

#### Employment in the initial airport construction phase

- Development of the proposed airport would be staged to enable it to grow with the population of Western Sydney and the growing demand for aviation services.
- Analysis commissioned by the Department in 2012 estimated that approximately 4300 jobs would be created during the construction of a stage one airport at Badgerys Creek. Of these, approximately 850 would be higher skilled jobs and 3450 lower skilled.
- This work will be updated we finalise the scope of a stage one airport development at Badgerys Creek.
- Note that Construction would continue throughout the life of the airport as each subsequent stage is built.

#### Residential land around airport site

- Long-standing planning restrictions around the Badgerys Creek site have protected it from urban and residential development that would be incompatible with an airport. As a result of these restrictions the area around Badgerys Creek has been preserved for the development of an airport without the need for unwarranted restrictions on its operation, enabling an airport to operate on a curfew free basis.
- This is evidenced by the smaller number of residents living within a 10 kilometre radius of the site (approx. 16,000), which is less than two per cent of those within the same distance to Sydney (Kingsford Smith) Airport (approx. 830,000). The attachments show this on a Google map image. Note that these circles are not noise contours, but are simply to illustrate the much lower population density surrounding Badgerys Creek.
- An indicative noise footprint for aircraft operating from the southern runway at a 20 million passenger movements per year airport at Badgerys Creek (which would be well after opening) would affect

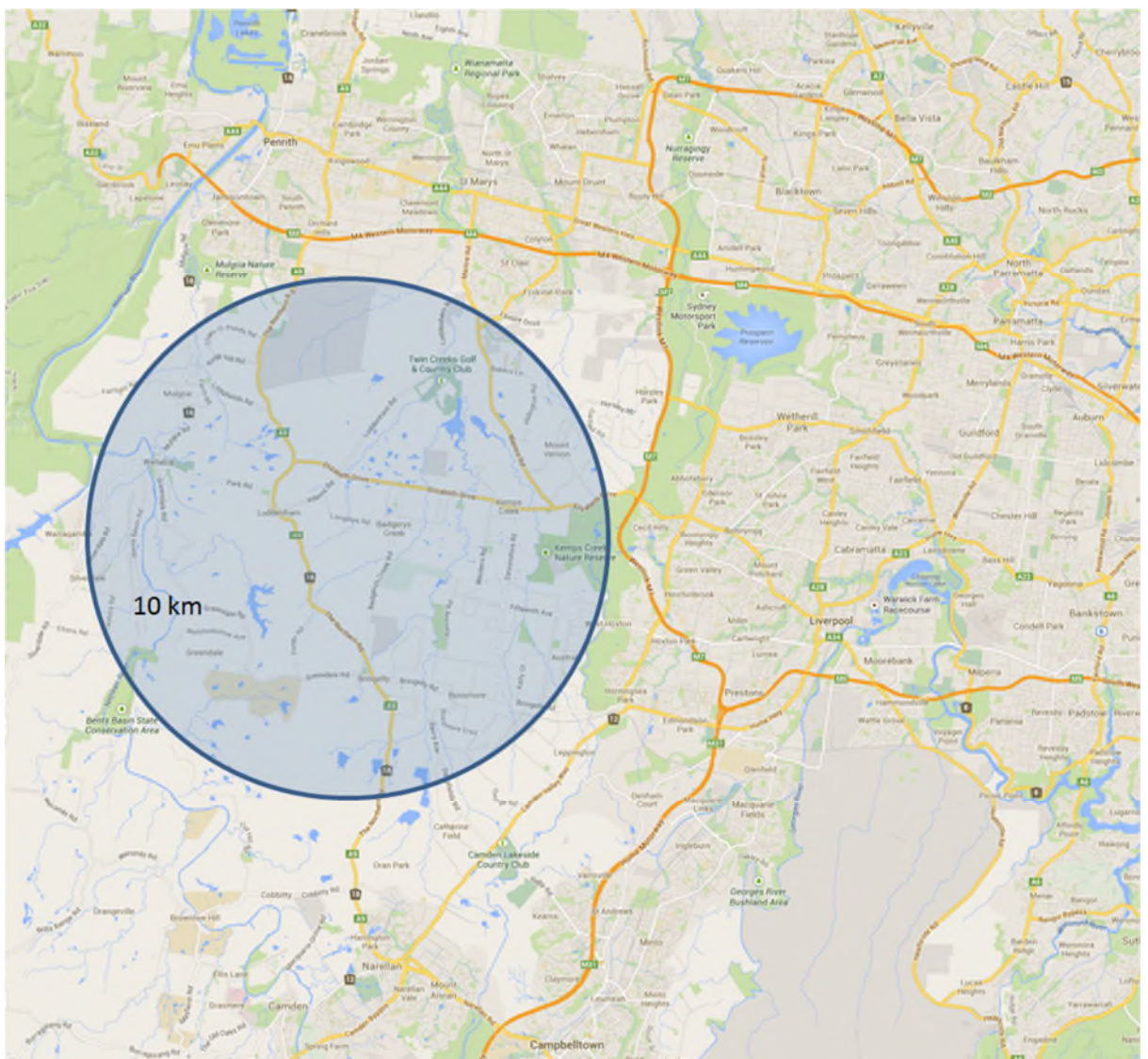
approximately 3,900 residents. This would be more than 30 times fewer people affected by an equivalent noise footprint at Sydney (Kingsford Smith) Airport which affects around 130,000 people.

