

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Committee Question Number: 151**

**Departmental Question Number: SQ17-000098**

**Program: n/a**

**Division/Agency: Western Sydney Unit**

**Topic: Western Sydney Airport evaluative research December 2016**

**Proof Hansard Page: 88-89 (27 February 2017)**

**Senator Cameron, Doug asked:**

**Mr McRandle:** GFK. It is the name of the company that does the market research. It was taken off a panel.

**Senator CAMERON:** As I understand it, it was uploaded on 21 February.

**Mr McRandle:** That sounds about right, yes.

**Senator CAMERON:** Could you explain to me why on 14 February the Daily Telegraph had a major story on the outcomes of this survey?

**Mr McRandle:** No. I have no explanation for the Daily Telegraph. And I would have to check the dates about when we uploaded it. I thought it was around the same time.

**Senator CAMERON:** It was 21 February, and this story was on 14 February. So did the department release any information to the Daily Telegraph?

**Mr McRandle:** No.

**Senator CAMERON:** No?

**Mr McRandle:** No.

**Senator CAMERON:** When did the minister receive a copy?

**Mr McRandle:** I would have to take the date on notice. We provide as a matter of common courtesy advice to the office on those reports, particularly ones that are going to go on to the website at some stage.

**Senator CAMERON:** There would be no great delay. The minister receives a copy as the report is finalised, does he?

**Mr McRandle:** That is correct, yes. It is the usual process.

**Mr Mrdak:** We can take on notice the dates of the advice provided to the minister.

**Answer:**

The December 2016 Western Sydney Airport evaluative research summary report was provided to the office of the Hon Paul Fletcher MP, Minister for Urban Infrastructure, on 9 February 2017. That report was published at [www.westernsydneyairport.gov.au](http://www.westernsydneyairport.gov.au) on 14 February 2017.

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**Committee Question Number: 152**

**Departmental Question Number: SQ17-000099**

**Program: n/a**

**Division/Agency: Western Sydney Unit**

**Topic: Western Sydney Airport evaluative research December 2016**

**Proof Hansard Page: 90 (27 February 2017)**

**Senator Cameron, Doug asked:**

**Senator CAMERON:** So then we have the question:

Sydney really needs a new airport to support the current airport at Mascot.

That is the proposition that is put. Another proposition is:

I'm excited about the proposed airport at Western Sydney as it would bring jobs and improve roads to the region.

Okay? You have 53 per cent support 'I am excited'. Fifty-three per cent are excited on the basis of that proposition. And 66 per cent are saying, 'Yes, we need the airport.' But nothing in this goes to any of the negative impacts of the airport, does it? That is why I say this is a bit like push polling. Where are the negatives in this survey as outlined in the EIS? Why do you not survey the negatives people are raising?

**Mr McRandle:** The approach taken to a survey like this is guided by the experts who developed these ones. I am not in a position to provide a lay opinion, if you like, about the structure of surveys. My understanding is that surveys are typically done with a positive question rather than a negative proposition. The respondents are asked to either agree or disagree with it.

**Senator CAMERON:** Well, can you on notice advise me how, if 77 per cent only know something about it or very little or nothing about it, this result at figure 5 is meaningful? You are asking a push polling question.

**Mr McRandle:** We will certainly take those questions on notice and come back with advice on that.

**Answer:**

The survey was designed by an independent research company and conforms with standard research practices.

In relation to Figure 5, the specific level of knowledge a respondent feels they have about the Western Sydney Airport project does not restrict them from being able to hold a position on the two statements (*Sydney really needs a new airport to support the current airport at Mascot*; and *I am excited about the proposed airport in Western Sydney as it would bring jobs and improved roads to the region*).

