

**Submission
No 32**

**CRITICAL TRANSPORT INFRASTRUCTURE SUPPORTING THE WESTERN
SYDNEY INTERNATIONAL AIRPORT AND WESTERN SYDNEY
AEROTROPOLIS**

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Position: Member for Blacktown
Date Received: 31 March 2024

31st March 2024

From: Stephen Bali MP
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Legislative Committee
Chair: Ms Lynda Voltz MP

Dear Lynda,

Re: Inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis Inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis

Firstly, I wish to express my appreciation that this would be one of the first major inquiries by a NSW government into Western Sydney Aerotropolis. This follows the recent Federal Government's recent community consultation on the flightpaths and more broader issues associated with Environmental Impact Statement (EIS).

It is unfortunate, that with less than 2 years before the opening of the airport, that it has taken a change of governments, both Federal and State to retrofit the needs of Western Sydney people on how to make a successful airport despite the dire environmental consequences faced by our local communities.

To date, Badgerys Creek Airport was a decree by the former Liberal / National Governments (both State and federal) with minimal support for long-term planning or delivery of vital infrastructure or environmental analysis. This has been cheered on by so-called advocates for Western Sydney, that have based their statements on cliches with little substance.

Many of us have advocated and raised awareness to the issues confronting the airport but have been largely ignored. Therefore, I welcome your committee's serious attempt to examine the following:

- a) an analysis of options for transport infrastructure
- b) funding of transport infrastructure
- c) the impacts of employment movements in Western and Southwestern suburbs of Sydney
- d) integration with existing transport infrastructure
- e) reducing road usage around the new airport and surrounding regions; and
- f) any other related matters.

Prior to commencing this submission, I wish to bring to the Committee's two statements in the promotional video on your portal that creates concerns.

1. The Western Sydney International Airport is being built to service 10 million passengers a year.

The 10 million passenger movement identified for this airport is for stage one only. The airport capacity based the Australian Government EIS is:

- over 82,000,000 annual passenger movements;
- significant cargo haulage;
- 370,000 air traffic movements (over 1,000 flights a day).¹

Therefore, I suggest that Parliamentary inquiry to address the longer term transport needs for Western Sydney, and provide insights on what is required for an expanding airport that in 30 or so years' time will be operating at an equivalent of today's third largest airport, Dallas-Fort Worth International Airport (DFW), US: 81.8 million.²

2. The surrounding Aerotropolis is expected to contribute to 200,000 new jobs.

The confusing nature of this statement is whether the Aerotropolis is to contribute 200,000 new jobs to the surrounding area or the surrounding area will grow to have additional jobs or which portion can be attributed back to the airport.

By including the figure of 200,000 new jobs in the same sentence as the aerotropolis creates the falsehood that the aerotropolis is driving the jobs. The current published EIS on exhibition quotes the Ernst and Young (2016) concludes *as part of the 2016 EIS that airport operations would directly generate around 8,730 jobs in 2031 increasing to 61,500 jobs by 2063.*

Jobs, commerce, hospitals, schools, social services and retail are all driven by where people are located. Data clearly demonstrates Western Sydney population has been rapidly growing over the past 60 years and infrastructure, the opening of roads, drainage, water, sewerage and power are the only constraints on population growth.

I again, thank the Committee for their inquiry and I write to you as both resident of Western Sydney and as the State Member for Blacktown, and as someone with extensive experience in the business community, trade union movement, and formerly served as Mayor (2014-2019) and councillor (2004-2019) of Blacktown City Council, as well having served on many community and charitable boards.

Unfortunately, due to time constraints, I can only provide a summary of ideas but would be happy to explore further detail with the committee.

¹ <https://www.westernsydneyairport.gov.au/sites/default/files/WSA-EIS-Volume-1-Executive-Summary.pdf>

² <https://www.airport-technology.com/features/the-top-10-busiest-airports-in-the-world/?cf-view>

a) an analysis of options for transport infrastructure

Western Sydney is the poorer cousins compared to the eastern seaboard suburbs. There are less bus shelters, less public transport lines, less tree coverage.

According to Department of Planning data, many councils across Western Sydney will be experiencing massive population growth. The Department has previously released expected growth targets:

Local Government Area	2016	2041	Growth
Blacktown	348,050	612,150	264,100
Liverpool	212,000	441,450	229,450
Camden	80,250	307,750	227,500
Parramatta	234,450	438,350	203,900
Penrith	201,600	369,250	167,650
The Hills	163,000	321,300	158,300
Canterbury-Bankstown	361,850	514,650	152,800
Cumberland	225,700	368,000	142,300
Campbelltown	161,550	249,250	87,700
Fairfield	205,700	264,600	58,900
Wollondilly	49,850	82,500	32,650
Hawkesbury	66,350	79,800	13,450
Blue Mountains	78,850	83,600	4,750

The 13 councils covering Western (and southwestern) Sydney, over the next 25-year period, will grow by 73% or 1.7 million residents or by almost 70,000 residents per year.

