



# Western Sydney Airport

**Airport Plan Annual Report 02**  
24 September 2019 - 23 September 2020

WSA Document No.: WSA00-WSA-00000-EN-RPT-000008  
Revision: 00



# Airport Plan Annual Report

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## Document Control

File Number	Document Name	Revision
WSA00-WSA-00000-EN-RPT-000008	Airport Plan Annual Report	00

## Revision History

Revision	Date	Description	Author	Reviewer
A	20/11/2020	For internal review	Jett Blake (ENV) Craig Tucker (ENV) Candice Choma (SUST) Jo Winters (COMMs)	Stuart Grant Simone Concha Jim Tragotsalos
00	20/11/2020	Approved	WSA	Jim Tragotsalos Simon Hickey

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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
BEC	Bulk Earthworks Contractor
BEC SP1	Bulk Earthworks Separable Portion 1 – Terminal footprint
BEC SP2	Bulk Earthworks Contractor Separable Portion 2 – Pavements
BEC SP3	Bulk Earthworks Contractor Separable Portion 3 – Rail Easement
BEC SP4	Bulk Earthworks Contractor Separable Portion 4 - Balance
AS/NZS	Australian Standard/New Zealand Standard
CEMP	Construction Environmental Management Plan
CSEP	Community and Stakeholder Engagement 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
DITRDC	Department of Infrastructure, Transport, Regional Development, and Communications
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
EOI	Expression of Interest
ESCP	Erosion and Sediment Control Plan
GBCA	Green Building Council of Australia
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)
PFOS	perfluorooctane sulfonic acid
PFOA	perfluorooctanoic acid

Item	Definition
PM <sub>10</sub>	particulate matter 10 micrometers or less in diameter
PM <sub>2.5</sub>	particulate matter 2.5 micrometers or less in diameter
Preparatory Activities	<p>The following:</p> <ul style="list-style-type: none"> <li>a. day-to-day site and property management activities;</li> <li>b. site investigations, surveys (including dilapidation surveys), monitoring, and related works (e.g. geotechnical or other investigative drilling, excavation, or salvage);</li> <li>c. 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);</li> <li>d. enabling preparatory activities such as: <ul style="list-style-type: none"> <li>(i) demolition or relocation of existing structures including buildings, services, utilities and roads);</li> <li>(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</li> <li>(iii) application of environmental impact mitigation measures; and</li> </ul> </li> <li>e. any other activities which an Approver determines are Preparatory Activities</li> </ul>
RAP	Remediation Action Plan
ROI	Registration of Interest
RFT	Request for Tender
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 <i>Contaminated Land Management Act 1997</i>
the Act	<i>Airports Act 1996</i> (Airports Act)
the EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth)
the Project	Western Sydney Airport – Stage 1 development
Watpac	Experience Centre Contractor
WSA	<p>WSA Co Limited (ACN 618 989 272), the entity responsible for constructing and operating the Airport in accordance with the Airport Plan.</p> <p>For the purposes of the Airports Act, WSA is the "airport-lessee company" for Western Sydney International Airport.</p>

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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 a second Sydney Airport. Accordingly, 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 purpose of this Annual Report is to satisfy Airport Plan Condition 39. This condition requires a report addressing compliance with each conditional requirement (Appendix A) 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 24 September 2019 to 23 September 2020. The report will be published on the WSA website within three (3) months from the end of the reporting period.

In accordance with the requirements of the Airport Plan, the WSA Construction Plan was prepared to meet *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.

Additionally, 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.

## 2. Executive Summary

The annual report includes details of compliance with each Airport Plan condition set out in Section 3 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.

The period covered by this report saw a substantial increase in construction activity on site with the Bulk Earthworks Contract (BEC) package ramping up as the Early Earthworks (EEW) package drew to completion. The nature of the works associated with the BEC meant that construction activities presented the highest environmental risk throughout the WSA construction program. These high-risk activities related to broadacre clearing and grubbing, ecological survey and clearance, translocation of threatened flora species, archaeological survey and salvage and the establishment of major construction environmental controls such as long-term temporary sediment basins.

In all, these construction elements were well planned and executed by the BEC Contractor and all requisite environmental activities were completed on program and without significant incident or non-compliance.

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

In terms of sustainability, the reporting period saw the successful attainment of two sustainability accreditations; an Excellent IS Rating for the Early Earthworks Package and Green Star certification of the Experience Centre and Site Accommodation facilities. In addition, sustainability requirements have been effectively embedded into design briefs and contractual documents for pending works packages.

Community and Stakeholder engagement activities and channels increased in 2019 and 2020, 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. 7,067 people visited the Centre in the current reporting period. The Experience Centre was closed from 4pm on 16 March and reopened on 29 June due to COVID-19. During this time, a COVID safety plan was developed to enable the facility to reopen safely. The Experience Centre continues to operate with reduced capacity providing an ongoing resource to the community whilst appropriately managing health and safety.

## 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. During the reporting period the CEMPs were revised for the Bulk Earthworks Package and approved by the Department of Infrastructure, Transport, Regional Development and Communications, Major Transport and Infrastructure Projects (MT&IP) in December 2019. These Plans are a requirement of the Airport Plan, which sets out the compliance conditions relevant 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. The CSEP is reviewed and updated ahead of the award of each of the Main Works Packages, with key Project stakeholders consulted as part of the update process.

WSA commenced Preparatory Activities associated with Bulk Earthworks on 11 November 2019. Early Preparatory Activities included site clearance and select remediation works for the establishment of multiple site compounds, expansion of site workshops, heritage and pre-clearing fauna relocation including the translocation of threatened species, followed by the commencement of broadscale remediation and cut-to fill earthworks. Figure 1 shows the WSA Stage 1 Site.

WSA commenced Main Construction Works associated with Early Earthworks on 24 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. As at 23 September 2020, Early Earthworks had achieved practical

completion with a total of 1.86 million m<sup>3</sup> of earth moved. Road works for the Badgerys Creek Road re-alignment and construction of the Badgerys Creek Road bridge has been completed, as has the construction of the Elizabeth Drive Intersection.