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**Infrastructure and Regional Development**

**Committee Question Number: 153**

**Departmental Question Number: SQ17-000155**

**Program: 2.4 Air Transport**

**Division/Agency: Western Sydney Unit**

**Topic: Flight Paths and Amenity**

**Proof Hansard Page: Written (6 April 2017)**

**Senator Cameron, Doug asked:**

- a. The draft EIS stated that there would be ‘major’, ‘negative’, ‘very high’ significance impact that is ‘almost certain’ on Blaxland, St Marys, Greendale, Silverdale, Erskine Park, Horsley Park and parts of Blacktown, that was ‘almost certain’. Is that still the case? (Vol 4, appendix P1, Social Impact, p.73.)
- b. Is it still the case that the proposed flight plans show that all arriving flights will merge over Blaxland or three nautical miles east or west of Blaxland?
- c. Is it still the case, according to current flight path proposals, that all incoming flights still have to cross the Great Dividing Range at or near Blaxland?
- d. Is it still the case, according to current flight path proposals, that under both operating modes, that is ‘head to head’ or ‘05/23’, all arrivals will still merge at Blaxland, or three nautical miles east or west of Blaxland?
- e. Is it still the case, according to current flight path proposals, that under a night time no fly zone which stops flights taking off or arriving from the north, all arrivals will still merge at Blaxland, or three nautical miles east or west of Blaxland?
- f. According to the indicative flight path plans, all incoming flights will come in over the lower Blue Mountains at a height of around 4 to 6000 feet above sea level. Is that still the case?
- g. According to indicative flight path plans, Blaxland or three nautical miles east or west, will have 100 overflights per day with noise up to 55dBA. Does the Department maintain that noise impacts will not exceed 55 dBA?
- h. Please provide details of further formulation of merge points and flight plans since the release of the Airport Plan, including any file notes, emails or meeting notes and dates on the development of flight paths and details of consultations conducted or planned with local residents.
- i. CASA’s Mr Peter Cromarty’s evidence at February 2016 Estimates was that once the airport is operating the flight paths and decisions about volume of night flights will be commercial decisions. Will all or any proposed flight paths be determined by commercial decisions?

**Answer:**

- a – e. No. The final EIS outlines and reflects, among other things, the Government’s commitment to no single merge point over residential areas (including Blaxland).
- f – i. The Commonwealth is solely responsible for determining the flight paths for WSA. The airspace design process will comply with Condition 16 of the Airport Plan. The final airspace design process (including flight paths, height of aircraft operations and potential noise exposure levels) will be determined through the process presented in the Airport Plan.

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**Committee Question Number: 154**

**Departmental Question Number: SQ17-000156**

**Program: 2.4 Air Transport**

**Division/Agency: Western Sydney Unit**

**Topic: Employment opportunities resulting from Western Sydney Airport**

**Proof Hansard Page: Written (6 April 2017)**

**Senator Cameron, Doug asked:**

- a. The Ernst and Young economic analysis assumes that jobs at the airport are not net new jobs but a distribution of jobs from elsewhere in NSW. The draft EIS modelling of jobs said 'It is likely that some of these jobs would be redistributed from around the KSA area but also from other centres in Sydney'. Is this still the case, that the airport plan assumes no net new jobs for NSW?
- b. The draft EIS stated that manufacturing jobs would decline, in the Technical Reports, Vol4, p.vi - "Changes to land use in Western Sydney due to the proposed airport development and other planned development may result in competition for land and labour and a consequential decline in industry sectors such as agriculture and manufacturing." Is this still the presumed outcome of the approved Airport Plan?
- c. Please provide any research or modelling done on the types of jobs crowded out or replaced by jobs at the new airport, and any comparisons with the type of jobs that will be available at the airport, including any research on the levels of pay or typical hours worked.
- d. Please provide any details of modelling or research on whether the jobs at the airport will be of lower pay and security compared to the jobs displaced by the airport?
- e. Please provide any details or work done on a local jobs plan for the airport, including file notes, emails or meeting notes and dates, and details of consultations conducted or planned with local residents or other stakeholders on the development of a local jobs plan.
- f. Please provide details of any estimates or research done or planned that show how many western Sydney residents will get jobs at the airport.
- g. Are there any targets for residents of Western Sydney to get jobs at the airport?
- h. Is there any plan for extra apprenticeships, training or skills for locals?
- i. Please provide any details or work done on an apprenticeships, training or skills plan for the airport, including file notes, emails or meeting notes and dates, and details of consultations conducted or planned with local residents or other stakeholders on the development of a local apprenticeships, skills and training plan.
- j. Is there any accounting for automation or labour saving technology in the estimates for the number of jobs per million passengers at a newly built airport? Please provide any details or work done on the effect of automation on the number of jobs expected to be available at the airport when it opens and at 2063.
- k. The jobs deficit in Western Sydney identified in the Ernst and Young Economic analysis is 450,000, while jobs moved from elsewhere to WSA will be 61,500 by 2063, including many jobs already done in other parts of western Sydney. Has there been any further research or an update on those figures? Are those figures still accurate?
- l. The E&Y report says that most of the economic gains will go to the Rest of Sydney, as opposed to Western Sydney (p.11), has there been any work done to ensure more of the economic benefit goes to western Sydney?