Blacktown Local Government area is expected to pass the population of Tasmania by 2036.

The existing infrastructure is not fit for purpose and therefore requires future governments (State and federal) to commit to a significant design of a new infrastructure program to support the rapidly growing population.

For the airport to generate tourism and business opportunities it must provide ease of access to all major points across Western Sydney.

Rail and bus options must be considered not only for east-west connections but north-south connectivity for western Sydney.

Currently, it would be difficult for a person in Marsden Park to travel to Oran Park to visit friends, employment or sporting activities.

In regards to rail:

- Extend the existing corridor from Tallawong Station to Marsden Park, to extend through to St Marys via Mt Druitt.
- New rail corridor linking Parramatta to Aerotropolis via Western Sydney Motor Sports parks and employment corridors.

- Western Sydney Motor Sports Precinct is one of the few precincts in the world to have racing circuit, drag way, speedway, karting and could be expanded for dirt-bikes.
- Close to this precinct and with a good bus connection to Sydney Zoo, Featherdale Wildlife Park, Blacktown CBD, WestHQ Sydney Coliseum, and Blacktown International Sports Park, Western Sydney Parklands.
- Connecting one of the largest employment parks – Eastern Creek, Huntingwood, Arndell Park, Erskine Park and Minchinbury.
- Long term consideration (or at least corridor set aside) for a rail line from Richmond, Penrith Badgerys Creek through to Campbelltown.
 - This would allow for potential light rail connection between the two north-south rail lines thereby allow uplift of development.

Consideration (covered below in point F) is to be given to fuel transport to Western Sydney Airport.

b) funding of transport infrastructure

The perennial question is how to fund infrastructure. Whilst it is a difficult one to address but one thing is clear, people of western Sydney are the most tolled drivers in the world and thankfully the Minns Labor Government has introduced a \$60 maximum toll payment per week.

The Baird Coalition Government promised at the 2015 election that the privatisation of electricity assets would result in the construction of WestConnex as a freeway. Electricity assets were privatised and within a short time frame, so was the WestConnex leaving Western Sydney residents for the next 40 years escalating tolls at the HIGHER of 4% or CPI.

With the financial statements of the previous Liberal/National Government having a budget blowout of approximately \$6 billion and long-term debt to reach \$187 billion, the Minns Labor Government has begun addressing budgetary constraints and will have to grapple with funding in a fair and effective manner the much-needed assets for the growing Western Sydney.

Western Sydney residents are tired of being taxed, under resourced or tolled to pay for their own infrastructure whilst the northern suburbs are subsidised by the all NSW residents.

Infrastructure Australia identified that a second runway would be completed by 2052 and additional aviation infrastructure and support precincts to be added in 2064. Failure in not providing the additional aviation assets with create unmet demand of 54 million passengers per year and more than 760,000 tonnes of air freight per year by 2060.³ The question is, can future Governments afford not to support the funding of infrastructure assets?

Given the massive growth in both population and aviation usage, it would be better to project what is needed by 2080 and then work backwards to ensure adequate

³ Infrastructure Australia: project Business Case Evaluation for western Sydney Airport 2016

accruals are set aside in future budgets to accommodate the infrastructure needs to the region.

c) the impacts of employment movements in Western and Southwestern suburbs of Sydney

To create the half-hour cities, work must be created nearer to people's homes. The advent of working from home, more professional jobs using computers and decentralised workplaces can create employment hubs across Western Sydney.

Unfortunately, the current dilemma is if someone lives in Colebee and wishes to work/study/play in Liverpool, this requires significant time by public transport. Therefore car (not bicycles or public transport) will be the preferred mode of transport. Better movement across Western and Southwestern Sydney must be developed.

d) integration with existing transport infrastructure

Whilst this would be welcomed, but there is a significant lack of existing transport infrastructure to meet current demand.

e) reducing road usage around the new airport and surrounding regions; and

Key aspect is to address fuel transport by either rail or pipeline to alleviate the growing challenges presented by fuel tanker movements.

Deloitte's report⁴ presents the view that the airport will be using 570ML per annum in 2031 and by 2052 there will be 216,810 aircraft movements per annum using approximately 2,937ML of jet fuel. This is the equivalent of the combined use of Melbourne and Brisbane fuel usage in 2016 or 85% of Sydney's use.

