1. Introduction

1.1 Overview

On 15 April 2014 the Australian Government announced that Commonwealth-owned land at Badgerys Creek would be the site for a Western Sydney airport. The proposed airport would cater for ongoing growth in demand for air travel, particularly in the rapidly expanding Western Sydney region. The airport site was selected following extensive studies completed over a number of decades and culminating in the release of the *Joint Study on Aviation Capacity in the Sydney Region* (Department of Infrastructure and Transport 2012), referred to as the 'Joint Study' in March 2012 and *A Study of Wilton and RAAF Base Richmond for Civil Aviation Operations* (DIRD 2013) in April 2013.

The proposed airport is planned to be operational by the mid-2020s. It would service both domestic and international markets and development will be staged in response to ongoing growth in aviation demand. A draft Airport Plan has been developed in accordance with the requirements of the *Airports Act 1996* (the Airports Act), setting out the Australian Government's requirements for the initial airport development.

The draft Airport Plan sets out details of the initial development for which authorisation is being sought (referred to as Stage 1). The Stage 1 development is intended to establish the proposed airport with a single 3,700 metre runway on a north-east/south-west orientation and aviation support facilities to provide an operational capacity of 10 million passengers annually as well as freight traffic. Stage 1 is designed to cater for the predicted demand for five years following opening around 2025 until around 2030.

The draft Airport Plan also refers to the potential long term development of the proposed airport. As demand increases beyond 10 million annual passengers, additional aviation infrastructure and aviation support precincts would add capacity to meet growing aviation demand. Incremental development of the proposed airport would continue as additional taxiways, aprons, terminals and support facilities are developed.

It is anticipated the proposed airport may ultimately expand to have a second parallel runway on a north-east/south-west orientation and supporting facilities, increasing aviation capacity to approximately 82 million passengers annually. The need for a second runway will be triggered when the operational capacity approaches 37 million annual passengers which is forecast to occur by around 2050. The long term passenger capacity of approximately 82 million annual passengers is forecast to occur by around 2063.

This Environmental Impact Statement (EIS) has been prepared in accordance with the *Environment Protection and Biodiversity Conservation Act 1999*. This EIS will inform the determination of the Airport Plan.

Determination of the Airport Plan would authorise the Stage 1 development encompassing the initial design, construction and operation of the proposed airport. The EIS provides a detailed consideration of likely environmental impacts arising from the Stage 1 development based upon clearly defined design and operational parameters described in the draft Airport Plan.

The EIS also provides a strategic level environmental assessment of the long term development of the proposed airport. This approach ensures that the extent of potential impacts for the long term development (including noise exposure), are considered as part of the initial approvals process. Future developments would be subject to separate approval processes through master plans and major development plan requirements in the Airports Act.

1.2 Need for the airport

The need for development of the proposed airport is driven by the continued growth in demand for aviation services in the Sydney basin (particularly in Western Sydney) and physical constraints at the existing Sydney (Kingsford Smith) Airport (Sydney Airport).

Aviation services are critical to a well-functioning developed country like Australia. Efficient access to air services for passenger travel and high-value freight is essential to ensure that Sydney remains an international commercial and financial centre and keeps its place as Australia's foremost tourist destination.

Sydney Airport has limited ability to handle further passenger growth due to the physical constraints at the existing site. The limitations of existing infrastructure are becoming apparent at peak times and are expected to become more pronounced over the coming decades. According to the Joint Study (Department of Infrastructure and Transport 2012), in the absence of additional aviation capacity in the Sydney basin:

- by 2020, all weekday slots for periods at Sydney Airport between 6.00 am and 12 noon and between 4.00 pm and 7.00 pm will be fully allocated;
- by around 2027, all slots at Sydney Airport will be allocated, so new entrants cannot be accommodated, unless another service is cancelled; and
- by around 2035, there will be practically no scope for further growth of regular passenger services at Sydney Airport.

Demand for aviation services is anticipated to continue to grow in parallel to Sydney's ongoing growth in population and business activities. Any shortfall in capacity to meet the demand will affect future economic growth, productivity and employment. It will also affect amenity and social values, as record numbers of Australians choose to travel by air for leisure. Notably, the Joint Study found that the economic cost of not meeting the expected increased demand would be substantial. By 2060, the economy-wide (direct and flow-on) impacts across all sectors of the Australian economy could total $59.5 billion in foregone expenditure and $34.0 billion in foregone gross domestic product (based on 2010 dollars). The NSW economy would be especially heavily affected, with losses across all industries totalling $30.6 billion in foregone expenditure and $17.5 billion in foregone gross state product.

Western Sydney is a dynamic multicultural region and is currently home to around 47 per cent of Sydney's population and nine per cent of Australia's population. Over the next 20 years, the number of people in Western Sydney will grow faster than other parts of Sydney, with almost one million more people expected to live west of Homebush by 2031 (DP&E 2014).

The south west subregion is the fastest growing subregion in Sydney and a new airport will be a major catalyst for growth in investment, infrastructure and jobs throughout the region (DP&E2014). There are a number of key industries that depend on air transport services based in the area and the development of a new airport is likely to trigger further growth in aviation dependent industry sectors given the availability of land, labour and transport linkages.