**Answer:**

- a. The quote included in the question does not appear in the EIS.
- b. The EIS acknowledges development occurring in Western Sydney, including the Stage 1 WSA development, would involve the transition of some agricultural and manufacturing industries. The Social Impact Assessment presented within the EIS (pg 49, Volume 4, Appendix P1) notes that the 1997 Draft EIS identified the loss of agricultural production as relatively small, accounting for 0.23 per cent of the total regional agricultural production.

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- c. Stage 1 development would involve the transition of the airport site and surrounding area from rural residential and agricultural lands. The Stage 1 WSA would generate a number of jobs (Appendix P, EIS), including:
1. approximately 3,180 full-time equivalent jobs (760 direct and 2,420 indirect) in Greater Sydney during the peak of construction activity – with 84 per cent of these jobs to be created in Western Sydney;
  2. approximately 8,730 FTE jobs directly involved in the operation of the airport; and
  3. potentially a further 4,440 FTE onsite jobs within business parks on the airport site.
- d. The EIS does not identify that airport jobs will be of lower pay or lesser security.
- e – i. Condition 29 of the Airport Plan requires a future Airport Lessee Company (ALC) to develop an Australian Industry Participation Plan, in accordance with the Australian Industry Participation National Framework and the *Australian Jobs Act 2013*. The Plan will be implemented to facilitate equal opportunity, including training and suitable employment opportunities for Indigenous people and people with disadvantages, and maximise local employment and business opportunities throughout construction and operation.
- j. The EIS does not indicate that automation or labour saving technology will have impacts on employment.
- k – l. Appendix P3 of the EIS states that economic benefits will occur in both Western Sydney and the Rest of Sydney as a result of the development and operation of Western Sydney Airport.
- NSW Government strategic planning, including A Plan for Growing Sydney (2014) focuses on the transition occurring in Western Sydney and development in Western Sydney, including WSA, will increase employment opportunities in Western Sydney and contribute to reducing this deficit.

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**Infrastructure and Regional Development**

**Committee Question Number: 155**

**Departmental Question Number: SQ17-000157**

**Program: 2.4 Air Transport**

**Division/Agency: Western Sydney Unit**

**Topic: Curfew and night-time operations**

**Proof Hansard Page: Written (6 April 2017)**

**Senator Cameron, Doug asked:**

a. The EIS states that a WSA was 'always planned to operate without a curfew'. (Vol 5, p.85) Who made that decision? Please provide details of the process for deciding before the draft EIS, the EIS and Airport Plan, that the WSA would have no curfew.

b. In relation to Minister Fletcher saying that:

““Head-to-head operations will involve flights both taking off to, and landing from, the southwest of the runway in circumstances where it is safe to do so,” There is more detailed work to do to analyse weather patterns and assess safety considerations, but indications are that this operating mode could be available greater than 80 per cent of the time.” (Daily Telegraph, 15 September 2016)

Is it the case that for the other 20% of the time, most planes will be required to take off and arrive from the north, effectively a northern Head to Head operating mode, due to weather?