This would result in approximately 55,000 fuel tanker movements per annum by 2052, unless a clear plan is presented of using alternatives such as rail or pipeline. Furthermore, the 370,000 aircraft movements anticipated by 2063 would necessitate 93,000 truck movements per annum. The report indicates trucking would be more economically viable than the cost of rail or pipe, indicating it may be the preferred option economically but ignores the increased traffic hazards, motor vehicle accidents, clean-up costs and greenhouse gas emissions which would further deteriorate the quality of life for Western Sydney residents.

⁴https://www.westernsydneyairport.gov.au/sites/default/files/Fuel_Supply_Corridor_Options_Report_Feb2018.pdf

Recommendation 1: The Federal Government investigate and announce a timeline to implement the alternative (either pipe or rail) to trucks to move the fuel to Western Sydney Airport.

f) any other related matters.

F.1 Long-term Focus not just Stage 1 considerations:

Over the past decade public consultation has been insufficient to address community concerns on issues arising from a new airport, particularly noise issues and flight paths. The airport construction will be completed within the next 2 years and only recently have the flightpaths been released. Western Sydney residents have been told the good-news stories with only a gloss over of the challenges they are set to face because of this new airport.

The long-term 2063 airport targets are to achieve:

- over 82,000,000 annual passenger movements;
- significant cargo haulage;
- 370,000 air traffic movements (over 1,000 flight a day).⁵

Pollution, traffic impacts, infrastructure and the urban heat effect have been considered over many EIS reports over the past 3 decades with little practical solutions presented to residents.

The current EIS whilst referring to 2063 capacity of the airport and the resulting job stimulus provides environmental solutions to Western Sydney residents based on the stage 1, less than 10 million passenger movements. This gives the impression once the EIS matters have been settled according to the Federal Government's satisfaction, there will be no additional mitigation measures offered to residents as the airport surpassed its 2051 targets of 216,810 aircraft movements and by 2063 over 370,000 aircraft movements.

I urge the Federal Government to lock in solutions for the expanding airport as flight paths will be changing as additional runways are built and as we head towards over 1,000 air traffic movements a day. Government solutions need to be flexible to allow residents who continue to live in the same house as at 2026 to be accommodated for changes in flight patterns and additional noise with an expanding airport. Obviously, any resident moving into the area post-2026 ought to understand the consequences of where they are living and therefore not have access to mitigation programs.

The Governments cannot keep focusing on a small airport and craft its solutions on solely for the opening day and assume that will suffice Western Sydney forever. Western Sydney residents need **real immediate solutions** rather than being forced to have constant battles with successive governments to address the increasing noise and associated problems as the airport grows to 82 million passenger movements or 370,000 per annum air traffic movements by 2063.

⁵ <https://www.westernsydneyairport.gov.au/sites/default/files/WSA-EIS-Volume-1-Executive-Summary.pdf>

F.2 A curfew /flight restrictions to be considered within health impacts on Western Sydney residents.

Surely, an area that has never been exposed to a 24-hour operating airport, can ask for some equity between Mascot airport and Badgerys Creek.

The Federal Government must consider what restrictions (per hour intervals from 10pm to 6am) are possible. Can a curfew (flight restrictions) of 2 or 4 or 6 hours be placed on the airport?

The Government must clearly explain how the airport at Mascot, in operation for 95 years (first flight in November 1919) can have strict restrictions of 80 flights per hour plus a curfew from 11pm-5am, whilst Western Sydney residents – where no airport has existed – are expected to have unrestricted flight operations.

This is especially perplexing considering many of the flights at Mascot can be directed over the ocean, whilst Badgerys Creek is in the middle of Western Sydney precisely where the population is growing.

The equity issue of flight operations must be addressed.

There are conclusive studies conducted across the world which demonstrate adverse physical health, mental health, and cognitive development for children exposed to aircraft noise.

The UK Civil Aviation Authority⁶ has undertaken research into aircraft noise exposure impact on health. UK CAA has undertaken a substantial literature review and clearly found evidence linking aircraft noise and sleep disturbances leading to:

- Significant concern for public health;
- Increased risk of heart attacks;
- Increased risk of hypertension – leading to strokes;
- Increased levels of cardiovascular disease;
 - Aircraft noise particularly at night-time, impacts on cardiovascular disease. Cardiovascular disease is the most common killer of Australians - young and old.⁷
- Increased annoyance and psychological health;
- Adverse impact on children's cognitive learning particularly for younger children;
 - there is evidence to suggest that long-term aircraft noise has a harmful effect on memory, sustained attention, reading comprehension and reading ability.
 - This was also demonstrated in previous Badgerys Creek Airport EIS's.
 - Evidence has been presented to suggest that children do not habituate to aircraft noise over time, and that an increase in noise can be

⁶ <https://www.caa.co.uk/consumers/environment/noise/aviation-noise-and-health/>

⁷ https://www.westernsydney.edu.au/schools/som/research/cardiovascular_disease

correlated with a delay in reading comprehension compared to those children not exposed to high levels of aircraft noise.

