year road investment plan for Western Sydney <p>Further detail is provided in Chapters 15 and 21</p>
	Connectivity with public transport and the CBD	<ul style="list-style-type: none"> In the short term it is expected that private transport will be the dominant mode of travel to and from the proposed Western Sydney airport. In the longer term, an extension of the SWRL to the proposed Western Sydney airport is expected after 2031. A final alignment will be determined in consultation with the New South Wales Government. <p>Further detail is provided in Chapter 15</p>
Transport	Local connections maintained with the closure of Badgerys Creek Road.	<ul style="list-style-type: none"> Sections of Badgerys Creek road located within the airport site but outside the construction impact zone for the Stage 1 development would remain in place to maintain access to the airport site and surrounding areas Roads located within the construction impact zone would be closed and pavement materials removed. Any road closures would be managed in accordance with the requirements of NSW Roads and Maritime Services and Liverpool City Council, and would be subject to the provisions of a traffic management plan that would be prepared as part of the overall environmental management plan for the construction of the proposed airport. <p>Further detail is provided in Chapter 6.</p>
	Impacts of additional traffic in the local area during construction	<ul style="list-style-type: none"> During construction it is expected that the distribution and volume of construction traffic would be approximately 160 additional vehicle movements (to and from the airport site) on Elizabeth Drive during the AM peak and 150 additional vehicle movements (to and from the airport site) on Elizabeth Drive during the PM peak. The types of vehicle movements associated with the construction of the proposed airport would not significantly impact on the surrounding transport system, with the exception of potential oversized vehicle movements required for the delivery of equipment during earthworks. These movements may require temporary road closures or suitable escorts. <p>Further detail is provided in Chapter 15.</p>
Changing face of Western Sydney	Impact on property prices – positive or negative	<ul style="list-style-type: none"> Overall no discernible effect on property values as a result of other positive factors which offset the adverse impacts of noise. <p>Further detail is provided in Chapter 23 and Appendix P2.</p>
	Assessment of loss in visual amenity in the area	<ul style="list-style-type: none"> It is anticipated that there will be a minor reduction in visual amenity and enjoyment of recreational areas located in Western Sydney e.g. Bents Basin Conservation Area, Burragorang State Conservation Area as well as the Blue Mountains. <p>Further detail is provided in Chapter 23 and Appendix P1.</p>

Category	Issue raised	Response and where addressed in EIS
	Impacts on the current rural lifestyle	<ul style="list-style-type: none"> Semi-rural areas of Greendale, Silverdale and Horsley Park will have some impact due to overflight noise at varying levels during the daytime and night time. <p>Further detail is provided in Chapter 23 and Appendix P1.</p>
Operational issues	Location of fuel pipe and storage	<ul style="list-style-type: none"> The fuel farm for Stage 1 will be located near the northern boundary of the proposed airport. An underground fuel piping system will connect it to a network of hydrants to be located at aircraft stands and designated hydrants to refuel ground based trucks. Investigations of an easement for a future fuel pipeline will be undertaken in conjunction with the NSW Government. <p>Further detail is provided in Chapter 5.</p>
	Will the proposed airport accommodate both domestic and international flights?	<ul style="list-style-type: none"> In 2031 there is expected to be a total of 170 passenger flights per day, of which 149 flights are assumed to be domestic and 21 are assumed to be international.
	Freight transport to and from the proposed Airport	<ul style="list-style-type: none"> It is anticipated that freight transport to and from the proposed airport will be approximately seven heavy movements per hour in 2031. <p>Further detail is provided in Chapter 15.</p>
	Freight aircraft traffic and potential for noise impacts	<ul style="list-style-type: none"> Freight noise is assessed with passenger noise. It is anticipated that in 2030 there will be approximately 28 freight movements per day and 104 in the longer term (2063). <p>Further detail is provided in Chapters 7, 10 and 11.</p>
Pollution levels in Western Sydney	Potential for impact on water quality in Warragamba Dam	<ul style="list-style-type: none"> Warragamba Dam is located approximately four kilometres west of the site. The construction of the proposed airport is located within the vicinity of the catchment area for the Warragamba Dam and Prospect Reservoir. There is potential that airborne particles from the airport construction may be deposited in the catchment areas of these two waterbodies. This is unlikely to represent a significant risk to water quality. It is considered a low risk for potential aircraft emissions to impact the quality of surface water due to the proposed airport. <p>Further detail is provided in Chapter 13</p>