Construction of the Experience Centre and Site Office commenced in January 2019 and achieved practical completion on 16 March 2020. The structures for these were prefabricated 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 the optimised manufacturing process minimised material use. The site office building can be re-used at alternative locations following completion of Main Construction works. The Experience Centre opened to the public on 2 September 2019, with an official opening ceremony attended by the Prime Minister of Australia, Project stakeholders and other key Government representatives.

Sandstone importation commenced in April 2019, which involved the haulage of sandstone material, initially from Sydney Metro sites at Marrickville and Chatswood to WSI, and now from the WestConnex project M4-M5 sites at Leichhardt and Balmain. The sandstone material is still being utilised as select material for roads and other infrastructure on site and continues to be brought onto site.

The Northern Road West alignment is complete and The Northern Rd, which currently runs through the west of WSA Stage 1 has been decommissioned.

WSA has satisfied its 2019–20 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 the exception of travel restrictions) 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 and reduction of this risk. Regular reviews of the risk profile throughout the reporting period have indicated that this environmental risk was managed effectively.

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 Bulk Earthworks, 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 early activities applied proactively in current works. As a result, a revised RAP was approved in early 2019.

The Bulk Earthworks contractor continued vegetation clearing to enable earthworks to commence on the Bulk Earthworks package. All 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.

With the completion of the Early Earthworks and commencement of the Bulk Earthworks packages, the Project has seen growing awareness and interest from the community and other stakeholders. WSA has embedded community engagement staff into the Bulk Earthworks contractor organisation to lead the community engagement program. A number of

communication channels are in place to keep the community informed and up to date on construction activities, including (but not limited to):

- Regular community notifications and construction updates,
- Quarterly Project updates newsletters,
- Social media and general media activities,
- In-person engagement such as door knocks, community information sessions and targeted community consultation,
- Experience Centre engagement sessions,
- Site tours,
- Schools Safety Program.

Over recent months, project community programs have been adjusted to align with COVID requirements, protecting staff, community and stakeholders whilst maintaining positive and proactive engagement activities.



**Figure 1: Early Earthworks – April 2020**



Figure 2: Completed Experience Centre – June 2020



Figure 3: Bulk Earthworks – July 2020

### 3. Construction Conditions 3.10.2

Compliance with the Airport Plan Construction Conditions 3.10.2 was 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 are summarised below. Figure 4 shows the incident and issues identified during the reporting period.

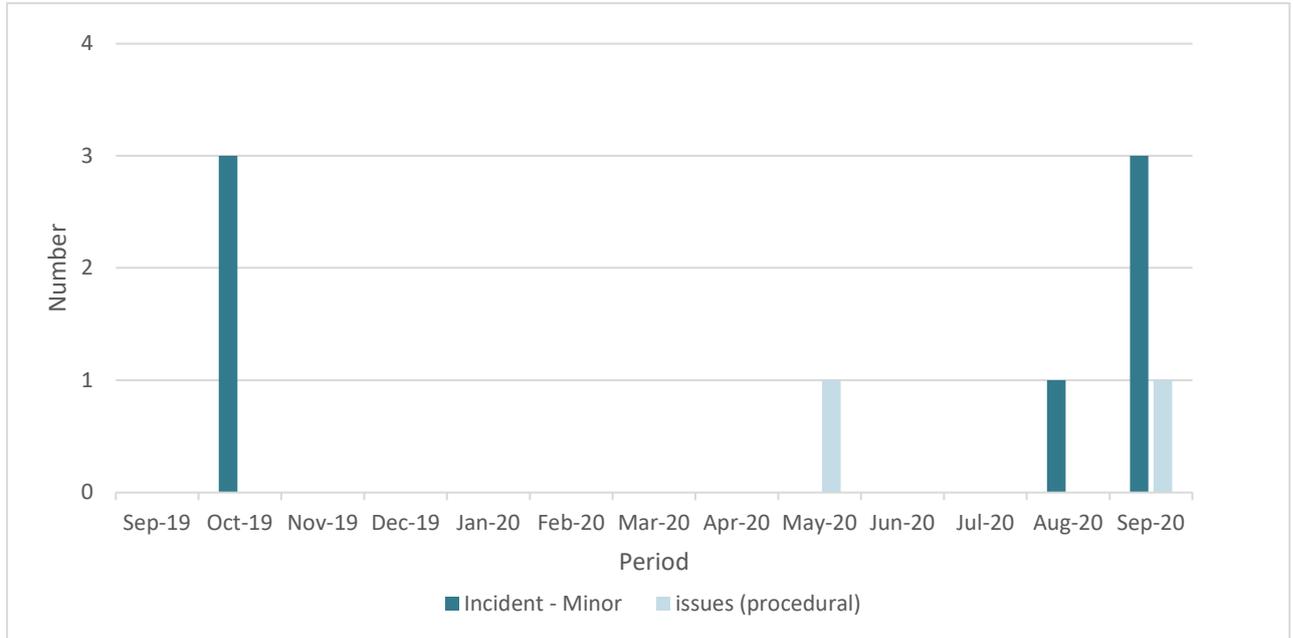
##### 3.1.1. Compliance with the Airport Plan

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

Ongoing inspection, surveillance and auditing throughout the reporting period has identified areas for improvement and associated corrective and preventative actions. As a result of this monitoring and response program there were no non-compliances with the Airport Plan for the period. 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
ERSED Controls	Improved training, supervision and update plant registration on Virtual Super
Hold point release and approval management	Improving hold point management system Training and ongoing coaching incorporated into the on-boarding and Main Works activities processes