- Increased air pollution and consequential health impacts.
- The International Civil Organisation (ICAO) state that pollution from aviation; fish, mammals, reptiles, amphibians, and invertebrates can all be extremely susceptible to light and noise pollution.

Statistics on NSW Heart Attack admissions in the Sydney region identifies Blacktown as the highest region with 21.1 per 10,000; this is followed by 18.7 / 10,000 for the outer South-West and 16.6 / 10,000 for the South-West.⁸

With many academic studies conclusively showing aircraft noise from airports has adverse impacts on cardiovascular disease, mental health, strokes and heart attacks, and children’s cognitive learning; and with Western Sydney having above the state or national average (including Blacktown LGA the second highest in NSW) – can the Federal Government justify that the people of Western Sydney don’t deserve a few hours of uninterrupted sleep to save their health?

Mascot has a curfew from 11pm-5am (with minor exceptions) with restricted flights from 10pm-11am and 5am-6am. There are also restrictions to the maximum number of flights per hour. Why are Western Sydney residents less valued compared to those living closer to the eastern seaboard?

Recommendation 2: The State Government to lobby the Federal Government to consider suitable curfew hours after community consultation.

Recommendation 3: If the Federal Government fails to put in place a curfew, appropriate night-time restrictions must be legislated to ensure clear and enforceable limits on the number of flight movements per 15 minutes from 10pm to 6am.

Recommendation 4: The State Government must seek explanations from the Federal Government on what basis the inequity between the operations of Mascot and Badgerys Creek Airports are justified, and what measures will be taken to bring Mascot into line with Badgerys Creek.

F.3 Noise abatement programs for all houses in the flight paths with double glazed windows and other noise reducing insulation.

Using the virtual maps provided on the website indicate that homes impacted in the Blacktown electorate by proposed flight paths is likely to be at least 60 decibels (dB). This is different to other information published by the Australian Government – the *Western Sydney International (Nancy-Bird Walton) Airport noise assessment* brochure that indicates a typical departing A320-200 / B737-800 at 3,000ft would produce approximately 73dB of noise. Flight paths across the Blacktown electorate indicate flights would be approximately 2,500ft to 3,500ft.

⁸ <https://www.heartfoundation.org.au/media-releases/nsw-heart-attack-hot-spots>

Residential noise limitation usually starts at 55 or 60 dB with any noise above 70dB considered disturbing.

Air conditioners and water heaters are usually at 60 dB⁹ and according to NSW *Protection of the Environment Operations (Noise Control) Regulation 2017* and cannot operate¹⁰:

- Weekends and Public Holidays: not before 8am or after 10pm;
- Any other day: not before 7am or after 10pm.

The Australian Government expects by 2063 to accommodate approximately 82 million passengers annually plus extensive cargo movements resulting in over 370,000 air traffic movements for Western Sydney Airport.¹¹ Over time, flight paths are expected to change with the increased frequency of flights. Therefore, rules governing noise need to be established so regardless of future flight paths, frequency, noise implications and whoever may be in Government at the time, that simple rules are followed as to who can gain access to a double glazing and insulation program.

For 2023 international comparisons ranked by seats,¹² 82 million passenger movements at Western Sydney Airport is the equivalent of:

- 34% larger than the World's largest airport – Atlanta Hartsfield-Jackson in the USA.
- 26 million more passengers than the second largest airport in the world – Dubai International Airport; and
- 67% or 33 million more passengers than Heathrow airport (4th largest) where extensive studies demonstrate that aircraft noise is linked to cardiovascular disease, physical and mental health issues, and lower cognitive learning amongst school children.

This would include any house located in an area that is impacted by 55dB or more, assuming that the home was in existence prior to the commencement of the airport, will automatically be subsidised to have double glazed windows and ceiling noise insulation. This rule should be applied regardless of how many flights take place because:

- Everyone currently living in Western Sydney purchased their homes when no airport was in existence;
- NSW laws state that 60dB is the maximum noise allowable before restrictions apply; and,
- Residence should not be reliant on constant political fights depending who is in power and how much money may be available. Clear rules will make it easier for residents to know whether they claim for assistance or not.

⁹ <https://decibelpro.app/blog/how-loud-is-60-db-compared-to-other-volumes/>

¹⁰ <https://jbsolicitors.com.au/noise-restrictions-nsw/>

¹¹ https://www.westernsydneyairport.gov.au/sites/default/files/summary_brochure-an_airport_for_WS.pdf

¹² <https://www.oag.com/busiest-airports-world-2023?hsCtaTracking=20971c8e-26bd-4315-8bd9-e3f2950393f9%7Cbee00d89-84ea-4b57-80f3-e26f57c82df6>

Hansell *et al* (2013)¹³ research around Heathrow airport compared those exposed to aircraft noise levels below 51dB in the day-time to those exposed to aircraft noise levels over 63dB in the day-time had a 24% higher chance of a hospital admission for stroke; a 21% higher chance of a hospital admission for coronary heart disease; and a 14% higher chance of a hospital admission for cardiovascular disease.

