



Western Sydney Airport

Airport Plan Annual Report 01

24 September 2018 - 23 September 2019



**Western
Sydney
Airport**

Airport Plan Annual Report

Document Control

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Revision	Date	Description	Author	Reviewer
A	16/12/2019	For internal review	Sally Reynolds (ENV) Simone Concha (SUST) Nicole Ryan (COMs)	Jim Tragotsalos
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Glossary, Acronyms and Definitions

Item	Definition
AEO	Airport Environmental Officer
Airport Plan	Means the airport plan for the Airport Site as determined by the Infrastructure Minister under section 96B of the Airports Act in December 2016 as varied from time to time in accordance with the Airports Act.
ANZECC and ARMCANZ 2000	Australia and New Zealand Guidelines for Fresh and Marine Water Quality
AS/NZS	Australian Standard/New Zealand Standard
CEMP	Construction Environmental Management Plan
dB	The decibel (symbol:) is a unit of measurement used to express the ratio of one value of a power or field quantity to another on a logarithmic scale
DP	Delivery Partner
ECSA	Experience Centre and Site Accommodation
ECM	Environmental Control Maps
ECZ	Environmental Conservation Zone
EEW	The Phase of the Stage 1 Development that involves early earthworks as described in section 6 of the Construction Plan.
EIS	The Environmental Impact Statement prepared in relation to the Airport under the EPBC Act
ESCP	Erosion and Sediment Control Plan
GHD	Water Monitoring Contractor
ISCA	Infrastructure Sustainability Council of Australia
IS Rating	Infrastructure Sustainability Rating (administered by ISCA)
ITP	Inspection and Test Plan
LAeq	A-weighted equivalent continuous sound level in decibels measured over a stated period of time
NABERS	National Australian Built Environment Rating System
Non-conformance	Failure to conform to the requirements of the Airport Plan (including the SEMF)
PFOA	perfluorooctane sulfonic acid
PFOS	perfluorooctanoic acid
PM ₁₀	particulate matter 10 micrometers or less in diameter
PM _{2.5}	particulate matter 2.5 micrometers or less in diameter
Preparatory Activities	<p>The following:</p> <ol style="list-style-type: none"> day-to-day site and property management activities; site investigations, surveys (including dilapidation surveys), monitoring, and related works (e.g. geotechnical or other investigative drilling, excavation, or salvage); establishing construction work sites, site offices, plant and equipment, and related site mobilisation activities (including access points, access tracks and other minor access works, and safety and security measures such as fencing, but excluding bulk earthworks); enabling preparatory activities such as:

Item	Definition
	(i) demolition or relocation of existing structures (including buildings, services, utilities and roads); (ii) the disinterment of human remains located in grave sites identified in the European and other heritage technical report in volume 4 of the EIS; and (iii) application of environmental impact mitigation measures; and e. any other activities which an Approver determines are Preparatory Activities
SEMF	Site Environmental Management Framework
Site Auditor	Accredited by the NSW EPA and will undertake an independent non-statutory review of all relevant environmental reports prepared for the remediation of the site. The Site Auditor's review will be carried out in general accordance with the Contaminated Land Management Act 1997 a
SP1	EEW Separable Portion 1: Civil enabling works (remediation, cut to fill levelling) with a focus on construction of a pad for pavement material stockpiling
SP2	EEW Separable Portion 2: Civil enabling works (remediation, cut to fill levelling, drainage and service relocation) focused on the realignment of Badgerys Creek Road between Pitt Street and Elizabeth Drive
the Act	<i>Airports Act 1996 (Airports Act)</i>
the EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i>
the Project	Western Sydney Airport – Stage 1 development
Watpac	EC Contractor
WSA	WSA Co Limited (ACN 618 989 272), the entity responsible for constructing and operating the Airport in accordance with the Airport Plan. For the purposes of the Airports Act 1996 (Cth), WSA is the "airport-lessee company" for WSI

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1. Introduction

In April 2014 the Australian Government announced that the Commonwealth-owned land at Badgerys Creek would be the site for Sydney's new Airport. The site was selected following extensive studies completed over a number of decades.

In December 2016, the Minister for Urban Infrastructure determined the Airport Plan which sets the environmental and planning authorisation for the development of Stage 1 of Western Sydney International (WSI) Airport. In May 2017, the Government announced that it would establish Western Sydney Airport (WSA), to develop and operate the airport. WSA is responsible for constructing and operating Western Sydney International Airport in accordance with the Airport Plan.

The EIS prepared in accordance with the Commonwealth Environmental Protection and Biodiversity Conservation (EPBC) Act and Airports Act considered potential impacts during construction activities for the site and operation of the Stage 1 and long-term development of the proposed airport.

The Construction Plan has been prepared to meet the requirements of *Condition 1 of the Airport Plan for the Stage 1 Development* determined in December 2016. The Site Environmental Management Framework (SEMF) has been prepared as WSA's overarching environmental management document to support the implementation of the Construction Environmental Management Plans (CEMP). Other Plans required by the Airport Plan include the Sustainability Plan and Community and Stakeholder Engagement Plan (CSEP) which are closely linked with the SEMF.

The purpose of this Annual Report is to satisfy Airport Plan Condition 39 which requires the preparation of a report addressing compliance with each condition set out in section 3.10.2 and condition 29 (sustainability), including implementation of any Approved Plan in respect of the 12-month period commencing with the commencement of Main Construction Works. This report therefore covers the period from 24th September 2018 to 23rd September 2019. The report will be published on the WSA website within 3 months from the end of the reporting period.

2. Executive Summary

The annual report includes details of compliance with each Airport Plan condition set out in Section 3.10.2 and condition 29 (Sustainability). All requirements have been met, refer to Appendix A for details of compliance with each condition. During the reporting period incidents have been reported efficiently and corrective and preventative actions implemented. All incidents were minor and did not result in material harm to the environment. Where issues were identified with the implementation of aspects of a CEMP, corrective actions were closed out effectively. During the auditing and review processes outlined in the Construction Plan and CEMPs lesson learnt were incorporated development of the plans for the next phase of work.

A positive relationship has been established with the Airport Environment Officer (AEO) in the first twelve months since commencement of Main Construction. This relationship has been developed through open consultation and frequent site inspections to review construction as it progresses and confirm environmental management requirements have been met.



WSA is committed to continuous improvement through effective execution of Construction Plan and CEMPs, and will continue to monitor, track and review the processes required by the SEMF.

Community and Stakeholder engagement activities and channels increased in 2019, and included statutory notification requirements, community outreach events and shows, school safety presentations and volunteering partnerships. The opening of the Western Sydney International Experience Centre in September 2019 has given all stakeholders a focal point for understanding the Airport as a construction project and as a catalyst for social and economic development in the area. Nearly 4000 people have visited the Centre since it opened.

2.1. WSA Construction Activities Overview

The Site Environmental Management Framework (SEMF) is WSA's overarching environmental management document to support the implementation of the nine Construction Environmental Management Plans (CEMPs) and associated sub plans. These Plans were approved by the Department of Infrastructure, Transport, Cities and Regional Development (DITCRD) in September 2018 and amended to include the Experience Centre and Site Office in December 2018. These Plans are a requirement of the Airport Plan, which sets out the conditions to be complied with in relation to the development of the airport.

The Community and Stakeholder Engagement Plan (CSEP) is a requirement of the Airport Plan and is WSA's overarching management document to guide consultation with the community and stakeholders during the development of the airport.

WSA commenced Main Construction Works associated with Early Earthworks on 24th September 2018. This involved site clearance and remediation works within the Early Earthworks footprint, which allowed the establishment of site facilities and the commencement of cut-to-fill earthworks operations. Road works commenced for the Badgerys Creek Road re-alignment, which runs through the Airport site. Construction on the Badgerys Creek Road bridge has commenced, which will be 49 metres wide and 39 metres long when completed. Figure 1 shows the Early Earthworks site.

Construction on the Experience Centre and Site Office commenced in January 2019. The structures for these were pre-fabricated in factories off-site and brought on-site. This resulted in reduced noise on site; minimised traffic due to smaller workforce required on site; reduced waste as optimised the manufacturing process minimised material use. The site office building can be re-used at alternative locations following completion of Main Construction works. Figure 2 shows the completed Experience Centre.

Sandstone importation commenced in April 2019, which involved the haulage of sandstone material from Sydney Metro sites at Marrickville and Chatswood to WSI. The sandstone material will be used as select material for roads and other infrastructure on site.

The TransGrid high voltage overhead cable relocation was completed in May 2019, removing one of the key obstacles for construction of the first runway. The steel structures removed were recycled.

WSA has satisfied its 2018–19 target of meeting all relevant conditions in relation to environmental performance. This is evidenced through the environmental inspections and

reviews completed by the Airport Environment Officer (AEO) who attended the Airport site regularly during the reporting period with no significant matters identified and nil notices issued.

Environmental conditions are inevitably impacted by an expansive infrastructure project such as this. WSA has identified environmental risk as inherently high within its risk profile and will continue to establish appropriate control frameworks for the proactive management of this risk.

Implementation of the Remediation Action Plan (RAP) commenced with the Early Earthworks phase and continued during the reporting period. Asbestos and other contaminated material were identified within the Early Earthworks, Experience Centre and Site Office sites and managed in accordance with the RAP. Due to the unanticipated volume of asbestos identified and the desire to achieve improved environmental outcomes, the RAP (2018) has been revised with learnings from current activities to be applied proactively in future works.

The Early Earthworks contractor conducted vegetation clearing to enable earthworks to begin. The clearing was completed in accordance with the Biodiversity CEMP including the recording of the quantity of threatened species impacted in accordance with the Environment Protection and Biodiversity Conservation Act 1999 Part 13 Permit Requirements. The annual compliance report is available on the WSA website.

Early earthworks and growing awareness and interest from the community and other stakeholders, prompted increased community engagement. We developed a range of new communication channels to provide information and respond to both local community stakeholders and the growing domestic and international enquiries regarding the vast opportunities stemming from the Airport. The Company also partnered with local councils in the rollout of a competition to develop STEM skills throughout primary schools in Western Sydney. The initiative encouraged students to design their vision of the Airport using the popular digital platform, Minecraft.



Figure 1: Early Earthworks



Figure 2: Completed Experience Centre

3. Construction Conditions 3.10.2

Compliance with the Airport Plan Construction Conditions 3.10.2 has been tracked throughout the year. A summary of compliance is provided below and details of compliance with all Airport Plan conditions is included in Appendix A.

3.1. Environmental Compliance

The status of compliance with relevant Airport Plan Conditions is provided in Appendix A. Incidents and non-conformances that have been identified as part of the continual improvement processes have been summarised below. Figure 1 shows the incident and issues identified during the reporting period.

