

**Western Sydney Aerotropolis
Community Consultative Committee**

Meeting No: 17

Date: 18 July 2023, 6:30pm - 9pm

Venue: Zoom

Attendees	
<p>Community members Helen Anderson (HA) Paul Buhac (PB) Gabriella Condello (GC) Anh Le (AL) Ross Murphy (RM) Rob Heffernan (RHe) Sascha Vukmirica (SV) Diana Vukovic (DV) Wayne Willmington (WW) Joe Herceg (JH)</p> <p>Other Attendees Kate Robinson, office of the Independent Community Commissioner (KR)</p> <p>David Jansen, Assistant Secretary, Western Sydney Airport Regulatory Branch, Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) (DJ)</p> <p>Anna Rynne, DITRSCA (AR)</p> <p>Bronson McPherson, Director Engineering, Manly Hydraulics and Director of Water Modelling, Water Infrastructure NSW (BM)</p> <p>Matthieu Glatz, Manly Hydraulics, Senior Engineer, Manly Hydraulics, Water Infrastructure NSW (MG)</p> <p>Independent Chair Professor Roberta Ryan, Independent Community Commissioner (RR)</p>	<p>Government representatives Rob Hodgkins, A/g Director Central (Western), DPE (RH)</p> <p>Fiona Duncan, Communications Manager, DPE (FD)</p> <p>Rob Parker, Manager Community Engagement Airport Construction, Western Sydney Airport (RP)</p> <p>Justine Kinch, Western Parkland City Director, Transport for NSW (JK)</p> <p>Deanne Forrest, TfNSW (DF)</p> <p>Peter Gresser, Project Manager Stakeholder Interface, Sydney Metro (PG)</p> <p>Fernando Ortego, Western Sydney – Commercial Partnerships Manager, Sydney Water (FO)</p> <p>Abdul Cheema, A/g City Planning Manager, Penrith City Council (AC)</p> <p>Luke Oste, Coordinator Strategic Planning, Liverpool City Council (LO)</p> <p>Maruf Hossain, Coordinator Floodplain and Water Management, Liverpool City Council (MH)</p> <p>Minutes Isa Crossland Stone, office of the Independent Community Commissioner (ICS)</p>
<p>Apologies Sam Aloi (SA) Paul Taglioli (PT) Anne Power, Director Strategic Communications and Engagement, Western Parkland City Authority (AP) Asha Pomery, Manager Communications and Engagement, Western Parkland City Authority (APo)</p>	

Item	Description	Action
1	Welcome and introductions - RR	
	<p>RR welcomes everyone to the meeting.</p> <p>RR thanks RH for his contributions to the CCC so far. This will be his last Aerotropolis CCC meeting after years of valued participation on the committee.</p>	
2	Actions from last meeting – KR and RR	
	<p>RR says that most actions on the register are completed and will be addressed in agency updates.</p> <p>KR shares that AP was to share an update on status of plans for an agriport. Since she is an apology and her replacement (APo) is also an apology, AP will send this update to KR to share with the group via email.</p> <p>KR notes that JK and AL will continue to discuss action item 12 offline.</p> <p>Action item 16, regarding Liverpool and Penrith Councils' inclusion of information about land rates and rate deferral in the exhibition of the 7.12 contribution plan. This item has not been resolved. KR asks AC and LO to provide an update on this item from the Council perspectives.</p> <p>AC says there is some information on the Council website, but they are in the process of putting up some more information on the Council exhibition webpages.</p> <p>LO says that the Council is aware of the challenges of rates in cases when land is rezoned but not technically developable. LO says that the Council does offer deferral options.</p> <p>LO will provide links to the webpage with this information.</p> <p>LO will check with the contributions planner involved in the exhibition. He will ensure that relevant information is included in the 7.12 exhibition.</p> <p>LO will update KR with this confirmation in writing.</p>	<p>AP to provide KR an update on the status of the agriport. KR will provide this to the members via email.</p> <p>LO to ensure that information about land rates and rate deferral is published as part of the 7.12 contribution plan exhibition. LO will provide KR written confirmation of this inclusion and links to be provided to the CCC members.</p>
3	Update: newly released flight paths - Commonwealth DITRDCA	
	<p>DJ presents the WSA airspace design of new flight paths for the WSA. The presentation will be provided to the meeting attendees.</p> <p>RR asks about the scale of the WSA in relation to Kingsford-Smith airport, for proportionality.</p> <p>DJ says that the scale is very different. The WSA size and noise impacts will be of a much lower magnitude.</p> <p>DV notes that the draft plan does not highlight the suburbs of Twin Creeks, Kemps Creek, and Badgerys Creek. She feels that they should be included as they are near the WSA.</p> <p>DJ clarifies that the image shown in the presentation is a still of the more complex interactive map on the WSA CO website. The actual map includes all surrounding areas.</p>	

	<p>WW notes that the Luddenham Village is no longer in the ANEC noise contours of this newly released draft.</p> <p>DJ says that this representation may be changed by the draft EIS plan. The contours shown in this current presentation on a single runway do not represent a full picture of the proposal or its noise implications for dual runway in 2055.</p> <p>HA notes that at one of the WSA information sessions she asked about cargo flights and cargo aircraft and their specific noise impacts. She has not received any detailed information.</p> <p>DJ says yes; it will be available in more detail in the draft EIS when it is published. Currently, the WSA online noise tool does not share noise information on these aircraft specifically. They have not done noise contours for all individual aircraft types.</p> <p>DJ notes that there are some dedicated freight liners that are just as quiet as passenger aircraft.</p> <p>DJ will take HA's question on notice and provide KR with a more detailed response to share.</p> <p>HA has heard that evening freight flights that currently run from Kingsford Smith will be redirected to the WSA when it is opened.</p> <p>DJ says this is not strictly true. Kingsford Smith currently provides some carrier dispensations which allow flights using the main runway during curfew times.</p> <p>It is not true that all cargo flights will be redirected to WSA. More accurately, the redirection will depend on flight times and airport curfews.</p>	<p>DJ to respond to HA's requests for more detailed information regarding cargo flights and their specific noise contours. This is closed. Email sent on</p>
4	Update: Liverpool Council Flood Study - LCC / Manly Hydraulics	
	<p>MH introduces the participants BM and MG, who are presenting on behalf of Manly Hydraulics this evening.</p> <p>They have reviewed the three flood models produced since 2020 and compared them with the assessment's "1 in 100" flood extent.</p> <p>MG presents on Manly Hydraulics flood study. MG's presentation will be provided to the CCC members.</p> <p>JH asks about the 'recent historical events description', as represented by the relationship between rainfall intensity in a minute and duration in minutes. He notes a graph which shows the South Creek station. It indicates that in February 2020, this area experienced its 1-in-100-year rainfall event.</p> <p>JH recalls other surrounding events where there is a lot of rain in a less condensed time-period, such as a week. Since chronologically adjacent rainfall events surrounding an 'extreme event' such as the 1-in-100-year day would likely exacerbate its effects, is this context taken into account when assessing its extreme nature?</p>	

	<p>MG explains that the '1-in-100-year' event definition is determined by the peak period, or 'critical duration' of rainfall. This peak period may be a 1-hour period within a longer period. MG also explains that the peak duration of rain for the same event may have a different critical point depending on the geographical location in a catchment. Location will also determine impact.</p> <p>JH agrees that this makes sense.</p> <p>JH and MG discuss the similarity between flood results demonstrated for Badgery's Creek and the Camden Airport location during February 2020, March 2021 and March 2022 rainfall events. The results between February 2020, March 2021, March 2022 are similar in Badgery's Creek and the Camden location. Overall, Badgery's Creek has experienced the highest-impact rainfall.</p> <p>JH explains that during the events in question, there was record rainfall and various flooding events across the NSW.</p> <p>JH says that in all those rain events, Camden CBD was flooded. This mean that businesses and residents had to be evacuated, and the airport was flooded.</p> <p>Conversely, the degree of rainfall and flooding overall in the Liverpool LGA, excluding Badgerys Creek, was much less extreme.</p> <p>JH would like to establish that there is a difference in the severity of the '1-in-100' record in the Liverpool LGA and the Camden area. This is made clear by the ground truthing. JH says that this difference is important to note; the actual flood levels involved in that '1-in-100' metric are relative to each area, and JH feels that it be recognized that way in the graphs.</p> <p>DV says she understands that a 'flood' refers to an event wherein a large amount of water enters a certain area and does not recede for a long period of time; for instance, multiple days.</p> <p>DV feels that the incidents at Badgerys Creek, where water immediately receded from people's land, are not floods but flash floods. DV would like this difference in definition to be clarified in the records.</p> <p>MG says that both incidents are accurately defined as floods – they are simply different kinds of floods. The current categorization is appropriate.</p> <p>JH notes that in the past 20 years, there has been a significant amount of work done to mitigate flood effects in the Liverpool LGA and develop the area around the airport site particularly. Water is captured and stored on the airport site for use there. In cases where the water must be released, the airport has agreed to release only on non-rain days.</p> <p>JH asks whether the water retained on the 4500 acres airport site is taken into account in this modelling?</p> <p>DV says that she has evidence that WSA Co has not released water on time prior to a rain event, and that their collected water has overflowed. Therefore, flood study models likely include water released from this site.</p>	
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<p>DV says that the modelling should be updated to reflect this, and WSA Co should take responsibility for their negligence.</p> <p>RP will follow up regarding how much water is held on the airport site and respond to DV's observation that the basins historically have not been emptied before rain events.</p> <p>MG reminds the group that this project has been to check the validity of the existing models, not to generate new models.</p> <p>MG says that the WSA Co catchment is not designed to capture everything, but they do have an operating basin to reduce run-off.</p> <p>Referring to the 2022 mapped flood lines, JH asks about a particular part of the orange mapped flood line which covers about 6 properties. According to the Liverpool Council report, these were approximately 30% affected by flooding in 2004.</p> <p>The 1-in-100 orange flood line has been placed along this area. JH asks why this model includes these properties in the scope of a 1-in-100 flood again. The actual flood levels on these properties, according to residents' photo evidence and ground truthing, are known to have reached only 15-20cm during major rain events.</p> <p>JH says that this inaccurate representation is concerning to residents, as the DPE bases its development controls partially on these lines. Properties are being acquired partially on the basis of this misrepresentational flood modelling.</p> <p>MG says that the modelling shows properties that are in the extent of a flood-risk area. The modelling does not indicate that the impact is uniformly great or damaging across the entire area. It simply indicates the presence of water on a property.</p> <p>RM says that the modelling at the Northern end of the study is flawed. Many of the properties included in this area have not experienced any water in the past flood events.</p> <p>RR thanks JH and RM. She points out that MG is not involved in any policy decisions, and suggests that this subject be taken up in a later session.</p> <p>Following JH's presentation, MH describes the next steps following this modelling.</p> <p>The Liverpool Council planned to hold a forum next month, but unfortunately, MG and BM are not available to participate.</p> <p>MH is arranging a community information session at the Bringelly Community Centre to explain findings to the community. This will likely occur sometime in September. Following this phase, they will return to the Council with a report.</p>	<p>RP to clarify how much water is held on the airport site.</p> <p>RP to follow up regarding community observations that the WSA water basins have historically not been released before major rain events.</p> <p>CCC to continue the discussion with the Council about flood modelling given community disagreement with representation</p>
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5	Agency updates	
	<p>Department of Planning and Environment – RH</p> <p>RH reminds the group of the Technical Assurance Panel (TAP) process, which involves the assessment of a project proposal before the development of a master plan.</p> <p>RH shares that there are currently three proposals moving through this process:</p> <p>The Ingham Property Group, the Bradfield City Centre and the (Greenfield Development Company) GDC.</p> <p>All three projects are undergoing the TAP assessment because they are proposing a minor change to the Aerotropolis planning framework.</p> <p>The Ingham project is proposing to do a realignment of the Eastern Ringroad. In the Agribusiness precinct, GDC has a master plan that includes the Lake Duncan area.</p> <p>RH says that all three projects are expected to have completed the TAP process by the end of 2023. They will then begin the official master plan application process.</p> <p>The Bradfield City Centre project is farthest along in the process and is expected to receive an assessment sometime in August. They are hoping to formally submit the project in late August or early September. This submission will initially involve a phase of public exhibition, followed by an assessment.</p> <p>RH shares that there is another project which may soon enter the TAP process.</p> <p>Regarding Ingham’s project, KR adds that they had planned to present to the CCC but the newsletter provided to the community by KR covered all relevant points so there was no need. KR welcomes members to contact her with any questions to pass on to Inghams.</p> <p>DV asks about the realignment of the Eastern Ring road on the Southern side.</p> <p>RH says that the Southern side will remain the same. The Northern side will be realigned marginally on the CSR side and then will join the current planned realignment.</p> <p>DV says that there are 3 landowners on the CSR side. They will be impacted by the realignment.</p> <p>RH says that he can send through a copy of the proposal, which outlines the planned realignment.</p> <p>RH says that DPE will meet with the Commonwealth to run through the information package planned to be exhibited for the EIS proposal. They will run through any changes that have been made to this information package and will assess when they might have more certainty to move forward with any changes to land use controls.</p> <p>RH shares a short presentation on the DPE’s proposed framework and intent for the agribusiness zone.</p> <p>RH shares a presentation, which includes a drafted list of FAQs for the community.</p>	<p>RH to provide KR and the CCC a link to the Ingham Property group plan, including details on the Eastern Ring road realignment.</p>

<p>RH asks the CCC members to respond with feedback on these questions. RH's presentation will be provided to the CCC members via KR.</p> <p>Transport for NSW – JK and DF</p> <p>DV would like an update regarding the estimated timeline for Endeavor Energy's electrical upgrade. The upgrade is originating at the Kemps Creek Substation and they are currently working on Lawson Road.</p> <p>DV would like clarity regarding the timing of the project's upcoming phases.</p> <p>JK says that they are now preparing a strategic business case for the 7 key road corridors in Aerotropolis. They intend to progress work on these major corridors and will do so in an order based on what the business case determines.</p> <p>GC would like clarity around the geographical scope of TfNSW's updated plans for major road upgrades.</p> <p>JK says that she can present in more detail on this matter at the next meeting in September.</p> <p>DF presents on the roundabout at Devonshire and Elizabeth Drive. Her slides will be provided to the meeting attendees.</p> <p>DF explains that they are planning to start construction in August. It has taken longer than expected to obtain environmental approvals and DPE approval for the use of Devonshire St add the surrounding location.</p> <p>DF updates they now have a contractor on board for the development and plan to begin construction in mid-late August. Contractors will soon begin consulting with residents in the surrounding area. In part, consultation will be related to obtaining community approval to do night work. Currently, there is a cap of 3 nights per week and 10 nights per week of night work per month. If they are able to do 5 nights per week for a short period, they will be able to shorten the construction time from 8 months to 4 months.</p> <p>DF says that the roundabout allows for B-double vehicles. They will not be able to do U-turns, but there are nearby roundabouts which would allow them to. There will be a 60m median on Elizabeth Drive to stop right turns onto Salisbury Avenue. This is an important safety measure.</p> <p>RM says that this 60m median will have a very negative impact, They will block a significant amount of access to the main greengrocer/butcher in Kemps Creek. This small business has already struggled significantly due to work-related access decreases.</p> <p>GC says that this issue was raised previously by the CCC community members. A similar situation occurred at Rossmore shops, and business owners have</p>	<p>DPE's draft FAQs on the agribusiness zone to be provided to the CCC members for feedback on the drafted FAQs.</p> <p>JK to present in further detail on the geographical scope of TfNSW's plans for major road upgrades.</p>
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<p>suffered significantly. The community is concerned that they are not being adequately protected.</p> <p>JK says that they received approval for design works for the intersection at Western Street but have not yet received funding.</p> <p>RM says that the modelling of an alternate route (replacing Elizabeth Drive) is driving traffic on a relatively narrow road where there are two local schools. This is a problematic redirection.</p> <p>DV asks for clarification about what work is taking place between Cecil Road and Duff Road on Elizabeth Drive.</p> <p>DF says that these works are for the M12 East, which connects Elizabeth Drive to the East of Duff Road.</p> <p>DF says that the new contractor who has begun this work is also completing the widening of the M7. Construction for this work will begin in mid-late August.</p> <p>DV says that these works will impact commuters travelling North or East. Commutes have already significantly lengthened traffic caused by the existing works.</p> <p>DF says that works will not be in action during peak periods of 7-9am.</p> <p>DV asks to have this in writing. She has found that during peak times the speed limit has been reduced from 70 to 40kms/hr.</p> <p>DF says that any work during peak hours would require specific permits. She will follow up to ensure that construction on at these sites is not occurring in peak times.</p> <p>Sydney Water – FO</p> <p>FO offers to have the group come to visit the Aerotropolis site – it would be valuable to view the construction and get a clear picture of the areas which will be serviced by Sydney Water.</p> <p>FO references a slide pack presentation update, including timelines for works. This presentation will be provided to KR and to the group .</p> <p>FO updates that the Badgerys Creek wastewater system development is progressing well. Stage 1 is starting construction this year. The pumping station on Lawson Street and Pitt Street has already begun development.</p> <p>FO updates that the investigations of Thompsons Creek, Cosgrove Creek and South Creek have begun.</p> <p>Sydney Metro – PG</p>	<p>DF to ensure that works on Elizabeth Drive are not occurring during peak periods.</p>
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PG says that the key updates are around tunnelling.

There are 2 tunnel boring machines heading South from the airport business park towards Aerotropolis. Yesterday, the first tunnel boring machine left from Orchard Hills towards St. Marys.

PG says that there is further information on the Sydney Metro website. There is an animation that shows how the machines work, and there is a resource for tracking the movements of these machines.

The tunnelling contractor will be present at a community information session at Bringelly Community Centre on August 18.

PG will provide the group with a slide deck with more detailed information on his updates.

WSA Co – RP

RP updates that they are set to begin placing asphalt on the airport runway next month.

RP says that there was a very successful community open day last month. There were more than 1000 attendees.

The WSA Co quarterly update was released a few weeks ago, and the group was provided a copy by KR.

RP welcomes and follow-up questions on the update offline.

RP updates that there is some out-of-hours construction work. It will be quite low-impact in terms of noise. WSA Co will reach out to any residents who are expected to be impacted.

Liverpool City Council – LO

LO updates that the Council contributions plan has recently finished the exhibition period. They are currently working through submissions and will aim to report to Council in September. Liverpool Council will work with Penrith Council to align their report processes and timelines.

LO updates that there is a draft rural land strategy on exhibition currently. It outlines principles and vision statements for what they hope to achieve with the land.

LO encourages members to view and respond with submissions. Feedback will inform the final plan to be returned to Council.

RR asks if this project is done in coordination with the DPE.