The Commonwealth-owned land at Badgerys Creek has been selected as the site for the proposed airport due to its proximity to the predicted aviation demand, and to act as a major catalyst for increased investment, infrastructure and jobs in the rapidly growing region.

1.3 Overview of the project

1.3.1 Airport Site

The site for the proposed airport covers an area of around 1,780 hectares located at Badgerys Creek in Western Sydney, as shown in Figure 1–1. The airport site is located within the Liverpool local government area, around 50 kilometres west of Sydney's Central Business District and 15 to 20 kilometres from major population centres such as Liverpool, Fairfield, Campbelltown and Penrith, and 30 kilometres from Parramatta.

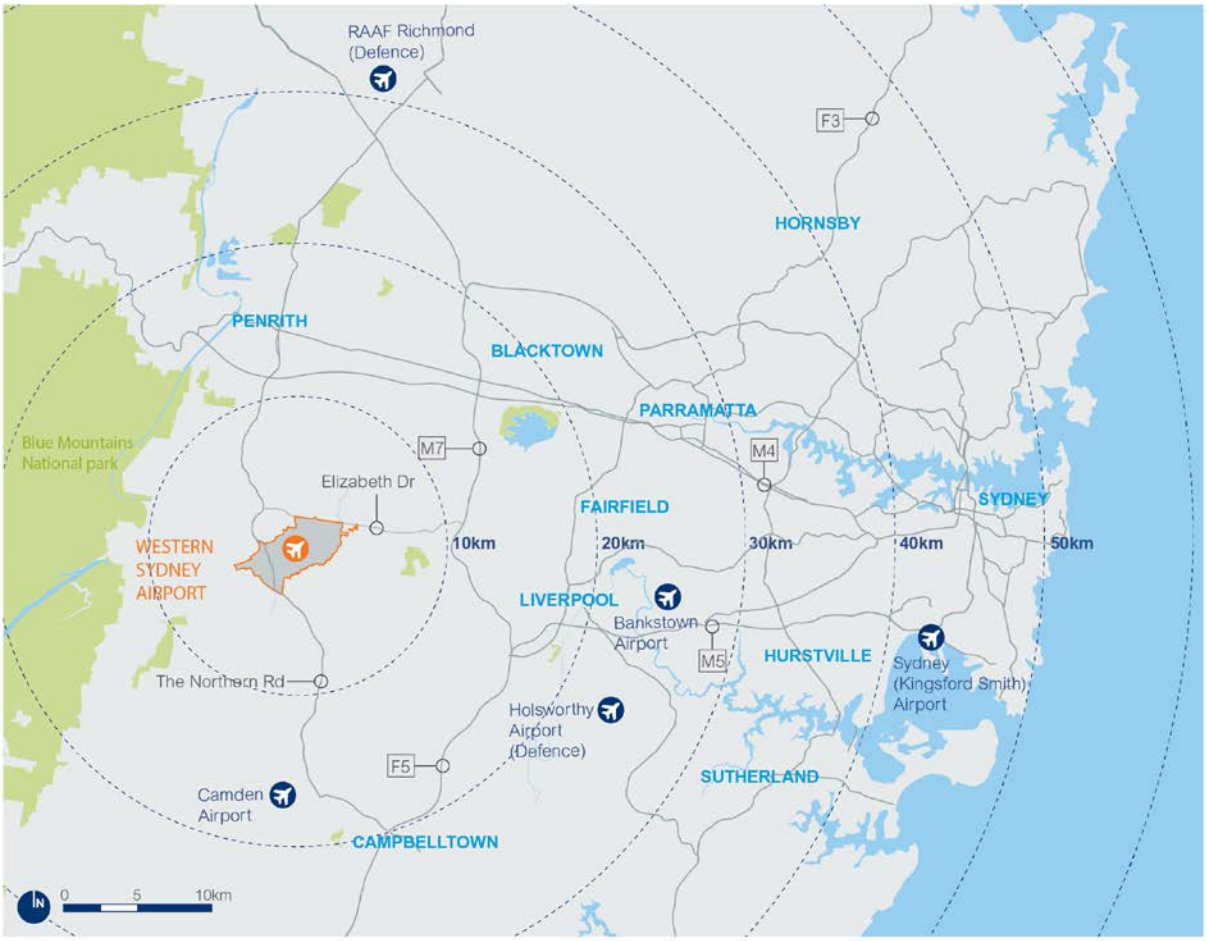


Figure 1–1 – Location of the airport site

The Northern Road transects the western end of the airport site and Elizabeth Drive borders the site to the north. Badgerys Creek flows in a north-easterly direction and forms the south eastern boundary of the airport site. The airport site is located on undulating topography that has been extensively cleared with the exception of stands of remnant vegetation located predominantly along Badgerys Creek and the south western portion of the site.