3.1.1. Compliance with the Airport Plan

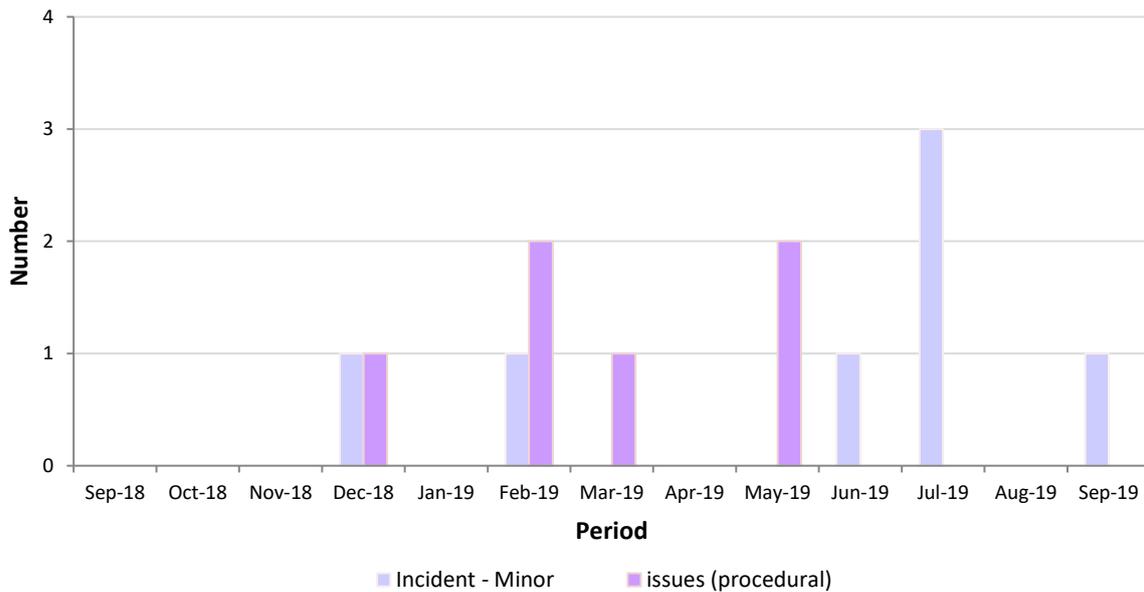
Compliance with the Airport Plan conditions was achieved during the reporting period. Appendix A provides details of the conditions and how compliance has been met. The SEMF outlines the mechanisms for measuring compliance and processes for continuous improvement.

During the reporting period, where issues were identified, corrective and preventative actions were implemented which ensured no non-compliance with the Airport Plan occurred. Table 1 provides a summary of key themes during the reporting period.

Table 1: Summary of key themes

Key themes	Summary of continuous improvement
Spills and leaks	All storage equipment meets or exceeds required bunding requirements
Hold point release and approval management	Established hold point management system Training and ongoing coaching incorporated into the on-boarding processes

Figure 3: Incidents and Issues

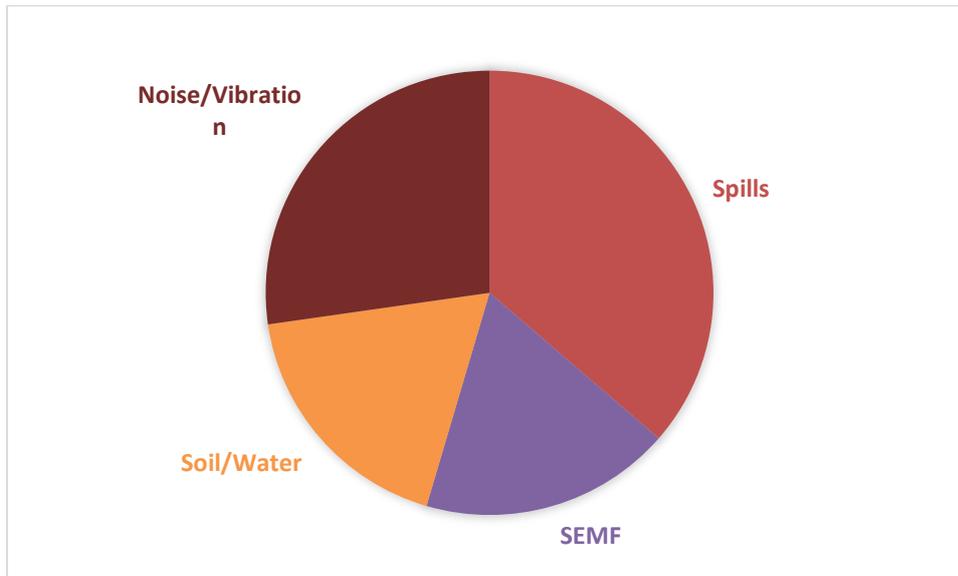


3.1.2. Incidents

WSA proactively encourages the reporting of environmental incidents through training and induction programs. This approach enables the identification of corrective and preventative actions and continuous improvement. All incidents identified during the reporting period were minor and resulted in no environmental harm as a consequence of the incident. Figure 3 shows the number of incidents that occurred on a monthly basis during the reporting period.

Figure 4 provides incident trends that were identified during the reporting period. Note the incidents that relate to the SEMF were as a result of an incident occurring that related to approvals.

Figure 4: Incident Trends



3.1.3. Audits

A requirement of the SEMF is to complete audits generally on a six-monthly basis throughout the Stage 1 Development. The purpose of auditing is to verify compliance with:

- SEMF and associated CEMPs and Contractor environmental documentation;
- Approval requirements; and
- Any relevant legal and other requirements (e.g. licenses, permits, regulations).

During the reporting period two audits were completed. A summary of the audit scope and findings is provided below.

Audit 1: review of environmental monitoring including noise and vibration, air quality and surface water. The audit reviewed 27 aspects and was completed on both the Early Earthworks Contractor and the EC/SO Contractor. The audit identified eight opportunities for improvement and one non-conformance. The non-conformance related to the monitoring requirements of the air quality CEMP not being implemented at the EC/SO site.

Audit 2: review of the implementation of the soil and water CEMP and the Waste and Resources CEMP. The audit reviewed 38 aspects and identified one opportunity for improvement and one point of merit. The audit was completed on the Early Earthworks Contractor.

In accordance with Airport Plan Condition 40, an independent audit of compliance with the conditions set out in the Section 3.10.2 is planned for completion in November 2019. The independent auditor has been approved by DITCRD and the audit criteria agreed.

3.2. Sustainability and Compliance Performance

Integration of sustainability is occurring at every stage of the project, in planning, design, procurement, construction and operation. In the reporting period, sustainability has been included as shown in the table below.

Table 2: Sustainability Overview

Project Phase	Work Package or Program	Update
Planning	<ul style="list-style-type: none"> • Airport Precinct • Business Park • Sustainability Masterplan - Whole Airport Site 	<p>Strategic considerations include assessment of sustainability optimisation.</p> <p>Development Control Plan for Business Park includes sustainability requirements.</p>
Design	<ul style="list-style-type: none"> • Early Earthworks • Experience Centre and Site Accommodation • Bulk Earthworks • Terminal 	IS, Green Star and NABERS rating requirements and Additional Specific Targets from EIS Table 28-38 incorporated during design.
Procurement	<ul style="list-style-type: none"> • Early Earthworks • Experience Centre and Site Accommodation • Bulk Earthworks 	Requirements included in Tender documentation, reviewed during Tender evaluation and included in final Contract.
Construction	<ul style="list-style-type: none"> • Early Earthworks • Experience Centre and Site Accommodation 	<p>IS, Green Star and NABERS rating requirements and Additional Specific Targets from EIS Table 28-38 included in Contract. Compliance measurement, monitoring, audits and inspections are being undertaken.</p> <p>See section on Delivery Compliance</p>
Operation	<ul style="list-style-type: none"> • Experience Centre and Site Accommodation 	Energy, water and waste requirements included in Facilities Management Contract, including NABERS rating for Energy and Water.

3.3. Compliance Documentation

- Sustainability Plan WSA00-WSA-00000-SS-PLN-000001 Rev 2

3.4. Non-Conformances

There have been zero (0) identified sustainability related non-conformances throughout the reporting period.

3.5. Sustainability Inspections

The environmental inspections mentioned in this report include a sustainability component. Therefore, also forty-seven (47) sustainability inspections were undertaken at EEW and thirteen (13) at EC during the reporting period. Zero (0) sustainability issues were raised, refer to Table 3 Inspection Summary.

Table 3: Sustainability Inspection Frequencies and Number of Inspections

Construction Package	Inspection Type	Frequency	Number of inspections	Status and number of issues raised
EEW	DP/WSA	Weekly	47	None raised
EC	DP/WSA	Weekly	13	None raised

3.6. Sustainability Auditing

The Sustainability Plan (WSA00-WSA-00000-SS-PLN-000001 Rev 2) was approved on 27th of March 2019. The Sustainability Plan stipulates auditing is required six-monthly, therefore the first audit conducted falls outside of this reporting period and will be included in the next annual report.

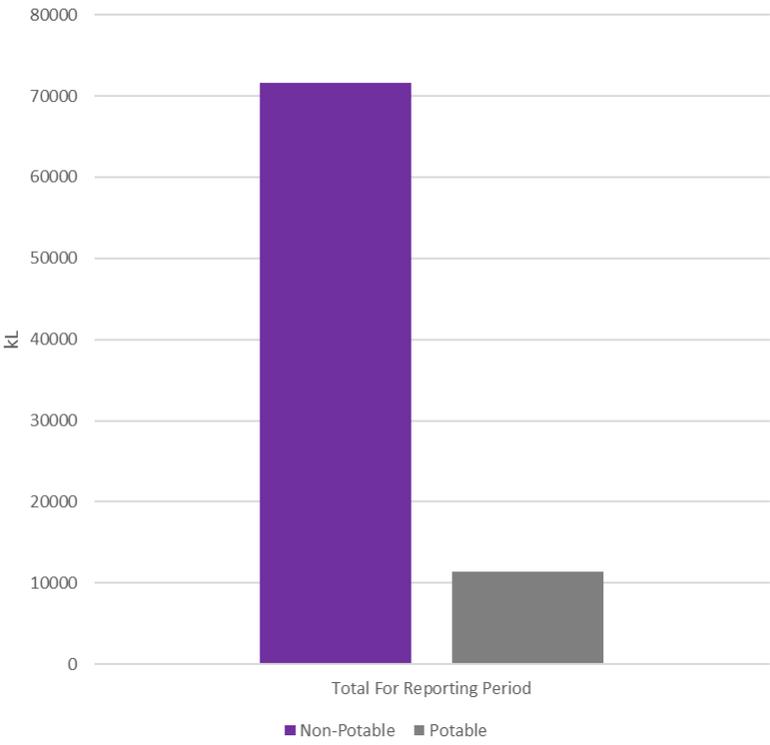
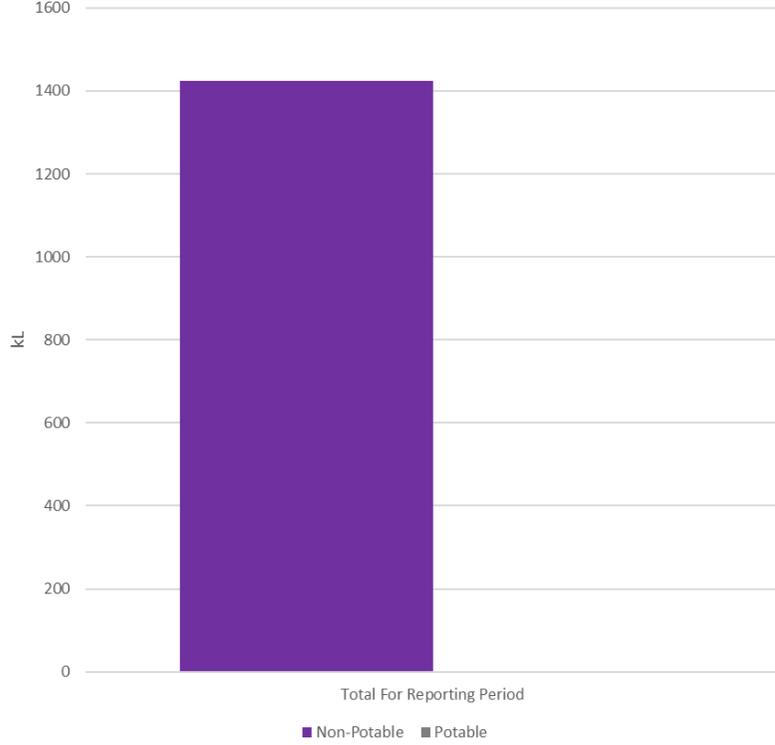
3.7. Sustainability Monitoring