Kaltenbach *et al* (2008)¹⁴ published *Health Consequences of Aircraft Noise* found “*outdoor noise limits of 60 dB(A) in the daytime and 50 dB(A) at night can be recommended on grounds of health protection. Hence, maximum values of 55 dB(A) for the day and 45 dB(A) for the night should be aimed for in order to protect the more sensitive segments of the population such as children, the elderly, and the chronically ill. These values are 5 to 10 dB(A) lower than those specified by the German federal law on aircraft noise.*”

Eriksson *et al* (2007)¹⁵ studied 2037 men in the 40 to 60 year age group over a 10 year period and found the presence of hypertension was documented by repeated medical examinations including blood pressure measurements and a questionnaire about cardiovascular treatments and risk factors. Exposure to aircraft noise above 50 dB(A) (FBN) was associated with a significant 20% increase in the risk of hypertension.

Federal Government EIS

It seems incongruent that the Federal Government authorities are underplaying the impact of noise stating that only 91 homes and other premises fall within the zone eligible to receive free insulation to abate noise. The Government EIS states “*The affected areas are mostly located within the ANEC 20 contours, which is estimated to contain less than 500 residents by 2040.*” This assessment completely ignores international research demonstrating 50-60dB can create health and cognitive problems.

Many homes in the Blacktown State electorate will be affected by noise of 60-70dB but according to the Federal Government, there is nothing wrong with living in areas impacted by 60-70dB, despite international studies as outlined above demonstrating that there will be an impact on people’s health. The Government is also basing its assessment on the initial limited flight paths and has not taken into account the proposed growth which will see it become one of the largest airports in the world with many variations in flight paths.

Massive growth in flight movements:

The Government is basing their noise abatement strategies on aircraft noise as anticipated for Stage 1 usage. Once the noise abatement strategies are set, it seems the Government will abandon the people of Western Sydney by ignoring the fact that aircraft movements per annum will **increase 4 times between** stage 1 operations of 21 total peak hour air traffic movements to 85 by 2063. Total aircraft movements will exceed 1,000 flights per day on average or 42 flights per hour

¹³ Hansell, A.L., Blangiardo, M., Fortunato, L., Floud, S., de Hoogh, K., Fecht, D., et al. (2013). Aircraft noise and cardiovascular disease near Heathrow airport in London: small area study. *British Medical Journal*, 347, f5432

¹⁴ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2696954/>

¹⁵ Eriksson C, Rosenlund M, Pershagen G, Hilding A, Ostenson C-G, Bluhm G. Aircraft noise and incidence of hypertension. *Epidemiology*. 2007;18:716–772.

around the clock, 365 days a year. This will have a dramatic impact across Western Sydney.

Insulation and double-glazing ought to be made mandatory for the Government to install in homes with flexibility to take into account future changes to flight paths. Similar programs have been put in place for Mascot and other airports.

Research demonstrates¹⁶ that Western Sydney will be exposed to increased number of extreme heat days over the next few decades. This is further compounded by the adverse health impacts attributed to the airport, massive developments including commercial, residential, industrial and supporting infrastructure such as roads and airports are replacing trees and adding to the urban heat effect.

The tree replacement policy generally requires 3 new trees planted for every tree removed in new release areas. Unfortunately, the new airport construction had a policy of 1:1 replacement that could be offset with dollars sets aside to an environmental fund rather than planting trees. The net effect is that Western Sydney will become hotter as a result of the airport construction and on the ongoing usage. This further emphasises the need for the Federal Government to be flexible in financially supporting Western Sydney with retrofitting double glazing and insulation.

Recommendation 5: State Government to lobby the Federal Government that any house located in an area that is impacted by 55dB or more, assuming that the home was in existence prior to the commencement of the airport, will automatically be subsidised to have double glazed windows and ceiling noise insulation retrofitted.

Recommendation 6: State Government to lobby the Federal Government that as a result of the airport and the urban heat effect, that the Federal Government provide financial support for Western Sydney residents (not able to directly benefit from any noise abatement program) to install double glazing and insulation.

Recommendation 7: State Government to lobby the Federal Government that the Government must develop noise abatement (double glazing and insulation) solutions today to accommodate changing flight patterns or increased usage over time, so residents understand what they are entitled with changing conditions.

F.4 A program to upgrade local schools with double glazed windows and other noise reducing insulation.

