

WSI Master Plan Feedback
P.O. Box 397
LIVERPOOL NSW 1871

2 September 2025

Dear Sir/Madam,

SUBMISSION TO THE PRELIMINARY DRAFT WESTERN SYDNEY INTERNATIONAL AIRPORT MASTER PLAN 2025-2045

Thank you for the opportunity to provide feedback on the Preliminary Draft Western Sydney International Airport Master Plan 2025-2045.

The Wollondilly Shire Local Government Area is well located to potentially benefit from the airport through attracting investment and growing local jobs, subject to the provision of enabling transport infrastructure improving connectivity to the airport.

However, our close proximity to the Western Sydney (Nancy-Bird) Walton Airport and surrounding precinct also means that our residents and sensitive natural environments are located underneath proposed flight paths and are likely to be adversely impacted. The voice has been strong and clear.

Our submission highlights the need for stronger recognition of Wollondilly's proximity to the airport, improved connectivity, and fair consideration of local impacts. The submission outlines key recommendations to ensure Wollondilly's residents and businesses are supported and positioned to benefit from the airport.

Our submission also notes and highlights our key areas of concern on behalf of our residents regarding the inconsistent and unfair planning controls that have been applied, the lack of fairness and equity to residents of Wollondilly, and importantly, we call on Western Sydney Airport to make representations on behalf of Wollondilly and its residents to rectify these impacts.

In summary, our submission notes:

- The planning framework, and the airport safeguards, and how they apply to land outside the aerotropolis precinct should be reviewed
- Stronger commitments around equitable public transport access, noise mitigation, governance, environmental protection, and early delivery of the fuel pipeline.
- Council emphasises the unfairness faced by our residents: strict planning controls restrict development on properties affected by noise, yet these same residents are excluded from the Noise Insulation and Property Acquisition (NIPA) scheme until 2055. This inconsistent application of standards means that some households are left in limbo – unable to improve their homes, yet denied access to mitigation. Council calls for consistency, fairness, and equity in the application of all noise-related measures.

- Support for Councils advocacy to recategorise three key roads as State Roads
- Explicit recognition of Wollondilly Shire as a neighbouring LGA within the final Master Plan
- Reframing how the airport fits within Greater Sydney by recognising areas and connections from the airport to the west and south west
- Prioritisation of the metro rail extension from Campbelltown to Bradfield (via Oran Park and Narellan) for delivery soon after 2030.
- Inclusion of Wollondilly in strategic planning for agribusiness and supply chain opportunities near the Aerotropolis
- Specific risks to Warragamba Dam catchment and Blue Mountains UNESCO values must be addressed explicitly.
- baseline monitoring in Silverdale and Warragamba to establish true environmental, health, and amenity conditions before airport operations commence. This is essential to measure and respond to actual impacts.

Wollondilly Shire Council is also a member of The Parks, Sydney's Parkland Councils which is an alliance of the eight local governments that have partnered with the Australia and New South Wales Governments to deliver the 20-year Western Sydney City Deal.

We support the submission made by The Parks, Sydney Parkland Councils. This includes the need for greater commitment to connecting Western Sydney residents to the airport through essential public transport options, concerns regarding noise impacts and impacts on the environment.

Council strongly emphasises that Wollondilly is directly and uniquely impacted by Western Sydney International. Our residents must not be unfairly burdened with the costs of growth while inner Sydney enjoys protections. Equity, transparency and infrastructure delivery are critical to ensure the airport delivers benefits for all communities, not just those closer to the Sydney.

If you require any further information or clarification in response to this submission please contact Mark Ruddiman, Senior Strategic Planner on (02) 4677 1100 or via email at mark.ruddiman@wollondilly.nsw.gov.au

Yours faithfully,



Stephen Gardiner
Manager Shire Planning | Head of Advocacy
Shire Futures

Our Position

Wollondilly Shire Council supports the vision for the Western Sydney International Airport and acknowledges its potential to deliver investment and employment opportunities across the region.

However, the draft master plan lacks sufficient recognition of Wollondilly's proximity to the airport and the significant opportunities and impacts this presents.

Council and Council staff have consistently advocated for greater clarity on the planning controls that would apply to Wollondilly.