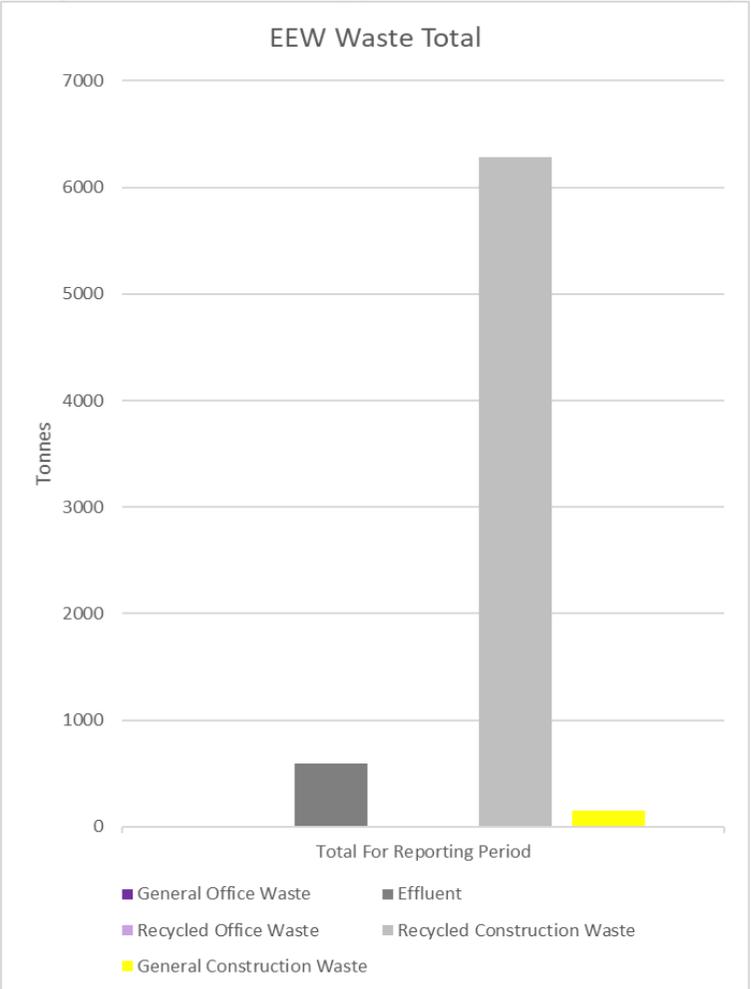
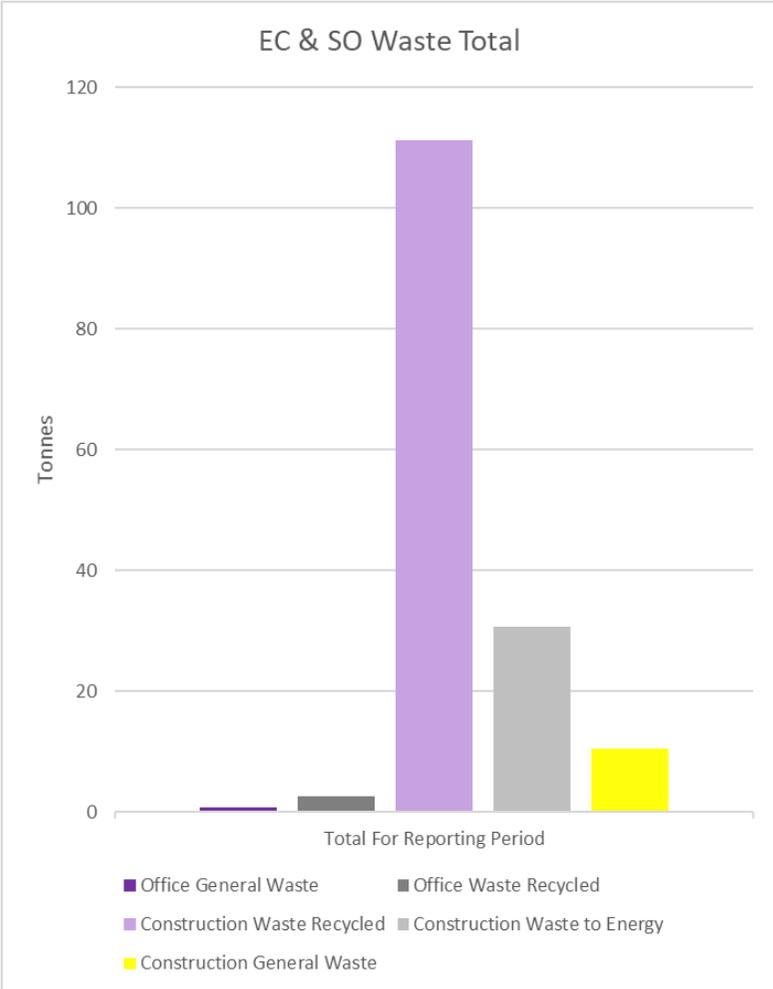
Monthly reporting is provided by each package that is on site actively conducting works. This reporting includes package metric reporting, including energy/diesel usage, water usage and waste generated. These metrics are used for a month to month comparison. Each package is also required to include in the monthly report a general sustainability update and to complete an update comparing their performance to the Sustainability Plan's Table 6 Additional Specific Targets.

3.7.1. Package Metrics Reporting

Table 4: Sustainability Reporting Metrics

Item	Early Earthworks (EEW)	Experience Centre & Site Office (EC & SO)
Energy & Diesel	Temporary site offices, crib sheds, plant and light vehicles were all required to run off diesel fuel. EEW are targeting energy and carbon reductions to achieve a minimum of level 1 for IS Rating Ene-1 credit. Final package reporting will be provided in the next annual report.	Temporary site offices, crib sheds, plant and light vehicles were all required to run off diesel fuel. Final package reporting will be provided in the next annual report.
GHG	EEW are required to quantify project emissions at the end of package. Emission calculations will be provided in the next annual report. EEW are targeting GHG reductions to achieve a minimum of level 1 for IS Rating Ene-1 credit. Final package reporting will be provided in the next annual report.	EC & SO are required to quantify project emissions at the end of package. EC & SO are targeting GHG reductions to achieve Green Star credit 15. Final package reporting will be provided in the next annual report.
Water	EEW package utilises dams on site for non-potable water supply as much as possible depending on weather. This has helped ease EEW's demand on potable water during dry months. EEW are targeting water use reductions to achieve a minimum of level 1 for IS Rating Wat-1 credit and to comply with Table 6 of The Sustainability Plan.	EC & SO utilised dams on site for non-potable water supply and achieved 100% non-potable water use for this project. EC & SO are targeting water use reductions to achieve Green Star credit 18 and to comply with Table 6 of The Sustainability Plan.

Item	Early Earthworks (EEW)	Experience Centre & Site Office (EC & SO)												
	<p data-bbox="705 272 907 300">EEW Water Total</p>  <p data-bbox="421 646 448 670">kL</p> <p data-bbox="750 997 952 1018">Total For Reporting Period</p> <p data-bbox="705 1037 907 1058">■ Non-Potable ■ Potable</p> <table border="1"><thead><tr><th>Category</th><th>Value (kL)</th></tr></thead><tbody><tr><td>Non-Potable</td><td>72000</td></tr><tr><td>Potable</td><td>11000</td></tr></tbody></table>	Category	Value (kL)	Non-Potable	72000	Potable	11000	<p data-bbox="1556 272 1780 300">EC & SO Water Total</p>  <p data-bbox="1281 646 1308 670">kL</p> <p data-bbox="1624 997 1825 1018">Total For Reporting Period</p> <p data-bbox="1579 1037 1780 1058">■ Non-Potable ■ Potable</p> <table border="1"><thead><tr><th>Category</th><th>Value (kL)</th></tr></thead><tbody><tr><td>Non-Potable</td><td>1420</td></tr><tr><td>Potable</td><td>0</td></tr></tbody></table>	Category	Value (kL)	Non-Potable	1420	Potable	0
Category	Value (kL)													
Non-Potable	72000													
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Category	Value (kL)													
Non-Potable	1420													
Potable	0													

Item	Early Earthworks (EEW)	Experience Centre & Site Office (EC & SO)																								
Waste	<p>EEW are targeting waste reductions to achieve a minimum of level 1 for IS Rating Was-1 credit and to comply with Table 6 of The Sustainability Plan.</p>  <table border="1"> <caption>EEW Waste Total (Tonnes)</caption> <thead> <tr> <th>Category</th> <th>Value (Tonnes)</th> </tr> </thead> <tbody> <tr> <td>General Office Waste</td> <td>0</td> </tr> <tr> <td>Recycled Office Waste</td> <td>0</td> </tr> <tr> <td>General Construction Waste</td> <td>~150</td> </tr> <tr> <td>Effluent</td> <td>~550</td> </tr> <tr> <td>Recycled Construction Waste</td> <td>~6300</td> </tr> </tbody> </table>	Category	Value (Tonnes)	General Office Waste	0	Recycled Office Waste	0	General Construction Waste	~150	Effluent	~550	Recycled Construction Waste	~6300	<p>EC & SO are targeting waste reductions to comply with Table 6 of The Sustainability Plan.</p>  <table border="1"> <caption>EC & SO Waste Total (Tonnes)</caption> <thead> <tr> <th>Category</th> <th>Value (Tonnes)</th> </tr> </thead> <tbody> <tr> <td>Office General Waste</td> <td>~1</td> </tr> <tr> <td>Construction Waste Recycled</td> <td>~110</td> </tr> <tr> <td>Office Waste Recycled</td> <td>~3</td> </tr> <tr> <td>Construction Waste to Energy</td> <td>~30</td> </tr> <tr> <td>Construction General Waste</td> <td>~10</td> </tr> </tbody> </table>	Category	Value (Tonnes)	Office General Waste	~1	Construction Waste Recycled	~110	Office Waste Recycled	~3	Construction Waste to Energy	~30	Construction General Waste	~10
Category	Value (Tonnes)																									
General Office Waste	0																									
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Construction Waste to Energy	~30																									
Construction General Waste	~10																									

3.7.2. Sustainability Update

3.7.2.1. IS Rating

The Early Earthworks is required to achieve an IS Rating. It is on track for the targeted first round submission and rating achievement will be reported on in the next reporting period.