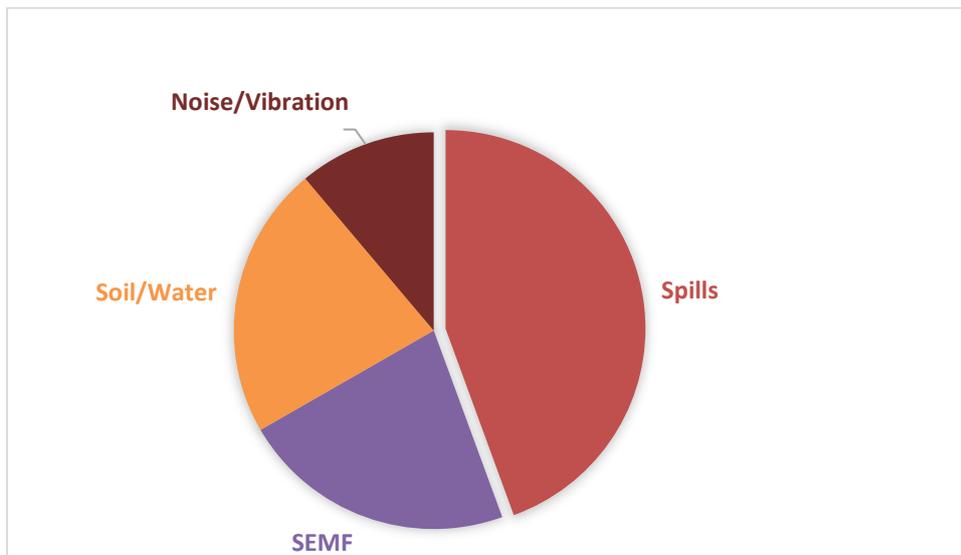


**Figure 4: Incidents and Issues**

### 3.1.2. Incidents

WSA proactively encourages the reporting of environmental incidents through the respective Contractor workforces. This approach enables the identification of corrective and preventative actions and fosters continuous improvement. All incidents identified during the reporting period were minor and resulted in no environmental harm. Figure 4 shows the number of incidents that occurred on a monthly basis during the reporting period.

Figure 5 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 5: Incident Trend**

### 3.1.3. Environmental 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 internal audits were completed in March 2020 and September 2020. A summary of the audit scope and findings is provided below.

Audit 1: review of the Biodiversity CEMP including pre-clearing site inspections, 2-staged clearing activities, Cumberland Land Snail relocation, dam de-fishing process and reports, weed management, implementation of ECM and LDPs and education, training for clearing and grubbing works. The audit reviewed twenty-seven (27) aspects and was completed on the Bulk Earthworks Contractor. The audit identified three (3) opportunities for improvement, no (0) non-conformance and three (3) points of merit.

Audit 2: review of the implementation of the Biodiversity, Air Quality and Noise and Vibration CEMP's including implementation of ECMs and LDPs and training and implementation of Environmental Work Method Statements (EWMS). The audit reviewed twenty-one (21) aspects and was completed on the Bulk Earthworks Contractor. The audit identified two (2) opportunities for improvement, no (0) non-conformance and three (3) points of merit.

In accordance with Airport Plan Condition 40, two independent audits of compliance with the conditions set out in the Section 3.10.2 were completed in December 2019 and July 2020. The independent auditor has been approved by MT&IP and the audit criteria agreed.

Audit 1: review of the implementation of Early Earthworks Contractor CEMF and WSA's CEMP's, inclusive of the Community and Stakeholder Engagement Plan. The audit reviewed seventy-three (73) aspects and identified two (2) non-conformances, seven (7) key strengths and six (6) opportunities for improvement.

Audit 2: review of the implementation of Bulk Earthworks Contractors CEMF and WSA's CEMP's, inclusive of the Community and Stakeholder Engagement Plan. The audit reviewed seventy-three (73) aspects and identified no (0) non-conformances, eleven (11) key strengths and two (2) opportunities for improvement.

### 3.3. 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"> <li>Airport Precinct</li> <li>Business Park</li> <li>Sustainability Masterplan - Whole Airport Site</li> </ul>	<p>Strategic considerations include assessment of sustainability optimisation.</p> <p>Development Control Plan for Business Park will be updated to include more detailed requirements such as rooftop solar and heat island effect mitigation.</p> <p>Green Star Communities report has been prepared to assess the opportunities for Business Park.</p>
Design	<ul style="list-style-type: none"> <li>Bulk Earthworks</li> <li>Terminal</li> <li>Airside</li> <li>Landside</li> </ul>	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"> <li>Bulk Earthworks</li> <li>Terminal</li> </ul>	Requirements included in ROI, EOI and RFT documentation, reviewed during Tender evaluation and included in final Contract.
Construction	<ul style="list-style-type: none"> <li>Early Earthworks</li> <li>Bult Earthworks</li> </ul>	IS rating requirements and Additional Specific Targets from EIS Table 28-38 included in Contracts. Compliance measurement, monitoring, audits and inspections are being undertaken.
Operation	<ul style="list-style-type: none"> <li>Experience Centre and Site Office</li> <li>Early Earthworks</li> </ul>	Energy, water and waste requirements are included in Facilities Management Contract, including NABERS rating for Energy and Water. Due to changed operations during COVID-19 pandemic a NABERS rating will not be pursued until 21/22 (and is not required by deed until 2026).

#### 3.3.1. Compliance Documentation

- Sustainability Plan WSA00-WSA-00000-SS-PLN-000001 Rev 2
- Sustainability Plan WSA00-WSA-00000-SS-PLN-000001 Rev 3

### 3.3.2. Sustainability Audits

Two versions of the WSA Sustainability Plan were applicable throughout this reporting period:

- WSA Sustainability Plan (WSA00-WSA-00000-SS-PLN-000001 Rev 2) was approved on 27<sup>th</sup> of March 2019
- WSA Sustainability Plan (WSA00-WSA-00000-SS-PLN-000001 Rev 3) was approved on 15<sup>th</sup> of May 2020

The Sustainability Plan stipulates auditing is required six-monthly; accordingly, two audits were conducted within this reporting period; one audit on Early Earthworks Contractor Sustainability Management Systems on 14<sup>th</sup> October 2019 and the second on Bulk Earthworks Contractors' Sustainability Management Systems on 12<sup>th</sup> of May 2020.

### 3.3.3. Audit Findings

There was one (1) identified sustainability related minor non-conformances and one (1) point of merit identified within the reporting period.

The one (1) minor non-conformance was identified during a six-monthly sustainability audit with the Bulk Earthworks Contractor. The minor non-conformance was in relation to content missing from the Contractors sustainability onboarding section. The minor non-conformance was closed out promptly within two days.