	<p>LO says that ultimately this is a local Council strategic policy, but there is some involvement by other State Agencies.</p> <p>RM notes that the draft contributions plan uses a lot of broad language. RM says that this plan has significant impacts on the residents who are currently living in the Environment and Recreation zone. The vagueness of the strategic plan is frustrating, given that it is causing actual impacts.</p> <p>LO understands this. He says that they are in a complex regulatory environment where Council is limited. They are trying to balance their objectives of community concerns and a greater strategy for the rural lands area.</p> <p>RM asks LO to provide a dot-pointed outline of the council’s plan for managing the E&R.</p> <p>LO says that he can do this to the best of his ability.</p> <p>RH from DPE will assist LO in creating this summary. They will provide RM with this document offline.</p> <p>RM suggests that the DPE is involved, as they are setting some of the guiding principles for land use.</p> <p>Penrith City Council – AC/KR <i>Due to time delays, AC needed to leave the meeting to provide this update. KR delivers it on his behalf.</i></p> <p>The Aerotropolis Contribution Plan has been exhibited.</p> <p>Council will be reviewing the submissions over the next 8 weeks and will provide an update at the next CCC meeting.</p>	<p>RH and LO to provide RM with a dot-point summary of Liverpool Council’s plans for managing the E & R Zone.</p> <p>Penrith Council to update the CCC following the Aerotropolis Contributions Plan review.</p>
<p>6</p>	<p>AOB - RR</p>	
	<p>DV raises the issue of real estate agencies: it has become clear that some real estate agents have provided homeowners with incorrect information regarding property prices. This is bad practice and extremely distressing for elderly residents particularly.</p> <p>RR agrees that this is a very bad practice. DPE is planning to hold an expert session with real estate agents to ensure that they are correctly informed. After this point, if any agents supply incorrect information they will be dealt with accordingly. RR assures the group that she is following this issue.</p> <p>RR encourages members to provide her and KR with any evidence of this kind of bad practice.</p> <p>RR also encourages members to direct any community members who need support in these situations to themselves or KR.</p>	

	<p>RR acknowledges that there are currently many residents dealing with complex acquisition issues. She assured the group that this issue is a priority of her work.</p> <p>JH asks about the next steps for the flood modelling. Is it worth meeting with the mayor to express community concerns?</p> <p>JH notes that the areas where there is the greatest interest in acquisition seem to now be classified as high flood risk. This is at odds with the ground truthing and community feedback, which shows almost no water at all on most properties. It is therefore unclear as to why the community was asked to provide information. Therefore, the community feels generally suspicious of this judgement.</p> <p>RR says that she is meeting with the CEO of the Liverpool Council next week. She will raise these issues with him.</p> <p>RR suggests September 5 for the next meeting. RR asks if the group would be agreeable to a 6pm meeting time as opposed to 6:30pm, in order to ensure that the meetings do not carry on so late. There are no objections.</p> <p>RR thanks the attendees for being at the meeting.</p> <p>Next meeting: 5 September, 6pm-7:30pm</p>	
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Australian Government

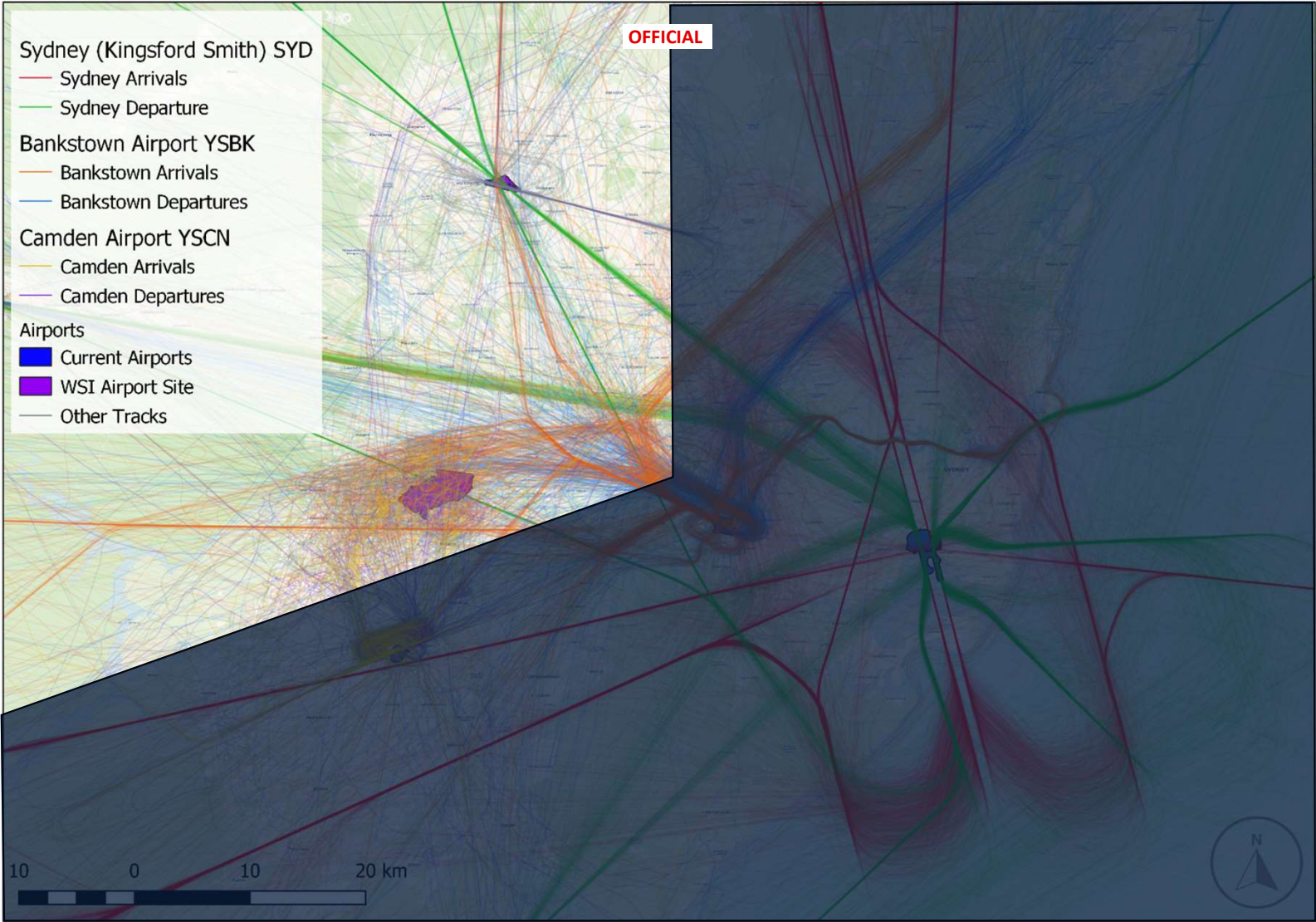
Department of Infrastructure, Transport,
Regional Development, Communications and the Arts

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

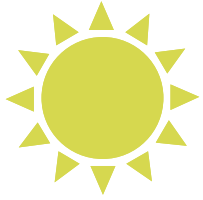
Briefing for Western Sydney Aerotropolis
Community Consultative Committee

David Jansen, Assistant Secretary, Western Sydney Airport Regulatory Policy





Day/Evening 5.30 am to 11



No Preference



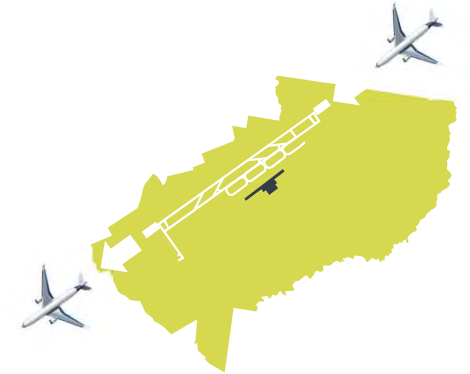
Prefer Runway 05

Runway 05

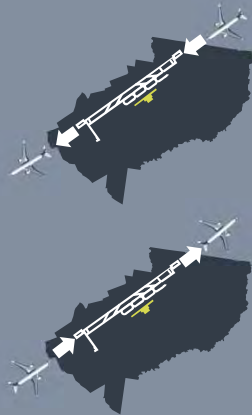


Prefer Runway 23

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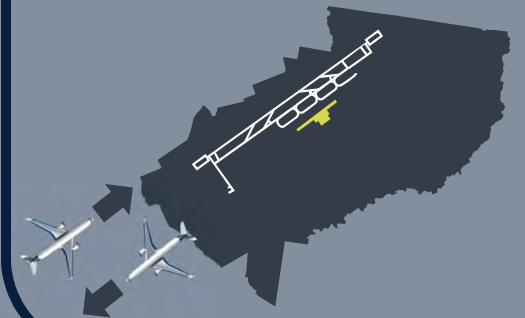
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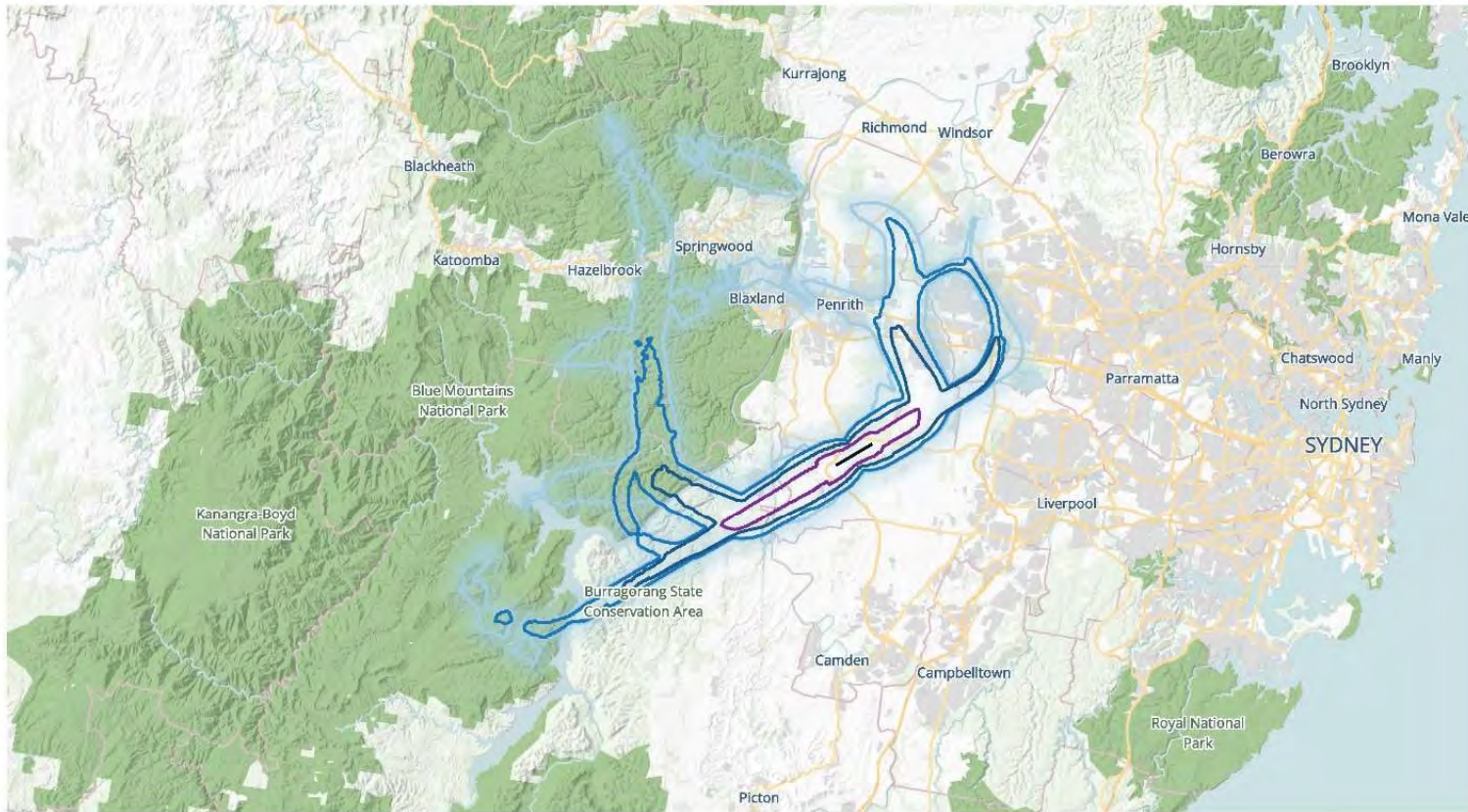
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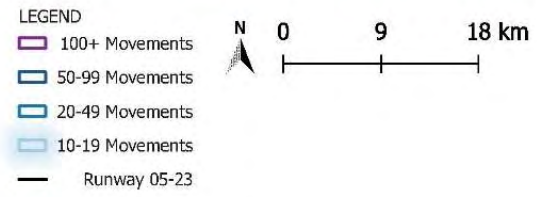
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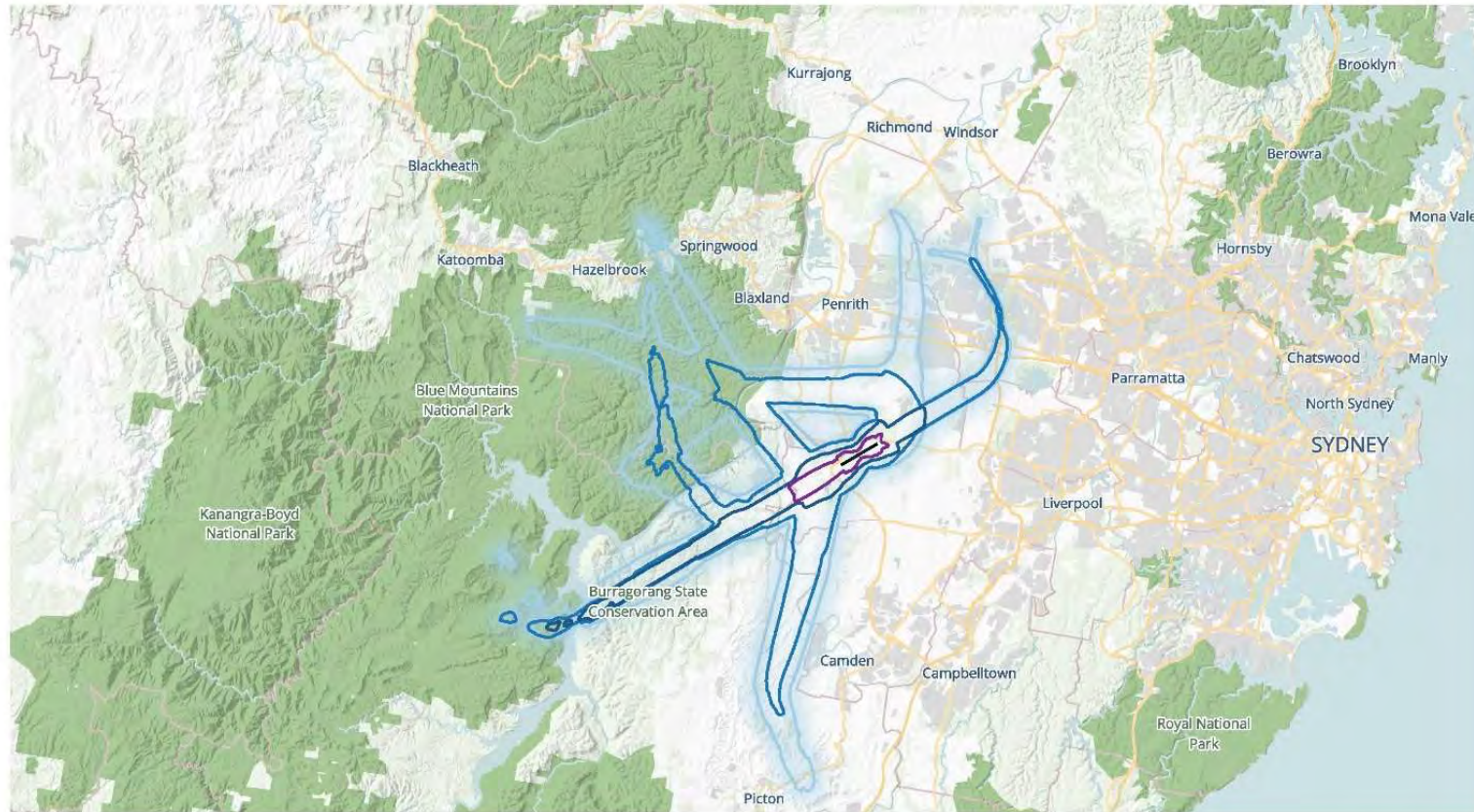


* Reciprocal Runway Operations (RRO) is only suitable at night when air traffic level and weather condition permit

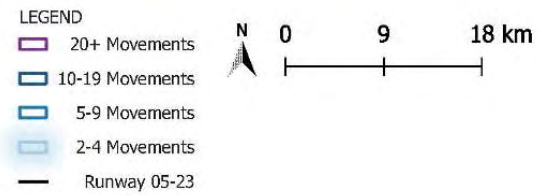


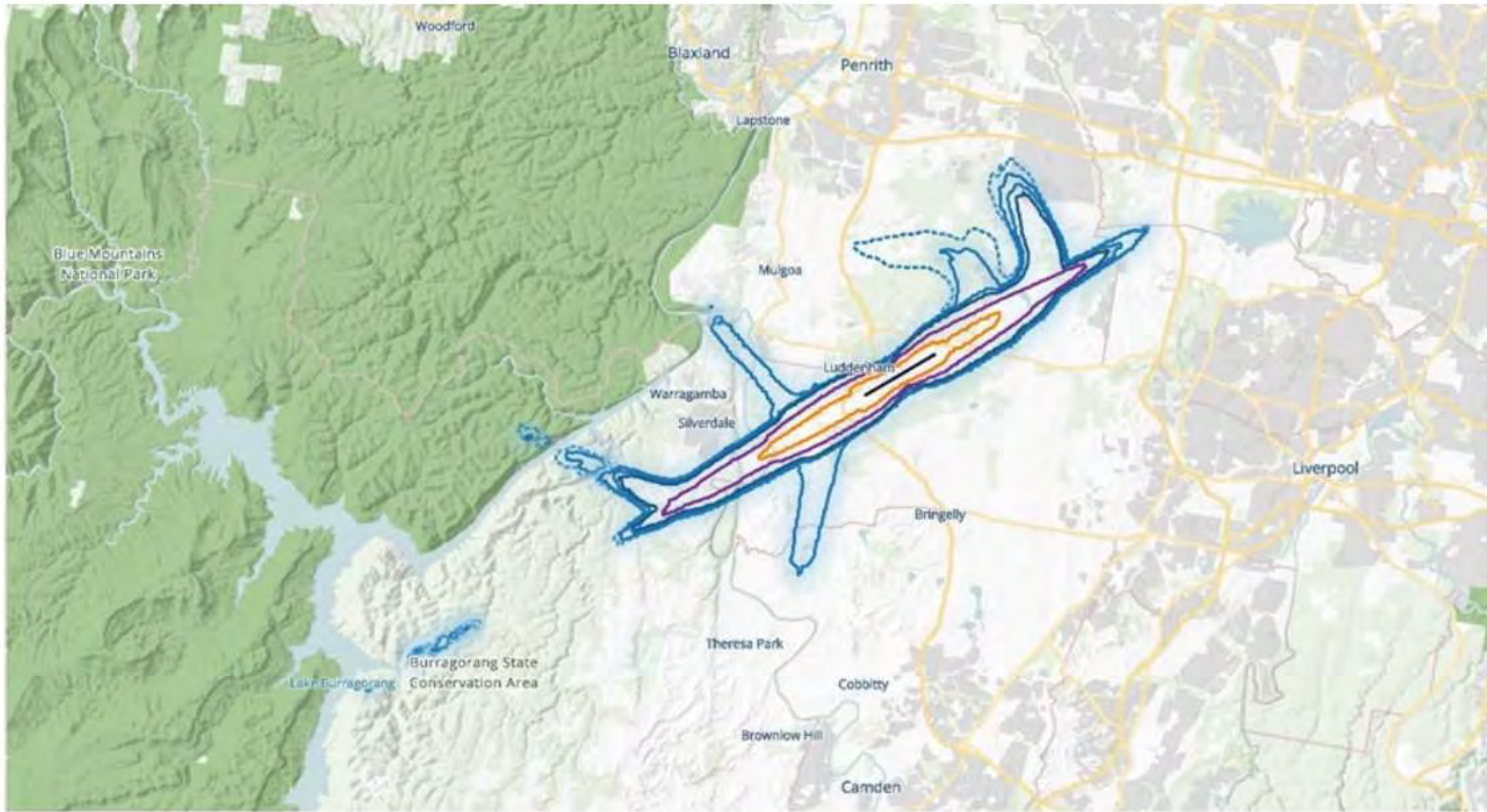
PAL 1 (2033)
 N60 - 24 Hours
 Composite Scenario