3.7.2.2. Green Star Rating

The Experience Centre and Site Office is required to achieve a Green Star Rating. It is on track for the targeted first round submission and rating achievement will be reported on in the next reporting period.

3.7.2.3. Knowledge Sharing & Communication

Knowledge sharing has been actively pursued and participated in by WSA and Delivery Partner. Internal knowledge sharing platforms includes Collaborative Contractor Network meetings with all packages on project. External knowledge sharing platforms include meetings with Sydney Metro, Transurban, Transport for NSW, Rail Projects Victoria and RMS via various networks. WSA has also reached out to academic experts and industry bodies for knowledge sharing to ensure best practice sustainability initiatives are implemented throughout the project.

WSA conducts Airport Shuttle Tours, which take interested stakeholders and surrounding community members through the EEW site and up to the Experience Centre and Site Office. This tour includes sustainability information such as the project targets for reduced electricity and construction fuel use, reduced water use, waste minimisation, sustainable materials and to protect and enhance valuable biodiversity. In addition to the Airport Shuttle Tour, sustainability information for the community is provided in the community update pamphlets. Community updates are provided every four to six weeks.

3.7.2.4. Competence and Awareness

Sustainability on-boarding is provided in all project inductions, including WSA, Delivery Partners and Contractors. Topics covered in the project inductions include:

- Sustainability minimum deed requirements.
- Sustainability ratings schemes overview.
- Waste management.

WSA also conducts a weekly half hour 'stand up' meeting, where functional departments, Delivery Partner and PMD give updates and educational presentations. Toolbox talks are also conducted by Delivery Partner, PMD and Contractors weekly.

3.7.2.5. Workforce Programs

Establishment of a Skills Taskforce to inform, advise and support the delivery of the Western Sydney Airport Workforce Initiatives

In 2019 the Western Sydney Airport Employment Skills Taskforce (Skills Taskforce) was established with the objective to inform, advise and support the delivery of the Western Sydney Airport Workforce Initiatives. The Skills Taskforce is also designed to targeted programs that will also benefit diverse and disadvantaged workers.



Collaboration with indigenous partners to establish skills pathways to employment at WSA

WSA has progressed its engagement with a variety of stakeholders regarding the development of learning pathways that lead to sustainable employment opportunities for Aboriginal people. This includes the appointment of an Aboriginal Engagement Partner.

WSA is working with the Yarpa Hub, a joint initiative between the NSW Aboriginal Land Council and Australian Government, to leverage its employment and business engagement programs for Aboriginal people.

3.7.3. Sustainability Plan Additional Specific Targets

Table 6, Additional Specific Targets, from the Sustainability Plan sets project-wide minimum sustainability requirements. Each package is required to meet these targets to ensure the project overall meets these targets by 2026. Below is an update provided for the 2018/2019 financial year. This update considers the Earth Earthworks (EEW) and Experience Centre and Site Office (EC & SO) packages where applicable.

Table 5: Sustainability Plan Table 6 Additional Specific Targets Update

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	2018/2019 Update
Climate Change Adaptation	100% of extreme and high rated climate change risks are identified, assessed and appropriate measures implemented, with no extreme residual risks after treatment	100%	Minimum deed requirements specify level 2 for both Cli-1 and Cli-2. EEW are targeting level 2 for Cli-1 and level 3 for Cli-2.
	Adaptation options to treat a percentage of all medium priority climate change risks are identified, assessed and appropriate measures implemented	25-50%	Minimum deed requirements specify level 2 for both Cli-1 and Cli-2. EEW are targeting level 2 for Cli-1 and level 3 for Cli-2.
Reduced Electricity Use	Design and construct for reduction in electricity use	15%	Minimum deed and legislation (NCC) requirements are being incorporated into design to ensure reduced electricity usage throughout operational phase.
Reduced Fuel Non-Aviation Fuel Use	Reduce non-aviation fuel use by designing for electric air-side vehicles	N/A	No update available until operational phase.
Reduced Water Consumption	Reduction in total water use compared to a base case footprint	5%	A base case footprint will be calculated by EEW in the next reporting period.
	Water use from non-potable sources, from reclaimed or recycled waste water or harvested water	33%	EEW is on track to achieve the 33% target and will be confirmed at the end of package and reported on in the next reporting period. EC & SO achieved 100% water use from non-potable sources.
Environmental Labelling	Material or products have an ISCA approved environmental label	At least 1 product/material	EEW currently have 3 ISCA approved environmentally labelled materials or products on site.

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	2018/2019 Update
Recycled Content in Construction Materials	Mandatory optimisation of recycled content in concrete and steel construction products	Not Specified	EC & SO used asphalt that contained 15% recycled asphalt material.
Reduced Emissions	Reduction in greenhouse gas emissions compared to a base case footprint including scope 1, scope 2 and land clearing emissions	10%	Emissions will be calculated and provided in the next reporting period.
Quantity of Waste to be Recycled	Percentage of spoil waste diverted from landfill for recycling or reuse	80%	For this reporting period EEW have achieved 100% diversion of spoil waste from landfill.
	Percentage of surplus VENM or ENM spoil to be reused on or off site	100%	For this reporting period EEW have achieved 100% diversion of surplus VENM or ENM from landfill. EEW have also been importing sandstone from Sydney Metro tunnelling projects as a collaborative sustainability initiative.
	Percentage of inert or non-hazardous waste diverted from landfill for recycling or reuse	80%	For this reporting period EEW have achieved 97.87% diversion of inert or non-hazardous waste from landfill.
	Percentage of office waste diverted from landfill for recycling or reuse	70%	For this reporting period EEW have achieved 98.47% diversion of office waste from landfill.
Biodiversity & Landscaping	Plantings to be Australian Natives	70%	All plantings at the Experience Centre and Site Office are Australian Natives.
	Plantings to be indigenous native plants to preserve Cumberland Plains identity in the Western Sydney region	50%	Four (4) out of seven (7) species of trees or palms used at the Experience Centre and Site Office were indigenous native species to the Cumberland Council Local Government Area (LGA). One (1) out of the two (2) species used for hedge plantings is also an indigenous native species to the Cumberland Council Local Government Area (LGA).
Workforce Diversity	Representation of workforce through learning workers by 2025 (including trainees, apprenticeships and workers training to upgrade their qualifications and skills)	20%	For this reporting period 34.29% of the combined workforce were identified as learning workers.

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	2018/2019 Update
	Percentage of the workforce locally employed during construction	30%	For this reporting period 55% of the combined workforce were local of Western Sydney.
	Percentage of overall workforce diversity. Broken down into: <ul style="list-style-type: none"> - Indigenous workforce - Women in non-traditional roles, socially and economically disadvantaged people and people with a disability 	10%	For this reporting period 37.04% of the combined workforce counted towards our diversity target.
		2.4%	By the end of this reporting period (June) 3.15% of the combined workforce on project identified as indigenous.
		7.6%	For this reporting period 33.89% of the combined workforce were identified as women in non-traditional roles, socially and economically disadvantaged people or as a person with a disability.
	Percentage of contracts awarded to indigenous businesses	3%	For this reporting period 8% of contracts WSA Co awarded were to indigenous businesses.
People	Number of priority community health and wellbeing issues to be identified and measures implemented to positively contribute to these issues	Minimum of 1	No update available for this reporting period
Innovation	Sustainability innovations implemented	Minimum of 3	EEW has been investigating several innovations including incorporating alternative and renewable energy or fuel sources into the project, along with researching and analysing project capabilities to retain and reuse captured water.

3.8. Community and Stakeholder Engagement

This section has been prepared in accordance with Western Sydney Airport’s obligations under Chapter 28 of the Environmental Impact Statement, and Condition 15 of the Airport Plan. It covers actions reported against Table 14 Community and Stakeholder Engagement Actions, from EIS Table 28-21. Table 6 provides a summary of the mitigation measures and the actions completed during the reporting period. Table 7 provides a summary of the complaints received and actions taken to close out.

Figure 5: Community engagement



Figure 6: Stakeholder involvement





Table 6: Community and Stakeholder Engagement Actions

Topic	Mitigation Measures	Implementation	Delivery
Stakeholder engagement on social impacts	<p>Engagement will occur with a range of government agencies and organisations to inform their planning and allocation of funding to programs that may be impacted by construction activities. This includes relevant government agencies, educational facilities, agencies and organisations responsible for affordable housing and other social services, emergency services, and peak bodies representing businesses and non-government organisations.</p> <p>This will include engagement on issues such as:</p> <ul style="list-style-type: none"> potential housing and accommodation requirements for the construction workforce and potential effects on housing and other social services; potential employment opportunities for local residents; potential business opportunities for local business; and plans for development on the Airport Site and how this might impact on local and State government land use planning around the Airport Site. 	CSEP 9	<ul style="list-style-type: none"> WSA Stakeholder Planning Forums – these forums covered a range of issues including land use planning, transport, health, critical infrastructure, education and community issues. Aboriginal Stakeholder engagement activities to provide updates on the project and engage on employment opportunities stemming from Site Survey and Salvage activities as well as other employment opportunities at WSA. Ongoing development of an Aboriginal Engagement Plan covering WSA’s commitment to and implementation of the Aboriginal Cultural Heritage Management Plan and its employment and procurement targets Experience Centre designed, constructed and is operational Schools Safety Program launched Enhanced website delivered providing information and links to key airport and local community information WSA Volunteer program launched focusing on engagement with local communities Engagement with industry associations and local businesses.
Process for complaints	<p>To enable members of the community to make a complaint, the following measures will be taken:</p> <ul style="list-style-type: none"> a project website will be established to provide the community with up-to-date information on construction activities and provide the name and contact details for the person(s) responsible for managing complaints; the name and contact details of the person(s) responsible for managing the complaints will be displayed on signs at multiple locations along the Airport Site boundary; and multiple channels will be established to allow for complaints to be made including a 1800 toll free number, email, online form and postal address. 	CSEP 10	Full compliance with CSEP 10