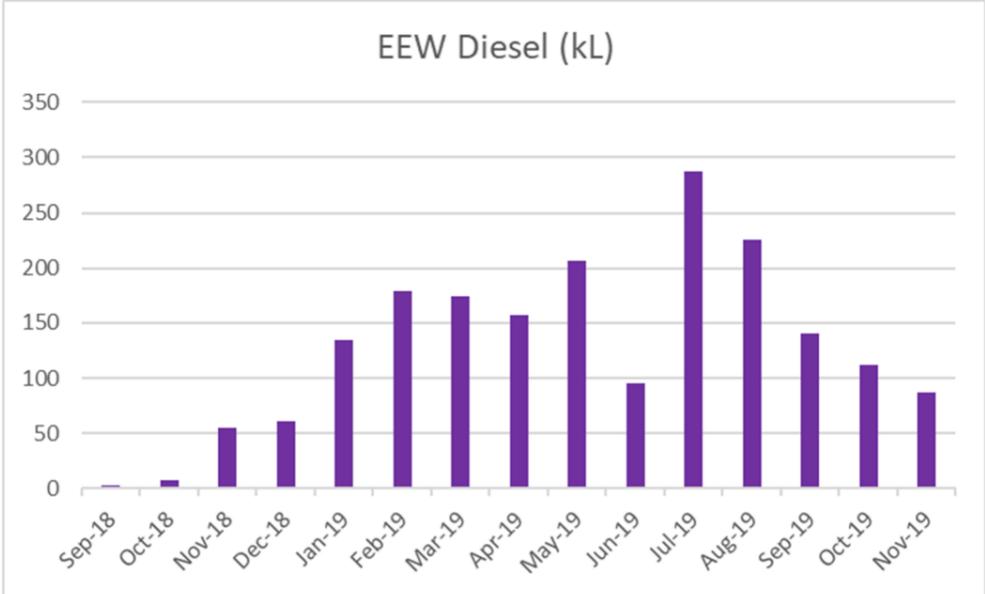
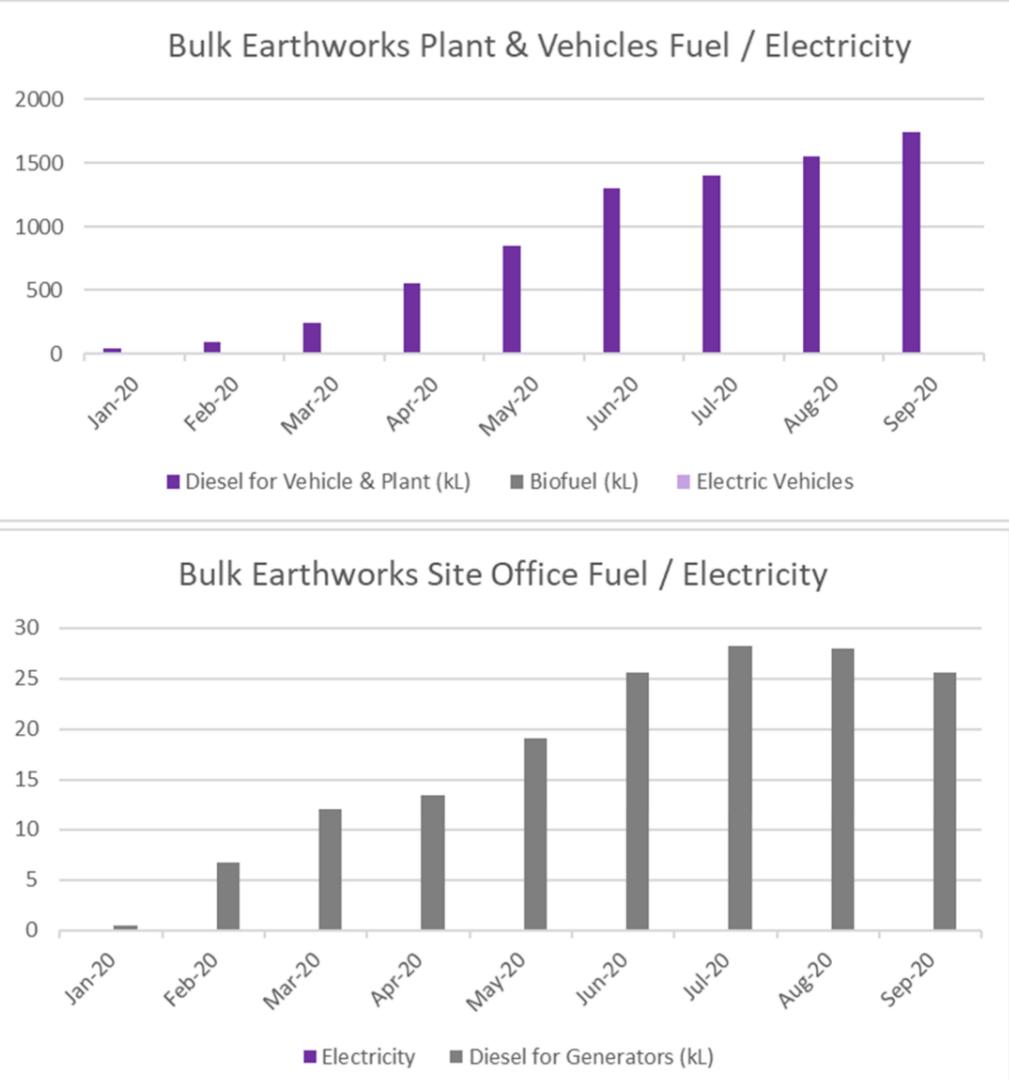
The one (1) point of merit was awarded to the BEC Sustainability Team who provided detailed commentary and information regarding how Sustainability Requirements have been addressed and integrated into the design process. Additionally, the BEC Sustainability Team demonstrated a thorough approach to ensuring a sustainable office has been set up and that the package is following a detailed procurement process.