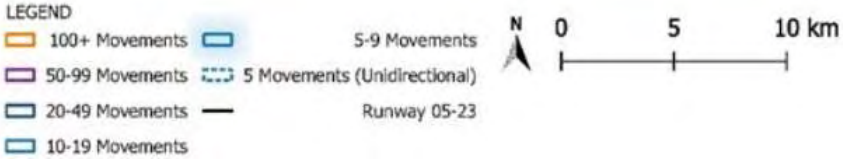
PAL 1 (2033)
 N60 - Night (11pm-5:30am)
 Composite Scenario

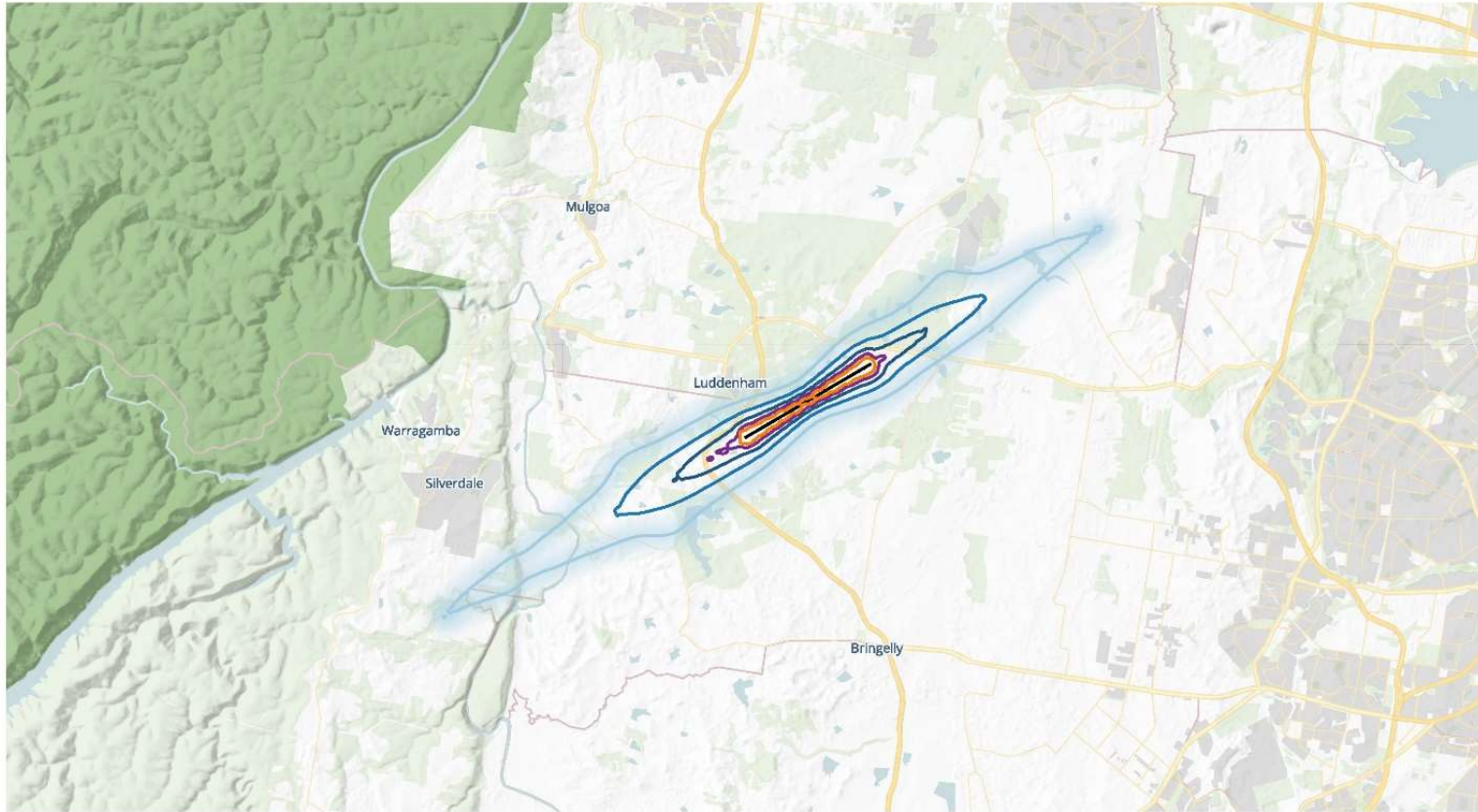




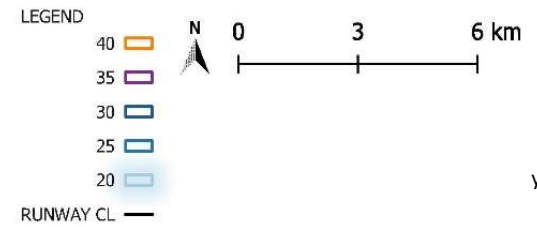
Reference year 2033
 N70 – 24 Hours

Composite runway operating scenarios



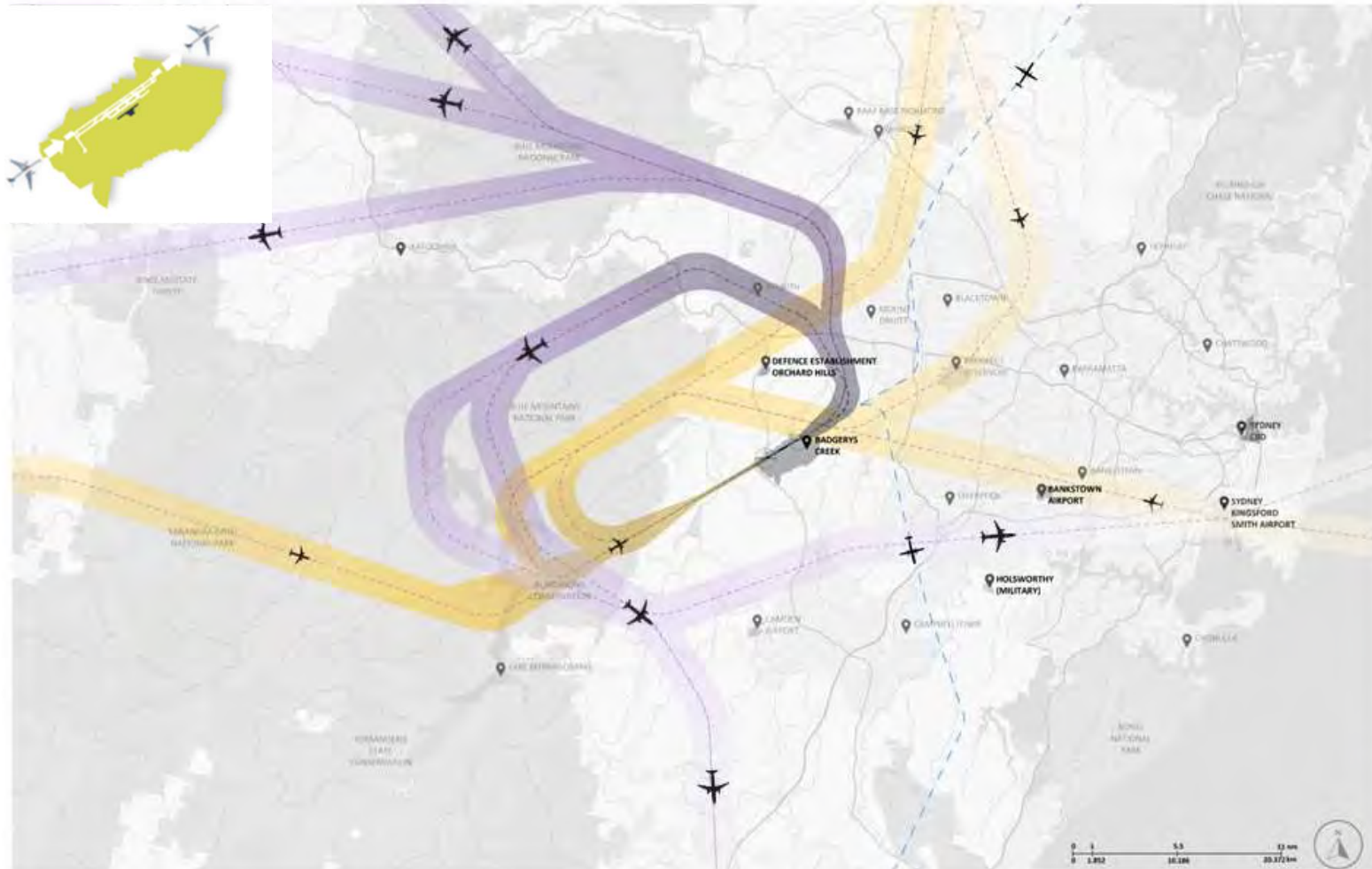


PAL 1 (2033)
 ANEC
 Composite Scenario



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Runway 05

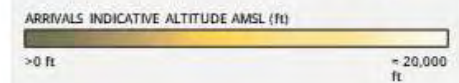
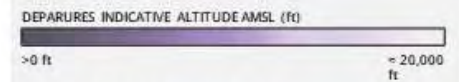


RUNWAY 05
DAY ARRIVALS & DEPARTURES

WITH NON-JET TRACKS

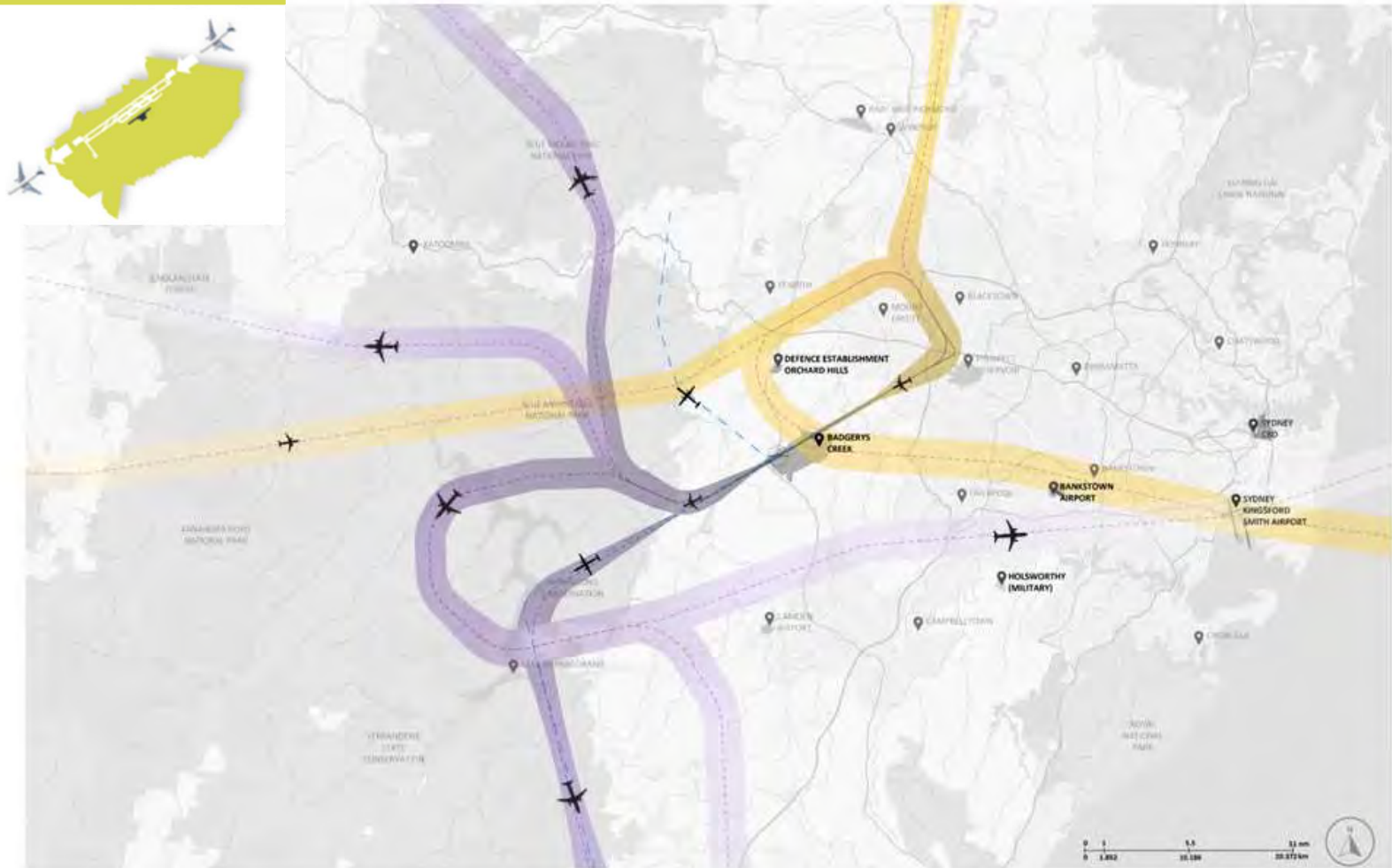
KEY

- WSI airport boundary
- Runway (05/23)
- Flight path centreline
- Location marker
- Non-jet flight path centreline
- Jet aircraft
- Non-jet aircraft (turbo-prop)



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Runway 23

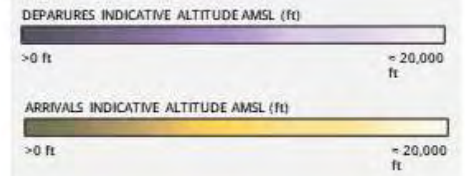


RUNWAY 23 DAY ARRIVALS & DEPARTURES

WITH NON-JET TRACKS

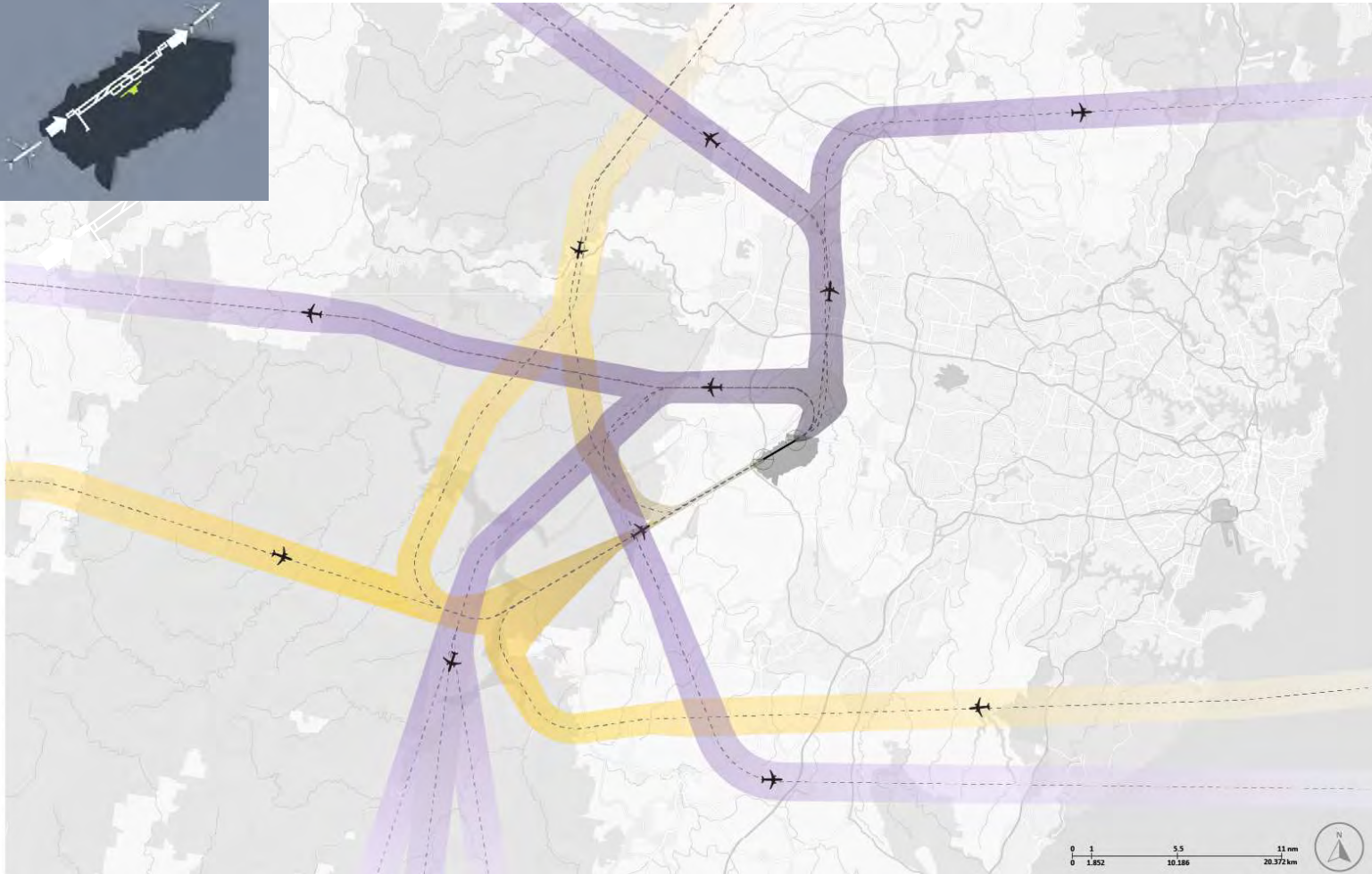
KEY

- WSI airport boundary
- Runway (05/23)
- Flight path centreline
- Location marker
- Non-jet flight path centreline
- Jet aircraft
- Non-jet aircraft (turbo-prop)



OFFICIAL

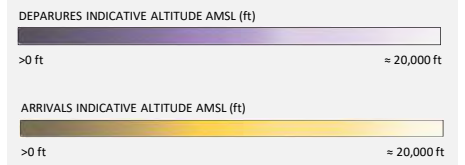
Runway 05



RUNWAY 05 NIGHT ARRIVALS & DEPARTURES

KEY

- WSI airport boundary
- Runway (05/23)
- Flight path centreline
- Location marker
- Flight path number
- Jet aircraft
- Non-jet aircraft (turbo-prop)



OFFICIAL

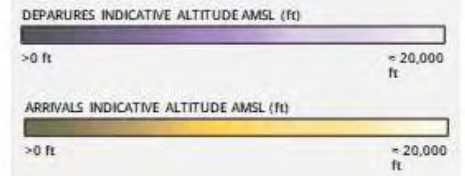
Runway 23



RUNWAY 23 NIGHT ARRIVALS & DEPARTURES

KEY

- WSI airport boundary
- Runway (05/23)
- Flight path centreline
- Location marker
- Non-jet flight path centreline
- Jet aircraft
- Non-jet aircraft (turbo-prop)



RRO

OFFICIAL



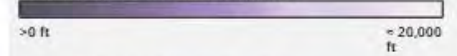
RUNWAY 05/23 NIGHT ARRIVALS & DEPARTURES

RRO ONLY

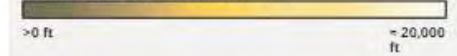
KEY

- WSI airport boundary
- Runway (05/23)
- Flight path centreline
- Location marker
- Non-jet flight path centreline
- Jet aircraft
- Non-jet aircraft (turbo-prop)

DEPARTURES INDICATIVE ALTITUDE AMSL (ft)



ARRIVALS INDICATIVE ALTITUDE AMSL (ft)



Community engagement

- Community information and feedback sessions across Western Sydney and Blue Mountains.
- Sessions are being held across July and August across Greater Western Sydney.
- These sessions will continue when the draft EIS is released.
- Details on upcoming sessions and additional stall events are at www.wsiflightpaths.gov.au.