The airport site originally comprised approximately 200 rural residential properties. These properties were progressively acquired by the Australian Government starting in the 1980s for the purpose of developing an airport and were subsequently consolidated into a single title (Lot 1 of Deposited Plan 838361). During the 1990s, the Australian Government acquired a number of additional properties in close proximity to the consolidated site boundary to facilitate a future airport development. The following properties constitute the airport site for assessment and approval purposes:

- Lot 1 on Deposited Plan 838361;
- Lot 1 on Deposited Plan 851626;
- Lot 2 Section C on Deposited Plan 1451;
- Lot 17 on Deposited Plan 258581;
- Lot 22 on Deposited Plan 258581;
- Lot 23 on Deposited Plan 259698;
- Lot 32 on Deposited Plan 259698;
- Lot 33 on Deposited Plan 259698;
- Lot 7 on Deposited Plan 3050;
- Lot 8 on Deposited Plan 3050;
- Lot 9 on Deposited Plan 226448;
- Lot 3 on Deposited Plan 611519;
- Lot 11 on Deposited Plan 226448;
- Lot 1 on Deposited Plan 129674;
- Lot 1 on Deposited Plan 129675;
- Lot 1 on Deposited Plan 996420;
- Lot 2 on Deposited Plan 996420;
- Lot 28 on Deposited Plan 217001;
- Lot 1 on Deposited Plan 996379; and
- Lot 2 on Deposited Plan 996379

The Commonwealth intends to acquire the following land for operational and safety reasons:

- Lot 102 on Deposited Plan 812563 in the south of the airport site;
- Parts of Lot 101 on Deposited Plan 848215 east of the airport site;
- Part of the easement of The Northern Road where it crosses the west of the airport site; and
- Part of the easement of Elizabeth Drive where it crosses the north of the airport site (adjacent to Lot 101 on Deposited Plan 848215 described above.)

The airport site including coordinates for 14 location points which mark the approximate extent of the airport site, as well as proposed land acquisitions is shown in Figure 1–2. Any additional land would be acquired under the *Lands Acquisition Act 1989* which contains a framework for acquisition of land including compensation arrangements.

There are three parcels of land that form part of the airport site but which are not contiguous with the main site. These parcels, identified as Lot 3 of Deposit Plan 611519, Lot 9 of Deposit Plan 226448 and Lot 11 of Deposit Plan 226448, are located to the north east of the main airport site. Where not material to the subject matter of the relevant chapter or technical paper, these parcels of land may be omitted from some maps and plans used in the draft EIS. The coordinates for location points that mark the approximate extent of the airport site boundary are included in Table 1–1