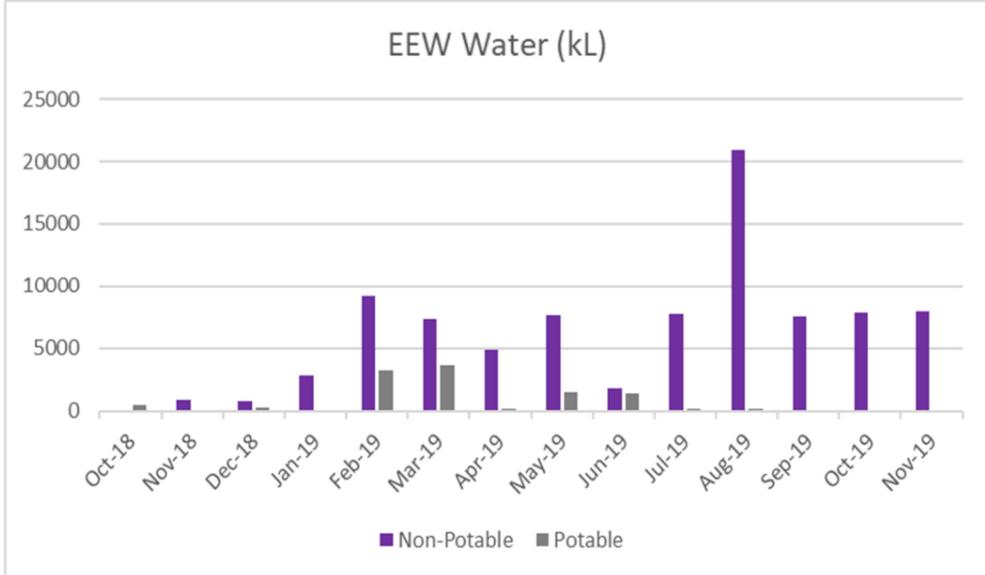
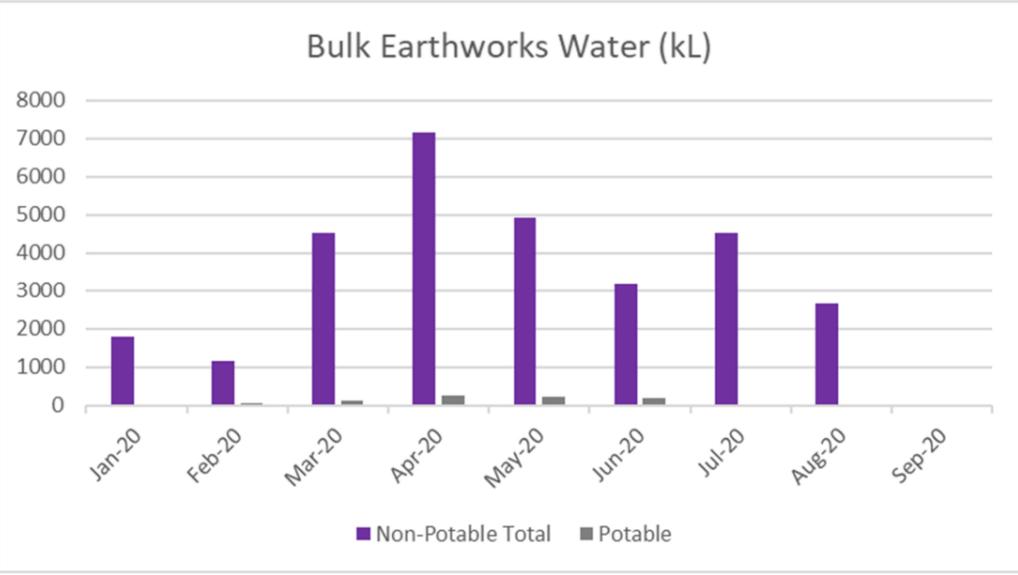
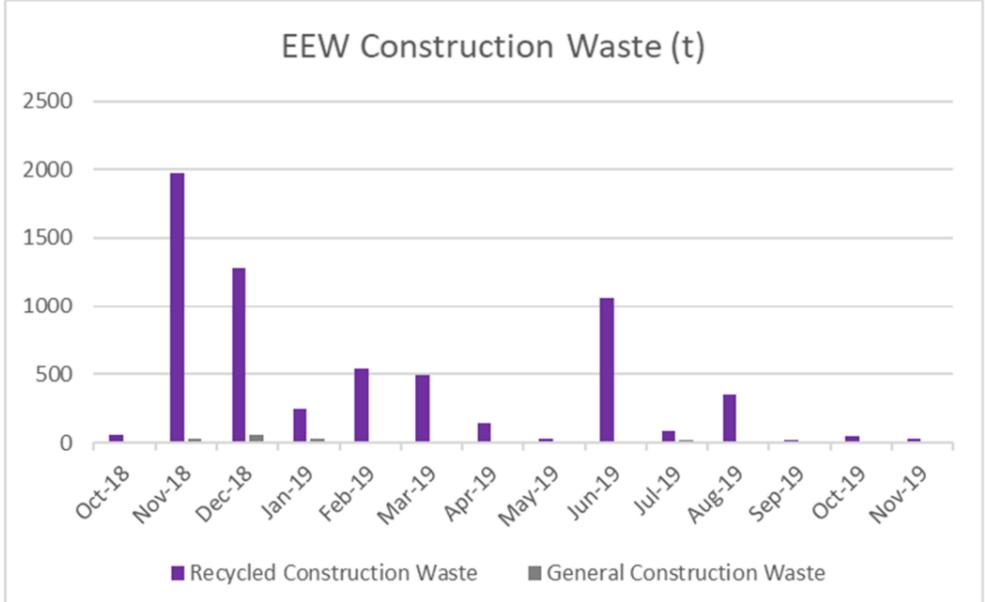
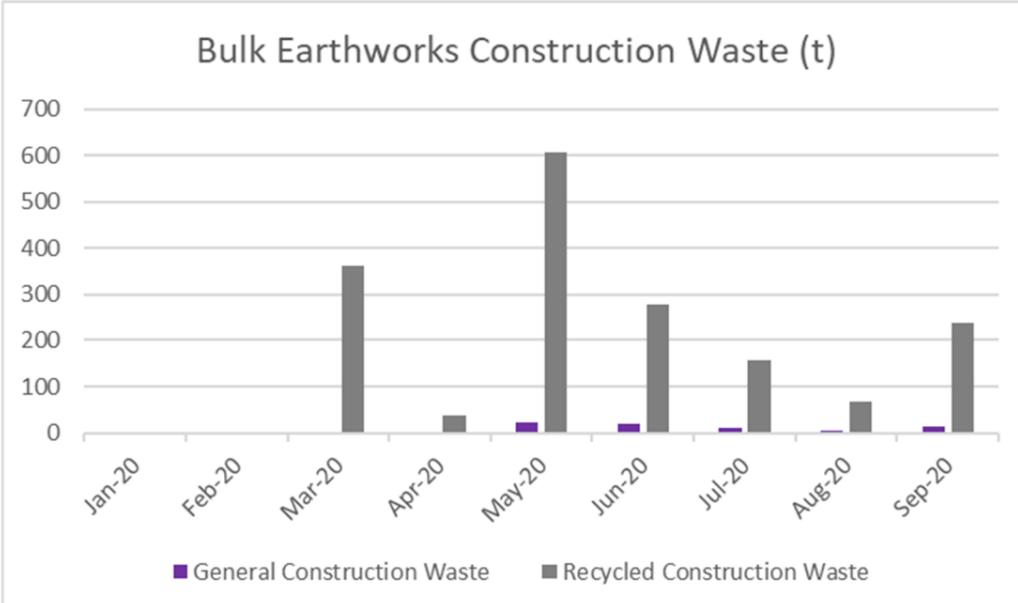
### 3.4. Sustainability Monitoring & Progress