New supporting material

New brochures

- Preliminary flight paths
- Noise assessment

Two animations

- Flight path design
- The Sydney airspace

New FAQs

Brochures and animations translated into the top five languages for Western Sydney

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

June 2023

Western Sydney International (Nancy-Bird Walton) Airport

Preliminary flight paths

The new Western Sydney International (Nancy-Bird Walton) Airport (WSI) is set to open for freight, domestic and international travellers by late 2026.

The Australian Government has released the preliminary flight paths for WSI for the community to view. These flight paths have yet to be assessed and approved by the regulatory authority and will be subject to a formal statutory planning and consultation period later this year.

View the preliminary flight paths

Designing flight paths is highly technical work. The work involves thorough validation and review to ensure aircraft can use the flight paths. The design has to balance the needs of the community, environment, industry and users of the Greater Sydney airspace, while maintaining safety as the priority.

You are encouraged to visit the **Aircraft Overflight Noise Tool**, which can be accessed through the **Online Community Portal**, to see the preliminary flight paths and the predicted aircraft noise impacts. We understand that you may have a wide range of questions about the preliminary flight paths, and are available to speak with you at our **Community Information and Feedback Sessions**, on **1800 038 160** or via email at wsflightpaths@infrastructure.gov.au. Detailed information is also available on our **Online Community Portal**.

Approvals process

Formal feedback for the preliminary flight paths can be provided during the **draft Environmental Impact Statement (EIS)** exhibition period in the second half of 2023. In the meantime, you can contact our community engagement team with any questions and concerns. Details are below.

Contact us

- Visit the **Aircraft Overflight Noise Tool** to view the preliminary flight paths in more detail at wsflightpaths.gov.au
- Keep up-to-date with information via our **Online Community Portal**, wsflightpaths.gov.au
- Email us your questions at wsflightpaths@infrastructure.gov.au
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These information sessions will be held across Western Sydney. You can register to attend via wsflightpaths.gov.au. Further engagement will be held with the community when the draft EIS is released in the second half of 2023.



Scan this QR code to access our **Online Community Portal**.

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

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Scan this QR code to access our **Online Community Portal**.

18 July 2023

14

Community Engagement Team contact details

Dedicated phone number:

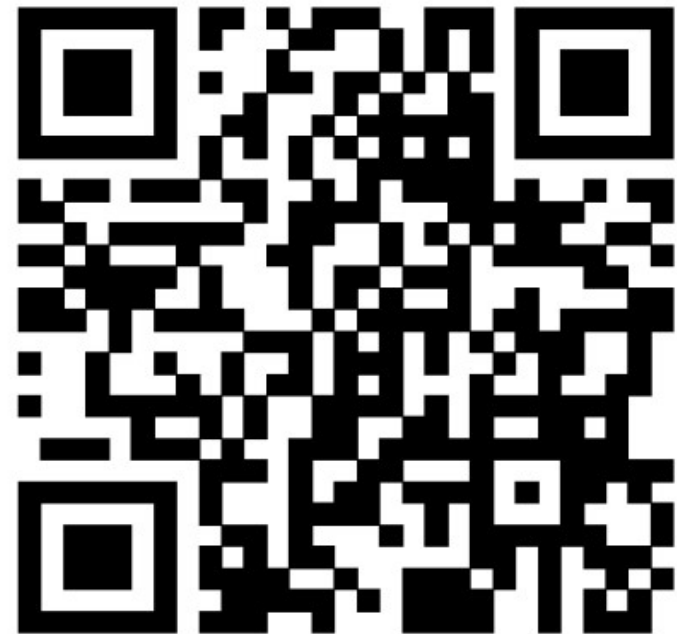
1800 038 160

Email:

WSIflightpaths@infrastructure.gov.au

Community Portal:

WSIFlightpaths.gov.au





**Manly
Hydraulics
Laboratory**

Wianamatta South Creek Flood Modelling Review

Matthieu Glatz, MHL

WSA CCC presentation 18 July 2023

Department of Planning and Environment

Agenda

- Scope of work
- Summary of model review
- Recent historical events assessment
- Community consultation results
- Ground-truthing
- Climate change impact
- Catchment development impact
- Conclusion

Scope of work

- Review the existing RMA model developed as part of the 2022 Flood Study and confirm its adequacy/accuracy;
- Simulate four (4) recent major flood events that occurred since 2019 (i.e. February 2020, March 2021, March 2022 and July 2022);
- Undertake flood mapping of the above-mentioned events;
- Compare the flood maps of each event with respect to flood mapping of design flood event (e.g. 1% or 5% AEP flood events);
- Summarise community consultation results;
- Discuss ground-truthing activities undertaken by Council;
- Discuss potential impacts of upstream development and climate change; and

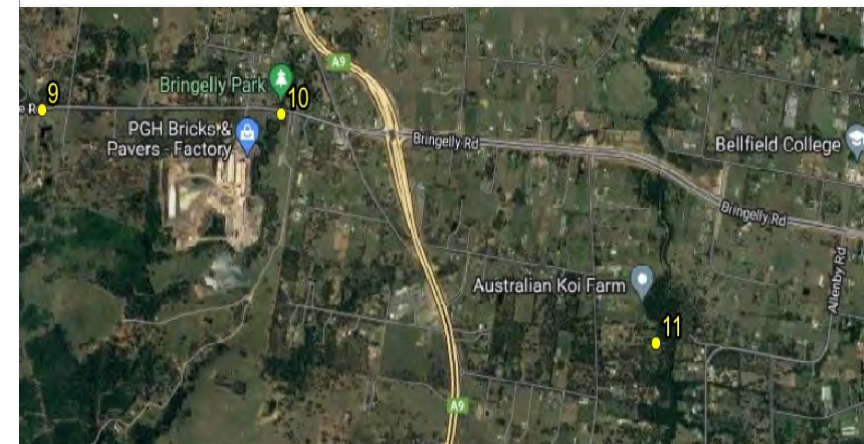
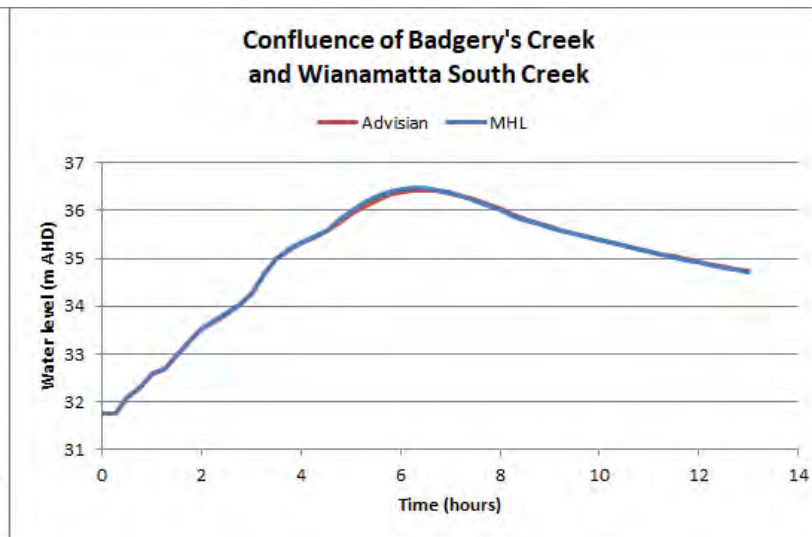
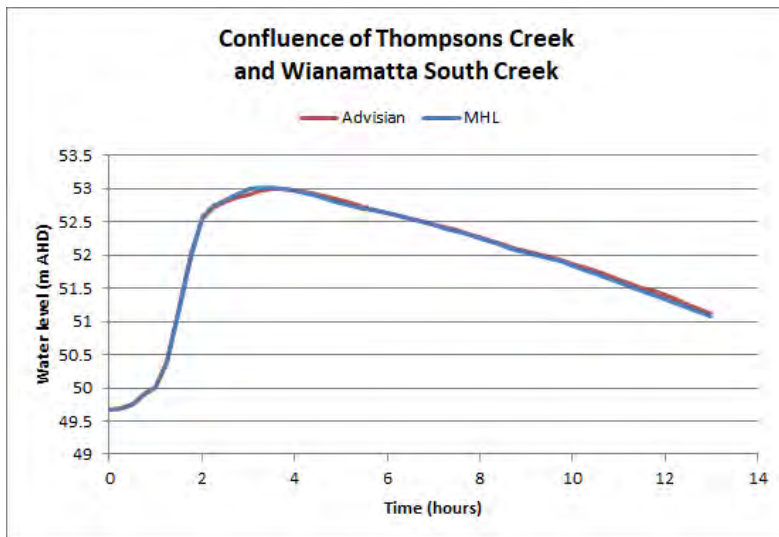
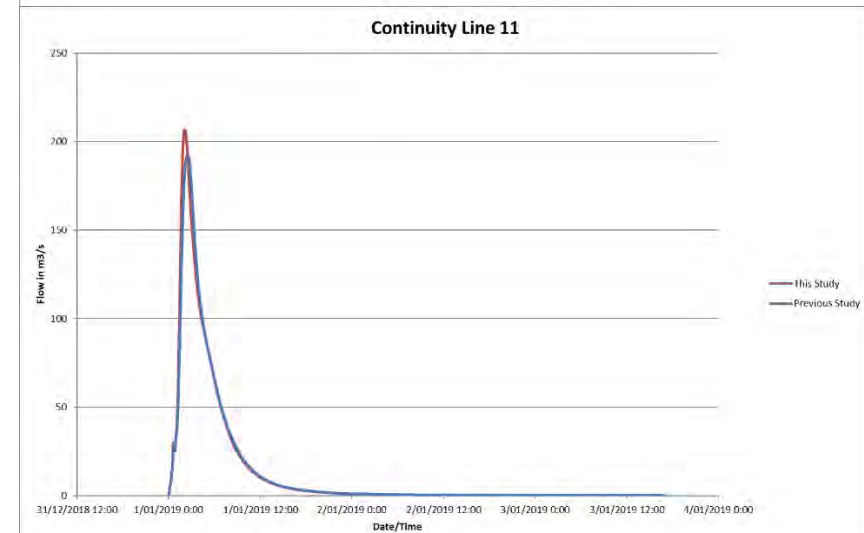
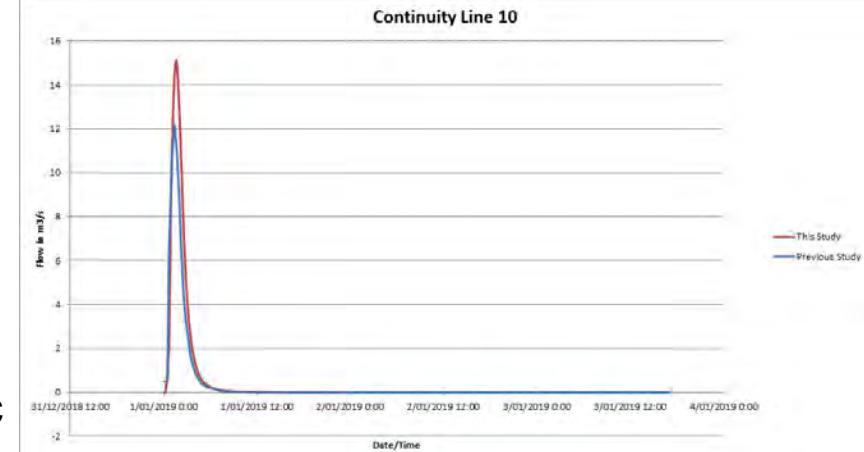
Summarise results of the study in a brief report.

Model review summary

- Assess the appropriateness of the general model schematisation and model type used

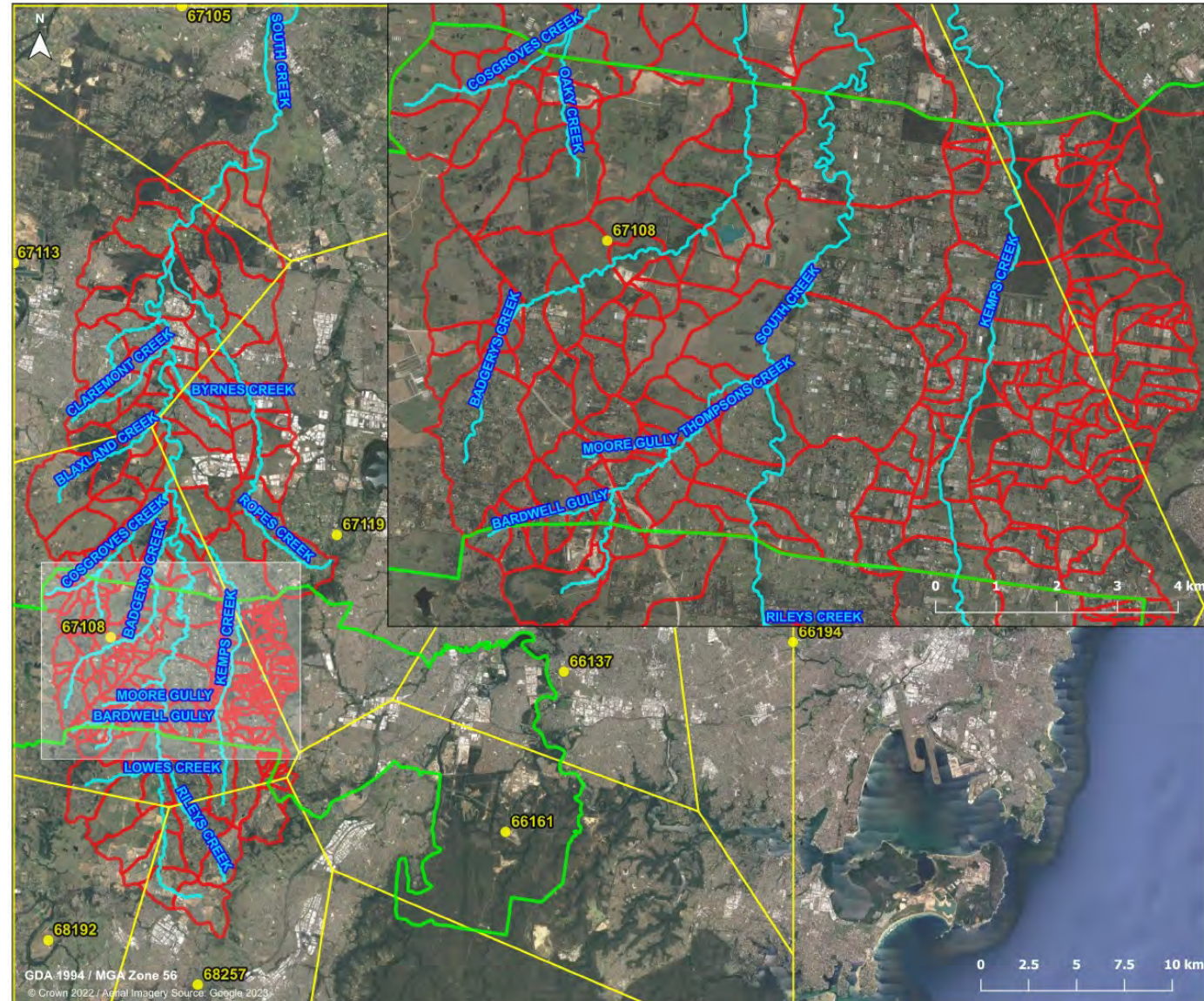
Model review outcomes

- Model runtime is significant possibly due to elongated cell sizes
- Some minor discrepancies were observed between the hydraulic and the hydrologic model
- A couple of inflow hydrograph appear different by 5-10% when running the hydrologic model with no changes
- Despite discrepancies, levels appear consistent and model was adopted to run the recent historical events