Category	Issue raised	Response and where addressed in EIS
	Assessment of the cumulative impacts of the proposed airport and surrounding projects	<ul style="list-style-type: none"> The cumulative impacts of noise, air quality, traffic and transport, biodiversity, water resources, Aboriginal and European heritage, planning and land use, landscape and visual amenity, social, economic, resources and waste and the Greater Blue Mountains World Heritage Area are assessed in the EIS. The assessment considers the potential cumulative impacts that may arise as a result of the construction and operation of the Western Sydney Airport and other major projects that are scheduled to coincide in the vicinity of the proposed airport site. The chapter identifies key major projects to consider in project planning and key cumulative risks. The highest risk for cumulative impact is the concurrent upgrade of The Northern Road and Elizabeth Drive which could contribute to construction fatigue for surrounding communities. To manage this risk a high level of coordination would be required between the Department of Infrastructure and Regional Development, Roads and Maritime and relevant construction contractors. During operations the airport operator and the Department of Infrastructure and Regional Development, will liaise with Airservices Australia, CASA, other nearby airport operators, NSW Government agencies and other key stakeholders to identify measures to reduce operational cumulative impacts. <p>Further detail is provided in Chapter 27.</p>
	Impact of fuel dumping on the local area, including on human health and water quality	<ul style="list-style-type: none"> The majority of fuel jettisoning instances for commercial aircraft occurs in rare emergency conditions where an unscheduled landing is required. Where fuel dumping is considered necessary, the pilot is required take all reasonable precautions to ensure the safety of people and property on the groundwater and in the air. It is considered unlikely that fuel dumping will result in impacts to surface water bodies surrounding the proposed airport site including Warragamba Dam, Prospect Reservoir and private water storages. <p>Further detail is provided in Chapter 13.</p>
Airport process and timing	Timing of the construction and operation of the proposed airport	<ul style="list-style-type: none"> It is expected that work on site will commence in 2016. Operations are expected to commence mid-2020s. <p>Further detail is provided in Chapter 13</p>

8.4 Phase 2 – draft EIS and draft Airport Plan exhibition

Public exhibition of the draft EIS is required under Commonwealth legislation. Section 103 of the EPBC Act requires the Department of Infrastructure and Regional Development (the proponent) to invite comment on the draft EIS. The draft Airport Plan will also be exhibited alongside the draft EIS



The public exhibition of the draft EIS and the draft Airport Plan will run for a period determined by the Minister for the Environment. During this phase, engagement tasks will focus on providing stakeholders and the community with an understanding of the draft Airport Plan and details about outcomes of the draft EIS through a variety of activities across Western Sydney. The engagement activities will provide the community and stakeholders with the opportunity to talk with the project team and gain an understanding of the proposal.

During the exhibition period, government agencies, interest groups and organisations, stakeholders and the community will be invited to make written submissions to the Department of Infrastructure and Regional Development. A copy of all comments received on the draft EIS will be forwarded to the Department of the Environment.

Information sessions and static displays will be used to increase awareness of the proposal and facilitate the opportunity to comment during the public exhibition phase. The locations of these activities are shown in Figure 8–6.