Topic	Mitigation Measures	Implementation	Delivery
Complaints response protocol	<p>A complaints response protocol will be developed to ensure that complaints are adequately responded to within a reasonable amount of time. The protocol will ensure that:</p> <ul style="list-style-type: none"> complaints are responded to within 48 hours of receipt, whenever possible; complaints are to be investigated in an appropriate manner and timeframe; any trends are identified so they can better inform corrective actions; and the complainant is informed about the outcomes of the investigation and any corrective action implemented. 	CSEP 10	Full Compliance with CSEP 10
Complaints register	<p>A complaints register will be established to record all complaints made about construction activities and their impacts. The complaints register will include the following information:</p> <ul style="list-style-type: none"> the nature of the complaint, including the event or activity which is the basis of the complaint; the response provided to the complainant; and any corrective action or further environmental measures taken. <p>The complaints register will be made available to the Department as requested.</p>	CSEP 10	Full compliance with CSEP 10. Refer to Appendix 1 Complaints/issues summary
Government liaison	<p>To maximise the effectiveness of planning interventions, infrastructure projects and other policies and programs undertaken by NSW Government and local councils related to the proposed airport, liaison with State and local agencies will be undertaken throughout the development of the proposed airport.</p> <p>This will include:</p> <ul style="list-style-type: none"> liaison with relevant State and local government agencies regarding future access arrangements from The Northern Road and Elizabeth Drive; 	CSEP 9	<ul style="list-style-type: none"> Four WSA Stakeholder Planning Forums (SPFs) held – these forums cover a range of issues including land use planning, transport, health, critical infrastructure, education and community issues. Submissions provided for: <ul style="list-style-type: none"> TfNSW Greater West Metro EIS and Liverpool Council transport strategies Western Sydney City Deal (WSCD) Councils Planning Forum Regular meetings with WSCD agencies Weekly meetings with DIRDAC and Dept of Finance



Topic	Mitigation Measures	Implementation	Delivery
	<ul style="list-style-type: none"> liaison with relevant State Government agencies to identify opportunities for corridor protection for the provision of a future rail connection to the Airport Site; and liaison with relevant State and local government agencies to identify opportunities for protection of a corridor for future fuel pipeline. 		<ul style="list-style-type: none"> Monthly Project Liaison Group meetings with C'wlth departments Local State and Federal MP briefings Regular NSW Government Ministerial briefings NSW and Commonwealth Government MP Electoral Office Staff briefings <p>FOWSA attendance and participation in the open community meetings. Regular meetings with local councils and NSW Government agencies</p>
Local employment	<p>To maximise local employment and business opportunities throughout construction and operation, the following measures will be implemented:</p> <ul style="list-style-type: none"> an Australian Industry Participation Plan that includes consideration of local industry participation <p>an equal opportunity policy that includes training and suitable employment opportunities for Indigenous people and people with disadvantages.</p>	CSEP 11	<ul style="list-style-type: none"> Aboriginal Stakeholder engagement activities to provide updates on the project and engage on employment opportunities stemming from Site Survey and Salvage activities as well as other employment opportunities at WSA. Ongoing development of an Aboriginal Engagement Plan covering WSA's commitment to and implementation of the Aboriginal Cultural Heritage Management Plan and its employment and procurement targets.

Table 7: Summary of key issues Register

Package	Issue Categories	Status
EEW	<ul style="list-style-type: none"> Dust management Vehicle Damage 	Closed
ECSA	<ul style="list-style-type: none"> Working outside of approved construction hours. Restricted access to neighbouring business' gate on Eaton Road. 	Closed

Appendix A Construction Conditions compliance

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
3.10.2.1	Construction Plan		
3.10.2.1.1	The Site Occupier must not commence Main Construction Works until a Construction Plan for the Airport Site and Associated Sites has been prepared and approved in accordance with this condition.	Main Construction did not occur prior to the approval of the Construction Plan Construction Plan Rev 0 approved 24/9/18 and Rev 1 approved 14/12/18 by DITCRD	Compliant
3.10.2.1.2	The Site Occupier must:	-	
3.10.2.1.2 (a)	prepare a Construction Plan in relation to the carrying out of the developments described in Part 3 of the Airport Plan; and	Construction Plan prepared and approved. Part 3 of the Airport Plan includes specifics of the Development Phases. This is addressed throughout the construction Plan, specifically in Sections 2 (overview), 5 and 6 (detailed).	Compliant
3.10.2.1.2 (b)	submit to an Approver for approval a Construction Plan in relation to the carrying out of the developments described in Part 3 of the Airport Plan.	Approved Rev 0 approved 24/9/18 and Rev 1 approved 14/12/18	Compliant
3.10.2.1.3	The criteria for approval of the Construction Plan are that an Approver is satisfied that the Construction Plan:		
3.10.2.1.3 (a)	Sets out:	-	
3.10.2.1.3 (a) (i)	the program and timetable for carrying out the Stage 1 Development;	Indicative construction schedule and program included in Table 2-1, Figure 2-2, Tables 5-1 and 6-1 of Construction Plan.	Compliant
3.10.2.1.3 (a) (ii)	details of the construction methodology to be used for carrying out the Stage 1 Development;	Detail included in Sections 5 and 6 of the Construction Plan.	Compliant
3.10.2.1.3 (a) (iii)	any proposal to phase commencement of Main Construction Works in different parts of the Airport Site or Associated Sites at different times; and	Stage 1 detailed and work staging documented in Sections 5 and 6 of the Construction Plan. Eg Early earthworks divided into 6 stages in Section 6 (Fig 6-2). Fig 2-1 details indicative package split.	Compliant
3.10.2.1.3 (a) (iv)	details, not inconsistent with the Land Use Plan in Part 2 of the Airport Plan, of the size and location of the parts of the Airport Site or an Associated Site on which Main Construction Works are planned to occur;	Maps of the site (Figures 2-3 and 2-4) and details of extent of works are included in Section 2.3 of the Construction Plan. Table 2-3 provides comparison with Land Use Plan.	Compliant
3.10.2.1.3 (b)	seeks to avoid or minimise, to the extent reasonably practicable, impacts on parts of the Airport Site that have important biodiversity values that are outside of the indicative Construction Impact Zone shown in Figure 2 in Part 2 of the Airport Plan	Documented in Section 5.3 of the Construction Plan, which includes requirement to fence ECZ. EC1 zone depicted in Fig 2-4.	Compliant
3.10.2.1.3 (c)	is otherwise appropriate.	Construction Plan (Rev 0) approved by DITCRD 24/9/18. Construction Plan (Rev 1) approved by DITCRD 14/12/18	Compliant
3.10.2.1.4	The Site Occupier must ensure that no CEMP is inconsistent with the approved Construction Plan. Note: Once the Construction Plan is approved, the details it sets out of the size and location of the part or parts of the Airport Site or an Associated Site on which Main Construction Works are planned to occur will be the Construction Impact Zone: see the definition of 'Construction Impact Zone'. The details will form part of the Environmental Management Framework and be reflected in the other CEMPs required to be produced.	The Site Environmental Management Framework (SEMF) is an appendix to the construction plan and is referenced in each CEMP. The project details and scope of works (section 2 of each CEMP) references the Construction Plan.	Compliant
3.10.2.1.5	The approved Construction Plan may provide for Main Construction Works to be carried out in phases that commence at different times for different parts of the Airport Site or an Associated Site. If it does, the Site Occupier may prepare a CEMP in relation to one or more phases, and the criteria for approval of such a CEMP are taken to exclude any matter irrelevant to the phases for which approval is sought. A variation of the CEMP must be submitted for approval in accordance with condition 41 (Variation of Approved Plans) prior to commencement of any new phase.	Construction Plan Rev 0 deals predominately with the Early Earthworks (EEW) and Rev 1 has been updated to include the Experience Centre, Site accommodation and material import phases – within the Stage 1 scope of works. The proposed phases for stage 1 is detailed in the Construction Plan Section 2.1	Compliant
3.10.2.2	Design of Stage 1 Development		
3.10.2.2.1	The ALC must establish consultation arrangements with Commonwealth agencies that perform regulatory or aviation related functions at the Airport for the purpose of ensuring that the design and construction of the Stage 1 Development takes account of regulatory requirements and maximises the aeronautical capacity of the Airport.	Consultation occurred with the Western Sydney Unit of DIRD and Airport Environment Officer (AEO). Regular stakeholder consultation occurs with the AEO via site visits which occur on a monthly basis. Stakeholder engagement report (April 2018) and addendum (June 2019) produced as a part of the process of obtaining Commonwealth approval on the Airport Site Layouts (ASL).	Compliant

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
3.10.2.2.2	From time to time, and when requested by an Approver, the ALC must publish information (excluding any confidential information) about the proposed layout and design of the Airport.	Significant information has been published on the WSA website (https://westernsydney.com.au/), including plans, maps and other documentation.	Compliant
3.10.2.2.3	Where an aspect of the design of the Stage 1 Development or the methodology for carrying out the developments described in Part 3 of the Airport Plan will be relevant to a plan that is not required to be approved until a later time, the Site Occupier may, by agreement of an Approver, submit a preliminary plan to enable that aspect of the design or the methodology to be approved by an Approver in advance of the full plan being submitted. Note: An example of where such a preliminary plan may be required is in relation to specific aspects of the Ground Transport OEMP that may need to be approved well in advance of Airport Operations to enable the layout of the airport to be finalised.	Not relevant at this stage	Not triggered
3.10.2.2.4	The Site Occupier should take into consideration opportunities to minimise noise impacts on Sensitive Receptors in the design of the Stage 1 Development.	Addressed in Noise and Vibration CEMP. Requirement included in the design management system	Compliant
3.10.2.3	Disinterment of human remains (shared responsibility with WSA and DITCRD)		
3.10.2.3.1	The Site Occupier must not disinter any of the human remains located in grave sites identified in the European and other heritage technical report in volume 4 of the EIS:		
3.10.2.3.1 (a)	until a Cemeteries Relocation Management Plan has been prepared and approved in accordance with this condition; or	Complete and not applicable to this reporting period Table 3 of the SEMF in the Construction Plan reads such that works have already occurred. "All structures on the Airport Site (including structures with heritage value) have been demolished and removed. The human remains located in grave sites on the Airport Site have been disinterred in accordance with the Cemeteries Relocation Management Plan (Commonwealth 2017)."	Compliant
3.10.2.3.1 (b)	inconsistently with the approved Cemeteries Relocation Management Plan.	Complete and not applicable to this reporting period Cemeteries Relocation Management Plan (Commonwealth 2017)	n/a
3.10.2.3.2	The Infrastructure Department must prepare and submit to an Approver for approval a Cemeteries Relocation Management Plan, dealing with:	Complete and not applicable to this reporting period Cemeteries Relocation Management Plan (Commonwealth 2017)	n/a
3.10.2.3.2 (a)	Preparatory Activities to assist with determining the scope of the process involved in relocating the human remains located in grave sites identified in the European and other heritage technical report in volume 4 of the EIS;	Complete and not applicable to this reporting period	n/a
3.10.2.3.2 (b)	the disinterment of the remains; and	Complete and not applicable to this reporting period	n/a
3.10.2.3.2 (c)	the reinterment of the remains at another cemetery or other cemeteries.	Complete and not applicable to this reporting period	n/a
3.10.2.3.3	In preparing the Cemeteries Relocation Management Plan, the Infrastructure Department must take into account the following principles:	-	n/a
3.10.2.3.3 (a)	consultation with relatives and stakeholders;	Complete and not applicable to this reporting period	n/a
3.10.2.3.3 (b)	reasonable public notice prior to the commencement of exhumation activities;	Complete and not applicable to this reporting period	n/a
3.10.2.3.3 (c)	reasonable endeavours to contact surviving relatives;	Complete and not applicable to this reporting period	n/a
3.10.2.3.3 (d)	consideration of public health and heritage matters; and	Complete and not applicable to this reporting period	n/a
3.10.2.3.3 (e)	carrying out activities sensitively with due respect and reverence.	Complete and not applicable to this reporting period	n/a
3.10.2.4	TransGrid Relocation Works (shared responsibility with WSA and DITCRD)		n/a
3.10.2.4.1	The Site Occupier must not permit TransGrid Relocation Works (other than Preparatory Activities) to commence until a TransGrid Relocation Plan has been prepared and approved in accordance with this condition.	Complete and not applicable to this reporting period	n/a
3.10.2.4.2	TransGrid must:		
3.10.2.4.2 (a)	prepare a TransGrid Relocation Plan in respect of the TransGrid Relocation Works.; and	Complete and not applicable to this reporting period https://www.transgrid.com.au/what-we-do/projects/current-projects/Line%2039	n/a
3.10.2.4.2 (b)	submit to an Approver for approval a TransGrid Relocation Plan in respect of the TransGrid Relocation Works.	Complete and not applicable to this reporting period	n/a