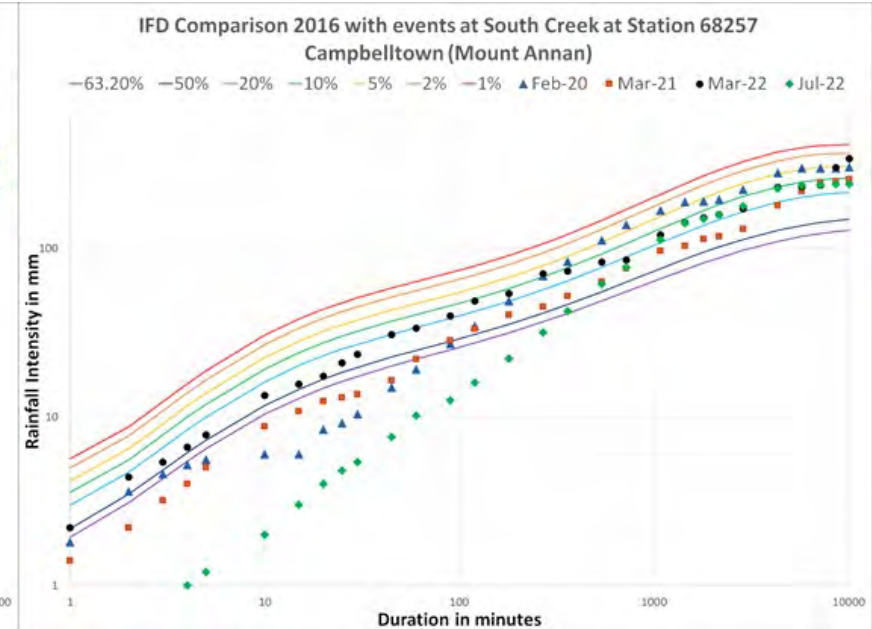
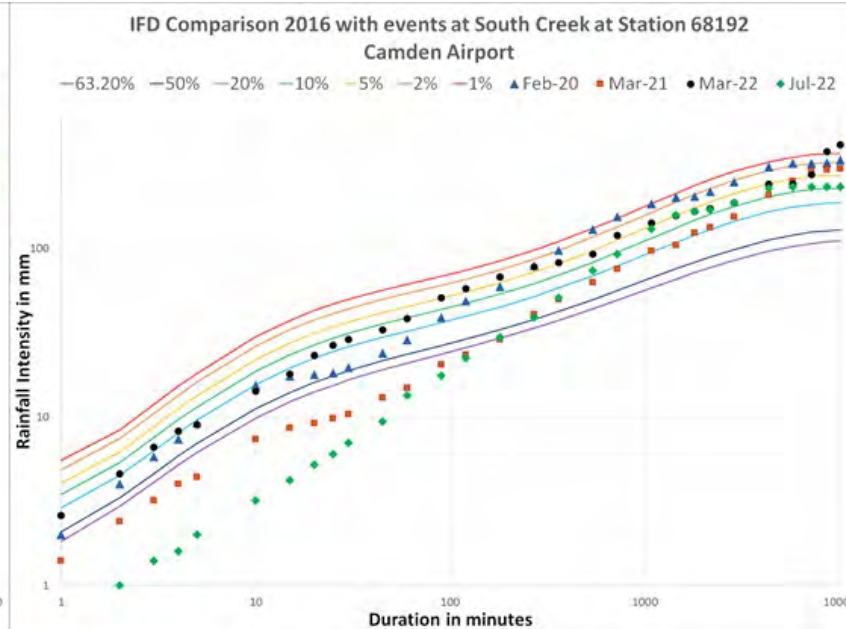
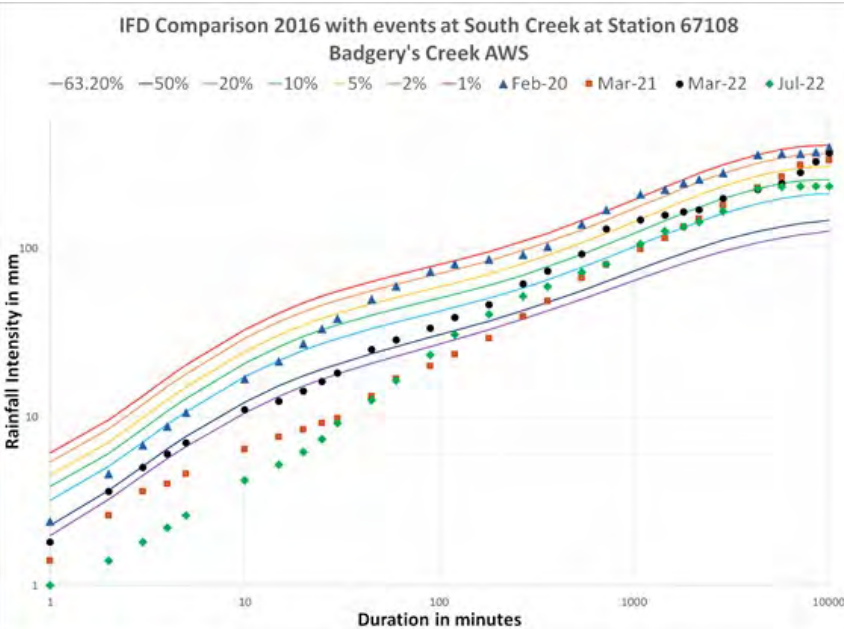
Recent historical events modelling approach

- Rainfall data from February 2020, March 2021, March 2022 and July 2022 flood events were extracted at various BoM monitoring stations around the catchment
 - 67105 – Richmond RAAF
 - 67113 – Penrith Lakes AWS
 - 67119 – Horsley Park Equestrian Centre AWS
 - **67108 – Badgery's Creek AWS**
 - **68192 – Camden Airport AWS**
 - **68257 – Campbelltown (Mount Annan)**
 - 66161 – Holsworthy Aerodrome AWS
 - 66137 – Bankstown Airport AWS
 - 68263 – Holsworthy Defence AWS
- Thiessen Polygon approach was used to distribute rainfall
- Gauges 67108 covers the bulk of the Liverpool LGA catchment and 68192 and 68257 cover the upstream part of the catchment

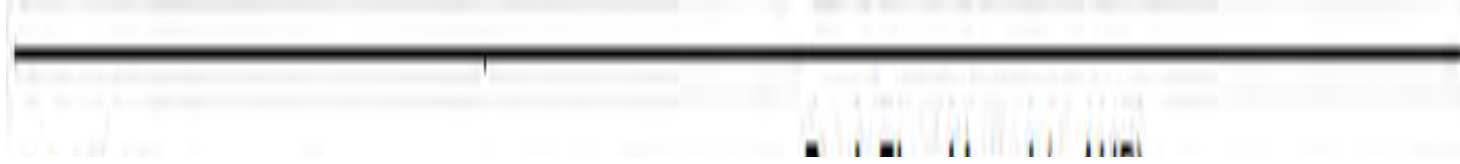


Recent historical events description

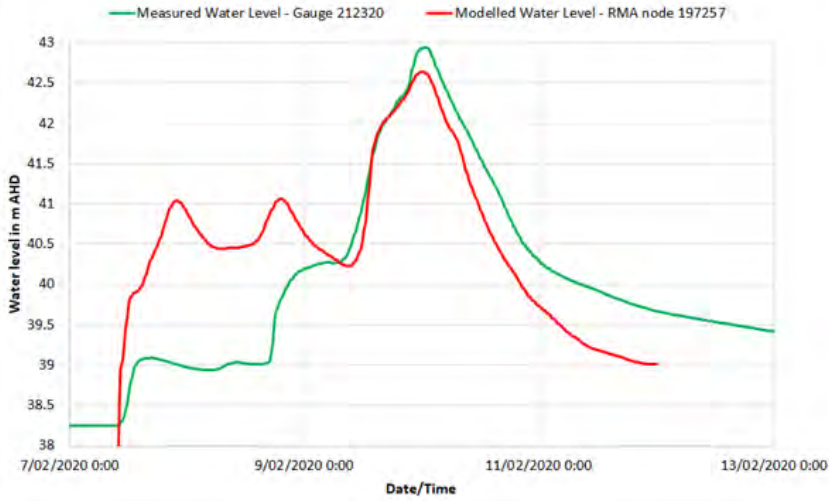
- IFD of four events were created at the three main gauges
- Some differences between upstream and main catchment



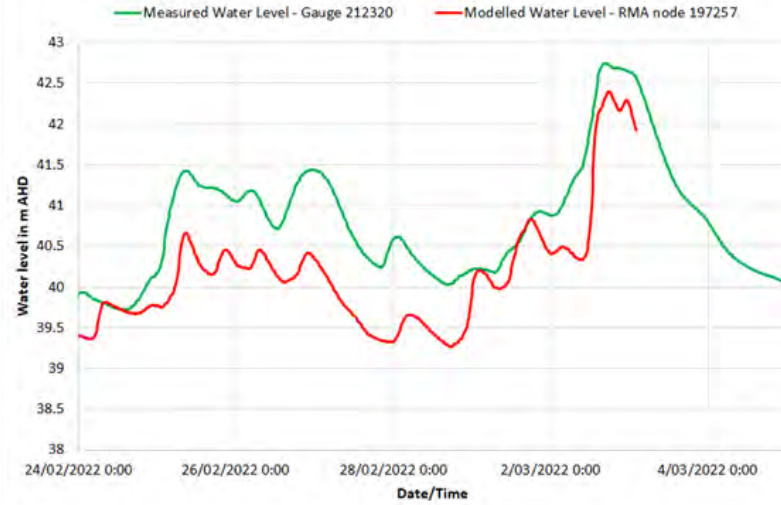
Recent historical events modelling results



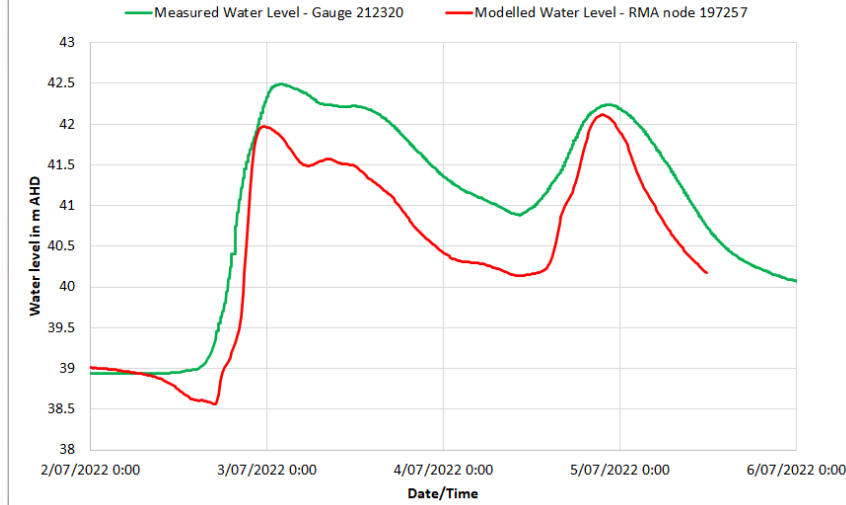
Water Level Comparison - February 2020



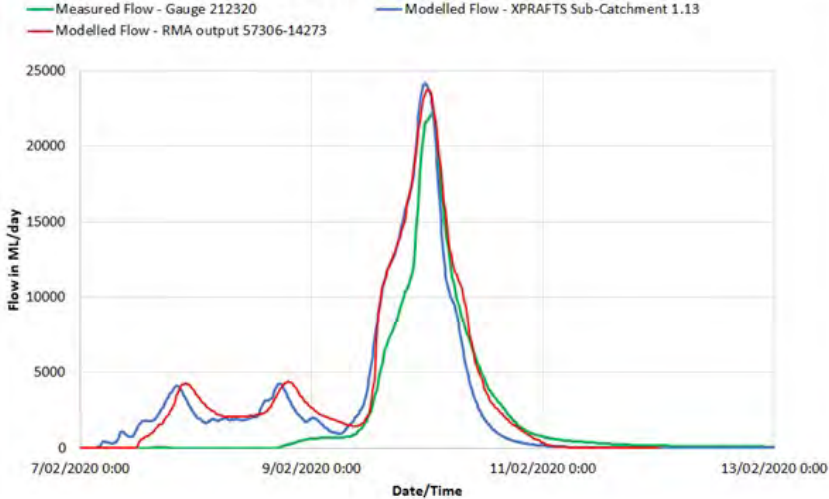
Water Level Comparison - March 2022



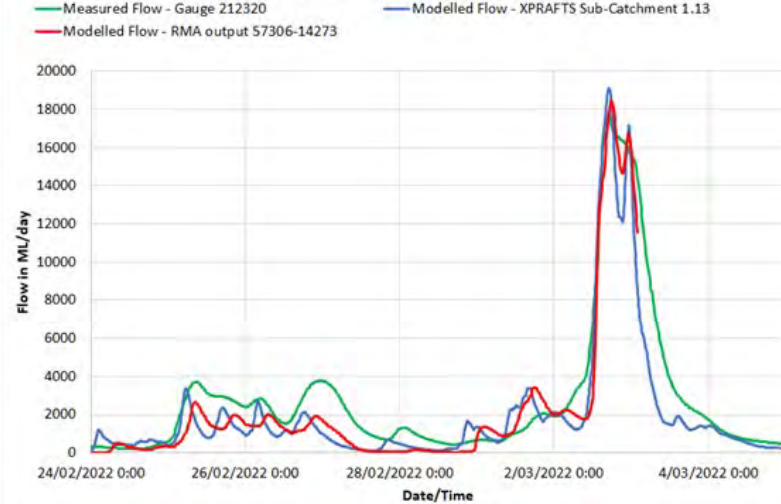
Water Level Comparison - July 2022



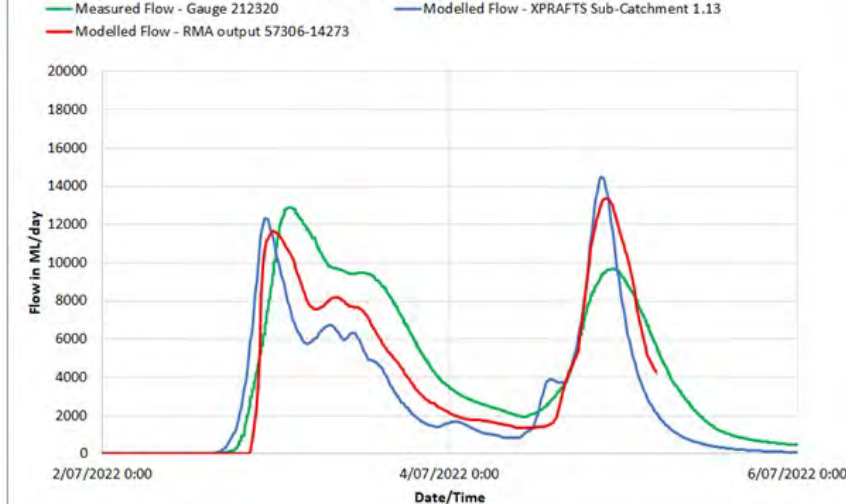
Flow Comparison - February 2020



Flow Comparison - March 2022



Flow Comparison - July 2022

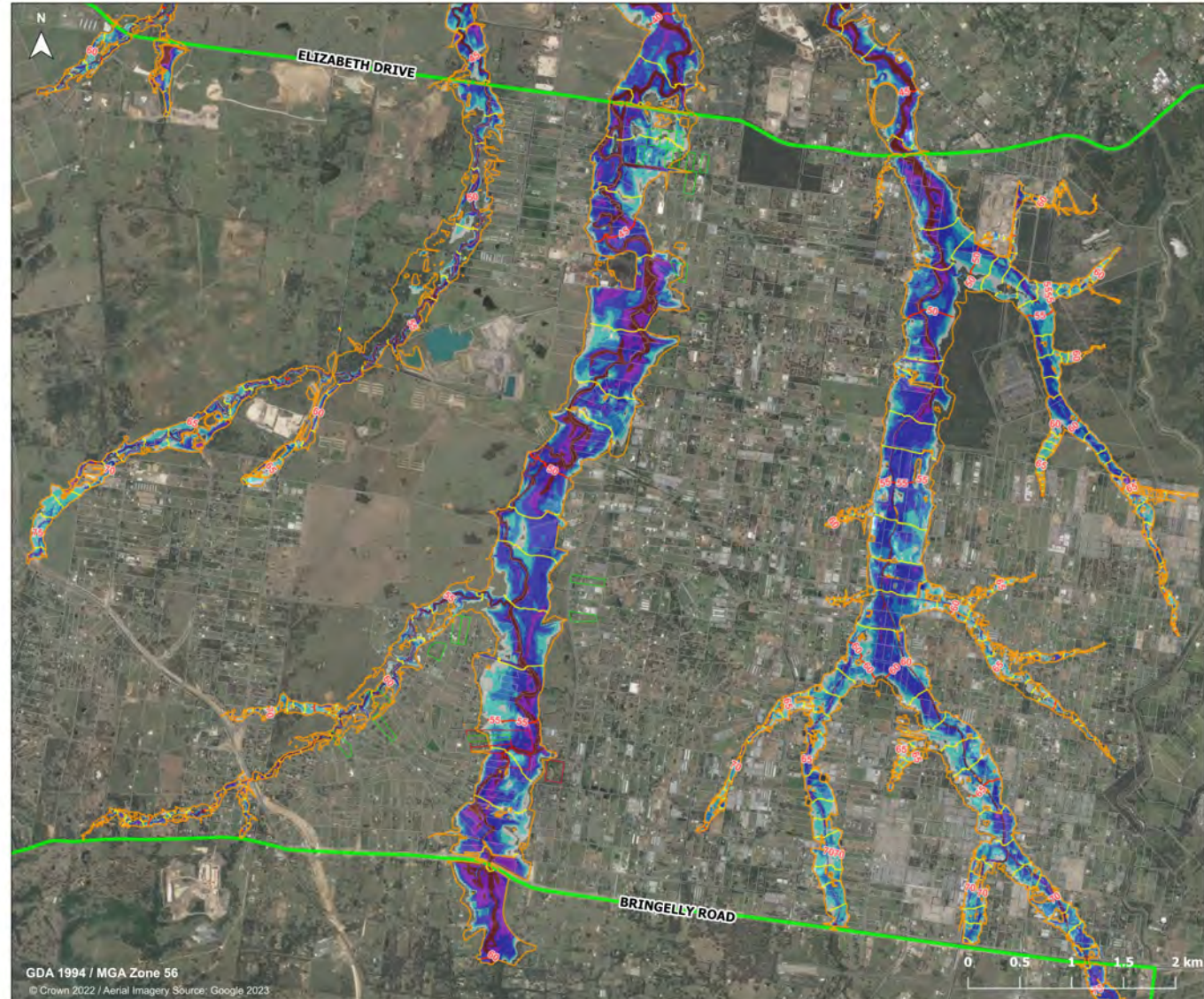


Recent historical events modelling results (cont'd)

- Water level differences of 0.3-0.5m at peak which is the difference between a 5% and a 1% AEP flood event in the flood study → Model appears to underestimate water level
- Overall shape appears consistent
- Peak flow over-estimated for February 2020, fair match for March 2022 and underestimated for July 2022
- Stability issues for March 2021
- Differences in flow can be due to uncertainties in rainfall data (e.g. localised storm cells not properly captured by rainfall gauges)