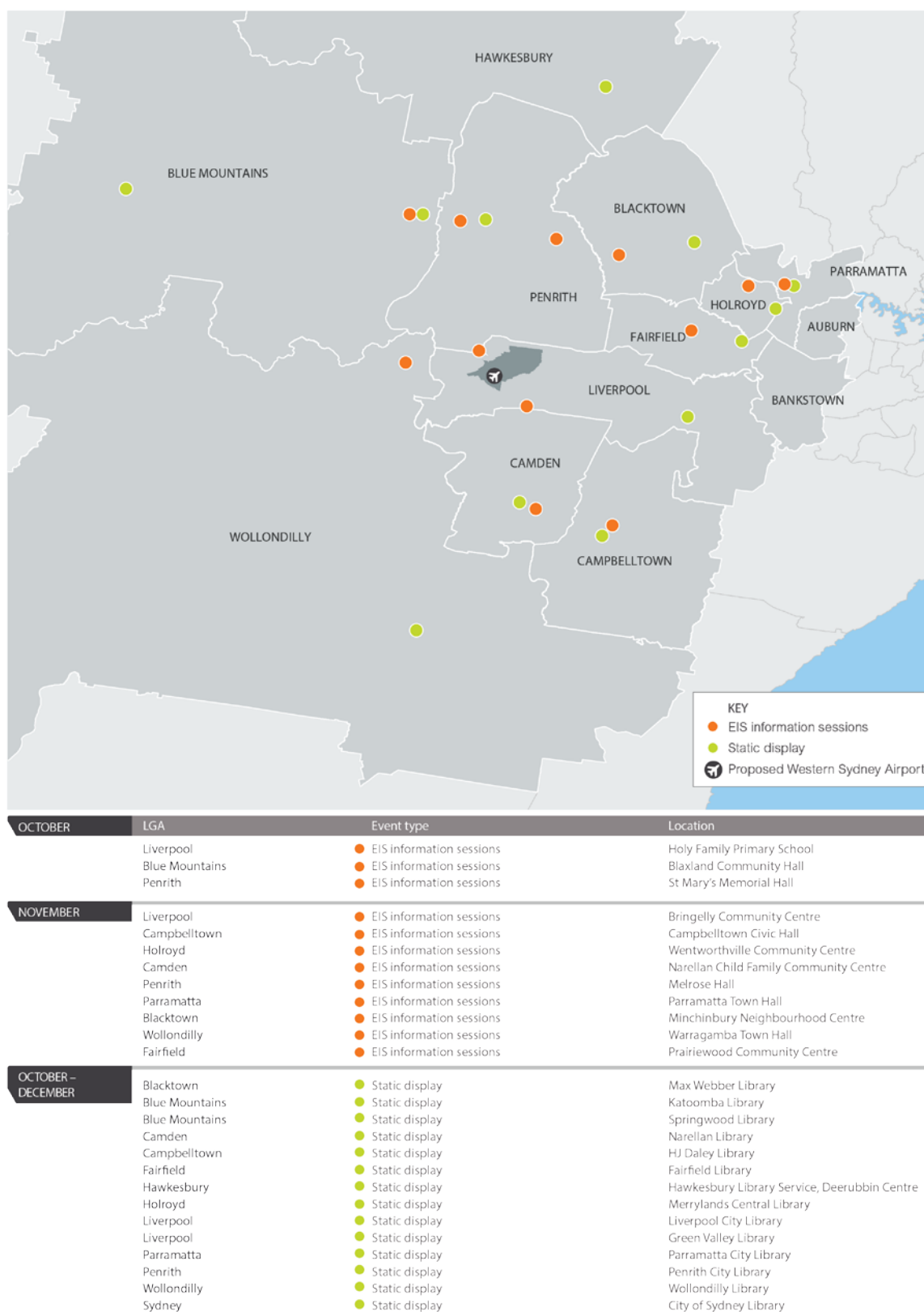


Figure 8–6 – Summary of community consultation activities between October and December 2015

8.4.1 Stakeholder and community engagement programme

Activities to facilitate access to the draft EIS and the draft Airport Plan during the exhibition period are summarised in Table 8–7.