Previous Badgerys Creek Airport EIS studies and ERCD Report 0908 *Aircraft Noise and Children's Learning*¹⁷ concluded that schools under flightpaths will adversely impact on students' academic performance.

¹⁶ <https://www.uts.edu.au/news/social-justice-sustainability/extreme-heat-getting-worse-west>

¹⁷ <https://publicapps.caa.co.uk/docs/33/ERCD200908.pdf>

ERCD Report 0908 provided an international literature review (1975 onwards) on aircraft noise and children's learning which found a deleterious effect on memory, sustained attention, reading comprehension and reading ability and delayed language acquisition. Aircraft noise also impacted on children having a higher degree of helplessness, annoyance, and more likely to give up on tasks. The results also indicated the younger the child the more impact aircraft noise had.

In addition to Point 2 above that demonstrates exposure to aircraft noise of 50 to 60dB can have an impact on a person's health, further studies such as Kaltenbach (2008)¹⁸ determine that *"In residential areas, outdoor aircraft noise-induced equivalent noise levels of 60 dB(A) in the daytime and 45 dB(A) at night are associated with an increased incidence of hypertension."* School children in areas exposed between 50-60 dB will have their studies and health impacted.

Schools' must be supported with improved infrastructure that will support the academic environment for students impacted by flight paths.

Recommendation 8: The State Government to lobby the Federal Government for noise abatement such as double glazing and insulation need to be funded for schools under the flightpath generating 55dB or more.

F.5 A program to provide local businesses with double glazed windows and other noise reducing insulation where flightpath noise will impact on service delivery.

As noted above by ERCD Report 0908, the younger the child the more impact aircraft noise will have on their cognitive development. Therefore, childcare centres ought to have access to noise abatement grants to reduce the impact on children.

Morrell, Taylor and Lyle (1997)¹⁹ undertook a literature review and found evidence that:

"...people with a pre-existing psychological or psychiatric condition may be more susceptible to the effects of exposure to aircraft noise. Attendance at general practitioners, self-reported health problems and use of medications, have been associated with exposure to aircraft noise."

Kaltenbach (2008)²⁰ proposes that the *"maximum [value] of 55 dB(A) for the day and 45 dB(A) for the night should be aimed for in order to protect the more sensitive segments of the population such as children, the elderly, and the chronically ill."*

Consideration needs to be applied to aged care facilities, childcare centres, disability accommodation, refuges and boarding homes as additional noise can impact on people as demonstrated above that flightpath noise impacts on school students but exacerbated for those less tolerant to intermittent noise generated by flights.

¹⁸ https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2696954/pdf/Dtsch_Arztebl_Int-105-0548.pdf

¹⁹ <https://onlinelibrary.wiley.com/doi/epdf/10.1111/j.1467-842X.1997.tb01690.x>

²⁰ https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2696954/pdf/Dtsch_Arztebl_Int-105-0548.pdf

Recommendation 9: State Government to lobby the Federal Government for noise abatement such as double glazing and insulation needs to be considered for aged care facilities, childcare centres, disability accommodation, refuges and boarding homes under the flightpath generating 55dB or more.

F.6 Transparency of ongoing monitoring for the airport by establishing an independent monitoring committee to report to residents.

Clear, transparent and ongoing communication with Western Sydney residents is required. Establishing a committee of community representatives would be the best way to monitor and provide timely feedback to the Federal Government and airport authority on behalf of the Western Sydney residents.

The committee ought to have independent thinkers rather than lobbyists and proponents of the airport as to provide a real transparent independent think tank of ideas for future consideration.

Recommendation 10: NSW Government to establish an independent committee to be the people's voice to improve transparency and accountability to the community regarding the Western Sydney Airport.

F.7 Economic Impact

Honest and transparent appraisal of the potential economic and jobs generator for Western Sydney ought to be developed.

Definition of Western Sydney region:

A clear definition of the Western Sydney councils ought to be identified. The previous Liberal Governments (both Federal and State) have excluded Blacktown Local Government area and concentrated on Western Sydney City Deal councils – Hawkesbury, Penrith, Blue Mountains, Fairfield, Liverpool, Campbelltown, Camden and Wollondilly.

The EIS economic report focuses on 8 councils but swaps out Campbelltown for Blacktown.

Deloitte's **Shaping Future Cities** forum developing a plan in Optimising Western Sydney Airport, chaired by David Borger (Western Sydney Director of the Sydney Business Chamber), decided to swap out Blue Mountains for Bankstown, therefore keeping Liverpool, Penrith, Campbelltown, Camden, Wollondilly and Fairfield.

Gordon Henwood as a committee member for **Forum on Western Sydney Airport** on 15th October 2020 also identified 8 councils but added in Blacktown, The Hills Shire and Parramatta. Mr Henwood is right that the additional 3 councils ought to be included but were excluded from the Forum on Western Sydney Airport as well as excluded from the NSW Government economic office based out at Liverpool.