- Very detailed noise modelling is being conducted now as part of the environmental impact assessment. These will show expected noise contours at various stages of a Western Sydney airport (on opening, when the single runway airport is reaching capacity, and for a two runway airport (after 2050)). [See indicative noise contour attachment.]
- We don't have figures for the distance to the nearest house for Badgerys Creek. In any case, that is likely to give the wrong impression because the real issue here is that residential housing density around the Badgerys Creek area is very low, unlike the situation with Kingsford Smith Airport.
- Once the Western Sydney Employment Area is fully realised it is likely that even less residents would be impacted as the indicative airport layout, including a north-east/south-west runway alignment, means it is likely that aircraft would mostly take off and land over the planned Western Sydney Employment Area.

## Distance from proposed airport at Badgerys Creek

Within 10 kilometres

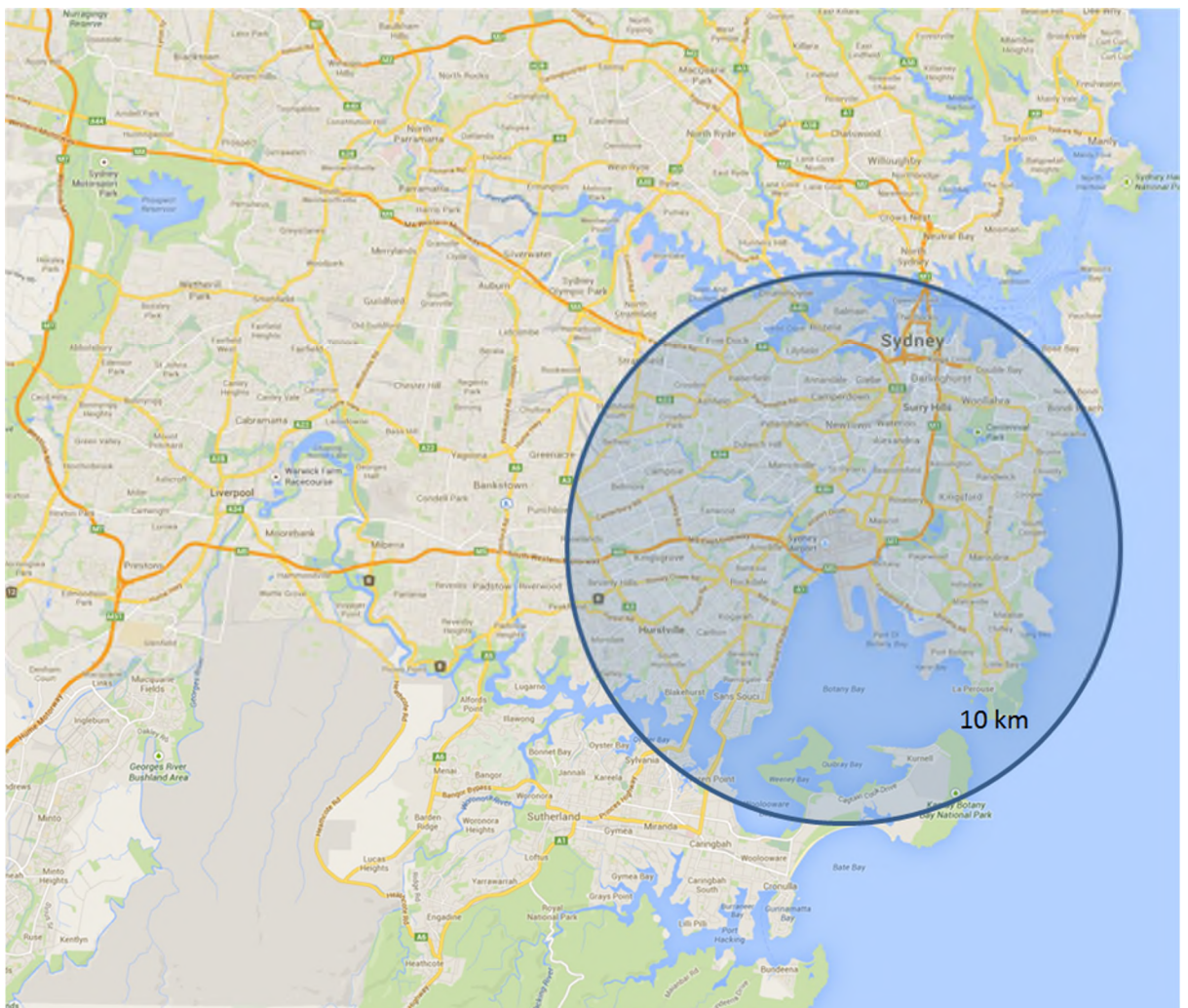
- Luddenham
- Mount Vernon
- Kemps Creek
- Wallacia
- Silverdale
- Greendale
- Bringelly