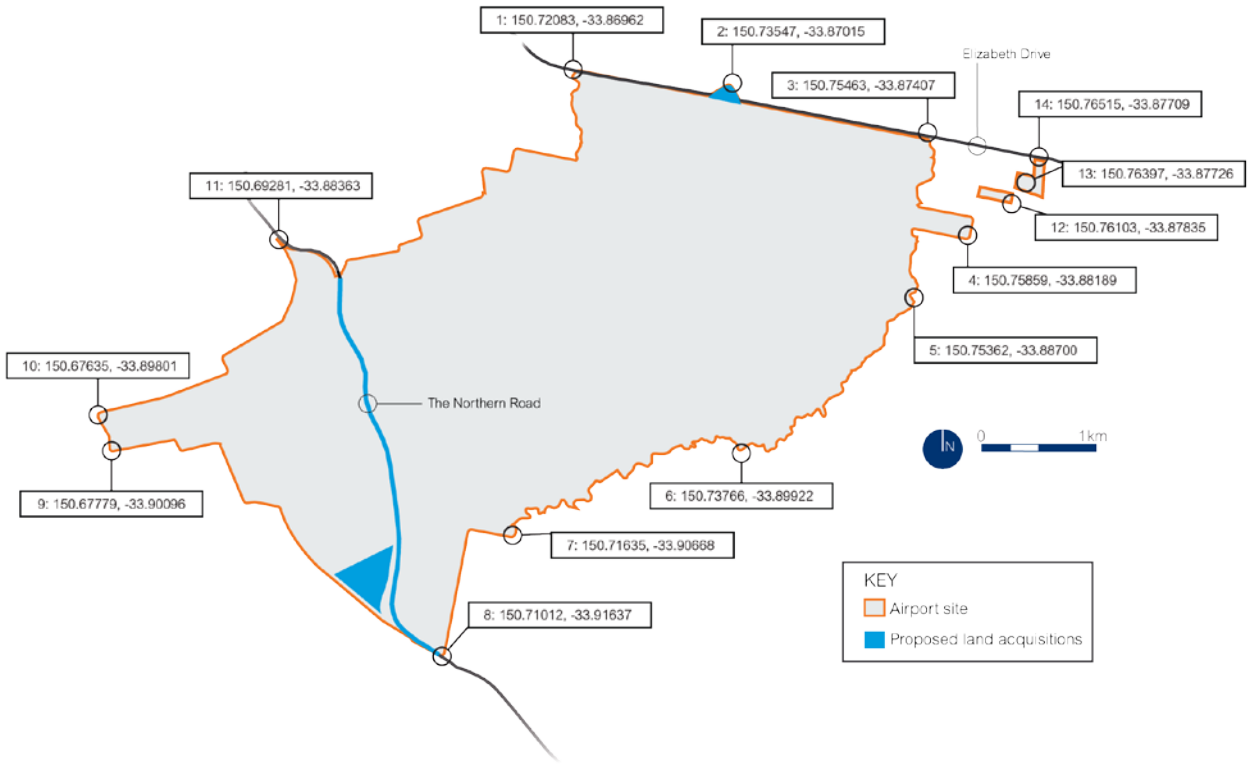


Figure 1–2 – Airport site and proposed land acquisitions

Table 1–1 – Boundary points at the airport site

Location point	Longitude (degrees)	Latitude (degrees)
1	150.720832	-33.8696232
2	150.7354657	-33.87014936
3	150.7546256	-33.87407349
4	150.758585	-33.88188896
5	150.7536154	-33.88699885
6	150.7376634	-33.89921592
7	150.7163548	-33.90667904
8	150.7101159	-33.91636529
9	150.6777915	-33.90095642
10	150.6763526	-33.8980082
11	150.6928106	-33.8836324
12	150.7610289	-33.87835441
13	150.7639748	-33.87726283
14	150.7651519	-33.87709334

1.3.2 Draft Airport Plan

The initial stage of the proposed airport would be constructed and operated in accordance with the Airport Plan, which forms a transitional planning instrument under the Airports Act. A draft Airport plan has been prepared and is exhibited concurrently with this EIS.

The concept design outlined in the draft Airport Plan provides the planning framework for the proposed airport until the first master plan is in place. It includes the objectives for an initial Stage 1 development, indicative flight paths, projected aircraft noise contours and the land use plan for the airport site.

Determination of the Airport Plan under the Airports Act by the Minister for Infrastructure would authorise the Stage 1 development. Authorisation would encompass the initial design, construction and operation of the airport for the first five years of operation till around 2030. The EIS provides a detailed consideration of likely environmental impacts arising from the Stage 1 development based upon the defined design and operational parameters described in the draft Airport Plan.

The draft Airport Plan also refers to the potential long term development of the proposed airport. Progressive development of the airport beyond Stage 1 would require additional aviation infrastructure and aviation support precincts and potentially a second parallel runway. This EIS provides a strategic environmental assessment of the long term development of the proposed airport. This approach ensures that the extent of likely impacts for the long term development (such as noise exposure) is considered as part of the initial approvals process.

1.3.3 Stage 1 development

Stage 1 of the proposed airport will include a 3,700 metre runway, positioned in the northern portion of the site on an approximate north-east/south-west or 50/230 degree orientation. Stage 1 also includes a single full length parallel taxiway and a range of aviation support facilities including passenger terminals, cargo and maintenance areas, car parks and navigational aids, as shown on Figure 1–3.

The Stage 1 development will be capable of facilitating the safe and efficient movement of up to 10 million domestic and international passengers per year, which is equivalent to approximately 63,000 air traffic movements including freight traffic. The proposed airport would operate without a curfew. The Land use plan for the Stage 1 development provides authorisation for development of a range of commercial uses such as retail and business parks within a dedicated business development zone. All commercial operations would be subject to further approvals under the Airports Act and must be consistent with the objectives and permitted uses within the zone.

The Stage 1 development would encompass the entire 1,780 hectare airport site. The majority of construction activity for Stage 1, including bulk earthworks and aviation infrastructure works would be restricted to a 1065 hectare Stage 1 construction impact zone, which is predominantly located in the northern portion of the site. There would also be limited earthworks and development in the southern portion of the site for the establishment of ancillary infrastructure including drainage swales and detention ponds as part of the proposed water management system. The stage 1 construction impact zone is represented on Figure 1–3.