**Answer:**

a. The 1985 Second Sydney Airport Site Selection Programme, conducted by the then Department of Aviation, recognised the need to select a site for the second airport where the option for curfew-free operation could be reasonably preserved. The three Environmental Impact Statements conducted over the last three decades have assessed the economic and environmental impacts of the airport operating without a curfew.

b. No. Airspace and potential operating modes will be settled through a detailed design process set out in the Airport Plan and will consider, amongst other things, weather conditions.

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Additional Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Committee Question Number: 156**

**Departmental Question Number: SQ17-000158**

**Program: 2.4 Air Transport**

**Division/Agency: Western Sydney Unit**

**Topic: Western Sydney Airport project budget allocations and expenditure**

**Proof Hansard Page: Written (6 April 2017)**

**Senator Cameron, Doug asked:**

- a. What is the expected expenditure by government on the Western Sydney airport over the forward estimates?
- b. What is the expected expenditure by the government on the WSA over the next ten years?
- c. What is the expected expenditure by the government on the WSA, from now until it is opened?
- d. How much has been spent already on the Western Sydney airport?
- e. Please provide details and a breakdown of what has been spent of the \$115m allocated in the 2016 Budget, including whether the expense is in line with expectations, and whether specific areas of expenditure are over or under the allocated budget.

**Answer:**

- a - c. To date, \$79.040 million has been appropriated for the Western Sydney Airport project over the forward estimates. As stated by the Government on 2 May, The Treasurer will provide further details as part of the Budget for 2017/18.
- d. Over the period 1 July 2014 to 31 March 2017, approximately \$111.287 million has been expensed on the Western Sydney Airport project.
- e. Over the period 1 July 2016 to 31 March 2017, approximately \$18.7 million of the \$115.1 million has been expensed, as per the table below. No areas of expenditure are over budget. A list of contracts by the Department for this work valued at \$10,000 or more can be found on the AusTender website.

<b>DEPARTMENTAL EXPENSES</b>	<b>YTD Expenses \$</b>
Airport Development process	13,518,066
TransGrid 300kv Transmission Line	820,980
Utilities Studies	150,062
Rail Concept Design	4,201,119
	18,690,227

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Additional Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Committee Question Number: 157**

**Departmental Question Number: SQ17-000159**

**Program: n/a**

**Division/Agency: Western Sydney Unit**

**Topic: Business Park planning at Western Sydney Airport**

**Proof Hansard Page: Written (6 April 2017)**

**Senator Cameron, Doug asked:**

- a. Please provide plans for any large 'duty-free' or tax free zone around the actual airport, outside of the main terminal.
- b. Which department or departments will be in charge of planning and building the associated business park?
- c. Please provide details of plans for which level of government or which authority will have planning control over the associated business park.
- d. Please provide details of work done on the development of the associated business park, including details of planning or preliminary research and budgeting. Please provide details of any indicative site plans, any early works being done, any liaison with other departments or governments, or any studies on the impact of the business park.

**Answer:**

- a. Zoning of land outside of the airport boundary, including for retail use, is a matter for the NSW Government.
- b. The Airport Lessee Company for Western Sydney Airport (WSA) will be in charge of planning and building any on-site business park within the airport site.
- c. The Federal Government controls planning approvals under Part 5 of the *Airports Act 1996* within the designated airport site, including any on-site business park.
- d. The Airport Plan for WSA (December 2016, p.59) takes account of a range of NSW and local planning documents in identifying permissible land uses on the site, including zoning for business park-type activities. The Business Case for WSA took account of preliminary indicative business park property revenues and identified business park employment at Stage 1 by 2031.