Table 8–7 – Proposed community activities during draft EIS and draft Airport Plan exhibition

Activity	Detail
Events	
Community events (12)	The project team will visit 12 venues across Western Sydney to provide an opportunity for the community to review the draft EIS and draft Airport Plan and speak to a member of the project team. These venues are outlined in Figure 8–6.
Static displays at 14 local libraries throughout Western Sydney	The draft EIS and draft Airport Plan will be available for review at 14 libraries throughout western Sydney as well as one in the City of Sydney main library. Refer to Figure 8–6 for details. Details of these displays will be available on the westernsydneyairport.gov.au website.
Noise modelling tool	A web-based mapping tool that will provide aircraft noise information by allowing the community to access information about indicative noise exposure at a specific address.
Collateral	
EIS summary document	A plain English EIS summary has been developed for stakeholders and the community. It will be available at community events hosted by the Department of Infrastructure and Regional Development, online and at static display locations.
Fact sheets	Fact sheets have been developed on the following key topics to assist in the explanation of the outcomes of the draft EIS and the draft Airport Plan: <ul style="list-style-type: none">• An Airport for Western Sydney;• Draft Airport Plan and draft Environmental Impact Statement;• Air quality;• Greater Blue Mountains World Heritage Area;• Biodiversity, water and heritage;• Health risk assessment;• Managing aircraft noise;• Social and economic benefits; and• Traffic, transport and access.

Activity	Detail
Postcard	<p>A postcard will be used to inform the broader community of the exhibition of the draft EIS and draft Airport Plan, and the many opportunities to engage with the project. The postcard will be delivered to approximately 480,000 residential properties in the following local government areas:</p> <ul style="list-style-type: none"> • Camden; • Penrith; • Blacktown; • Liverpool; • Wollondilly; • Campbelltown; • Blue Mountains; • Fairfield; • Parramatta; and • Holroyd.
Community newsletter	<p>A detailed community newsletter (<i>Newsletter 4 Spring 2015</i>) was released to coincide with the release of the draft Airport Plan and draft EIS. The newsletter will be delivered to approximately 7,500 residential properties in the surrounding suburbs to the proposed Western Sydney airport. The suburbs for delivery include:</p> <ul style="list-style-type: none"> • Badgerys Creek; • Luddenham; • Wallacia; • Greendale; • Bringelly; • Rossmore; • Kemps Creek; • Horsley Park; and • Erskine Park.
Newspaper advertisement	<p>Advertisements will be placed in major Sydney, local and multicultural newspapers during the exhibition period. The advertisements will provide details of the draft EIS and draft Airport Plan exhibition activities.</p>
Frequently asked questions leaflet	<p>A document of frequently asked questions is available on the website. It provides a list of questions with answers from the draft EIS and draft Airport Plan.</p>
Monitoring	
Website content and update	<p>The westernsydneyairport.gov.au site will be updated with current information including the draft EIS, draft Airport Plan, summary booklet, fact sheets, newsletter and question and answer document, along with details of opportunities to be involved in the draft EIS and draft Airport Plan exhibition.</p>
Monitoring the project email and 1800 number	<p>The project team will continue to monitor emails and calls during the exhibition period and will provide responses to questions.</p>



8.5 Phase 3 – assessment and determination

During Phase 3, the project team will collate and sort all submissions received via mail, email, online and the online mapping tool. The issues raised will be addressed in the final EIS and published. The Department of Infrastructure and Regional Development will keep the community and stakeholders informed about the project.

A *Community and Stakeholder Engagement Plan* to support Phase 3 will be developed. This plan will provide detail on the release of the finalised EIS, including how information on any outstanding environmental concerns from stakeholders, which were addressed in the finalised EIS, will be communicated. It will also detail further consultation to be undertaken during the pre-construction and construction stages to ensure that stakeholders are kept informed of upcoming activities.