Rules banning secondary dwellings introduced by the NSW Department of Planning in some of Wollondilly's northern villages due to the new Western Sydney airport operations are unfortunately causing heartache and financial pain for some residents.

The changes were brought in suddenly in late 2020 by the Department without any meaningful community consultation, and Council is required to follow them despite its objections to some parts of them.

Our Recommendations

Recommendation 1:

The master plan recognises the need to review the planning framework, particularly the airport safeguards that apply to land outside of the aerotropolis precinct.

Recommendation 2:

The master plan explicitly address the transfer of curfew-exempt night flights to WSI and establish a robust noise monitoring and mitigation framework.

Recommendation 3:

That WSI advocate on behalf of Wollondilly for

1. Changes to planning controls to make it fair for our residents, and
2. Changes to the draft Noise Insulation and Property Acquisition Policy be updated so that residential buildings that are either within the N60 (24 hrs) area where more than 10 flights per day would exceed 60 dB(A) in 2055 or who fall within the area subject to the SEPP (Precincts – Western Parkland City) 2021 land use restrictions have access to the Noise insulation and property acquisition scheme.
3. Changes to ensure both Kingsford Smith and Western Sydney International should be subject to the same curfew regime.

Recommendation 4:

The master plan include an Urban Heat Strategy, dark sky protection measures, and environmental monitoring commitments to safeguard the Greater Blue Mountains and Warragamba Dam precincts.

Recommendation 5:

That base line data be collected in Silverdale and Warragamba now, before airport operations commence.

Recommendation 6:

The metro rail extension from Campbelltown to Bradfield, via Oran Park and Narellan, be prioritised for delivery as soon after 2030 as possible to ensure efficient, equitable airport access for South West Sydney residents.

Recommendation 7:

The master plan commit to east–west transport connections, first/last-mile services, and rapid bus investment to ensure equitable access

Recommendation 8:

External road improvements are identified to improve western connections.

Recommendation 9:

WSI support Council's advocacy for appropriate Road Re-categorisation for Remembrance Driveway, Menangle Road and Silverdale & Burragorang Roads

Recommendation 10:

The master plan explicitly acknowledges Wollondilly Shire's proximity to the airport, including the potential opportunities and impacts.

Recommendation 11:

The master plan is updated to recognise agribusiness opportunities in Wollondilly to support local producers and offset land use restrictions.

Recommendation 12:

Local government authorities be included in the Community Aviation Consultation Group to ensure representation of impacted communities.

Recommendation 13:

The master plan include clear commitments to equitable job distribution, skills pathways, and safeguards to protect existing centres such as Campbelltown and Liverpool.

Recommendation 14:

It is recommended that the master plan consider future education and training opportunities in Wollondilly Local Government Area.

Recommendation 15:

The master plan consider future education and training opportunities in Wollondilly Local Government Area.

Recommendation 16:

The master plan bring forward planning and delivery of a fuel pipeline before 2035 and commit to public reporting on progress.

Recommendation 17:

The master plan establish a formal governance model with guaranteed council representation and post-exhibition reporting

Recommendation 18:

Commitment that any significant changes made to the master plan as a result of exhibition or other process be re-exhibited

Response to proposed amendments

1. Planning framework to support the airport – Needs to be Fair

Council has been strongly advocating about the inequity our residents face with restrictive planning controls but are excluded from the Noise Insulation and Property Acquisition (NIPA) scheme. This results in two different standards for people experiencing the same noise impacts – an unfair outcome that must be corrected.

The Master Plan must also explicitly address the transfer of curfew-exempt freight flights from Kingsford Smith Airport to Western Sydney International. While these flights currently arrive over Botany Bay and affect very few residents, under WSI they will directly overfly communities in Western Sydney, including Wollondilly. This represents a profound equity issue, with the region being asked to absorb significant impacts without commensurate benefits.

Wollondilly calls for a clear and transparent framework for noise monitoring, mitigation, and community engagement. The principle must be clear: Western Sydney should not be disproportionately burdened by the costs of 24/7 operations without strong protections and offsetting benefits.

There is an opportunity for the master plan to review the planning framework, in particular, the airport safeguards as they have been applied to land outside the aerotropolis precinct.