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**Infrastructure and Regional Development**

**Committee Question Number:** 158

**Departmental Question Number:** SQ17-000160

**Program:** 2.4 Air Transport

**Division/Agency:** Western Sydney Unit

**Topic:** Impact of Construction Traffic

**Proof Hansard Page:** Written (6 April 2017)

**Senator Cameron, Doug asked:**

Please provide details of any research on the estimated cost to the community of the expected impact of increased traffic on the local area due to the construction of the airport.

**Answer:**

The finalised Environmental Impact Statement provides an assessment of the traffic and transport impacts during the operation and construction stages of the Western Sydney Airport. The Australian and NSW Governments have committed to funding a 10-year, \$3.6 billion road investment program, as part of the Western Sydney Infrastructure Plan (WSIP). Substantial road improvement works are planned as part of the WSIP that will meet the needs of the airport and benefit Western Sydney communities more broadly.

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Additional Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Committee Question Number:** 159

**Departmental Question Number:** SQ17-000161

**Program:** 2.4 Air Transport

**Division/Agency:** Western Sydney Unit

**Topic:** Rail Concept Design

**Proof Hansard Page:** Written (6 April 2017)

**Senator Cameron, Doug asked:**

Please provide an update on the work done on rail link concept design. What has the \$26 million allocated to that project been spent on and what has it produced?

**Answer:**

Funding of \$26 million was allocated to conduct a Rail Concept Design to inform the Australian Government in relation to the following aspects of rail infrastructure for the Western Sydney Airport Site:

- a. the works required for rail to be operational on WSA including required early and enabling works;
- b. constructability, staging and cost estimates of the rail works options; and
- c. funding, financing, procurement and delivery options for rail works.

This work, including a feasibility level design of a range of alignment options, is currently underway.

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**ANSWERS TO QUESTIONS ON NOTICE**

Additional Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Committee Question Number: 160**

**Departmental Question Number: SQ17-000162**

**Program: 2.4 Air Transport**

**Division/Agency: Western Sydney Unit**

**Topic: Aviation Fuel for Western Sydney Airport**

**Proof Hansard Page: Written (6 April 2017)**

**Senator Cameron, Doug asked:**

- a. The EIS states that fuel tankers will bring jet fuel and that only in Stage 2 might there be a pipeline, but that would be 'a commercial decision' (EIS, p. 52, Vol 5). Is this still the planned response to the need for jet fuel? Will the decision to provide a jet fuel pipeline be a commercial decision?
- b. Please provide details of work done on 'investigations to identify a fuel pipeline corridor' as per EIS, p. 52, Vol 5.
- c. The EIS (p.83, Vol 4, Appx J) says forty-three B –Doubles, or two per hour, would be needed to bring in enough fuel for 10 million passenger movements by 2030. Please provide details of research done on the impact of those fuel tankers on roads in western Sydney and the associated costs of those impacts.

**Answer:**

- a. Analysis contained in the EIS in relation to this matter remains current.
- b. Condition 26 of the Airport Plan (December 2016) requires "By 31 December 2017, the Infrastructure Department must, in consultation with any NSW Government agencies specified by the NSW Department of Premier and Cabinet and any other relevant stakeholders, consider, analyse and report on options for a corridor for a pipeline to supply aviation fuel to the Airport Site". This work has commenced.
- c. The impacts of fuel tanker movements on roads in western Sydney (currently estimated at two vehicles in every thousand, or 0.2%, of all traffic movements in Stage 1) will be identified and form part of the WSA aviation fuel supply corridor options report.

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ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Committee Question Number: 161**

**Departmental Question Number: SQ17-000163**

**Program: 2.4 Air Transport**

**Division/Agency: Western Sydney Unit**

**Topic: Potential health, water and air quality impacts of the Western Sydney Airport**

**Proof Hansard Page: Written (6 April 2017)**

**Senator Cameron, Doug asked:**

- a. Please provide details of research done on the health impact of the airport on the local community, including any estimates on the economic cost to the community of health impacts.
- b. The NSW Government Submission (p.9) to the EIS noted a significant degradation of air quality. Please provide details of any work being planned or implemented to mitigate degradation of air quality, and any research on the estimated economic cost to the community of this significant degradation of air quality.
- c. In relation to the NSW Government EIS submission on water quality impacts: “Elevated nutrient loads are a significant issue for the Hawkesbury-Nepean River and in particular for South Creek.” Please provide details of work done to address the criticism and prevent or mitigate these adverse impacts.