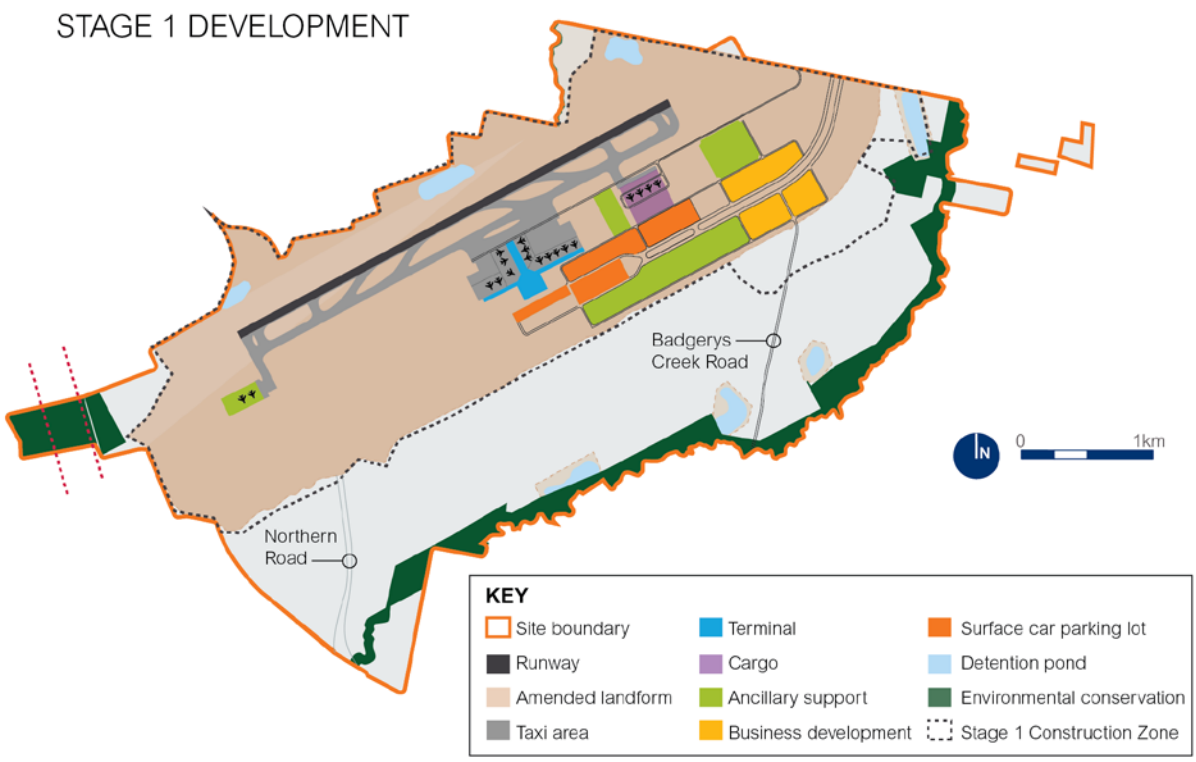
The southern portion of the site would predominantly remain uncleared during the initial stage of airport development. This area is reserved for future development activities which could include construction of a second runway, and expansion of aviation uses and business development in accordance with the draft Airport Plan. Activities associated with these future uses do not form part of the Stage 1 development.

1.3.4 Long term development

It is expected that the proposed airport would be progressively developed as demand increases beyond 10 million passengers annually. Additional aviation infrastructure and support services such as taxiways, aprons, terminals and support facilities would be required to service the growing demand. Future developments beyond the scope of Stage 1 would be subject to the requirements of the Airports Act.

A second runway is forecast to be required by around 2050 and would be located parallel to the first runway with a centre line separation distance of around 1,900 metres. The need for a second runway would be triggered when the operational capacity approaches 37 million passengers per year, which is equivalent to approximately 185,000 air traffic movements including freight traffic.

The long term capacity of the airport is forecast to service approximately 82 million passengers per year, which is equivalent to approximately 370,000 air traffic movements including freight traffic. An indicative configuration for the long term airport development is presented in Figure 1–3. The layout of the long term airport development would form part of a subsequent master plan in accordance with the requirements of the Airports Act.



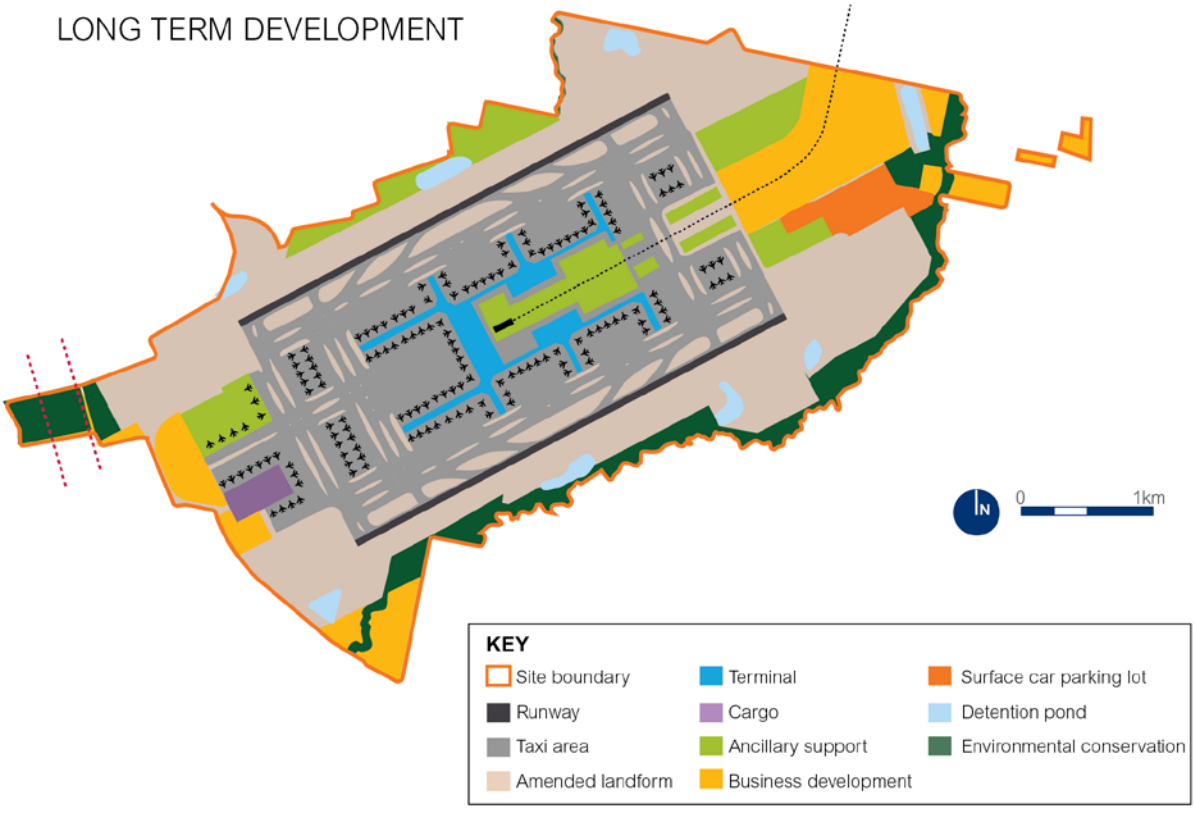


Figure 1–3 – Stage 1 and long term developments (layout of terminal buildings is indicative only)