While some of these matters may be perceived as outside the scope of the master plan, the Western Sydney Airport has an obligation to our residents to actively pursue appropriate planning controls and operations for the airport to the relevant authorities, and we strongly call for this support.

Noise Sensitive Development

Clause 4.17 in SEPP (Western Parkland City) 2021 currently prohibits noise sensitive development; such as secondary dwellings in areas with the ANEF or ANEC contour 20 or greater.

Our Council is of the view that the current prohibition on secondary dwellings on land that is in an ANEF or ANEC contour of 20 or greater is too onerous and does not achieve good planning outcomes in its current form.

This is especially the case when there are no limitations on the size of a standard dwelling. This leads to the perverse outcome that someone can build a 10-bedroom home on their property in the impacted area, but someone with a 2-bedroom home on 40 acres cannot build a secondary dwelling (granny flat) with another bedroom for their ageing parents.

It is noted that Part D of the Master Plan discusses options for noise mitigation for affected residents associated with the operation of the airport, and refers to the Noise Insulation and Property Acquisition (NIPA) Policy, which was previously exhibited with the Environmental Impact Statement in 2023/24. Council raised two key concerns with the NIPA Policy at that time which still have not been

addressed, and the Master plan presents an opportunity to better consider these. Specifically the concerns raised are as follows:

1. Although the NIPA only applies to land within the ANEC 20 contour for single runway operations (i.e. to 2055), the land use restrictions (on uses such as Secondary Dwellings) under the SEPP (Western Parkland City) 2021 have been applied to the ANEC 20 contour areas as they would apply to a 2 runway scenario (as of 2063). These restrictions have applied to landowners as of October 2020, however a majority of the affected landowners in Wollondilly will not actually be able to access the NIPA scheme until 2055.
2. Under the Policy, those properties that are within the ANEC 20 Contour will be eligible for treatments to residential and non-residential buildings. The assessment provided under Chapter 11 'Noise' in the Draft EIS relies on AS 2021:2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction (AS 2021:2015) where it states that buildings within the ANEC 20 contour should be constructed to an indoor design sound level of 50dB(A) for sleeping areas and dedicated lounges, with 55 dB(A) for other habitable spaces, requiring significant additional noise insulation treatment than standard residential construction.
3. Under the 2055 (single runway) scenario, only a small area of land in Wollondilly would fall within the ANEC 20 contour area. However, a significant area of land in the Wollondilly Local Government Area is within the noise affected area when considering the Cumulative Noise Metrics N70 (24 hrs), N60 (24 hrs) and N60 (overnight only) in the Draft EIS. Applying the N60 (24 hrs) metric, being the worst-case scenario, a significant area of Wollondilly would be affected, including areas in the southern portion of Silverdale which could experience in excess of 100 flights per day which generate a noise level of greater than 60 decibels (i.e. far greater than the NIPA scheme proposes to engineer the noise levels within dwellings down to). However, as they are not located within the ANEC 20 contour area for single runway operations, they will not have access to the NIPA scheme.

Development Within the Wildlife Buffer Area

The current planning controls under the SEPP have established planning barriers to encouraging greater horticultural production in Wollondilly.

The current 'Wildlife Hazards' clause in the SEPP prevents fast-tracked planning approval pathways for horticulture development in the Wildlife buffer zone and is a barrier to growing a strong, viable and diverse agricultural industry in Wollondilly with the buffer zone applying to almost 4,900 hectares of land in the Shire.

Wollondilly is also advocating for a review of the controls to remove additional considerations where horticulture is undertaken in a controlled environment such as a greenhouse. This is particularly important given the opportunities that will arise in the northern part of the Wollondilly Local Government Area which is close proximity to the aerotropolis (in particular the agribusiness precinct in the aerotropolis).

Our Shire does not want to be penalised, whilst other areas for agriculture are allowed to flourish.

It is recommended that the master plan recognise the need for a review of the planning framework, particularly the airport safeguards that apply to land outside of the aerotropolis precinct.