Recent historical events modelling results

February 2020 vs.
1% AEP event



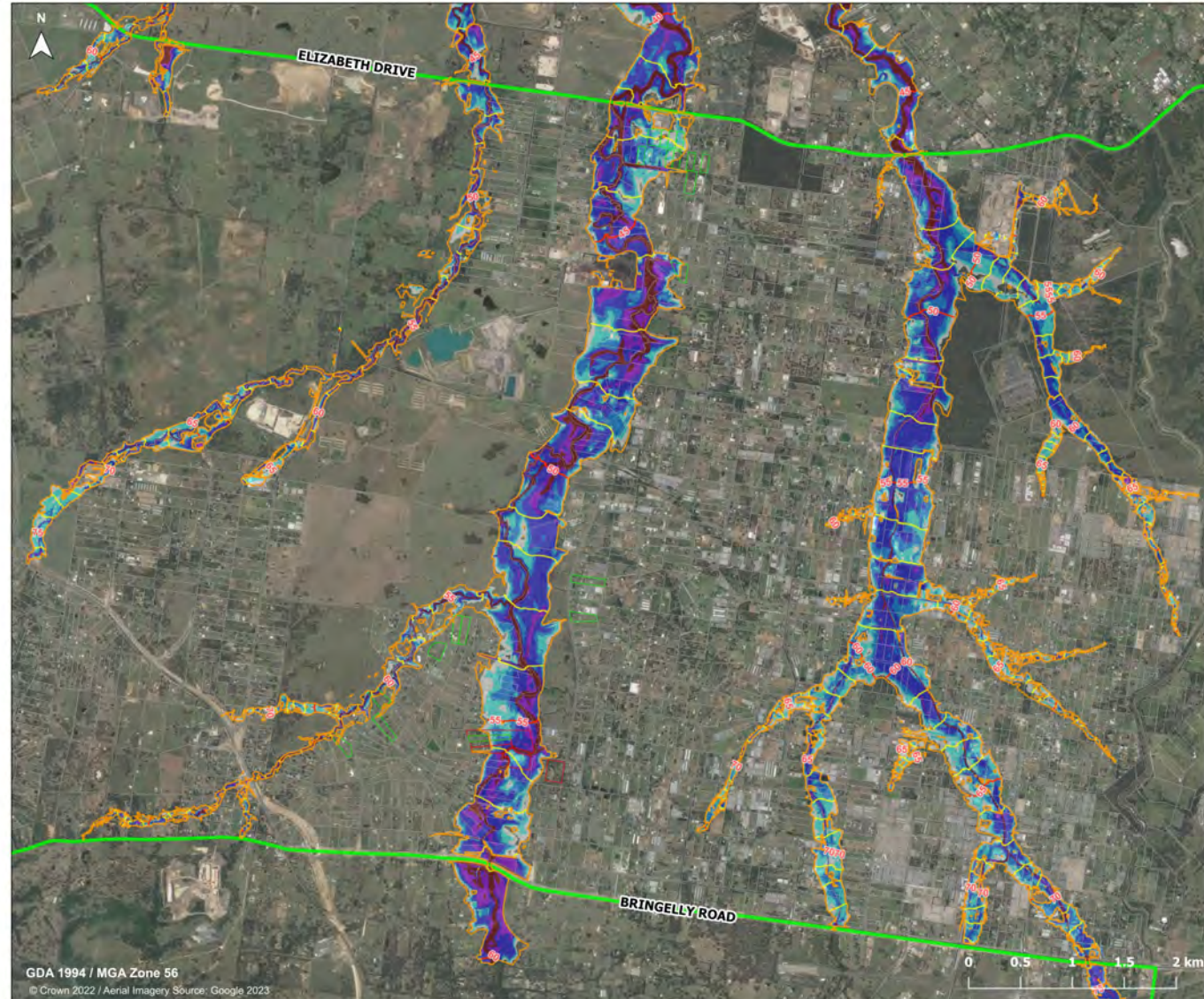
Attachment 2: February 2020 peak flood depths and levels

- Legend**
- Cadastrate
 - 1m contour
 - 5m contour
- Depth (m)**
- < 0.15
 - 0.15-0.30
 - 0.30-0.50
 - 0.50-1.00
 - 1.00-1.50
 - > 1.50
- Liverpool LGA Boundary
- 1%AEP Flood Extent
- Property Affected by Flood**
- No
 - Yes

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Recent historical events modelling results

February 2020 vs.
5% AEP event



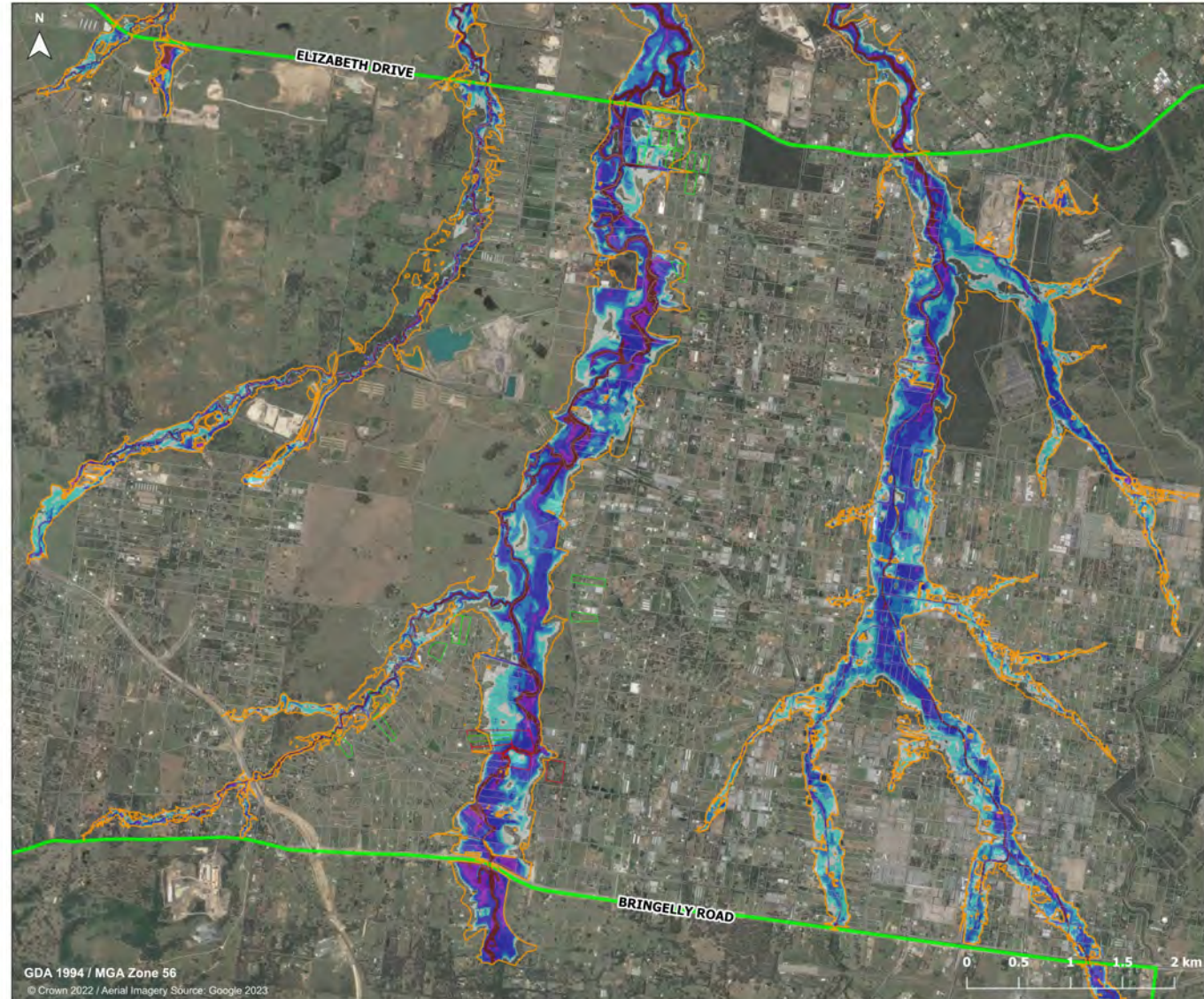
Attachment 2: February 2020
peak flood depths and levels

- Legend**
- Cadastrate
 - 1m contour
 - 5m contour
- Depth (m)**
- < 0.15
 - 0.15-0.30
 - 0.30-0.50
 - 0.50-1.00
 - 1.00-1.50
 - > 1.50
- Liverpool LGA Boundary
- 5% AEP Flood Extent
- Property Affected by Flood**
- No
 - Yes

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Recent historical events modelling results

March 2022 vs.
1% AEP event



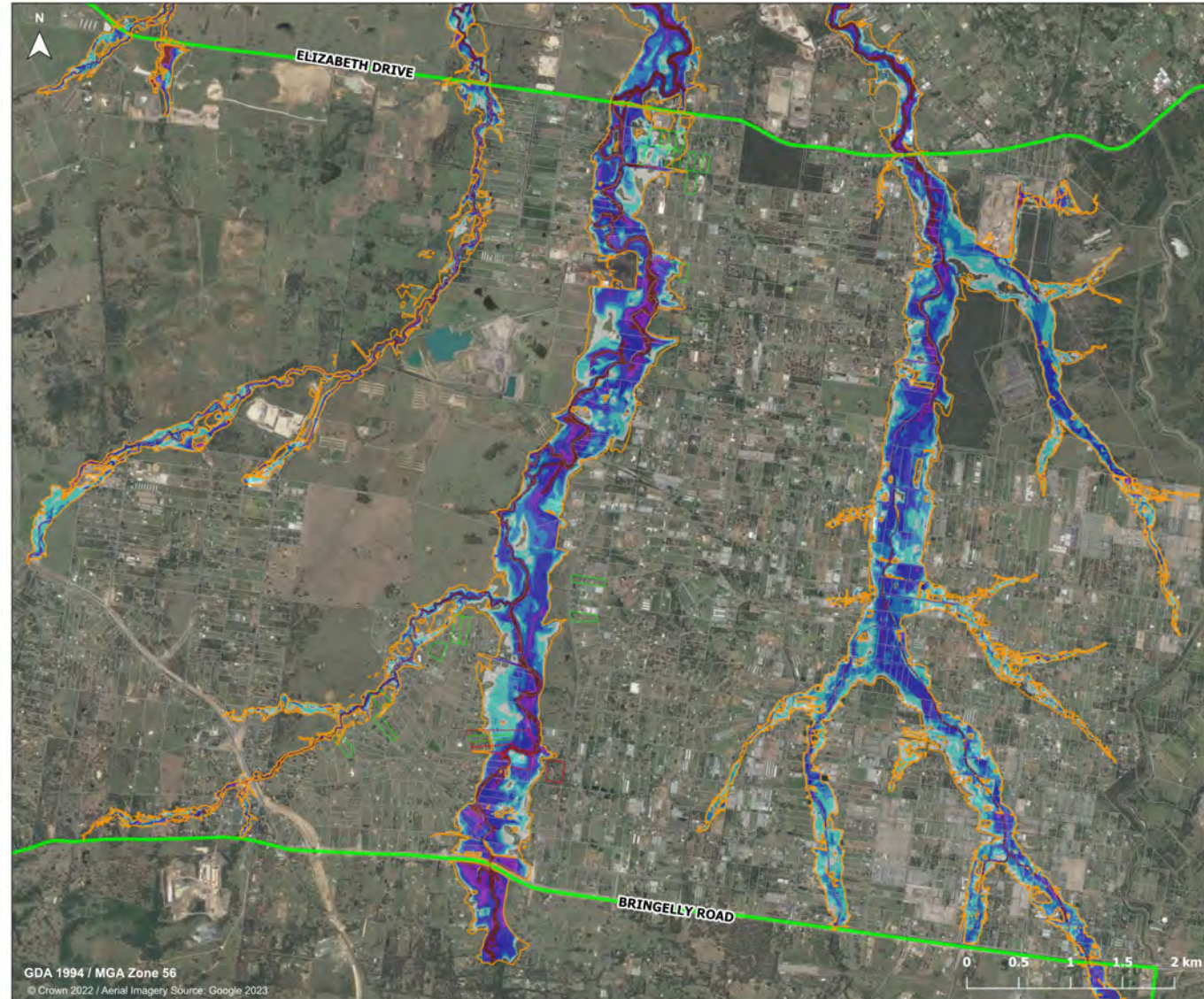
Attachment 2: March 2022
peak flood depths and levels

- Legend**
- Cadastrate
 - 1m contour
 - 5m contour
- Depth (m)**
- < 0.15
 - 0.15-0.30
 - 0.30-0.50
 - 0.50-1.00
 - 1.00-1.50
 - > 1.50
- Liverpool LGA Boundary
- 1% AEP Flood Extent
- Property Affected by Flood**
- No
 - Yes

DRAFT

Recent historical events modelling results

March 2022 vs.
5% AEP event



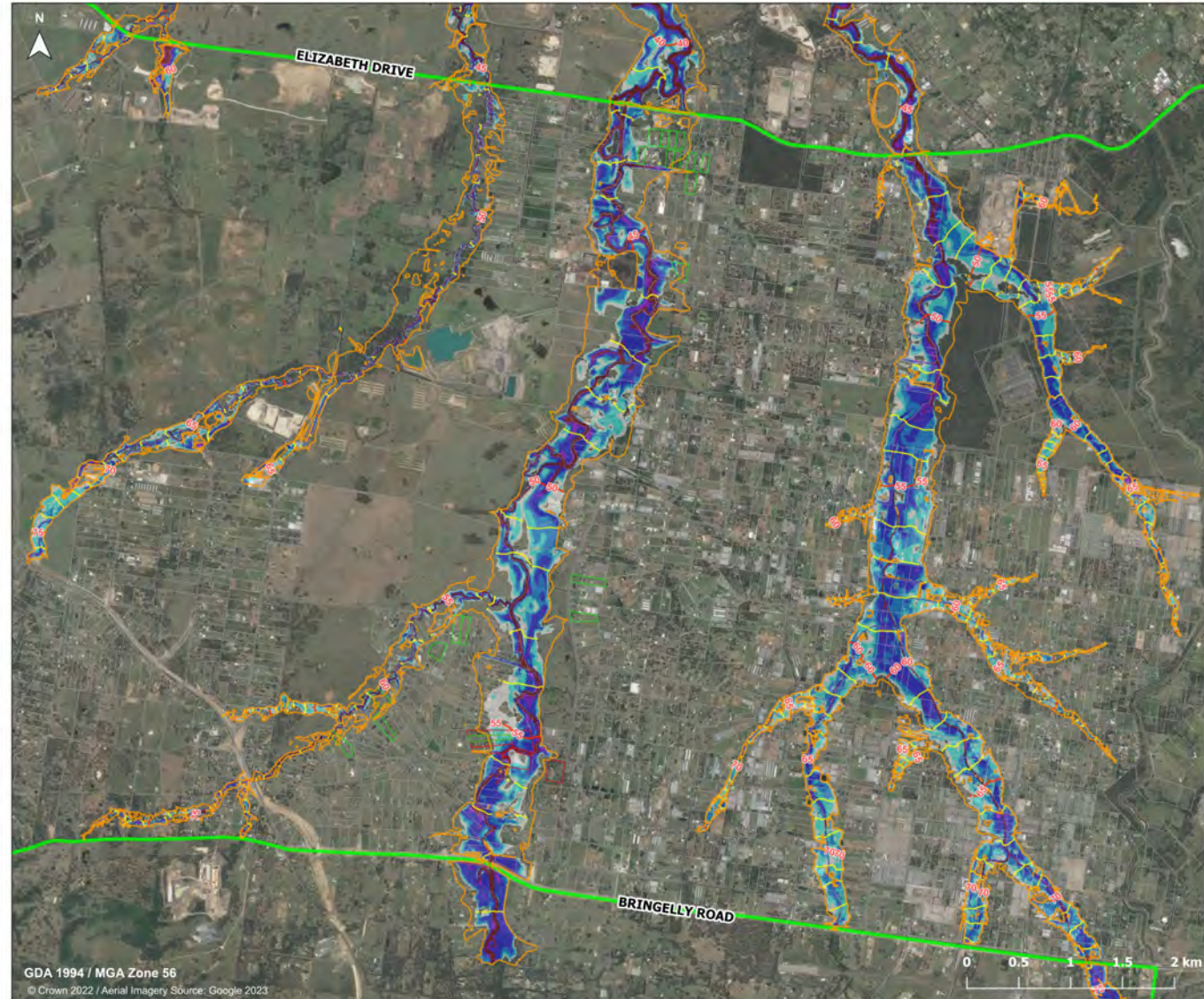
Attachment 2: March 2022
peak flood depths and levels

- Legend**
- Cadastrate
 - 1m contour
 - 5m contour
 - Depth (m)**
 - < 0.15
 - 0.15-0.30
 - 0.30-0.50
 - 0.50-1.00
 - 1.00-1.50
 - > 1.50
 - Liverpool LGA Boundary
 - 5% AEP Flood Extent
 - Property Affected by Flood**
 - No
 - Yes

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Recent historical events modelling results

July 2022 vs.
1% AEP event



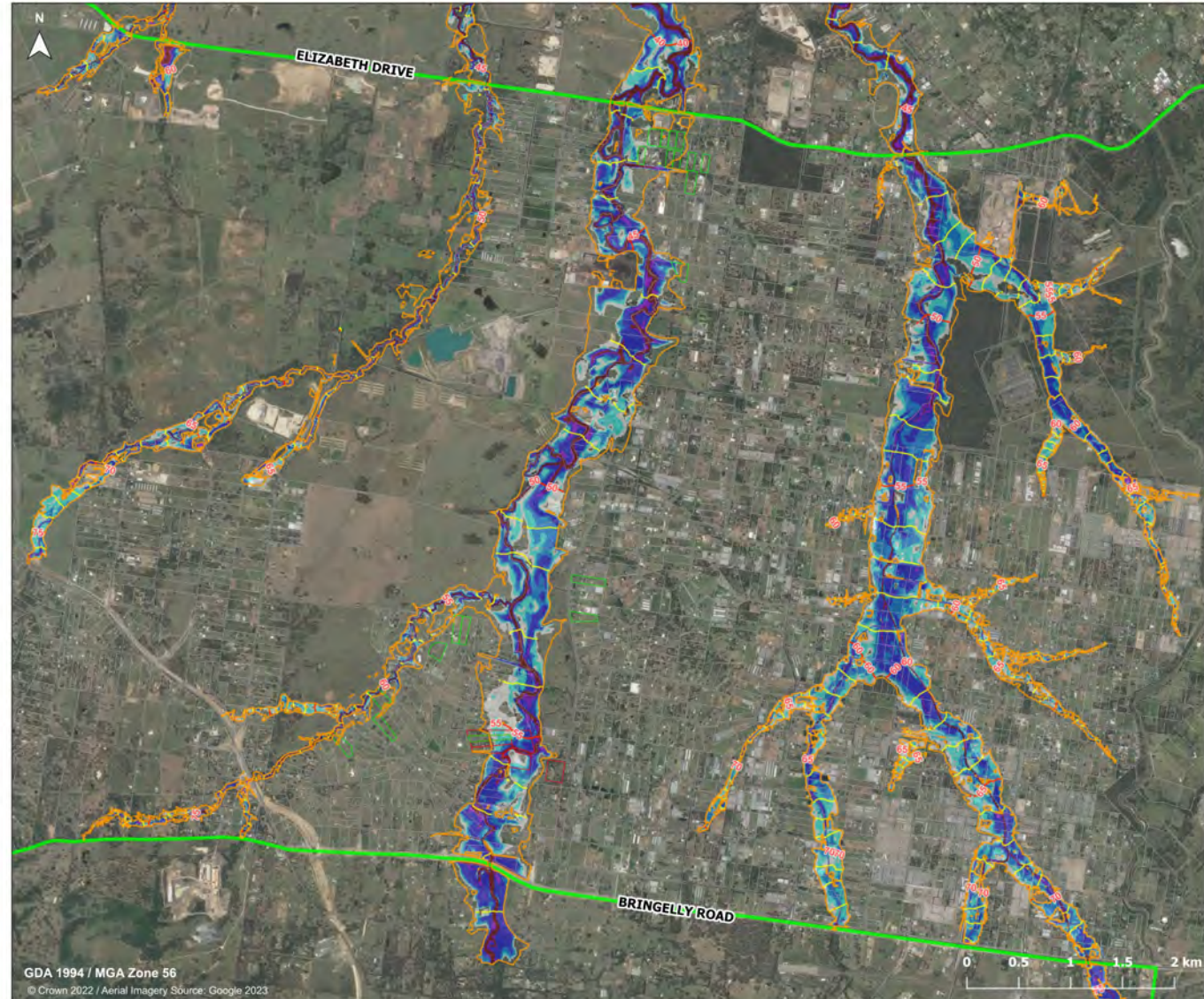
Attachment 2: July 2022 peak flood depths and levels