1.3.5 The proponent

The proponent for the development and operation of the airport is the Australian Government Department of Infrastructure and Regional Development (the Department) which has prepared the draft Airport Plan.

The Department is responsible for national policies and programmes that promote, evaluate, plan and invest in infrastructure and regional development; and foster an efficient, sustainable, competitive, safe and secure transport system for Australia. The Department administers the Airports Act (and its associated regulations) and the Minister for Infrastructure and Regional Development is responsible for the approval of all major developments at major airport facilities across Australia. The proposed airport would be developed and operated under the Airports Act. Construction to prepare the site, including earthworks may be undertaken by the Australian Government. An airport lease would be granted by the Australian Government to an airport lessee company (ALC), which would then become responsible for the airport site and further construction.

The Australian Government is required to meet its obligations under Sydney Airport Group's right of first refusal to develop and operate a second Sydney Airport. This right was granted as part of the Government's sale of Sydney (Kingsford Smith) Airport in 2002 and is applicable to the proposed airport. The right of first refusal consists of a number of phases, including a consultative phase and a contractual phase. The first phase consisted of a nine-month consultation between the Australian Government and Sydney Airport Group concluded on 30 June 2015.

If the Government wishes to proceed with the project, a contractual offer (a 'Notice of Intention') would first be issued to Sydney Airport Group. Sydney Airport Group would then have the opportunity to exercise its option to develop and operate the airport. The Notice of Intention would set out the detailed terms for the development and operation of an airport at Badgerys Creek, including technical specifications, contractual terms and timetable. It is possible a Notice of Intention could be issued to Sydney Airport Group by the end of 2015.

Should Sydney Airport Group decline the opportunity, the Australian Government may approach the market, or develop the airport itself.

1.3.6 The Airport Lessee Company

Once an airport lease is granted, the ALC would be responsible for the implementation of the proposal in accordance with the Airport Plan. The ALC would also be responsible for planning and development assessment for all future stages of the airport in accordance with the Airports Act and other regulatory requirements.

Within five years of an airport lease being granted by the Commonwealth for the airport site, or such longer period as approved by the Minister for Infrastructure and Regional Development, the ALC will be required to submit for approval a full master plan to the Minister for Infrastructure and Regional Development. The Minister is able to refuse to approve a master plan which is not consistent with the Airport Plan. If approved, the master plan would replace Part 2 of the Airport Plan. All future development for the proposed airport must be consistent with the master plan and existing regulatory requirements contained in the Airports Act, including building approvals for all building works and public consultation and approval of major development plans for major developments, as defined in the Airports Act.

1.4 Historical overview

The need and potential location for a second airport in the Sydney region has been considered periodically since 1946. A summary of the major studies and key milestones in the selection of Badgerys Creek as the location of the proposed airport is shown in Figure 1–4.

Badgerys Creek was first identified as a preferred site in the Major Airport Needs of Sydney Study (Major Airport Needs of Sydney Study Committee 1979). The study assessed sites within a number of zones including a northern zone (near Scheyville, Nelson and Galston), north-western zone (near Richmond and Londonderry), south-western zone (near Badgerys Creek and Bringelly) and a southern zone (in Holsworthy Military Area). The 1979 study found Badgerys Creek was the preferred site based on environmental, economic and financial grounds.

Badgerys Creek was again identified as the preferred site for a second airport in the Second Sydney Airport Site Selection Programme Draft Environmental Impact Statement (1985 EIS) (Kinhill Stearns 1985). The programme assessed 10 sites including Badgerys Creek, Bringelly, Darkes Forest, Goulburn, Holsworthy, Londonderry, Scheyville, Somersby, Warnervale and Wilton. A multi-criteria analysis was undertaken considering accessibility, air safety, capital expense, acquisition of land and environmental factors including noise. Badgerys Creek and Wilton were short-listed through this process and the two sites were subsequently assessed through the EIS process, with Badgerys Creek identified as the preferred site.

Badgerys Creek was first formally announced as the site for a major airport by the Australian Government in 1986. Land acquisitions at Badgerys Creek began that year and were completed by 1991. Despite subsequent delays to the airport development, the airport site has remained under Commonwealth ownership since that time.