It is recommended that the master plan explicitly address the transfer of curfew-exempt night flights to WSI and establish a robust noise monitoring and mitigation framework

Noting recommendation 1, that WSI advocate on behalf of Wollondilly for

1. Changes to planning controls to make it fair for our residents, and
2. Changes to the draft Noise Insulation and Property Acquisition Policy be updated so that residential buildings that are either within the N60 (24 hrs) area where more than 10 flights per day would exceed 60 dB(A) in 2055 or who fall within the area subject to the SEPP (Precincts – Western Parkland City) 2021 land use restrictions have access to the Noise insulation and property acquisition scheme.
3. Changes should be made to ensure both Kingsford Smith and Western Sydney International should be subject to the same curfew regime.

2. Impacts on Environment and Heritage

The Master Plan is largely silent on the pressing issue of urban heat, despite Western Sydney being one of the hottest regions in the state. Wollondilly recommends the inclusion of a clear Urban Heat Strategy covering canopy targets, stormwater re-use, and cooling infrastructure. This needs to be supported by appropriate monitoring.

Furthermore, WSI operations will have impacts well beyond the Aerotropolis, including on the Greater Blue Mountains World Heritage Area and associated tourism economy.

The protection of dark skies, natural amenity and wilderness values is not only an environmental imperative but an economic one, underpinning a visitor economy worth billions to New South Wales. The Master Plan should recognise and commit to monitoring, reporting, and mitigation measures to safeguard these assets.

For noise, and for the other monitoring requested above, Council calls for baseline monitoring in Silverdale and Warragamba to occur now, to establish clear data before airport operations commence. Without baseline data, true impacts cannot be measured or mitigated.

The Master plan must commit to protecting Warragamba Dam catchment from aviation impacts and safeguarding the Blue Mountains UNESCO World Heritage values. Biosecurity risks and Indigenous cultural heritage must be explicitly addressed.

It is recommended that the master plan includes an Urban Heat Strategy, dark sky protection measures, and environmental monitoring (including heat monitoring) commitments to safeguard the Greater Blue Mountains and Warragamba Dam precincts.

It is recommended that Base line data be rolled out in Silverdale and Warragamba now, before airport operations commence.

3. Growth of the Metro and Rail Services

It is noted that the new Sydney Metro – Western Sydney Airport line will initially run between St Mary's, the airport and Bradfield. The draft Master Plan's acknowledgment in Section D.6.5.5 (page 329) that the *termination of the metro service at Bradfield leaves a significant missing [rail] link* to South West Sydney is welcomed. Although the Master Plan acknowledges that, over time, this will be addressed via an extension from Bradfield to the South West rail line (i.e. to Glenfield via Leppington and to Macarthur), the timing of the delivery of this critical infrastructure is not clear in the Master Plan.

The Master Plan acknowledges, that *a metro extension from Bradfield to the south west rail link (at Leppington and onto Glenfield) is the key priority for WSI, as it will connect WSI to south west Sydney* and also notes that *once established, this connection will enable passengers and workers to travel between Sydney's south west and the airport without relying on congested roadways*. Although the Master Plan notes that the Metro will be delivered as soon as feasible after 2030, it then goes on to state that *the Infrastructure NSW Sector Plan forecasts that extensions to rail and metro lines to the south of the airport will be in construction by 2040*. This suggests that the connection to Glenfield and Macarthur will not actually be in place until after 2040.

In our view, all reasonable efforts and funding allocations should be made, so that, at a minimum, the south west rail link can be constructed soon after 2030. The Master Plan itself notes that at 2030, the runway operations will be such that could manage 8.4 million passengers and 68,700 air traffic movements per year and as such all necessary connecting infrastructure (particular to residents of all adjoining Local Government Areas) should be in place.

The absence of this rail link will leave residents of South West Sydney, in particular residents of the Wollondilly Local Government Area and further south, at a significant disadvantage and will effectively result in residents having to rely on car travel to access the airport.

The following includes an outline of the difference in rail travel journeys for a resident in the Wollondilly LGA to the existing Sydney Airport and the new WSI airport without a direct link between the WSI airport and the South West rail line:

- For a resident in the Wollondilly LGA (assuming that they live in reasonable proximity to a train station such as Bargo, Tahmoor or Picton) travelling either to the Sydney international or domestic airport train station, the journey would typically occur as follows:
 - Departure station to Macarthur (Southern Highlands line);
 - Macarthur to Domestic/International Terminal station (Airport/East Hills Line)

Macarthur to Sydney International Airport would typically take approximately 50 minutes assuming no delays.