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
3.10.2.4.3	TransGrid must not carry out TransGrid Relocation Works inconsistently with the approved TransGrid Relocation Plan.	Complete and not applicable to this reporting period	n/a
3.10.2.4.4	The criteria for approval of the TransGrid Relocation Plan are that an Approver is satisfied that:	Complete and not applicable to this reporting period	n/a
3.10.2.4.4 (a)	an environmental assessment which would substantially satisfy the requirements for the assessment of environmental impacts under the laws which would apply to the TransGrid Relocation Works if the Act did not apply to the TransGrid Relocation Works has been completed in respect of any impacts of the TransGrid Relocation Works which were not assessed as part of the EIS;	Complete and not applicable to this reporting period	n/a
3.10.2.4.4 (b)	the plan includes appropriate management and mitigation measures to avoid, minimise or manage, the identified environmental impacts of the TransGrid Relocation Works;	Complete and not applicable to this reporting period	n/a
3.10.2.4.4 (c)	the plan identifies the persons responsible for implementing the plan; and	Complete and not applicable to this reporting period	n/a
3.10.2.4.4 (d)	the plan is otherwise appropriate.	Complete and not applicable to this reporting period	n/a
3.10.2.5	Preparatory Activities		
3.10.2.5.1	If the Site Occupier proposes to commence the Aboriginal survey and salvage programmes described in Table 28–13 in Chapter 28 of the EIS before there is an approved Aboriginal Cultural Heritage CEMP, the Site Occupier must prepare a plan addressing those programmes and submit it for approval by an Approver before commencing the survey and salvage programmes.	Complete and not applicable to this reporting period. Initial Survey and Salvage Plan prepared by a Heritage Consultant engaged by DITCRD as part of preparatory works and to be implemented prior to development of Aboriginal Cultural Heritage CEMP. Dated Dec 2017.	Compliant
3.10.2.5.2	If an Approver determines that an activity is a Preparatory Activity for paragraph (e) of the definition of 'Preparatory Activities', the Approver may require the Site Occupier to prepare and submit for approval a plan in relation to the carrying out of that Preparatory Activity.	Overarching Preparatory Activities Plan (PAP) developed by EEW Contractor. Dated August 2018 approved by WSA.	Compliant
3.10.2.5.3	In carrying out a Preparatory Activity, the Site Occupier must:	-	
3.10.2.5.3 (a)	implement any plan approved in accordance with subcondition (1) or (2), except to the extent that the plan is inconsistent with any subsequently approved CEMP or the approved Construction Plan; and	The PAP is the overarching plan for a suite of preparatory activities proposed for the project. The various proposed preparatory activities will be detailed in separate Activity Plans. This will enable individual preparatory activities to be assessed and approved for construction on an activity by activity basis by WSA or by an Approver (DITCRD)	Compliant
3.10.2.5.3 (b)	not act inconsistently with any approved CEMP or the approved Construction Plan. Note: Preparatory Activities can generally commence before all CEMPs are approved. If a CEMP has been approved, however, Preparatory Activities must not be carried out inconsistently with the approved CEMP. Some conditions require a specific plan for the preparatory activity to be approved prior to the activity occurring (for example a plan required under subcondition (1) or the Cemeteries Relocation Management Plan required under condition 3).	EEW preparatory activities were completed prior to the approval of CEMPs and Construction Plan. Preparatory activities completed following approval of the CEMPs and Construction Plan were undertaken not inconsistently with the approved plans. This includes preparatory activities related to the EC/SA; utility work outside the EEW and EC/SA footprint.	Compliant
3.10.2.6	Noise and vibration management		
3.10.2.6.1	The Site Occupier must not:	-	
3.10.2.6.1 (a)	commence Main Construction Works until a Noise and Vibration CEMP has been prepared and approved in accordance with this condition; or	Noise and Vibration (NV) CEMP Rev 0 approved 24/9/18 and Rev1 approved 14/12/18 by DITCRD (an Approver). Section 1.6 of the Noise and Vibration CEMP details the certification and approval process.	Compliant
3.10.2.6.1 (b)	carry out any development described in Part 3 of the Airport Plan inconsistently with the approved Noise and Vibration CEMP.	Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in Sections 2, 5 and 6 of the Construction Plan. The project details and scope of works is detailed in Section 2 of NV CEMP and references the Construction Plan.	Compliant
3.10.2.6.2	The Site Occupier must:	-	
3.10.2.6.2 (a)	prepare a Noise and Vibration CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan	As above in Section 3.10.2.6.1 (b)	Compliant
3.10.2.6.2 (b)	submit to an Approver for approval a Noise and Vibration CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan	As above in Section 3.10.2.6.1 (a)	Compliant
3.10.2.6.3	The criteria for approval of the Noise and Vibration CEMP are that an Approver is satisfied that:	-	
3.10.2.6.3 (a)	in preparing the Noise and Vibration CEMP, the Site Occupier has taken into account Table 28–2 in Chapter 28 of the EIS and	Section 9 of the NV CEMP details how EIS Table 28-2 has been taken into account	Compliant

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
3.10.2.6.3 (b)	the Noise and Vibration CEMP complies with Table 28–3 in Chapter 28 of the EIS, and is otherwise appropriate.	Section 9 of the NV CEMP details how EIS Table 28-3 has been taken into account	Compliant
3.10.2.6.4	The Noise and Vibration CEMP must:	-	
3.10.2.6.4 (a)	provide for respite periods for Sensitive Receptors from noise and vibration associated with construction activities; and	Respite periods included in Table 33 in Noise and Vibration CEMP as NV_07, NV_08, NV_30, Figure 12 and in Appendix C for OOHV procedure.	Compliant
3.10.2.6.4 (b)	not permit blasting activity during the hours of 5 pm to 9 am on weekdays, on weekends (other than 9 am to 1 pm Saturdays) and on public holidays.	Included in Table 33 of the Noise and Vibration CEMP as NV_31. Currently no blasting undertaken, however, may occur in future.	Compliant
3.10.2.7	Biodiversity management		
3.10.2.7.1	The Site Occupier must not:	-	
3.10.2.7.1 (a)	commence Main Construction Works until a Biodiversity CEMP has been prepared and approved in accordance with this condition; or	Biodiversity CEMP Rev0 approved 24/9/18 and Rev1 approved 14/12/18 by DITCRD (an Approver). Section 1.6 of the Biodiversity CEMP details the certification and approval process.	Compliant
3.10.2.7.1 (b)	carry out any development described in Part 3 of the Airport Plan inconsistently with the approved Biodiversity CEMP.	Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in Sections 2, 5 and 6 of the Construction Plan. The project details and scope of works is detailed in Section 2 of Biodiversity CEMP and references the Construction Plan.	Compliant
3.10.2.7.2	The Site Occupier must:	-	
3.10.2.7.2 (a)	Prepare a Biodiversity CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan	As above in Section 3.10.2.7.1 (b)	Compliant
3.10.2.7.2 (b)	submit to an Approver for approval a Biodiversity CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan	As above in Section 3.10.2.7.1 (a)	Compliant
3.10.2.7.3	The criteria for approval of the Biodiversity CEMP are that an Approver is satisfied that:	-	
3.10.2.7.3 (a)	in preparing the Biodiversity CEMP, the site Occupier has taken into account Table 28–4 in Chapter 28 of the EIS and	Biodiversity CEMP Section 7 Table 23 details how EIS Table 28-4 has been taken into account.	Compliant
3.10.2.7.3 (b)	the Biodiversity CEMP complies with Table 28–5 in Chapter 28 of the EIS, and is otherwise appropriate.	Biodiversity CEMP Section 7 Table 23 details how EIS Table 28-5 has been taken into account.	Compliant
3.10.2.7.4	The Biodiversity CEMP must be based on and informed by a Biodiversity Assessment Report that:	Process detailed in Section 5.2 of the Biodiversity CEMP. Notes that the Biodiversity Assessment Report informed the development of the CEMP. Biodiversity Assessment Report, dated Sept 2017	Compliant
3.10.2.7.4 (a)	includes the results of an updated ecological survey that has applied the field survey methodology of the FBA for areas outside the Construction Impact Zone (but within the Airport Site);	Section 5.2 of the Biodiversity CEMP states assessment completed and informed the development of Section 5 including updated survey results.	Compliant
3.10.2.7.4 (b)	has had regard to the key diagnostic characteristics and condition thresholds specified in the Commonwealth Listing Advice on Cumberland Plain Shale Woodlands and Shale- Gravel Transition Forest (Threatened Species Scientific Committee 2008), particularly regarding patch size and contiguous native vegetation; and	Section 5.3 of the Biodiversity CEMP documents Endangered Ecological Communities (EECs) which includes patch size and contiguous vegetation thresholds. Table 11 specifies authority to clear up to 160 hectares. Table 22 includes biodiversity risk assessment of EECs.	Compliant
3.10.2.7.4 (c)	has been independently verified by a person accredited in accordance with section 142B(1)(c) of the Threatened Species Conservation Act 1995 (NSW), appointed following consultation with OEH.	<i>Biodiversity Assessment Report for Land Outside Stage 1 Development</i> (GHD, 2018) prepared on behalf of Commonwealth. Independently verified by Alex Cockerill who is an accredited assessor under Section 142B(1)(c) of the TSC Act (accredited assessor number 0058), as detailed in Section 8 of the BAR.	Compliant
3.10.2.7.5	The Biodiversity CEMP must contain measures to protect and manage the areas in the environmental conservation zone shown in the Land Use Plan (EC1) along the Badgerys Creek riparian corridor including to:	Included as a performance target in Table 8 of the Biodiversity CEMP. Exclusion fencing has been erected, as required by mitigation measure B11.	Compliant
3.10.2.7.5 (a)	replace exotic grasslands with suitable native vegetation;	Included in Biodiversity CEMP as mitigation measure B13 and as an action in Table 3 of Vegetation Management Plan in Appendix D.	Compliant
3.10.2.7.5 (b)	rehabilitate existing remnant and native vegetation; and	Included in Biodiversity CEMP as mitigation measure B13, Table 9 of Appendix C Weed and Disease Mgt Plan and as an action in Table 3 of Vegetation Management Plan in Appendix D.	Compliant
3.10.2.7.5 (c)	provide ongoing protection of the biodiversity and environmental values.	Biodiversity CEMP, appendices and sub plans contribute to protection of biodiversity and environmental values. Table 8 of the Biodiversity CEMP notes measures including “Minimising disturbance to terrestrial and aquatic flora and fauna in the ECZ during construction”	Compliant