In January 1996, the Australian Government announced that an EIS would be prepared for the construction and operation of a second Sydney airport at Badgerys Creek. The scope of the environmental assessment process was broadened to include an alternative to the Badgerys Creek site at Holsworthy Military Area, but this was subsequently ruled out as an option on environmental grounds. The Environmental Impact Statement Second Sydney Airport Proposal (1997-1999 EIS) (PPK 1997) assessed the environmental, social and economic impacts of constructing and operating a second major airport at Badgerys Creek. In providing recommendations and advice on the 1997–99 EIS, the then Minister for the Environment found that there were no insurmountable challenges to developing an airport at Badgerys Creek.

More recently, Badgerys Creek was identified as the preferred site in the Joint Study (Department of Infrastructure and Transport 2012). The study assessed 80 sites across 18 locations including Wilberforce, Somersby, Wilton, Luddenham and Badgerys Creek. An airport at Wilberforce was discounted as it would likely require closure of RAAF Base Richmond, while Somersby was discounted due to conflict with Sydney Airport airspace. Wilton was considered too remote from most airport users to justify the development of an airport. Both Luddenham and Badgerys Creek were considered geographically well-placed in relation to growth areas, with Badgerys Creek the preferred choice based on its higher benefit-cost ratio. The Richmond and Wilton Study (DIRD 2013) subsequently supported these findings, noting a ‘clear preference’ within the aviation industry for an airport at Badgerys Creek.

KEY MILESTONES

1946
First investigation into the best site for further airport development in/around Sydney considers three options including a site at Towra Point and expansions of existing airports at Bankstown and Mascot.

1969
Advisory committee to the Australian Government considers 11 potential sites for a second airport, including a site at Badgerys Creek.

1971
Advisory committee narrows potential locations to sites in Richmond, Somersby, Duffys Forest and Wattamolla.

1972
Benefit-cost analysis undertaken of an additional 106 sites. Assessment reduces the number of sites to five potential sites: Towra Point, Rouse Hill/Nelson, Long Point, Marsden Park and Bringelly.

1973
Government announces that Galston has been selected as the site for a potential second airport (decision reversed in 1974 following further consideration).

1976
Major Airport Needs of Sydney Study Committee convened as a joint initiative by the Federal and State governments. Study considers six sites including Londonderry, Scheyville, Austral, Long Point, Bringelly and Badgerys Creek.

1979
Preliminary report released by the Major Airport Needs of Sydney Study Committee. Scheyville and Badgerys Creek shortlisted as potential sites, but development could not be justified before a third runway at Sydney Airport.

1982
Third runway at Sydney Airport announced (decision reversed in 1983).

1983
New programme announced to identify a site for a second airport in Sydney (the Second Sydney Airport Site Selection Programme). Ten sites re-examined: Bringelly, Darkes Forest, Goulburn, Holsworthy, Londonderry, Scheyville, Somersby, Warnervale, Wilton and Badgerys Creek.

1985
Wilton and Badgerys Creek assessed in detail in Second Sydney Airport Site Selection Programme Draft Environmental Impact Statement.

1986
Badgerys Creek announced as the site of the second airport. Acquisition of land begins (completed by 1991).

1991
Decision made to proceed with the construction of a third runway at Sydney Airport and an initial development of a general aviation airport at Badgerys Creek.

1994
Third runway at Sydney Airport opens and the plans to develop the Badgerys Creek site are expanded to provide an international standard airport in time for the Sydney 2000 Olympics.

1996
Government announces that an EIS will be prepared for the development of a second Sydney airport at Badgerys Creek. Scope subsequently broadened to include a potential site at Holsworthy Military Area.

1997
Holsworthy Military Area ruled out on environmental grounds and draft EIS released for public comment prior to finalisation in 1999.

2000
Further development of a potential second airport at Badgerys Creek put on hold.

2004–08
Further consideration of other potential sites by the Australian and NSW governments, including Well's Creek, Camden, RAAF Base Richmond and expansion of the existing Canberra Airport.

2009
Joint Australian and NSW government steering committee appointed to guide a Joint Study on Aviation Capacity for the Sydney Region (the Joint Study).

2012
The Joint Study is released and concludes that an additional airport would be needed from around 2030 and that out of 80 sites considered, Badgerys Creek would be the most logical and cost effective site.

2013
Study into the suitability of Wilton as a second airport and limited civil operations at RAAF Base Richmond supported previous findings that Badgerys Creek would be the most economically viable option for further development.

2014
Australian Government announces that Badgerys Creek will be the site for a second airport for Sydney. Department of Infrastructure and Regional Development start preparing EIS.

Figure 1–4 – Key milestones in the development of the Western Sydney Airport

Most recently on 15 April 2014, the Australian Government announced that Badgerys Creek would be the site for a Western Sydney airport. The announcement follows the numerous studies and environmental assessments over preceding decades, including the recent investigations involved in the Joint Study.

1.5 The need for a new EIS

Development of an airport at Badgerys Creek has been assessed through the preparation of two previous EISs. The 1997-1999 EIS (PPK 1997) is the most recent comprehensive environmental assessment and considered three separate options for the development of the airport site. Option A proposed substantially the same 50/230 degree runway orientation and location as currently proposed, however the capacity of the airport site was limited to 30 million passengers annually.