**Answer:**

- a. The risks and potential health impacts of the approved airport on the health of local community. All research is contained in Chapter 13 and Appendix G of the EIS.
- b. The Local and Regional Air Quality Assessment, presented within the EIS contains comprehensive modelling of potential air quality impacts resulting from the airport.
  - i. Appendix F2 Regional Air Quality, Volume 4, models the impact of the proposed airport on greenhouse gas emissions.
  - ii. Appendix F1, Volume 4 of the EIS models the local air quality impacts due to emissions of nitrogen dioxide, particulate matter, carbon monoxide and sulfur dioxide, within five kilometres of WSA. The EIS found that there would be no predicted exceedances of the NSW Environment Protection Authority (EPA) criteria of National Environment Protection Measures (NEPM) Ambient Air Quality standards at residential receptors for the Stage 1 development.
  - iii. Air Quality Construction and Operation Environmental Management Plans will be developed to avoid, reduce or mitigate impacts on local and regional air quality resulting from WSA.
- c. The EIS contains comprehensive modelling and assessment of potential impacts on water quality and flow resulting from the airport.
  - i. As part of the EIS, surface water quality was measured (using a standard model) over a period of nine months at 17 locations, including the proposed basin outlets and locations in nearby catchments of Cosgroves Creek, Duncans Creek, Kemps Creek and Blaxland Creek (locations shown in Appendix L2 Surface water quality, Volume 4, Figure 3-6, pg. 38).
  - ii. Following the EIS, the Department has continued to monitor surface water quality in nearby catchments to inform the development of local standards for water quality, in accordance with the AEPR. Additionally, the Department has implemented a groundwater monitoring network, in accordance with Condition 8 of the Airport Plan, and has begun monitoring of surface water flows to gain an improved understanding of the relationship between groundwater and surface water hydrology at the airport site.

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- iii. The monitoring programs will inform the development of Soil and Water Construction and Operation Environmental Management Plans for WSA, to minimise and mitigate potential impacts on surface water and groundwater quality and hydrology.

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**Infrastructure and Regional Development**

**Committee Question Number:** 162

**Departmental Question Number:** SQ17-000164

**Program:** 2.4 Air Transport

**Division/Agency:** Western Sydney Unit

**Topic:** Biodiversity

**Proof Hansard Page:** Written (6 April 2017)

**Senator Cameron, Doug asked:**

a. In relation to the NSW Government EIS submission on the impact of the project on biodiversity and the local environment:

“The draft EIS could more effectively apply the NSW Biodiversity Offsets Policy for Major Projects (2014) and the Framework for Biodiversity Assessment (FBA) that underpins it. If applied correctly, the required offsets could be in the order of 1.5 to three times more than currently reported.”

Please provide details of planning or practical work done to mitigate impacts on biodiversity and the local environment. Have those offsets been increased? To what level have those offsets been increased?

b. In relation to the NSW Government EIS submission:

“The draft EIS advises that 280 hectares of native vegetation will be removed from the site. This includes 148 hectares of Cumberland Plain Woodland. The project requires significant environmental offsets to compensate for the loss of native vegetation.”

and

“It is unclear how the identified conservation areas will be protected. It is noted that the relocated The Northern Road would traverse an identified conservation area and this linked impact will need to be assessed in the final EIS.”

Please provide details of the planning and implemented measures to mitigate the negative impacts on sensitive and protected conservation areas.

**Answer:**

a. The Airport Plan for Western Sydney Airport (Conditions 30, 31, 32 and 33) requires that the Department undertake a range of biodiversity activities to offset and reduce the impacts on protected species and biodiversity values resulting from the construction and development of Western Sydney Airport (WSA).