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
		Section 5.5 of the Biodiversity CEMP states, The ECZ will be demarcated in the field during construction works and access will be restricted. Habitat augmentation and enhancement works will be undertaken in the ECZ during the life of the Project including nest box installations, replacing exotic vegetation with suitable native vegetation and rehabilitation of native remnant vegetation.	
3.10.2.8	Soil and water management		
3.10.2.8.1	The Site Occupier must not:	-	
3.10.2.8.1 (a)	commence Main Construction Works until a Soil and Water CEMP has been prepared and approved in accordance with this condition; or	Soil and Water CEMP Rev 0 approved 24/9/18 and Rev1 approved 14/12/18. Section 1.6 of the Soil and Water CEMP details the certification and approval process.	Compliant
3.10.2.8.1 (b)	carry out any development described in Part 3 of the Airport Plan inconsistently with the approved Soil and Water CEMP.	Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in Sections 2, 5 and 6 of the Construction Plan. The project details and scope of works is detailed in Section 2 of the CEMP and references the Construction Plan.	Compliant
3.10.2.8.2	The Site Occupier must:	-	
3.10.2.8.2 (a)	Prepare a Soil and Water CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan	As above in Section 3.10.2.8.1 (b)	Compliant
3.10.2.8.2 (b)	submit to an Approver for approval a Soil and Water CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan.	As above in Section 3.10.2.8.1 (a)	Compliant
3.10.2.8.3	The criteria for approval of the Soil and Water CEMP are that an Approver is satisfied that:	-	
3.10.2.8.3 (a)	in preparing the Soil and Water CEMP, the Site Occupier has taken into account Table 28–6 in Chapter 28 of the EIS; and	Soil and Water CEMP Section 7 Table 23 details how EIS Table 28-6 has been taken into account.	Compliant
3.10.2.8.3 (b)	the Soil and Water CEMP complies with Table 28–7 in Chapter 28 of the EIS [below], and is otherwise appropriate.	Soil and Water CEMP Section 7 Table 23 details how EIS Table 28-7 has been taken into account.	-
3.10.2.8.4	The groundwater monitoring to be undertaken for the Soil and Water CEMP must include groundwater monitoring points adjacent to woodlands in areas outside the Construction Impact Zone (but within the Airport Site). Note: This measure is intended to implement a groundwater monitoring network in relation to likely groundwater dependent vegetation.	Figure 9 of the Soil and Water CEMP outlines groundwater monitoring locations, showing monitoring points adjacent to woodlands e.g. MW 19. CEMP states <i>"The most suitable surface and groundwater monitoring locations have been determined in consultation with the NSW EPA and relevant local councils, including monitoring locations adjacent to woodland areas and outside of the construction impact zone (but within the Airport Site)"</i> WSA has engaged a consultant to undertake groundwater monitoring in accordance with the program outlined in the CEMP. This includes monitoring at various locations in relation to the likely groundwater dependent vegetation.	Compliant
3.10.2.8.5	The Soil and Water CEMP must include the following trigger-action-response measures in relation to groundwater levels in areas outside the Construction Impact Zone (but within the Airport Site):		
3.10.2.8.5 (a)	target criteria, set with reference to relevant standards and site specific parameters;	Section 9.4.2 of the Soil and Water CEMP and Appendix G outlines Groundwater target Criteria	Compliant
3.10.2.8.5 (b)	trigger values and corresponding corrective actions to prevent recurring or long-term exceedance of the target criteria described in (a); and	Section 9.4.2 of the Soil and Water CEMP describes the groundwater trigger-action-response measures and 9.4.3 and outlines corrective actions. Trigger values to be refined for more extensive works, if they have the potential to alter groundwater conditions.	Compliant
3.10.2.8.5 (c)	corrective actions to compensate for any recurring or long-term exceedance of the target criteria described in (a). Note: Exceedance in this context should be understood to mean either elevated or depressed groundwater levels, with reference to an acceptable bandwidth.	Section 9.4.3 of the Soil and Water CEMP outlines corrective actions Trigger values to be refined for more extensive works, if they have the potential to alter groundwater conditions. CEMP states: <i>Corrective actions to compensate for any reoccurring or long-term exceedances of the above target criteria will be managed through discussions with the Environment Department and the Infrastructure Department. After agreement on corrective actions, implementation of control measures will be undertaken.</i>	Compliant
3.10.2.8.6	The Soil and Water CEMP must include soil, groundwater and surface water PFAS contamination monitoring requirements, testing and disposal procedures appropriate to the risk posed by any contamination, and consistent with relevant Commonwealth environmental management guidance on PFOS and PFOA as prepared by the Environment Department.	CEMP states <i>PFOS / PFAS management and monitoring have been addressed in various sections throughout the CEMP including the following:</i> <ul style="list-style-type: none"> • Section 4 – Legal and other requirements • Section 5 – Existing environment 	Compliant

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
		<ul style="list-style-type: none"> • Section 6 – Environmental risk assessment • Section 7 – Environmental control measures • Section 9 – Environmental inspection, monitoring and auditing • Appendix E - Soil and Water Monitoring and Inspection Procedure 	
3.10.2.9	Traffic and access management		
3.10.2.9.1	The Site Occupier must not:	-	
3.10.2.9.1 (a)	commence Main Construction Works until a Traffic and Access CEMP has been prepared and approved in accordance with this condition; or	Traffic and Access CEMP Rev 0 approved 24/9/18 and Rev1 approved 14/12/18. Section 1.6 of the CEMP details the certification and approval process.	Compliant
3.10.2.9.1 (b)	carry out any development described in Part 3 of the Airport Plan inconsistently with the approved Traffic and Access CEMP.	Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in Sections 2, 5 and 6 of the Construction Plan. The project details and scope of works is detailed in Section 2 of the CEMP and references the Construction Plan	Compliant
3.10.2.9.2	The Site Occupier must:	-	
3.10.2.9.2 (a)	Prepare a Traffic and Access CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan; and	As above in Section 3.10.2.9.1 (b)	Compliant
3.10.2.9.2 (b)	submit to an Approver for approval a Traffic and Access CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan.	As above in Section 3.10.2.9.1 (a)	Compliant
3.10.2.9.3	The criteria for approval of the Traffic and Access CEMP are that an Approver is satisfied that:	-	
3.10.2.9.3 (a)	in preparing the Traffic and Access CEMP, the Site Occupier has taken into account Table 28–8 in Chapter 28 of the EIS; and	Traffic and Access CEMP Section 7 Table 22 details how EIS Table 28-8 has been taken into account.	Compliant
3.10.2.9.3 (b)	the Traffic and Access CEMP complies with Table 28–9 in Chapter 28 of the EIS, and is otherwise appropriate.	Traffic and Access CEMP Section 7 Table 22 details how EIS Table 28-9 has been taken into account.	
3.10.2.10	Air quality management		
3.10.2.10.1	The Site Occupier must not:		
3.10.2.10.1 (a)	commence Main Construction Works until an Air Quality CEMP has been prepared and approved in accordance with this condition; or	Air Quality CEMP Rev 0 approved 24/9/18 and Rev1 approved 14/12/18. Section 1.6 of the Air Quality CEMP details the certification and approval process.	Compliant
3.10.2.10.1 (b)	carry out any development described in Part 3 of the Airport Plan inconsistently with the approved Air Quality CEMP.	Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in Sections 2, 5 and 6 of the Construction Plan. The project details and scope of works is detailed in Section 2 of the Air Quality CEMP and references the Construction Plan.	Compliant
3.10.2.10.2	The Site Occupier must:	-	
3.10.2.10.2 (a)	prepare an Air Quality CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan; and	As above refer Section 3.10.2.10.1 (b)	Compliant
3.10.2.10.2 (b)	submit to an Approver for approval an Air Quality CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan.	As above refer Section 3.10.2.10.1 (a)	Compliant
3.10.2.10.3	The criteria for approval of the Air Quality CEMP are that an Approver is satisfied that:	-	
3.10.2.10.3 (a)	in preparing the Air Quality CEMP, the Site Occupier has taken into account Table 28–10 in Chapter 28 of the EIS; and	Air Quality CEMP Section 7 Table 21 details how EIS Table 28-10 has been taken into account.	Compliant
3.10.2.10.3 (b)	the Air Quality CEMP complies with Table 28–11 in Chapter 28 of the EIS [below], and is otherwise appropriate.	Air Quality CEMP Section 7 Table 21 details how EIS Table 28-11 has been taken into account.	
3.10.2.11	Aboriginal cultural heritage management		
3.10.2.11.1	The Site Occupier must not:		Compliant
3.10.2.11.1 (a)	commence Main Construction Works, until an Aboriginal Cultural Heritage CEMP has been prepared and approved in accordance with this condition;	Aboriginal Cultural Heritage CEMP Rev 0 approved 24/9/18 (prior to Main Construction Works) and Rev1 approved 14/12/18. Section 1.6 of the Aboriginal Cultural Heritage CEMP details the certification and approval process.	Compliant
3.10.2.11.1 (b)	carry out any Preparatory Activities inconsistently with Table 28–13 in Chapter 28 of the EIS; or	Outside the reporting period	n/a