Monthly reporting is provided by each active works package. 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.

#### 3.4.1. Package Metrics Reporting

Table 3: Sustainability Reporting Metrics

Item	Early Earthworks (EEW)	Experience Centre & Site Office (EC & SO)	Bulk Earthworks Contract (BEC)																																																																																																						
Energy, Diesel & GHG	<p>Temporary site offices, crib sheds, plant and light vehicles were all required to run off diesel fuel. EEW targeted energy and carbon reductions and achieved a level 2.32 out of 3 for IS Rating Ene-1 credit. Significant reductions in fuel usage and emissions were achieved due to a world first innovation that allowed on site plant to run more efficiently and significantly reduced diesel usage.</p>  <table border="1"> <caption>EEW Diesel (kL)</caption> <thead> <tr> <th>Month</th> <th>Diesel (kL)</th> </tr> </thead> <tbody> <tr><td>Sep-18</td><td>5</td></tr> <tr><td>Oct-18</td><td>10</td></tr> <tr><td>Nov-18</td><td>55</td></tr> <tr><td>Dec-18</td><td>60</td></tr> <tr><td>Jan-19</td><td>135</td></tr> <tr><td>Feb-19</td><td>180</td></tr> <tr><td>Mar-19</td><td>175</td></tr> <tr><td>Apr-19</td><td>160</td></tr> <tr><td>May-19</td><td>210</td></tr> <tr><td>Jun-19</td><td>95</td></tr> <tr><td>Jul-19</td><td>290</td></tr> <tr><td>Aug-19</td><td>230</td></tr> <tr><td>Sep-19</td><td>140</td></tr> <tr><td>Oct-19</td><td>115</td></tr> <tr><td>Nov-19</td><td>85</td></tr> </tbody> </table>	Month	Diesel (kL)	Sep-18	5	Oct-18	10	Nov-18	55	Dec-18	60	Jan-19	135	Feb-19	180	Mar-19	175	Apr-19	160	May-19	210	Jun-19	95	Jul-19	290	Aug-19	230	Sep-19	140	Oct-19	115	Nov-19	85	<p>EC &amp; SO targeted reductions in both energy and emissions. The package achieved 9 out of 20 points for Green Star GHG emissions reduction Credit 15 and 2 out of 2 points for peak electricity demand reduction Credit 16.</p>	<p>Temporary site offices, crib sheds, plant and light vehicles were all required to run off diesel fuel. BEC package are targeting energy and carbon reductions through IS Rating credits Ene-1 and Ene-1.</p>  <table border="1"> <caption>Bulk Earthworks Plant &amp; Vehicles Fuel / Electricity</caption> <thead> <tr> <th>Month</th> <th>Diesel for Vehicle &amp; Plant (kL)</th> <th>Biofuel (kL)</th> <th>Electric Vehicles</th> </tr> </thead> <tbody> <tr><td>Jan-20</td><td>50</td><td>0</td><td>0</td></tr> <tr><td>Feb-20</td><td>100</td><td>0</td><td>0</td></tr> <tr><td>Mar-20</td><td>250</td><td>0</td><td>0</td></tr> <tr><td>Apr-20</td><td>550</td><td>0</td><td>0</td></tr> <tr><td>May-20</td><td>850</td><td>0</td><td>0</td></tr> <tr><td>Jun-20</td><td>1300</td><td>0</td><td>0</td></tr> <tr><td>Jul-20</td><td>1450</td><td>0</td><td>0</td></tr> <tr><td>Aug-20</td><td>1600</td><td>0</td><td>0</td></tr> <tr><td>Sep-20</td><td>1800</td><td>0</td><td>0</td></tr> </tbody> </table> <table border="1"> <caption>Bulk Earthworks Site Office Fuel / Electricity</caption> <thead> <tr> <th>Month</th> <th>Electricity</th> <th>Diesel for Generators (kL)</th> </tr> </thead> <tbody> <tr><td>Jan-20</td><td>1</td><td>0</td></tr> <tr><td>Feb-20</td><td>7</td><td>0</td></tr> <tr><td>Mar-20</td><td>12</td><td>0</td></tr> <tr><td>Apr-20</td><td>13</td><td>0</td></tr> <tr><td>May-20</td><td>19</td><td>0</td></tr> <tr><td>Jun-20</td><td>25</td><td>0</td></tr> <tr><td>Jul-20</td><td>28</td><td>0</td></tr> <tr><td>Aug-20</td><td>28</td><td>0</td></tr> <tr><td>Sep-20</td><td>25</td><td>0</td></tr> </tbody> </table>	Month	Diesel for Vehicle & Plant (kL)	Biofuel (kL)	Electric Vehicles	Jan-20	50	0	0	Feb-20	100	0	0	Mar-20	250	0	0	Apr-20	550	0	0	May-20	850	0	0	Jun-20	1300	0	0	Jul-20	1450	0	0	Aug-20	1600	0	0	Sep-20	1800	0	0	Month	Electricity	Diesel for Generators (kL)	Jan-20	1	0	Feb-20	7	0	Mar-20	12	0	Apr-20	13	0	May-20	19	0	Jun-20	25	0	Jul-20	28	0	Aug-20	28	0	Sep-20	25	0
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Item	Early Earthworks (EEW)	Experience Centre & Site Office (EC & SO)	Bulk Earthworks Contract (BEC)
Water	<p>Total water used for the package was 97.520ML. The vast majority (98.69%) of package water use was for dust suppression via water carts mainly using non-potable water from onsite dams. EEW targeted water use reductions and achieved level 2.1 out of 3 for water use monitoring and reduction IS Rating Wat-1 credit, along with level 2.63 out of 3 for replacing potable water IS Rating Wat-2 credit.</p>  <p><b>EEW Water (kL)</b></p>	<p>EC &amp; SO package utilised dams on site for non-potable water for all of the packages water demand. EC &amp; SO targeted water use reduction and achieve 8 out of 12 points for Green Star potable water credit 18.</p>	<p>The vast majority of package water use is for dust suppression via water carts mainly using non-potable water from onsite dams. BEC package are targeting water use reductions through IS Rating credits Wat-1 and Wat-2. BEC package are still collating previous months data and complete records will be provided within the next report.</p>  <p><b>Bulk Earthworks Water (kL)</b></p>
Waste	<p>EEW package targeted waste reductions and achieved level 2 out of 2 for waste management IS Rating Was-1 credit, along with level 3 out of 3 for diversion from landfill IS Rating Was-2 credit. This was achieved due to high diversion from landfill rates for both construction and office wastes.</p>  <p><b>EEW Construction Waste (t)</b></p>	<p>EC &amp; SO package targeted waste reductions and achieved 1 out of 1 point for Green Star construction and demolition waste credit 22.</p>	<p>BEC package are targeting water reductions through IS Rating credits Was-1 and Was-2.</p>  <p><b>Bulk Earthworks Construction Waste (t)</b></p>