- For a resident in the Wollondilly LGA (assuming that they live in reasonable proximity to a train station such as Bargo, Tahmoor or Picton) travelling the

Western Sydney International Airport, an example of the journey required would be as follows:

- Departure station to Macarthur (Southern Highlands line);
- Macarthur to Glenfield (Airport/East Hills line);
- Glenfield to Parramatta (Cumberland Line);
- Parramatta to St Mary's (Western Line);
- St Mary's to WSI Airport (connecting line to be constructed)

Macarthur to St Mary's would currently take approximately an hour and a half (assuming no delays). This would extend beyond 2 hours when factoring in a starting point within the Wollondilly LGA, and travel from St Mary's station to the Airport.

In the scenarios listed above, this would result in a situation whereby it would take roughly half the time for residents in the Wollondilly LGA to travel to the Sydney Airport by train as it would to travel to WSI Airport, despite WSI Airport being located only a matter of kilometres from the boundary of our LGA. It should also be noted that the southern rail line which services Wollondilly and connects to Macarthur, also services regional townships south of the Wollondilly LGA (extending as far as Moss Vale) and for residents in these areas the journeys listed above would take an even greater amount of time.

The scenarios above highlight the need for the metro rail service which connects the airport to Glenfield and Macarthur to be prioritised.

It is recommended that the metro rail extension from Campbelltown to Bradfield, via Oran Park and Narellan, be prioritised for delivery as soon after 2030 as possible, to ensure efficient, equitable airport access for South West Sydney residents, particularly those in Wollondilly.

This should form part of the full south north south rail link from Campbelltown to Tallawong.

It is noted that the Western Sydney Transport Infrastructure Panel (April 2023) are recommending funding for commencement of the Macarthur Metro between 2029 to 2032. This recommendation was accepted by the NSW Government.

In addition to the critical metro extension, it is essential that the Master Plan commit to a comprehensive package of east-west public transport connections and rapid bus services from day one of operations. Communities such as Silverdale, Warragamba, and Wallacia will otherwise remain reliant on private vehicles despite being located only kilometres from the Aerotropolis. The omission of these connections undermines equitable access and limits the airport's viability for local residents.

Current mode share projections in the Master Plan suggest only 5% of passengers will access WSI by rail in 2030, compared with 25% at Kingsford Smith Airport. Without equivalent access options, Wollondilly residents will face the perverse outcome that travelling to Kingsford Smith by train is faster and easier than to WSI, despite our proximity. Unless addressed, WSI risks being bypassed by the very communities it is intended to serve.

There appears to be a discrepancy in the some of the information provided in Part D6.3, in this section it initially states that approximately 25% of passengers use rail at Sydney Airport, largely because of the airports direct link to the Sydney CBD. That section then goes on to state that by 2030, we expect to align more closely with the current mode share of Sydney Airport. However, this is not backed up by Figure D.28 on page 315 which shows the Mode Share Projections (2027, 2030, 2045) and projects that 5% of passengers will use rail at the airport in 2030.

It is recommended that the metro rail extension from Campbelltown to Bradfield, via Oran Park and Narellan, be prioritised for delivery as soon after 2030 as possible to ensure efficient, equitable airport access for South West Sydney residents.

It is recommended that the master plan commits to east-west transport connections, first/last-mile services, and rapid bus investment to ensure equitable access

4. Inadequate Road Connections to Wollondilly

Part D, Section 6.6 of the master plan, which addresses ground transport growth, includes consideration of external road improvements beyond 2030. Whilst the proposed improvements are acknowledged, they are currently limited to north–south corridors and connections to the east.

The Master plan fails to adequately recognise the cumulative burden on Wollondilly’s road network (and broader south western Sydney), particularly east–west links. This omission risks shifting unacceptable traffic burdens onto our community.

Council calls for recognition of east–west connections to the Aerotropolis, upgraded intersections, and recategorisation of key roads. Any significant changes to the Master plan must be re-exhibited to ensure accountability and transparency.