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
		Note: Initial Survey and Salvage Plan prepared by a Heritage Consultant engaged by DITCRD as part of preparatory works and to be implemented prior to development of Aboriginal Cultural Heritage CEMP. Dated Dec 2017.	
3.10.2.11.1 (c)	carry out any development described in Part 3 of the Airport Plan inconsistently with the approved Aboriginal Cultural Heritage CEMP.	Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in Sections 2, 5 and 6 of the Construction Plan. The project details and scope of works is detailed in Section 2 of the Aboriginal Cultural Heritage CEMP and references the Construction Plan.	Compliant
3.10.2.11.2	The Site Occupier must:	-	Compliant
3.10.2.11.2 (a)	prepare an Aboriginal Cultural Heritage CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan; and	As above refer Section 3.10.2.11.1 (b)	Compliant
3.10.2.11.2 (b)	submit to an Approver for approval an Aboriginal Cultural Heritage CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan.	As above refer Section 3.10.2.11.1 (a)	Compliant
3.10.2.11.3	The criteria for approval of the Aboriginal Cultural Heritage CEMP are that an Approver is satisfied that:	-	Compliant
3.10.2.11.3 (a)	in preparing the Aboriginal Cultural Heritage CEMP, the Site Occupier has taken into account Table 28–12 in Chapter 28 of the EIS; and	Aboriginal Cultural Heritage CEMP Section 8 Table 21 details how EIS Table 28-12 has been taken into account.	Compliant
3.10.2.11.3 (b)	the Aboriginal Cultural Heritage CEMP complies with Table 28–13 in Chapter 28 of the EIS, and is otherwise appropriate.	Aboriginal Cultural Heritage CEMP Section 8 Table 21 details how EIS Table 28-13 has been taken into account.	Compliant
3.10.2.11.4	The Infrastructure Department must consult with relevant Aboriginal stakeholders and relevant government agencies with the aim of establishing, with the support and collaborative action of governments and other stakeholders, an Aboriginal cultural heritage 'keeping place' that would provide secure, above ground storage of artefacts and enable future access for cultural purposes, interpretation, education or research.	Aboriginal Cultural Heritage CEMP states "WSA Co will work collaboratively with the Infrastructure Department during consultation on a potential Aboriginal cultural heritage Keeping Place." Section 9.6 – outlines Long term management of Aboriginal heritage items.	Compliant
3.10.2.12	European and other heritage management		
3.10.2.12.1	The Site Occupier must not:	-	
3.10.2.12.1 (a)	commence Main Construction Works until a European and Other Heritage CEMP has been prepared and approved in accordance with this condition; or	European and Other Heritage CEMP Rev 0 approved (prior to Main Construction Works) 24/9/18 and Rev1 approved 14/12/18. Section 1.6 of the European and Other Heritage CEMP details the certification and approval process.	Compliant
3.10.2.12.1 (b)	carry out any Preparatory Activities inconsistently with Table 28–15 in Chapter 28 of the EIS [below]; or	All preparatory activities associated with European and Other Heritage completed outside the reporting period.	
3.10.2.12.1 (c)	carry out any development described in Part 3 of the Airport Plan inconsistently with the approved European and Other Heritage CEMP.	Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in Sections 2, 5 and 6 of the Construction Plan. The project details and scope of works is detailed in Section 2 of European and Other Heritage CEMP and references the Construction Plan.	Compliant
3.10.2.12.2	The Site Occupier must:	-	
3.10.2.12.2 (a)	prepare a European and Other Heritage CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan; and	As above refer Section 3.10.2.12.1 (b)	Compliant
3.10.2.12.2 (b)	submit to an Approver for approval a European and Other Heritage CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan.	As above refer Section 3.10.2.12.1 (a)	Compliant
3.10.2.12.3	The criteria for approval of the European and Other Heritage CEMP are that an Approver is satisfied that:	-	
3.10.2.12.3 (a)	in preparing the European and Other Heritage CEMP, the Site Occupier has taken into account Table 28–14 in Chapter 28 of the EIS; and	European and Other Heritage CEMP Section 6 Table 21 details how EIS Table 28-14 has been taken into account.	Compliant
3.10.2.12.3 (b)	the European and Other Heritage CEMP complies with Table 28–15 in Chapter 28 of the EIS, and is otherwise appropriate.	European and Other Heritage CEMP Section 6 Table 21 details how EIS Table 28-15 as been taken into account.	Compliant
3.10.2.13	Waste and resources management		
3.10.2.13.1	The Site Occupier must not:		
3.10.2.13.1 (a)	commence Main Construction Works until a Waste and Resources CEMP has been prepared and approved in accordance with this condition; or	Waste and Resources CEMP Rev 0 approved (prior to Main Construction Works) 24/9/18 and Rev 1 approved 14/12/18.	Compliant

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
		Section 1.6 of the Waste and Resource Management CEMP details the certification and approval process.	
3.10.2.13.1 (b)	carry out any development described in Part 3 of the Airport Plan inconsistently with the approved Waste and Resources CEMP.	Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in Sections 2, 5 and 6 of the Construction Plan. The project details and scope of works is detailed in Section 2 of Waste and Resources CEMP and references the Construction Plan.	Compliant
3.10.2.13.2	The Site Occupier must:	-	Compliant
3.10.2.13.2 (a)	Prepare a Waste and Resources CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan; and	As above refer Section 3.10.2.13.1 (b)	Compliant
3.10.2.13.2 (b)	submit to an Approver for approval a Waste and Resources CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan.	As above refer Section 3.10.2.13.1 (a)	Compliant
3.10.2.13.3	The criteria for approval of the Waste and Resources CEMP are that an Approver is satisfied that:	-	
3.10.2.13.3 (a)	in preparing the Waste and Resources CEMP, the Site Occupier has taken into account Table 28–16 in Chapter 28 of the EIS; and	Waste and Resources CEMP Section 6 Table 21 details how EIS Table 28-16 has been taken into account.	Compliant
3.10.2.13.3 (b)	the <u>Waste</u> and Resources CEMP complies with Table 28–17 in Chapter 28 of the EIS, and is otherwise appropriate.	Waste and Resources CEMP Section 6 Table 21 details how EIS Table 28-17 as been taken into account.	Compliant
3.10.2.14	Visual and landscape management		
3.10.2.14.1	The Site Occupier must not:	█	
3.10.2.14.1 (a)	commence Main Construction Works until a Visual and Landscape CEMP has been prepared and approved in accordance with this condition; or	Visual and Landscape CEMP Rev 0 approved (prior to Main Construction Works) 24/9/18 and Rev1 approved 14/12/18. Section 1.6 of the Visual and Landscape CEMP details the certification and approval process.	Compliant
3.10.2.14.1 (b)	carry out any development described in Part 3 of the Airport Plan inconsistently with the approved Visual and Landscape CEMP.	Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in Sections 2, 5 and 6 of the Construction Plan. The project details and scope of works is detailed in Section 2 of Visual and Landscape CEMP and references the Construction Plan.	Compliant
3.10.2.14.2	The Site Occupier must:	-	
3.10.2.14.2 (a)	prepare a Visual and Landscape CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan; and	As above refer Section 3.10.2.14.1 (b)	Compliant
3.10.2.14.2 (b)	submit to an Approver for approval a Visual and Landscape CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan.	As above refer Section 3.10.2.14.1 (a)	Compliant
3.10.2.14.3	The criteria for approval of the Visual and Landscape CEMP are that an Approver is satisfied that:	█	
3.10.2.14.3 (a)	in preparing the Visual and Landscape CEMP, the Site Occupier has taken into account Table 28–18 in Chapter 28 of the EIS; and	Visual and Landscape CEMP Section 7 Table 20 details how EIS Table 28-18 has been taken into account.	Compliant
3.10.2.14.3 (b)	the Visual and Landscape CEMP complies with Table 28–19 in Chapter 28 of the EIS, and is otherwise appropriate.	Visual and Landscape CEMP Section 7 Table 20 details how EIS Table 28-19 as been taken into account.	Compliant
3.10.2.15	Community and stakeholder engagement (construction)		
3.10.2.15.1	The Site Occupier must not:		
3.10.2.15.1 (a)	commence Main Construction Works until a Community and Stakeholder Engagement Plan has been prepared and approved in accordance with this condition; or	Community and Stakeholder Engagement Plan (CSEP) Rev 0 approved 24/9/18 and Rev 1 approved 14/12/18. Section 1.6 of the Community and Stakeholder Engagement Plan details the certification and approval process.	Compliant
3.10.2.15.1 (b)	carry out any development described in Part 3 of the Airport Plan inconsistently with the approved Community and Stakeholder Engagement Plan.	Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in Sections 2, 5 and 6 of the Construction Plan. The project details and scope of works is detailed in Section 2 of CSEP and references the Construction Plan.	Compliant
3.10.2.15.2	The Site Occupier must:		
3.10.2.15.2 (a)	prepare a Community and Stakeholder Engagement Plan in relation to the carrying out of the developments described in Part 3 of the Airport Plan; and	As above refer Section 3.10.2.15.1 (b)	Compliant

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
3.10.2.15.2 (b)	submit to an Approver for approval a Community and Stakeholder Engagement Plan in relation to the carrying out of the developments described in Part 3 of the Airport Plan.	As above refer Section 3.10.2.15.1 (a)	Compliant
3.10.2.15.3	The criteria for approval of the Community and Stakeholder Engagement Plan are that an Approver is satisfied that:	-	Compliant
3.10.2.15.3 (a)	in preparing the Community and Stakeholder Engagement Plan, the Site Occupier has taken into account Table 28–20 in Chapter 28 of the EIS; and	CSEP Section 6 Table 14 details how EIS Table 28-20 has been taken into account.	Compliant
3.10.2.15.3 (b)	the Community and Stakeholder Engagement Plan complies with Table 28–21 in Chapter 28 of the EIS, and is otherwise appropriate.	Response to EIS Table 28-21 is included in Table 14 of the CSEP. As detailed in Section 9.1 of the CSEP, successful implementation will be achieved collectively by the WSA and Construction teams. The development of the onsite Experience Centre will provide the local community, businesses, schools and other interested parties with an opportunity to learn about the Airport, provide feedback and participate in Airport-related activities throughout the development and delivery phases. Community complaints/ issues are included in a register (Consultation Manager) and includes details of measures taken to resolve issues.	Compliant
3.10.5.29	Sustainability	-	
3.10.5.29.1	The ALC must not design, carry out or operate any development described in Part 3 of the Airport Plan inconsistently with:	Sustainability Plan Rev 0 approved 01/03/10 and Rev 1 approved 25/03/19. Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in Sections 2, 5 and 6 of the Construction Plan.	Compliant
3.10.5.29.1 (a)	Table 28-38 in Chapter 28 of the EIS; or	Refer to Appendix B of the Sustainability Plan	Compliant
3.10.5.29.1 (b)	A Sustainability Plan prepared and approved in accordance with this condition	Sustainability Plan Rev 0 approved 01/03/10 and Rev 1 approved 25/03/19.	Compliant
3.10.5.29.2	Within six months of the grant of an Airport Lease, the ALC must:	-	
3.10.5.29.2 (a)	Prepare; and	-	
3.10.5.29.2 (b)	Submit to an Approver for approval; A Sustainability Plan in relation to the design, carrying out and operation of the developments described in Part 3 of the Airport Plan.	Sustainability Plan Rev 0 approved 01/03/10 and Rev 1 approved 25/03/19.	Compliant
3.10.5.29.3	The criteria for approval of the Sustainability Plan are that an Approver is satisfied that:		
3.10.5.29.3 (a)	In preparing the Sustainability Plan, the ALC has taken into account Table 28-37 in Chapter 28 of the EIS; and	Refer to Appendix B of the Sustainability Plan	Compliant
3.10.5.29.3 (b)	The Sustainability Plan complies with Table 28-38 in Chapter 28 of the EIS, and is otherwise appropriate.	Refer to Appendix C of the Sustainability Plan	Compliant
3.10.5.29.4	This condition ceases to have effect once there is a master plan for the Airport	note	