### **3.4.2. Sustainability Update**

#### **3.4.2.1. IS Rating**

Early Earthworks achieved an Excellent IS As-Built Rating of 71 points in June 2020. Key achievements for the rating include:

- 11.39% water reduction compared to a base case footprint
- 88% water used from non-potable sources, from reclaimed or recycled wastewater or harvested water
- World first compactor innovation which saved around 5.36t CO<sub>2</sub>-e each month when in use
- Higher benchmark improvement achieved for Stakeholder Engagement
- High waste to recycling diversion for construction waste and spoil

The Bulk Earthworks Contractor are working to achieve an IS rating of 65 or above, holding planning workshops to identify opportunities to support sustainability programs and delivery – including through community engagement initiatives.

#### **3.4.2.2. Green Star Rating**

The Experience Centre and Site Office achieved a 4-star Green Star Rating of 49 points in July 2020. Key achievements for the rating include:

- 100% water use from non-potable sources for construction activities
- 41.9% replacement by mass of cement with supplementary cementitious material in concrete used
- All structural timber used in the buildings was FSC or PEFC certified
- More efficient HVAC systems were installed, along with efficient LED Lighting and an improved building fabric when compared to industry standard
- Peak electricity demand reduction of 47%

WSA is currently working on integrating Green Star requirements into the procurement of the upcoming Terminal, Airside and Landside packages.

#### **3.4.2.3. Knowledge Sharing & Communication**

Knowledge sharing has been actively pursued and participated in by WSA and Delivery Partner ongoingly, as outlined in the previous report. Both internal knowledge sharing platforms and external knowledge sharing platforms have been coordinated by, or participated in, by WSA and Delivery Partner. WSA has continued to reach out to academic experts, industry bodies and other infrastructure projects for knowledge sharing to ensure best practice sustainability initiatives are implemented throughout the project.

Prior to COVID, WSA conducted Airport Shuttle Tours, taking interested stakeholders and surrounding community members on a guided tour around the perimeter of the Western Sydney. 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.



These tours were suspended during COVID, with work underway to identify opportunities to resume this engagement activity in a COVID safe way.

In addition to the Airport Shuttle Tour, sustainability information for the community is provided in the quarterly community updates pamphlets.

#### **3.4.2.4. Competence and Awareness**

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.
- Community expectations.

WSA conducts ongoing weekly half hour 'stand up' meetings, where functional departments, Delivery Partner and PMD give updates and educational presentations. Toolbox Talks are also conducted by Delivery Partner, PMD and Contractors weekly. Each Toolbox Talk has a different focus ranging from safety to sustainability and environmental.

#### **3.4.2.5. Workforce Programs**

##### **Continued focus on the development of capability to improve project performance that contributes towards achieving learning Workforce Initiatives.**

WSA's commitment towards developing its current and future skills in the workforce continues with improving leadership capability, workplace health and safety, mental health training and individual competency that aims to improve project performance. This commitment developing current and future capability extends further to our continued effort with the WSA Employment Skills Taskforce (Skills Taskforce). The Skills Taskforce is a collaboration between contractors, state and federal government agencies and education providers to focus on the development and delivery of targeted programs for diverse and disadvantaged workers.

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

Enable Consulting, WSA's Aboriginal engagement partner, completed development of the WSA Aboriginal Engagement Master Plan and supported implementation of the site survey and salvage program. Enable are now in the process of developing WSA's first Reconciliation Action Plan.

WSA engaged a large number of Aboriginal Site Officers through implementation of the Aboriginal Cultural Heritage CEMP to carry out an extensive Aboriginal site survey and salvage program. The site survey and salvage program resulted in the direct engagement of Aboriginal businesses and employment of Aboriginal Site Officers to complete these works. Aboriginal stakeholders will continue to be engaged as further Aboriginal cultural heritage initiatives are implemented.

WSA also participated in extensive Aboriginal community consultation activities led by the Australian Government to identify models for an Aboriginal 'Keeping Place' for the artefacts salvaged across the airport site.



WSA continues to work collaboratively with the Yarpa Hub, a joint initiative between NSW Aboriginal Land Council and Australia Government to identify opportunities for Aboriginal businesses to gain meaningful procurement contracts and leverage employment programs for Aboriginal people.

### 3.4.3. 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 2019/2020 financial year. This update considers the Bulk Earthworks, Earth Earthworks (EEW) and Experience Centre and Site Office (EC & SO) packages where applicable.