We consider that the master plan should also recognise and prioritise improved western road connections with the Western Sydney Aerotropolis. This is particularly important for the northern part of Wollondilly Shire, including Silverdale and Warragamba, which remain underserved in the current planning framework.

These areas are strategically located within approximately 10 km of the Aerotropolis and act as key gateways to the Greater Sydney Region. Improved connectivity would not only enhance access from the Aerotropolis precinct to surrounding rural lands (including Silverdale and Wallacia), but would also support local tourism and economic growth by improving access to attractions such as Warragamba Dam and the Greater Blue Mountains World Heritage Area.

Several key roads in this area – including Remembrance Driveway, Menangle Road, and Silverdale Road – already function as major freight corridors, with heavy vehicle volumes exceeding those of typical regional roads. These routes also play critical roles as alternate connections during road closures, evacuation events, or congestion on the Hume Motorway (M31), further underscoring their strategic value. Moreover, all four roads are expected to transition to state roads, reinforcing their importance within the regional transport network.

In light of this, we seek two outcomes:

1. **Advocacy support** for Council’s application to reclassify these key roads as State Roads. This would free up resources within the regional road network and enable greater investment in maintaining and upgrading local roads, directly benefiting the communities they serve.
2. **Infrastructure upgrades** – such as improvements to the intersection of Park Road and Wilmington Road, west of the Agribusiness Precinct – to ensure road ownership aligns with actual functionality and to allow more efficient allocation of funding.

It is recommended that external road improvements are identified to improve western connections. These can be noted as future opportunities

It is recommended that WSI support Councils advocacy for appropriate Road Recategorisation for Remembrance Driveway, Menangle Road and Silverdale & Burragorang Roads.

5. Better recognition of Wollondilly Shire Local Government Area

It is disappointing that the draft Master Plan is relatively silent on the Wollondilly Shire Local Government Area, both in terms of the potential impacts on its residents and natural environments as well as ways to leverage the opportunities that the airport will bring to the area.

For example, page 31 in Part A of the Master Plan states '*the surrounding LGA's of Liverpool, Penrith, Fairfield, Campbelltown and Parramatta are well positioned to benefit directly from WSI's economic stimulus, job opportunities and connectivity to New South Wales, Australia and the rest of the world*'. There is no mention of Wollondilly, despite the Aerotropolis precinct boundary being located less than 5km (at its closest point) to the Wollondilly Local Government Area boundary and this is a recurring theme throughout the remainder of the master plan.

Several figures in Part D and throughout the document represent the airport as the western periphery to Greater Sydney and do not recognise the communities and connections to the west and south west.

Mapping throughout the document should be updated to illustrate road connections to the west and south west and to recognise centres such as Silverdale and Warragamba.

It is recommended that the master plan explicitly acknowledge Wollondilly Shire's proximity to the airport, including the potential opportunities and impacts.

6. Lack of Approaches to capitalise on the opportunities in Wollondilly LGA

As referred to above, the Wollondilly Local Government Area boundary in the northern part of the Shire is located approximately 5 kilometres from the WSI Aerotropolis boundary at its closest point. The northern part of the Wollondilly LGA contains vast areas of rural land which are suitable for agricultural and rural pursuits (which includes areas of productive agricultural land the Nepean River floodplains) which may be in a position to benefit from the opportunities associated with the airport. However, the Master Plan does not recognise these opportunities.

The 1500ha agribusiness zoned land is located on the western side of the Aerotropolis Precinct in close proximity to the Wollondilly Local Government Area and this may also present the potential for supply chain collaboration in the region. The opportunities for Wollondilly to leverage the logistics and market opportunities from the controlled production facilities, processing, handling, transportation and research facilities should be explored as part of the master planning process.

The Master Plan process also provides an opportunity for supply chain arrangements for agricultural production in the precinct to be explored and the potential market opportunities and expansion of the production footprint of those businesses into land adjacent to the precinct (particularly in Wollondilly Shire) to be identified. There may also be potential with local producers to partner with these businesses in meeting newly established market opportunities, subject to meeting consistent production specifications. This will help attract investment in the lands surrounding the Agribusiness precinct going forward.

There are a number of lands in the northern part of the Wollondilly LGA which are now subject to a greater number of land use restrictions (such as ANEF contours and the like) which restrict certain types of development on land where they were previously permitted, as such is it equally important to ensure that the opportunities from the development of the airport in those areas are recognised and incentivised.