Western Sydney Regional Organisations of Council (WSROC) has been in existence in various forms since 1973 as an initiative to bring western Sydney councils together and develop a coordinated plan. Unfortunately, self-interest and the previous Liberal State Government through the use of the Greater Cities Commission or Western Sydney Cities Deal have attempted to entice councils away. WSROC should be used as the vehicle to provide sensible policy development on behalf of Western Sydney councils and coordinate the discussions with State and Federal Government bodies and ministerial representatives.

And the real economic impact and jobs generated is?

The current published EIS on exhibition quotes the Ernst and Young (2016) conclusion *as part of the 2016 EIS that airport operations would directly generate around 8,730 jobs in 2031 increasing to 61,500 jobs by 2063.*

There have been alternative views of jobs that will be generated:

- Western Sydney University report *Where are the Jobs* (2020)²¹ states: *“environmental impact statements prepared for the airport proposal in 2016 estimate a fully operational airport by 2063 will generate 88,580 direct airport jobs, 27,150 direct jobs on an adjoining business park, with supply chain and multiplier effects adding 29,200 jobs elsewhere across Western Sydney.”*
 - That is approximately 144,930 jobs which 135% (or 83,430 jobs) higher than the EIS.
- NSW Business Chamber report announced in 2013 *“WSA would create about 20,000 jobs directly and a further 10,000 in the wider community by stimulating economic activity in the region by 2050.”*
- Chris Brown in 2016²², who pops up in various iterations, this time as Western Sydney Rail Alliance, states that earlier figures show nearly 165,000 Western Sydney jobs would be created by a north south rail link to the future Badgerys Creek Airport.
 - Later, Chris Brown using his *Western Sydney Leadership Dialogue* vehicle, at his Boomtown 2018 Conference stated; *“Greater Western Sydney’s Property and Infrastructure Summit” that within 5 years after the airport opens will generate 28,000 direct and indirect jobs and eventually 200,000 employees at the neighbouring aerotropolis.”*
- David Borger said Dec 2013, *“Western Sydney faces a 500,000 jobs deficit by 2050 if governments do not undertake large, job-generating infrastructure projects in Western Sydney such as an airport at Badgerys Creek.”*²³ I am unsure how the airport was going to be the great panacea given two months

²¹ O’Neill, P., 2020, Where are the jobs? Part 3: Western Sydney workers in 2036, Centre for Western Sydney, Western Sydney University, Parramatta

²² <https://www.dailytelegraph.com.au/newslocal/penrith-press/alliance-rails-over-jobs-delay/news-story/596604f3c4cd3250504600396d6b0182>

²³ <https://www.sbs.com.au/news/article/nsw-lobbyists-welcome-second-airport-move/77b850nzb>

earlier he restated the NSW Business Chambers view that 30,000 (direct/indirect) jobs will be generated.

- Minister Truss announces²⁴ in 2015 that the new western Sydney Airport is set to create more than 3000 jobs in 2022, nearly 9000 in 2031, and 60,000 in 2063.
- Mr Sam Sangster, CEO at Western City & Aerotropolis Authority (WCAA) at the Forum on Western Sydney Airport on 6 December 2019 expected 220,000 jobs to be created within the Aerotropolis.
- Steve Brown from Deloitte (2013)²⁵, which did a detailed economic analysis of a western Sydney airport, said 34,000 to 46,000 jobs would be in the region by 2050.
- Watson & O’Leary (2018)²⁶ p.5 in the Jobs for the West report, stated the Badgerys Creek Airport *“overall jobs claims—such as 8,700 aviation jobs by 2031—are vastly exaggerated. Comparable airports, such as Adelaide, support only 1,600 aviation jobs. Proposals for an adjacent business park also appear unrealistic, with the airport’s proponents suggesting that another 4,000 jobs will arise from economic activities around the airport. A real-world comparison with a number of other business parks in Sydney also shows that these numbers are massively inflated.”*

As the above indicates, there have been many charlatans and lobbyists confusing the debate with many more wild assertions to the number and speed of jobs to be generated by the new airport. The Government (both State and Federal) need to ensure the economic bonuses from the airport allows the Western Sydney region to benefit. Currently, Blacktown Local Government area, second to Parramatta regarding gross regional product; the largest populated council in NSW; and economic growth the past 10 years has averaged 3.6% outperforming the NSW economy for each of those 10 years has been overlooked to the detriment of the aerotropolis. The EIS states that by 2063, 61,500 jobs will be created, or on average 1,577 jobs per year. Blacktown Local Government area over the past 10 years has generated 26,367.²⁷ The jobs generated by aerotropolis over 39 years for the western Sydney region will be delivered in Blacktown Council area only within 23 years.