- Legend**
- Cadastral
 - 1m contour
 - 5m contour
- Depth (m)**
- < 0.15
 - 0.15-0.30
 - 0.30-0.50
 - 0.50-1.00
 - 1.00-1.50
 - > 1.50
- Liverpool LGA Boundary**
- 1% AEP Flood Extent
- Property Affected by Flood**
- No
 - Yes

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Recent historical events modelling results

July 2022 vs.
5% AEP event



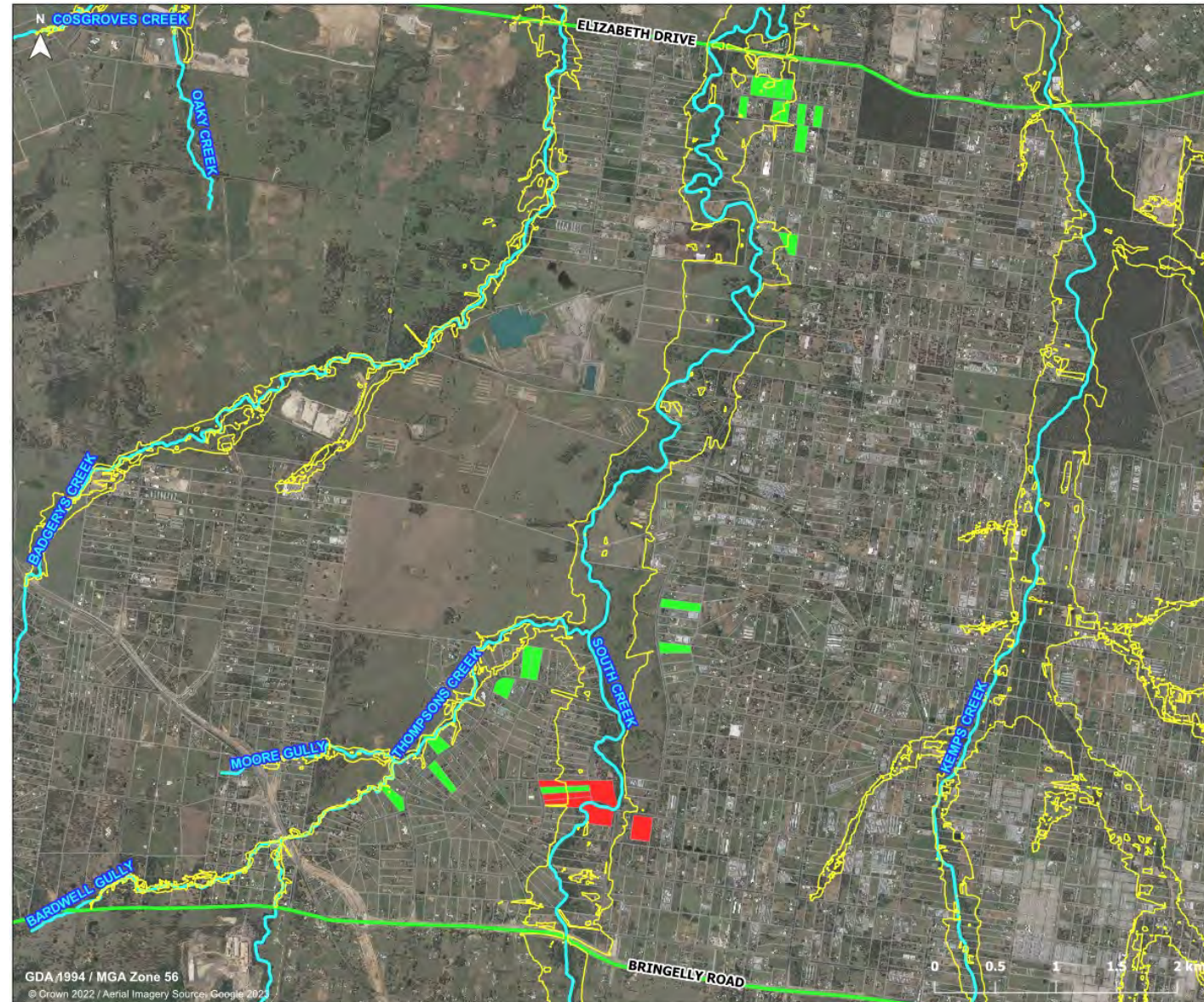
Attachment 2: July 2022 peak flood depths and levels

- Legend**
- Cadastrate
 - 1m contour
 - 5m contour
- Depth (m)**
- < 0.15
 - 0.15-0.30
 - 0.30-0.50
 - 0.50-1.00
 - 1.00-1.50
 - > 1.50
- Liverpool LGA Boundary
- 5% AEP Flood Extent
- Property Affected by Flood**
- No
 - Yes

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Community consultation results

- Total of 26 respondents
- 4 respondents flood impacted by ~0.1-0.2m and 1 by ~0.5 m
- 20 out of 26 have lived there for 20+ years
- 3 respondents mentioned that development improved flood impact
- 3 respondents suggested road drainage would



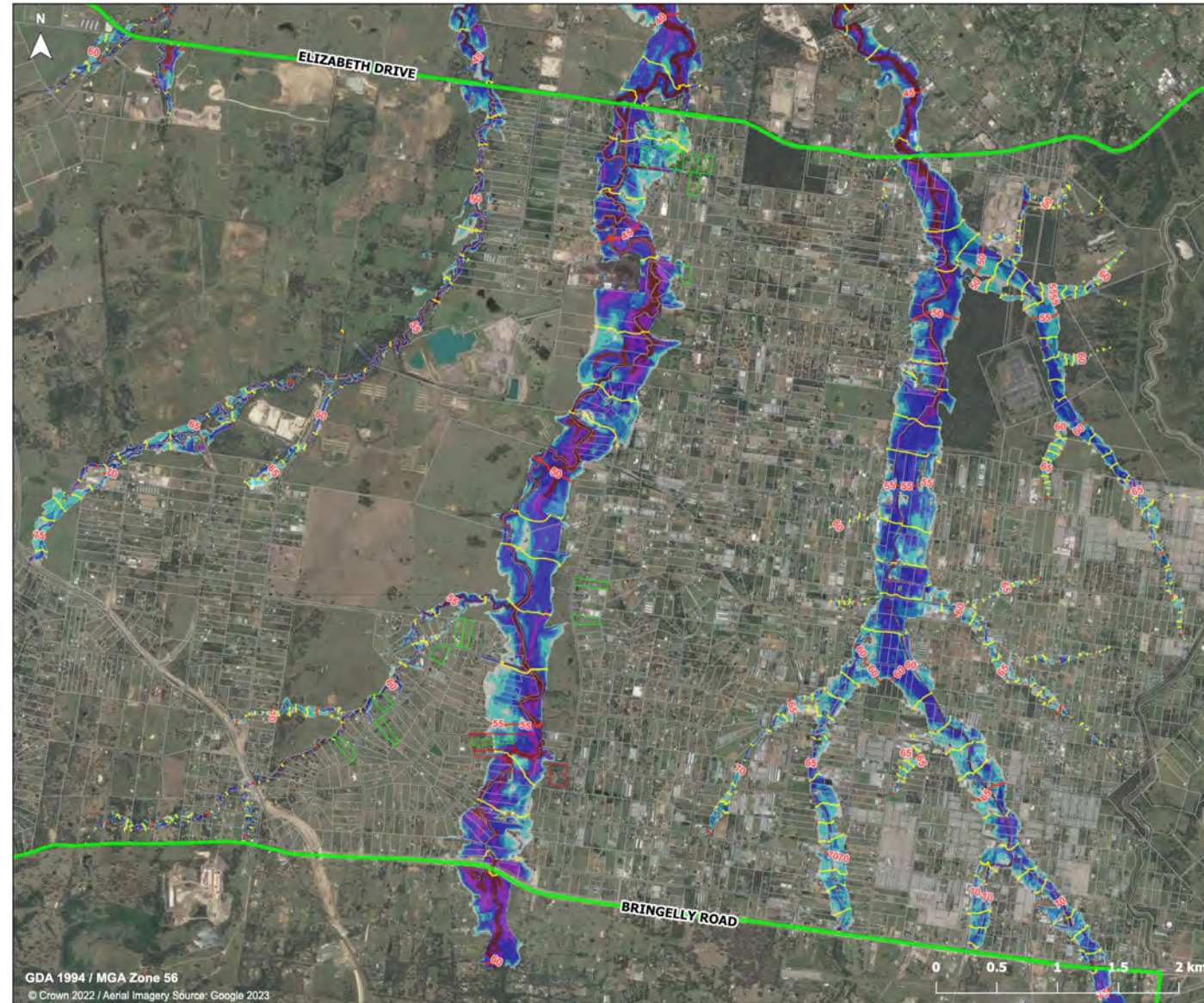
Attachment 3: Community questionnaire respondents

- Legend**
- ▭ Cadastre
 - Property Affected by Flood
 - ▭ No
 - ▭ Yes
 - ▭ February 2020 flood extent

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Community consultation results (cont'd)

February 2020



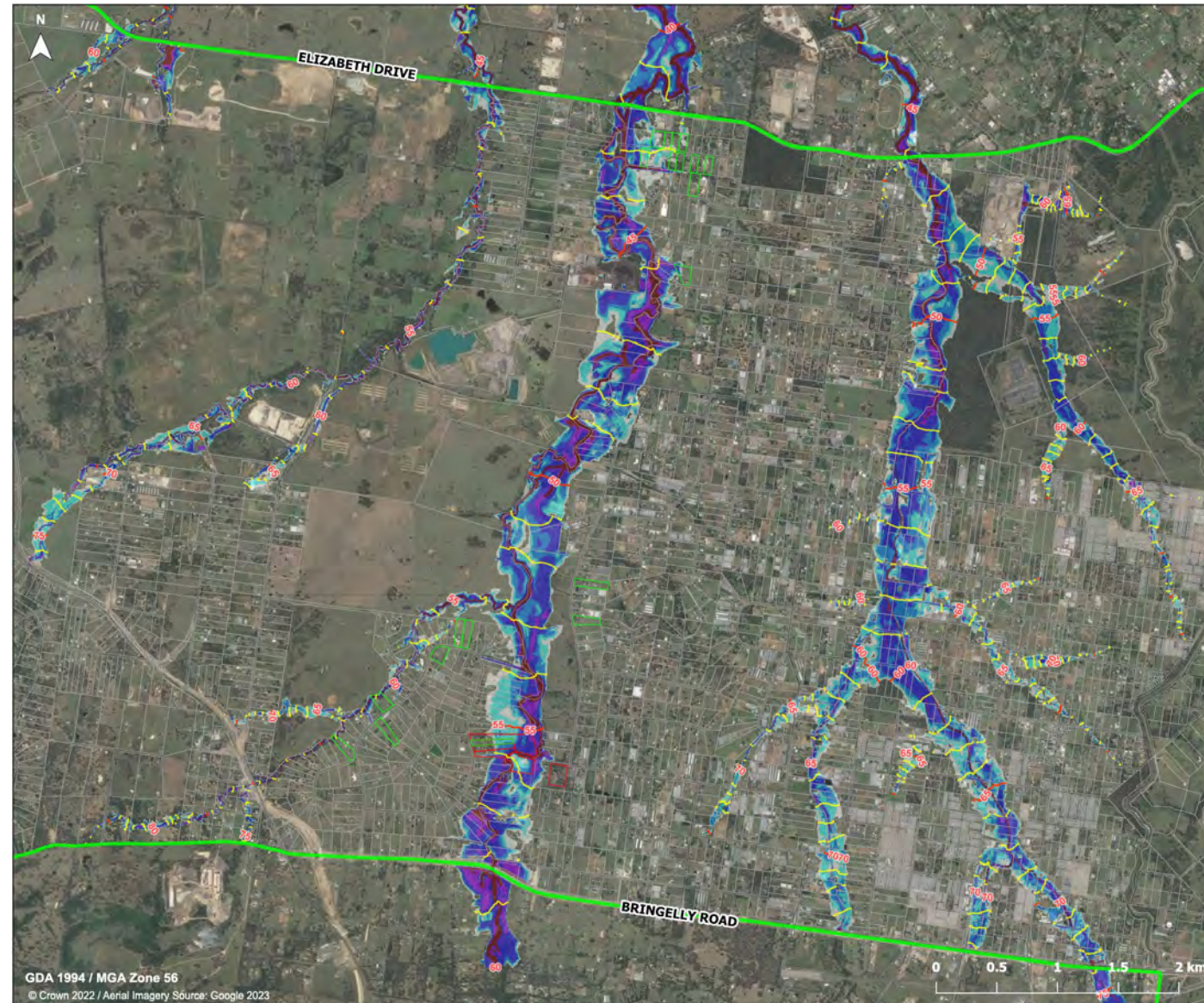
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 - 1m contour
 - 5m contour
 - Depth (m)
 - < 0.15
 - 0.15-0.30
 - 0.30-0.50
 - 0.50-1.00
 - 1.00-1.50
 - > 1.50
 - Livepool LGA Boundary
 - Property Affected by Flood
 - No
 - Yes

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Community consultation results (cont'd)

March 2022



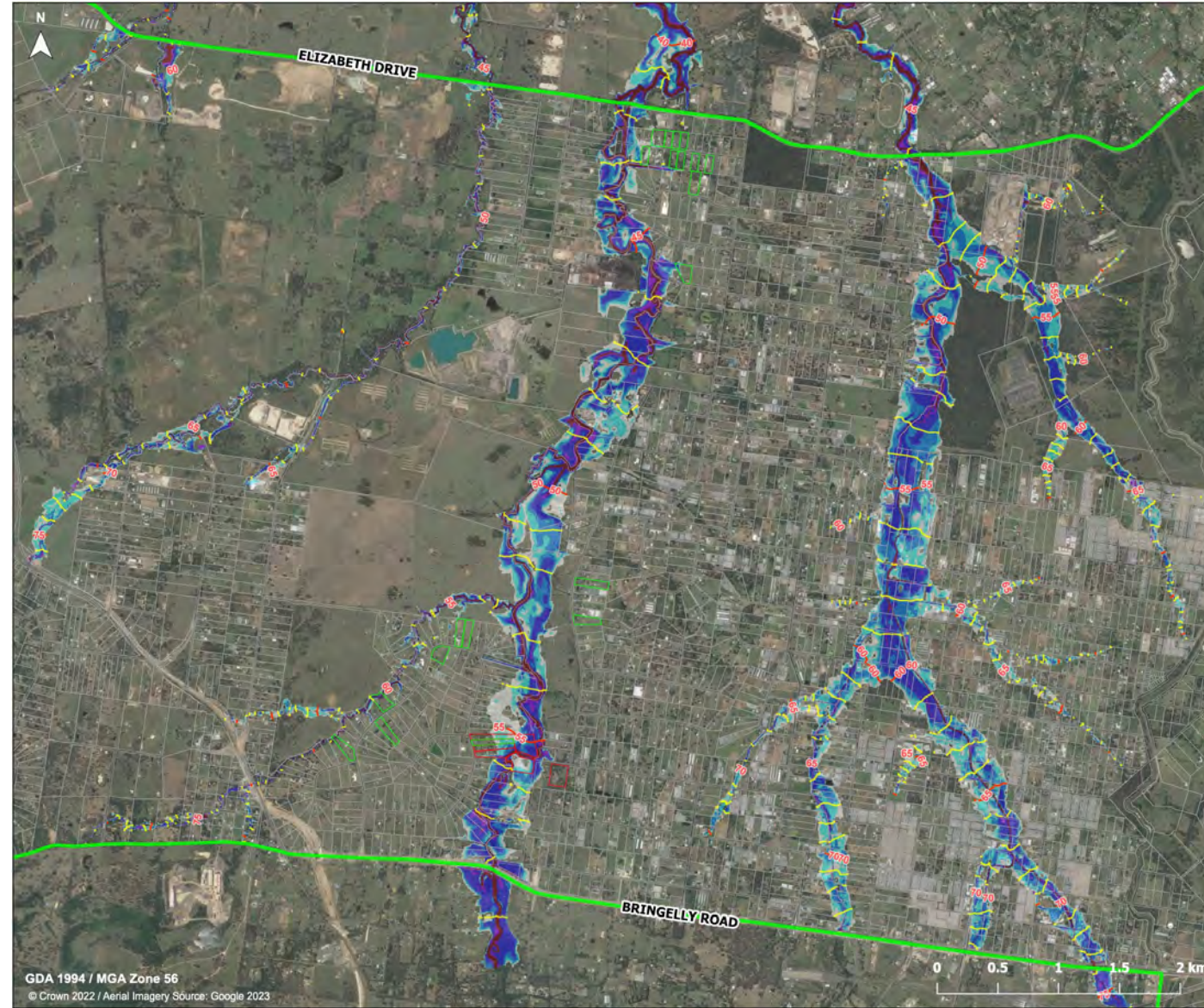
Attachment 2: March 2022 peak flood depths and levels

- Legend**
- Cadastre
 - 1m contour
 - 5m contour
 - Depth (m)**
 - < 0.15
 - 0.15-0.30
 - 0.30-0.50
 - 0.50-1.00
 - 1.00-1.50
 - > 1.50
 - Livepool LGA Boundary
 - Property Affected by Flood**
 - No
 - Yes

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Community consultation results (cont'd)