A summary of these conditions is as follows:

*Condition 30*

- Condition 30 requires the development of a Biodiversity Offset Delivery Plan which will provide the framework for offsetting for the impacts on: Cumberland Plain Woodland; the Grey Headed Flying Fox; the Swift Parrot’s foraging habitat; and, other plants and animal habitat in accordance with the Biodiversity Offset Package of Volume 4 of the Environmental Impact State for Western Sydney Airport, *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) Environmental Offsets Policy and relevant New South Wales (NSW) legislation.

*Condition 31*

- Condition 31 requires the establishment and engagement with a Biodiversity Experts Group to support the development of the Biodiversity Offset Delivery Plan.

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- The Department has consulted with the Department of the Environment and Energy on the composition of the Biodiversity Expert Group and has invited a range of State and local Government authorities as well as community stakeholders to participate in this group.

*Condition 32*

- Condition 32 requires the Department to enter into an agreement with Greening Australia to support the organisation's Native Seed Production Area Program in Western Sydney which focuses on the Cumberland Plain.

*Condition 33*

- Condition 33 requires the Department to undertake propagation trials for threatened flora on the site.
- b. Airport Plan Condition 7, requires that the Airport Lessee Company, when it has been appointed, develop a Biodiversity Construction Environmental Management Plan to contain measures to protect and manage the conservation zone shown in the Land Use Plan (EC1) along the Badgerys Creek riparian corridor. This Plan must be in place prior to Main Construction Works, occurring on the airport site. Also see (a.) above.

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**Committee Question Number:** 163

**Departmental Question Number:** SQ17-000165

**Program:** n/a

**Division/Agency:** Western Sydney Unit

**Topic:** Western Sydney City Deal

**Proof Hansard Page:** Written (6 April 2017)

**Senator Sterle, Glenn asked:**

Just quickly, what involvement do you have in the delivery of the Western Sydney City Deal?

**Answer:**

The Western Sydney Unit has standing membership on the Western Sydney City Deal Senior Officers Working Group, co-chaired by PMC and the Greater Sydney Commission, and has regular liaison with the Department of the Prime Minister and Cabinet (PMC) regarding content of the Western Sydney City Deal related to the Western Sydney Airport.

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**Infrastructure and Regional Development**

**Committee Question Number:** 164

**Departmental Question Number:** SQ17-000166

**Program:** n/a

**Division/Agency:** Western Sydney Unit

**Topic:** Joint Scoping Study of Rail Needs for Western Sydney Discussion Paper – cost estimates for options

**Proof Hansard Page:** Written (6 April 2017)

**Senator Sterle, Glenn asked:**

I understand that last year (September) the Federal and NSW governments released a jointly written discussion paper outlining a range of options for delivering rail services to the proposed airport – has there been any work done on costing these various options?

- o If so, what do the costs of the various options look like?

**Answer:**

Preliminary costings were undertaken for the Discussion Paper to provide an order of magnitude of costs for the range of options. As set out on page 45 of the Discussion paper, the preliminary cost assessment indicated that the most expensive single option presented in the Discussion Paper would cost around \$25 billion (2016 dollars). The costs of each option will depend on the route, the number of stations, the type of trains and the extent of tunnelling required.

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**Infrastructure and Regional Development**

**Committee Question Number:** 165

**Departmental Question Number:** SQ17-000167

**Program:** n/a

**Division/Agency:** Western Sydney Unit

**Topic:** Aviation Fuel delivery for Western Sydney Airport

**Proof Hansard Page:** Written (6 April 2017)

**Senator Sterle, Glenn asked:**

As you know, aircraft need aviation fuel and there are only two possible ways of getting that fuel to Western Sydney – by truck or by a pipeline. So what is the Department’s current thinking when it comes to addressing this significant challenge?

**Answer:**

This question is addressed at 160.