In September 2014, SMEC Australia (SMEC) was commissioned by the Department to undertake an environmental field survey of the Commonwealth land at Badgerys Creek. The purpose of the field survey was to update the Commonwealth's knowledge of flora and fauna, European and Aboriginal heritage and hydrology aspects of the land at Badgerys Creek. The resulting report, (SMEC 2014) found that the previous EISs, although comprehensive and useful as background information, were outdated due to changes in legislative requirements and obligations, best-practice and industry standard assessment methods, and threatened flora and fauna listings. In addition, there have been substantial changes to the indicative design and operational parameters proposed for the airport, reflecting the changing nature of airports as centres of economic activity. As such, the Australian Government commenced a new environmental assessment for the proposed airport.

This draft EIS has been developed to assess the proposed airport as described in the draft Airport Plan in the context of an updated regulatory framework and the contemporary regional setting for Western Sydney. Where relevant, information from previous assessments such as the 1997-1999 EIS (PPK 1997) has been used to support technical information required for this draft EIS.

1.6 EIS function and structure

1.6.1 Approval framework

The proposed airport would be developed in accordance with the draft Airport Plan determined under the Airports Act. This draft EIS is a companion document to the draft Airport Plan. The draft EIS assesses the potential environmental, social and economic impacts associated with the Stage 1 development as described in Part 2 of the draft Airport Plan. The draft EIS has been prepared in accordance with the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* and the specific assessment guidelines for the development of the airport issued on 29 January 2015.

The draft EIS and draft Airport Plan will be placed on public exhibition concurrently for a period determined by the Minister for the Environment. During the public exhibition period any person, group, corporation or agency can submit comment on the EIS and/or the draft Airport Plan to the Department of Infrastructure and Regional Development. A copy of all comments received on the draft EIS will be forwarded to the Department of the Environment.

The EIS and the draft Airport Plan must be revised taking account of comments received during the exhibition period. The finalised EIS will also provide any additional information that may be relevant to the Minister for the Environment's consideration of the environmental impacts of the proposal.

The Minister for the Environment will consider the finalised EIS and revised draft Airport Plan from an environmental perspective and notify the Minister for Infrastructure and Regional Development whether the Airport Plan should be determined and, if it is determined, whether any specific conditions or provisions should be included for the purpose of protecting the environment.

If the Minister for the Environment is satisfied with the draft Airport Plan, the Minister for Infrastructure and Regional Development may determine the Airport Plan. The Airport Plan must include any conditions or provisions specified in the notice from the Minister for the Environment.

As noted above, the Australian Government may undertake some preliminary works. Once an airport lease is granted, the ALC will be responsible for implementation of the proposal in accordance with the Airport Plan and any conditions contained within it. The ALC will also be responsible for planning and development assessment for all future development on the airport site in accordance with the existing regulatory framework for airports under the Airports Act.

1.6.2 EIS structure

This EIS includes a detailed consideration of the environmental, social and economic consequences of the proposed airport and is presented in four volumes, as described in Table 1–2.

Table 1–2 – EIS structure

Volume	Scope
Executive Summary	The executive summary provides an overview of all aspects of the EIS for the proposed airport. A stand-alone summary document is also provided to assist in public engagement.
Volume 1 – Background	Volume 1 provides the context to the proposed development and includes three parts: • Part A provides a background to the proposal including a detailed rationale and consideration of strategic options for the development of the proposed airport and consideration of the legislative context and approval requirements for the proposed development; • Part B describes the draft Airport Plan including airport performance and design criteria, the land use plan, a detailed description of the Stage 1 development and the construction activities required for the development of the site; and • Part C includes an overview of the community and stakeholder engagement activities completed during the preparation of the EIS and proposed to be undertaken during the exhibition and determination phases of the proposal.

Volume	Scope
Volume 2 – Stage 1 environmental impact assessment	Volume 2 provides a detailed impact assessment of the Stage 1 development and includes three parts. • Part D provides a detailed consideration of all environmental aspects potentially impacted by the proposal; • Part E provides the environmental management framework and mitigation requirements to be implemented as part of the proposal; and • Part F provides a conclusion to the assessment of impacts for the Stage 1 development including the ability to meet the needs and objectives of the proposed development.
Volume 3 – Long term environmental assessment	Volume 3 provides a strategic level environmental assessment for the long term development of the airport site. The assessment includes consideration of environmental aspects impacted by the potential long term development of the site. Future development of the airport will be subject to a detailed master planning and approval process. This assessment is therefore based upon indicative design concepts including indicative flight tracks to provide an idea of the extent of impacts potentially associated with the future development of the airport site. All future development including any cumulative or consequential impacts on other airports such as Sydney Airport will be subject to assessment and approvals in accordance with the applicable legislative framework at the time of the application.
Volume 4 – Specialist Studies	Volume 4 presents detailed specialist studies that have been completed to inform the consideration of impacts as part of the environmental assessment process. These studies assess the potential impacts of the proposed airport with regard to: • noise; • air quality; • community health; • hazard and risks; • bird and bat strike; • surface transport and access; • biodiversity; • surface water, groundwater and water quality; • Aboriginal heritage; • European heritage; • planning and land use; • landscape character and visual; • social impacts; • economic impacts; and • property values.