July 2022

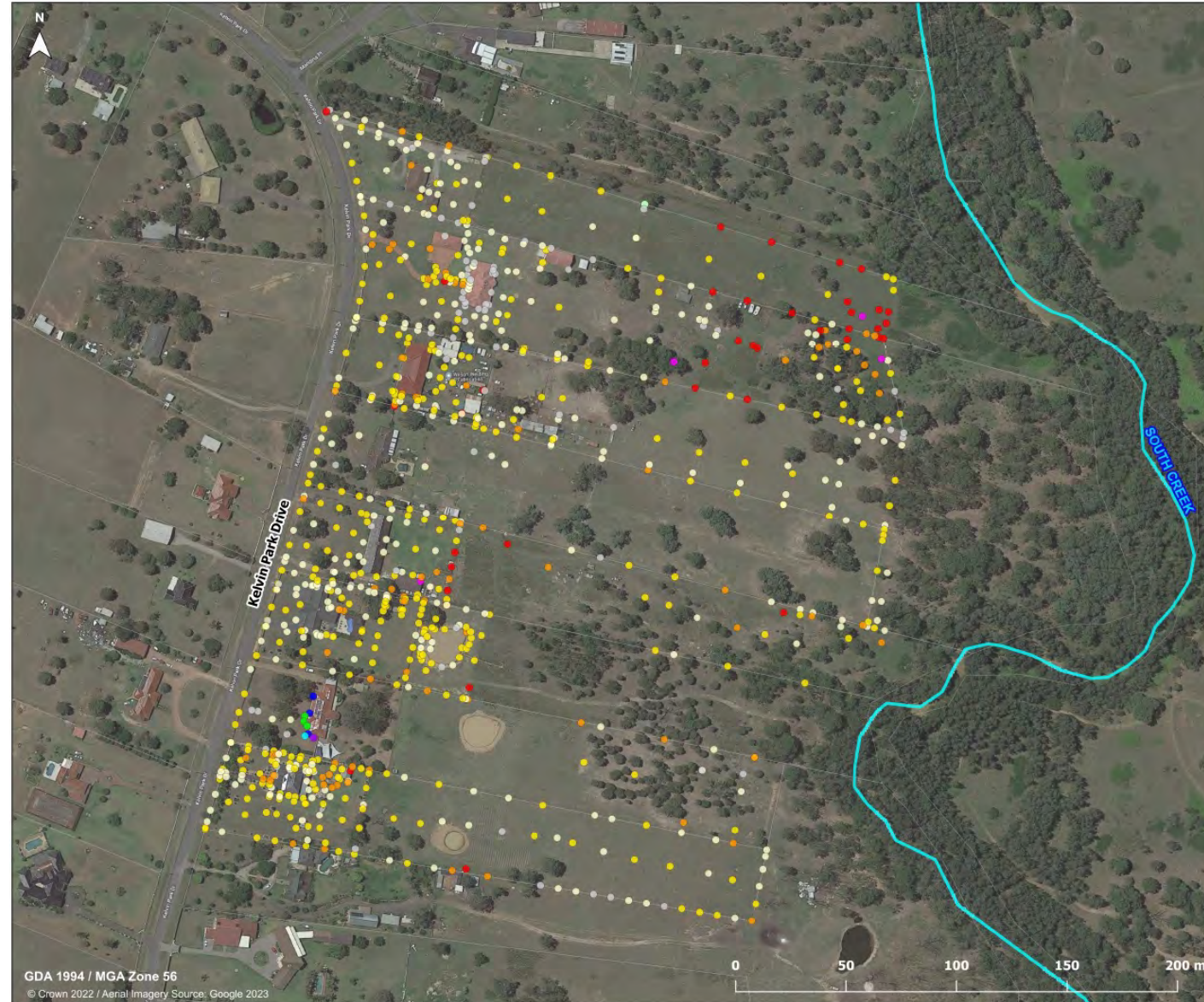


Attachment 2: July 2022 peak flood depths and levels

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 - 1m contour
 - 5m contour
- Depth (m)**
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 - 0.15-0.30
 - 0.30-0.50
 - 0.50-1.00
 - 1.00-1.50
 - > 1.50
- Livepool LGA Boundary**
- Property Affected by Flood**
- No
 - Yes

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Ground-truthing



Attachment 4:
Ground-truthing along Kelvin
Park Drive

Legend

- Cadastre
- Difference Survey minus LiDAR data (m)
 - < -0.3
 - 0.3 to -0.2
 - 0.2 to -0.15
 - 0.15 to -0.1
 - 0.1 to -0.05
 - 0.05 to 0.05
 - 0.05 to 0.1
 - 0.2 to 0.3
 - 0.15 to 0.2
 - 0.2 to 0.3
 - 0.3 to 0.35

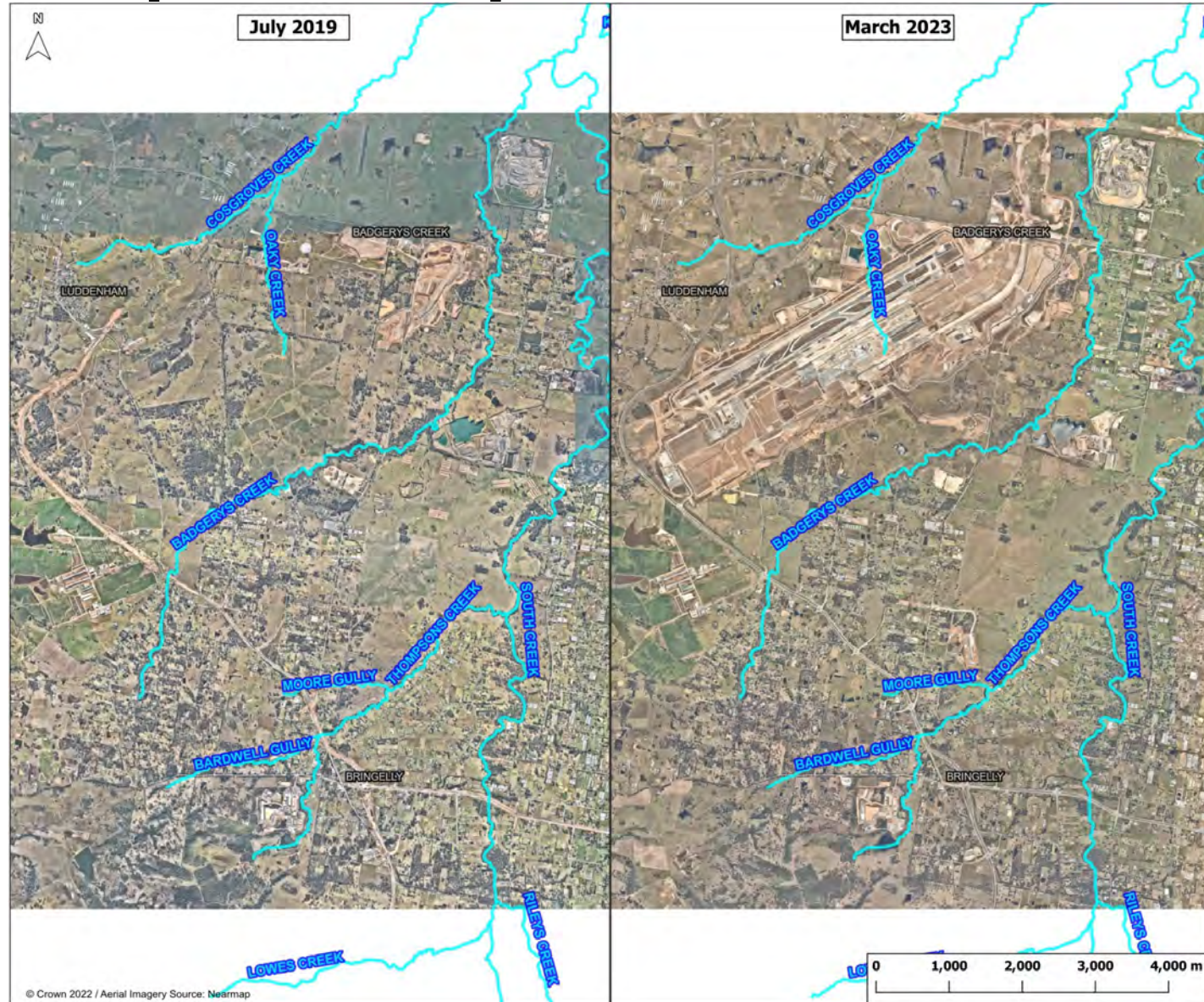
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Climate change impact

- Increases in rainfall intensity by up to approximately 22% by 2090 for the East Coast area based on the Chapter 6 of the 2019 Australian Rainfall and Runoff guidelines.
- Such increase in rainfall intensity would increase the frequency of large event and the annual exceedance probability (AEP) of each storm will increase (e.g. a current 1% AEP (or 1 in 100 year) may become a more frequent 2% AEP (or 1 in 50 year) when including climate change with the same intensity of rainfall).
- This is therefore likely to increase flood risk in the Wianamatta South Creek catchment over time.

Catchment development impact

- Major development occurred between July 2019 and present on the Western Sydney Airport site
- Based on AAJV presentation to Council, development would reduce flooding downstream of the airport site
- Confirmed by local residents observations



Attachment 5: Development of Western Sydney Airport precinct

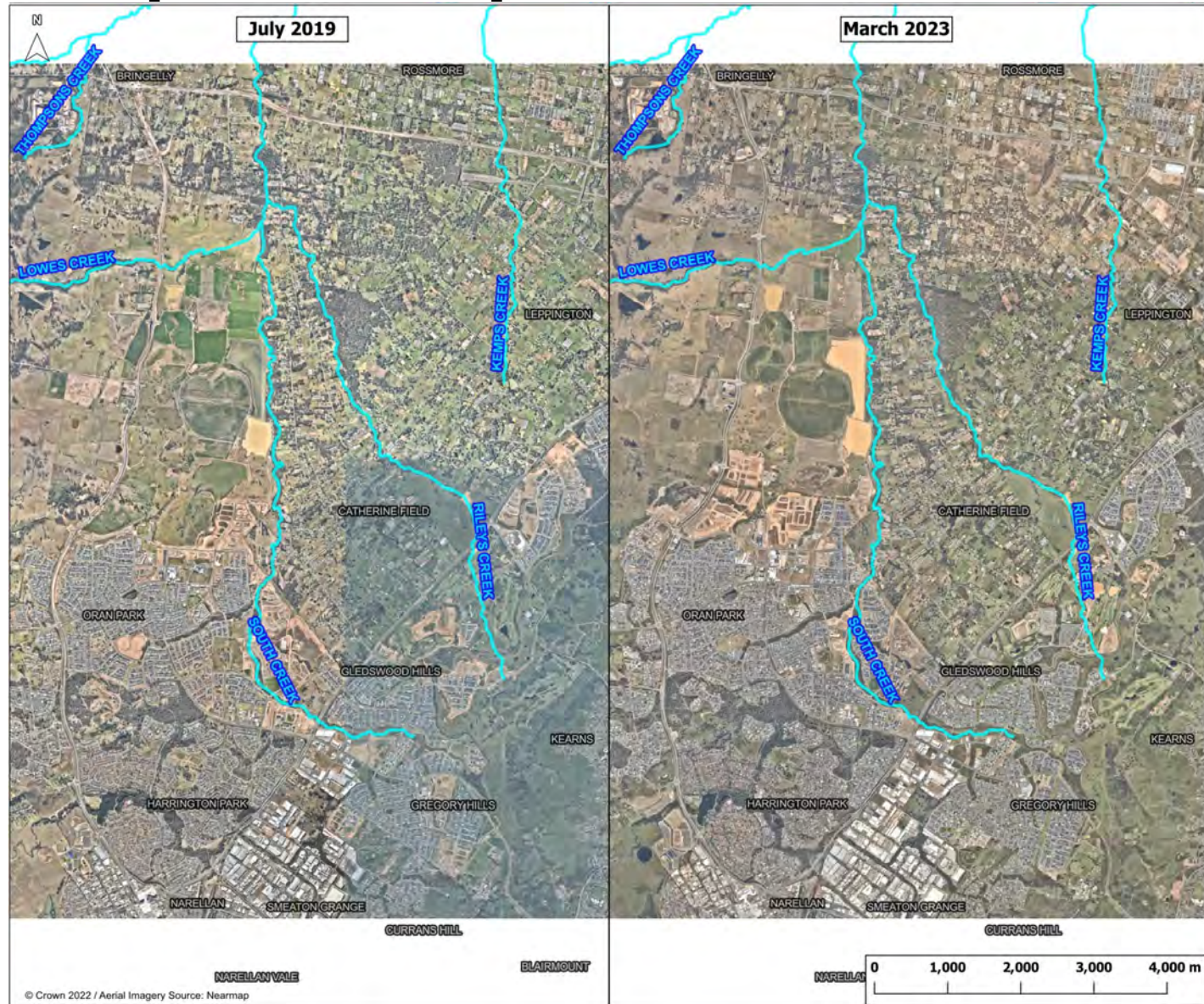
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Report MHL2934
Wianamatta South Creek
Flood Model Review



Catchment development impact

- Significant developments occurred at upstream end of catchment
- Discussion between Liverpool and Camden Councils confirmed that appropriate flood mitigation measures have been implemented to bring flow back to pre-development conditions

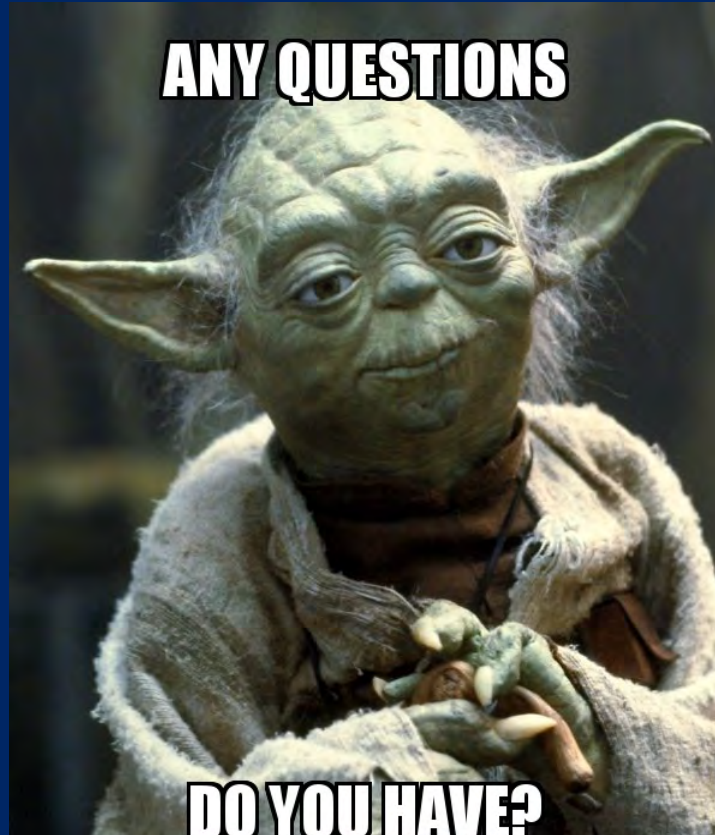


Attachment 5: Development upstream of Bringelly Road

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Conclusion

- Model is generally producing reasonable results
- Number of minor updates required in RMA model but unlikely to significantly change the results.
- February 2020 was the largest event at WSC and is generally similar to a 5% AEP flood in the flood study but difference in extents between 5% and 1% AEP event can be minor along South Creek.
- There are some discrepancies between responses from residents and modelled results (e.g. reported flooded but not flooded in model and vice versa, modelled depth >> observed depth)
- Ground-truthing showed difference of ~0.15 m between model DEM and survey which is consistent with accuracy of LiDAR data



Matthieu Glatz

Matthieu.Glatz@mhl.nsw.gov.au

Department of Planning and Environment
Manly Hydraulics Laboratory

M12 Motorway Temporary Roundabout at the intersection of Devonshire Road and Elizabeth Drive, Kemps Creek

July 2023

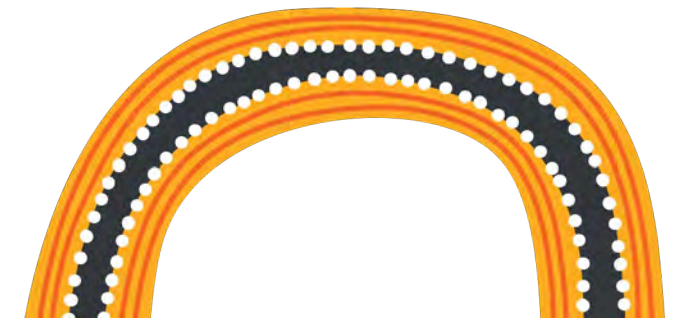
transport.nsw.gov.au



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Scope

- Single lane roundabout at Elizabeth Drive and Devonshire Road
- Median extent adjustments (60m) to prevent right turn movements into/out of Salisbury Avenue. Median finishes just west of Salisbury Ave and does not impact the driveways to the shops.
- A design and posted speed of 60 km/hr
- Accommodation of all B-double routes movements at Elizabeth Drive and Devonshire Road with the exclusion of a U-turn
- Protection of utilities as required and drainage install.
- Out of Hours work required – seeking community agreement for five nights per week (reduces program from eight months to four months in duration). If an agreement cannot be reached, work would be carried out three nights per week for no more than ten nights per month



Detour

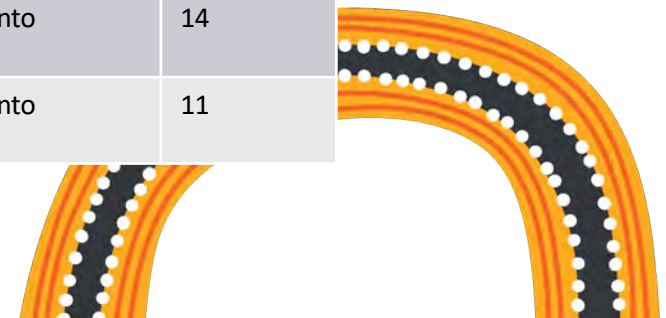
The preferred option will include

- installation of a new temporary construction roundabout at the intersection of Elizabeth Drive and Devonshire Road, Kemp's Creek.
- a raised median further to the west of the proposed Devonshire Road roundabout.
- Vehicles over 19m leaving Salisbury Ave wishing to head west will need to use the detour.



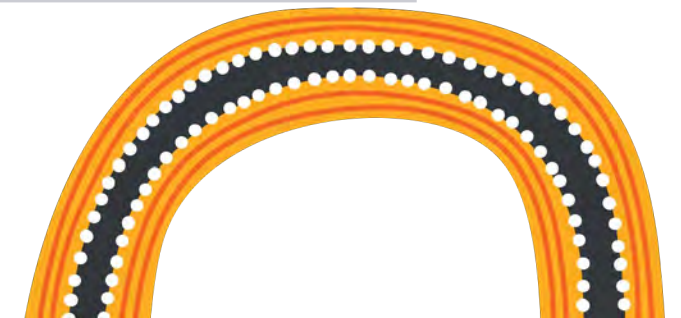
Vehicles doing the detour

Time period	Direction of travel	No. vehicles
8:00-9:30am	West from Salisbury Ave – 19m and above (yellow route)	1
2:30-4:00pm	West from Salisbury Ave – 19m and above (yellow route)	1
8:00-9:30am	West from Elizabeth Drive into Salisbury Ave (blue route)	14
2:30-4:00pm	West from Elizabeth Drive into Salisbury Ave (blue route)	11



Project timeline

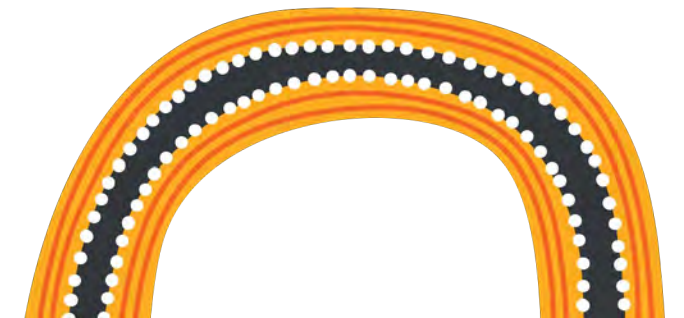
Early October 2022	Concept design finalised
Late October 2022	Service and utilities investigations commenced
December 2022	Detailed design completed
February 2023	Initial consultation with impacted property owners and stakeholders
March 2023	Tenders requested from TfNSW SRAP contractors
July 2023	Community consultation on the preferred option
July 2023	Environmental approval received and Contract to be awarded
August 2023	Work commencement
December 2023	Construction completed



Traffic Management

Interim solution

- Temporary traffic signals are currently in place along Elizabeth Drive to manage traffic safety during peak hours for vehicles turning in and out of Devonshire Road. These will continue to be in place until the roundabout is constructed and in operation.
- All traffic changes associated with the construction of the roundabout will go through the usual approval process with TfNSW Customer Journey Planning/Network Management.



Questions?