Therefore, a coordinated innovative approach to jobs generation and economic stimulus needs to be organised. The lobbyists who have popped up since the airport’s announcement have not added any value, and if anything, hinder the future success of the airport.

Recommendation 11: State Government to ensure Western Sydney Regional Organisation of Councils (WSROC) is the voice for Western Sydney communities and councils to help coordinate / facilitate transparent

²⁴ <https://www.9news.com.au/national/badgerys-to-take-full-range-of-aircraft/7cabb7a1-a7fd-49ec-b319-78adfcf6b51b>

²⁵ <https://www.dailytelegraph.com.au/newslocal/west/sydney-business-chamber-western-sydney-meeting-hears-compelling-argument-in-favour-of-sydney8217s-second-airport-at-badgerys-creek/news-story/d0c4f71f85fdb6cbd38e1ddb911c812>

²⁶ https://www.ianwatson.com.au/pubs/watson_oleary_jobs_for_the_west.pdf

²⁷ <https://economy.id.com.au/blacktown>

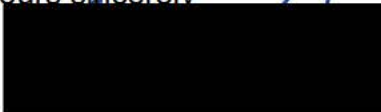
discussions between Western Sydney communities and Government agencies.

Recommendation 12: A transparent and robust jobs and economic plan must be developed incorporating all Western Sydney Councils including: The Hills, Hawkesbury, Penrith, Blue Mountains; Blacktown, Parramatta, Cumberland, Fairfield, Canterbury/Bankstown, Liverpool, Campbelltown, Camden and Wollondilly.

Recommendation 13: Economic, tourism, sporting and industry plans must be coordinated between Government (State/Federal), with WSROC and the named councils in recommendation 12.

I thank the NSW Legislative Assembly Committee on Transport and Infrastructure for this important feedback opportunity that has been denied to the people of Western Sydney for so many years. I look forward to the Government response. Please feel free to contact me if you have any questions.

Yours sincerely

A black rectangular redaction box covers the signature area. A blue ink scribble is visible above the box.

Stephen Bali MP
Member for Blacktown

Summary of Recommendations

Recommendation 1: The Federal Government investigate and announce a timeline to implement the alternative (either pipe or rail) to trucks to move the fuel to Western Sydney Airport.

Recommendation 2: The State Government to lobby the Federal Government to consider suitable curfew hours after community consultation.

Recommendation 3: If the Federal Government fails to put in place a curfew, appropriate night-time restrictions must be legislated to ensure clear and enforceable limits on the number of flight movements per 15 minutes from 10pm to 6am.

Recommendation 4: The State Government must seek explanations from the Federal Government on what basis the inequity between the operations of Mascot and Badgerys Creek Airports are justified, and what measures will be taken to bring Mascot into line with Badgerys Creek.

Recommendation 5: State Government to lobby the Federal Government that any house located in an area that is impacted by 55dB or more, assuming that the home was in existence prior to the commencement of the airport, will automatically be subsidised to have double glazed windows and ceiling noise insulation retrofitted.

Recommendation 6: State Government to lobby the Federal Government that as a result of the airport and the urban heat effect, that the Federal Government provide financial support for Western Sydney residents (not able to directly benefit from any noise abatement program) to install double glazing and insulation.

Recommendation 7: State Government to lobby the Federal Government that the Government must develop noise abatement (double glazing and insulation) solutions today to accommodate changing flight patterns or increased usage over time, so residents understand what they are entitled with changing conditions.

Recommendation 8: The State Government to lobby the Federal Government for noise abatement such as double glazing and insulation need to be funded for schools under the flightpath generating 55dB or more.

Recommendation 9: State Government to lobby the Federal Government for noise abatement such as double glazing and insulation needs to be considered for aged care facilities, childcare centres, disability accommodation, refuges and boarding homes under the flightpath generating 55dB or more.

Recommendation 10: NSW Government to establish an independent committee to be the people's voice to improve transparency and accountability to the community regarding the Western Sydney Airport.

Recommendation 11: State Government to ensure Western Sydney Regional Organisation of Councils (WSROC) is the voice for Western Sydney communities and councils to help coordinate / facilitate transparent discussions between Western Sydney communities and Government agencies.

Recommendation 12: A transparent and robust jobs and economic plan must be developed incorporating all Western Sydney Councils including: The Hills, Hawkesbury, Penrith, Blue Mountains; Blacktown, Parramatta, Cumberland, Fairfield, Canterbury/Bankstown, Liverpool, Campbelltown, Camden and Wollondilly.

Recommendation 13: Economic, tourism, sporting and industry plans must be coordinated between Government (State/Federal), with WSROC and the named councils in recommendation 12.