It is recommended that the master plan is updated to recognise agribusiness and supply chain opportunities for Wollondilly Shire, particularly in the northern areas near the Aerotropolis, to support local producers, attract investment, and to offset land use restrictions resulting from the airport operational requirements.

It is recommended that the master plan is updated to recognise agribusiness opportunities in Wollondilly to support local producers and offset land use restrictions.

7. Community Aviation Consultation Group (CACG) Composition

The intention to establish a Community Aviation Consultation Group to provide a forum of ongoing engagement and transparency on airport operations and other matters is supported.

The likely composition of this group does not specifically mention local government authorities (LGAs) and it is not clear if LGAs are intended to be a key stakeholder on this group as part of the following reference on page 382;

- Representative from government agencies or bodies

It is recommended that local government authorities, particularly those, such as Wollondilly, whose communities are directly impacted by airport operations, be explicitly included as members of the CACG to ensure local perspectives, planning considerations, and community concerns are adequately represented.

Our Council would welcome the opportunity to be included in any CACG advisory body that is established.

We also recommend that a community representative from Wollondilly be invited to the Advisory body.

It is recommended that local government authorities (including Wollondilly) be included in the Community Aviation Consultation Group to ensure representation of impacted communities.

8. Jobs and Economic Uplift

Council recommends that the Master Plan include clear commitments to:

- transparent monitoring of local job distribution;
- dedicated training and skills pathways targeted to Wollondilly and Greater Macarthur residents; and
- safeguards to ensure that airport-related development complements, rather than competes with, the established centres of Campbelltown, Liverpool and Camden.

These measures are essential to ensure the airport's economic benefits are genuinely shared across the region.

There is opportunity for WSI to actively pursue higher learning, TAFE and/or combined opportunities in Wollondilly to support the future needs of the airport and the precinct.

Our families travel further for work and education than any other LGA, and there is opportunity for WSI leadership to invest to create opportunities in Wilton or in the northern section of Wollondilly for co-education and training.

It is recommended that the master plan include clear commitments to equitable job distribution, skills pathways, and safeguards to protect existing centres such as Campbelltown and Liverpool.

It is recommended that the master plan consider future facilities for education and training opportunities within Wollondilly Local Government Area.

9. Fuel Pipeline

More certainty is required around the delivery of fuel to the airport prior to the opening of the facility. Part A.2.5 states that we maintain ongoing engagement with the community around how aviation fuel is delivered and stored on site. This must occur (and include consultation with the relevant Councils) in order to establish a clear approach for fuel deliveries to the airport, and to ensure that any required road/rail infrastructure upgrades are in place prior to the commencement of the airport. The forward planning for a fuel pipeline should also ideally be established as early as possible.

Wollondilly requests that the Master Plan commit to a clear timeline and joint funding pathway for a fuel pipeline in the short to medium term, with public reporting on progress every five years.

That the master plan bring forward planning and delivery of a fuel pipeline before 2035 and commit to public reporting on progress.

10. Governance

In addition, the Master Plan should commit to publishing a post-exhibition report outlining how submissions have been considered and addressed, and to establishing an ongoing governance model with local government representation for future airport expansion stages.

This would demonstrate best-practice adaptive management and provide confidence to our community that their concerns are being heard.

However, we also seek commitment that any significant changes made to the master plan as a result of exhibition or other process be re-exhibited to the community for feedback.

It is recommended that the master plan establish a formal governance model with guaranteed council representation and post-exhibition reporting

It is recommended that the master plan is re-exhibited if any significant changes are made as a result of the exhibition or other process.

11. Conclusion

Council reaffirms its support for Western Sydney International, but equity, fairness and accountability must be at the core of delivery. Wollondilly must be recognised as a directly impacted neighbour and given the opportunity to benefit, not just carry the burden.

Council calls on the State and Federal Governments to work with Wollondilly to ensure equity, transparency and sustainable growth in the delivery of Western Sydney International Airport.

A copy of Council's submission on the EIS raises a number of matters that were not addressed previously, which may also apply to the Master plan. A copy of our submission is attached for consideration together with this submission.