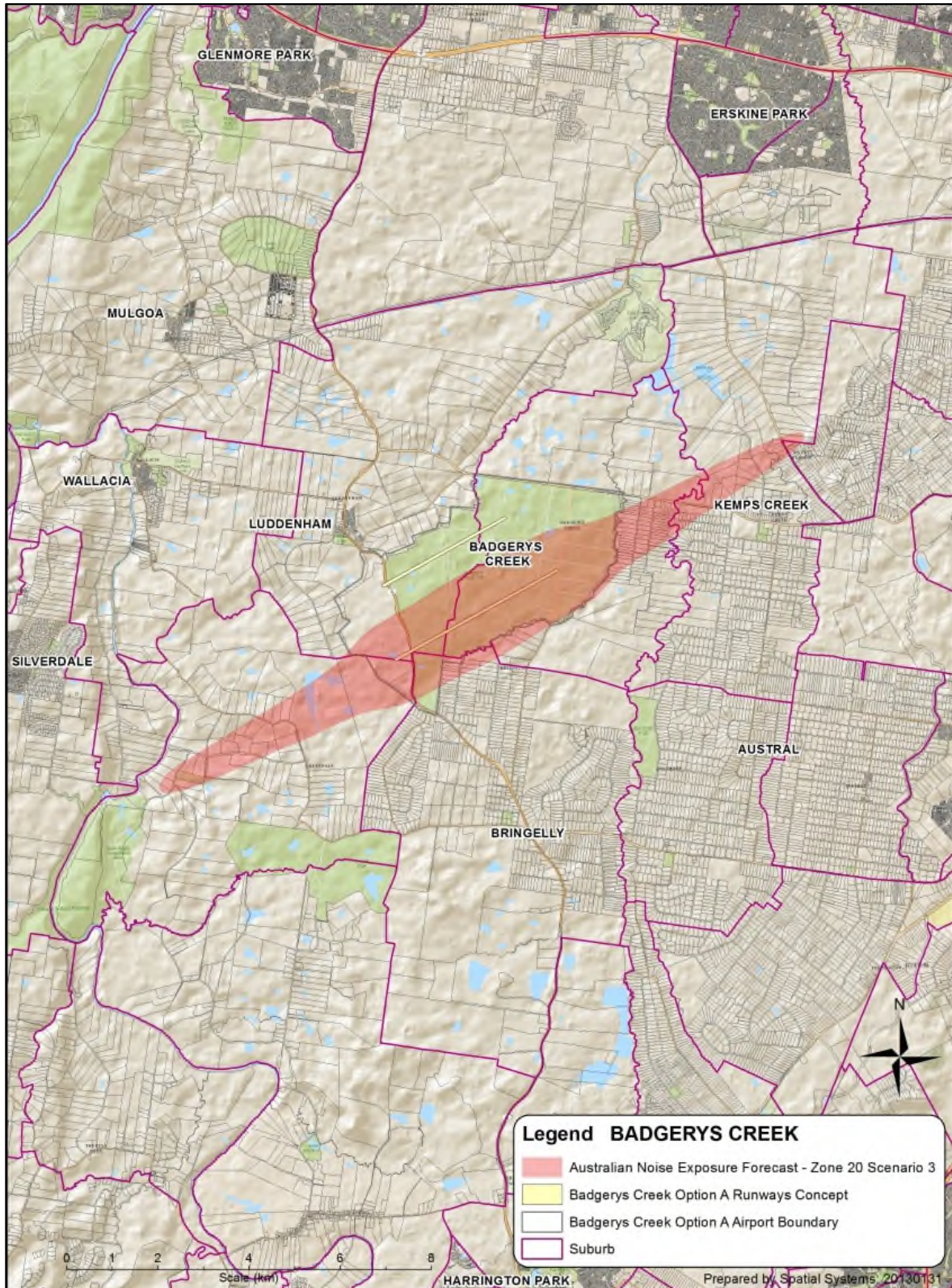
## Distance from Sydney (Kingsford Smith) Airport

Within 10 kilometres

- Sydney CBD
- Bondi
- Coogee
- Strathfield
- Leichhardt
- Paddington
- Petersham
- Maroubra
- Dulwich Hill
- Marrickville
- Glebe
- Annandale
- Newtown
- Rozelle
- Kurnell



**Indicative noise contour for a 20 million passenger airport operating from a single southern runway at Badgerys Creek**



Sydney Kingsford Smith actual noise contour based on 2011 AirServices Australia data (36 million passenger movements)