**Table 4: Sustainability Plan Table 6 Additional Specific Targets Update**

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	EEW	2019/2020 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 Cli-1 and Cli-2. 2 for the program wide IS Rating. BEC package has been designed to ensure 100% of all extreme and high risks have measures implemented to reduce the risk to medium or lower.
	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 Cli-1 and Cli-2 for the program wide IS Rating. BEC package has been designed to reduce 66% of medium risks.
Reduced Electricity Use	Design and construct for reduction in electricity use	15%	N/A	EEW package scope does not include any buildings to target reduced electricity use. EC & SO achieved a peak electricity demand reduction of 47% as verified by the Green Star rating. Minimum deed and legislation (NCC) requirements are being incorporated into the design of upcoming packages 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	N/A	Electric recharge infrastructure included in the design of upcoming Airside and Landside packages for both airport and public use.

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	EEW	2019/2020 Update
Reduced Water Consumption	Reduction in total water use compared to a base case footprint	5%	11.39%	<p>EC &amp; SO achieved 100% water use from non-potable sources for construction activities.</p> <p>Initiatives implemented on EEW package to reduce water consumption and achieve the target include:</p> <ul style="list-style-type: none"> <li>- Water carts applied prior to scraper/articulated dump truck (Moxy) pass. Water carts were allocated to construction teams to work in tandem to apply water for dust suppression and compaction purposes immediately prior to earthmoving machinery passing reducing the evaporation rates and prevents dust from occurring as the machine passes</li> <li>- Water cart directional jet positions. Water carts have 4 positional jets and a spray/mist bar. If only one directional jet is applied this can save up to 75% of BAU water used</li> <li>- Out of hours application of water carts allowing dust suppression activities to take place at cooler times of the day</li> <li>- Progressive staging of construction, haul route design and vehicle management plans reduced the area of site exposed at any one time, thus only requiring water cart applications where construction work is occurring</li> </ul> <p>BEC package is currently utilising onsite dams plus further initiatives. Reduction reporting will be available at package completion.</p>
	Water use from non-potable sources, from reclaimed or recycled wastewater or harvested water	33%	88%	<p>EC &amp; SO achieved 100% water use from non-potable sources for construction activities.</p> <p>EEW package implemented Initiatives to replace potable water use with non-potable water, such as onsite harvesting from project basins was prioritised for the end use of dust suppression and compaction.</p> <p>BEC package is currently utilising onsite dams plus further initiatives. Reduction reporting will be available at package completion.</p>

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	EEW	2019/2020 Update
Environmental Labelling	Material or products have an ISCA approved environmental label	At least 1 product/material	1	EEW had 1 ISCA approved environmentally labelled materials or products verified for there is Rating – Australian Plastic Profiles Pty Ltd PVC-U Pipes. BEC package is currently assessing what products or materials they can used on the package that have an ISCA approved environment label.
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 and concrete that replaced 41.9% of cement with supplementary cementitious material. EEW package replaced between 30 – 50% of cement in concrete with Supplementary Cementitious Material to reduce carbon emissions. BEC package are currently assessing construction materials they can include recycled content in.
Reduced Emissions	Reduction in greenhouse gas emissions compared to a base case footprint including scope 1, scope 2 and land clearing emissions	10%	23.3%	EC & SO targeted emissions reduction by installing efficient HVAC systems, along with efficient LED Lighting and an improved building fabric when compared to industry standard. EEW achieved significant reduction in emissions due to a world first innovation being implemented. Refer to 'Innovation' below for further details. BEC package is implementing the same innovation as EEW to also achieve significant reduction in emissions.
Quantity of Waste to be Recycled	Percentage of spoil waste diverted from landfill for recycling or reuse	80%	100%	For the whole of package EEW have achieved 100% diversion of spoil waste from landfill. BEC package is on track to achieve the minimum required diversion of spoil waste from landfill by package completion.
	Percentage of surplus VENM or ENM spoil to be reused on or off site	100%	100%	For the whole of package EEW have achieved 100% diversion of surplus VENM or ENM from landfill. EEW also imported sandstone from Sydney Metro tunnelling projects as a collaborative sustainability initiative.

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	EEW	2019/2020 Update
				BEC package is on track to achieve the minimum required diversion of surplus VENM or ENM from landfill by package completion. BEC have been importing sandstone from WestConnex tunnelling project as a collaborative sustainability initiative.
	Percentage of inert or non-hazardous waste diverted from landfill for recycling or reuse	80%	98%	For the whole of package EEW have achieved 98% diversion of inert or non-hazardous waste from landfill. BEC package is on track to achieve the minimum required diversion of inert or non-hazardous waste from landfill by package completion.
	Percentage of office waste diverted from landfill for recycling or reuse	70%	98%	For the whole of package EEW have achieved 98% diversion of office waste from landfill. BEC is currently focusing on improving their office waste diversion from landfill by introducing new initiatives such as organics recycling. Final percentage will be reported at package completion.
Biodiversity & Landscaping	Plantings to be Australian Natives	70%	N/A	No further update available for this reporting period due to no additional permanent landscaping being installed.
	Plantings to be indigenous native plants to preserve Cumberland Plains identity in the Western Sydney region	50%	N/A	No further update available for this reporting period due to no additional permanent landscaping being installed.
Workforce Diversity	Representation of workforce through learning workers by 2025 (including trainees, apprenticeships and workers training to upgrade their qualifications and skills)	20%	20.6%	An accumulative total of 21.64% of the combined workforce as of 30 September 2020 identified as learning workers. The combined workforce includes EC & SO, EEW and WSA's Delivery & Design Partner.
	Percentage of the workforce locally employed during construction	30%	48.5%	An accumulative total of 54.29% of the combined workforce as of 30 September 2020 were local of Western Sydney. The combined workforce includes EC & SO, EEW and WSA's Delivery & Design Partner.

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	EEW	2019/2020 Update
	Percentage of overall workforce diversity. Broken down into:	10%	40.5%	An accumulative total of 38.57% of the combined workforce as of 30 September 2020 counted towards our diversity target. The combined workforce includes EC & SO, EEW and WSA's Delivery & Design Partner.
	- Indigenous workforce	2.4%	3.2%	An accumulative total of 1.57% of the combined workforce as of 30 September 2020 on project identified as indigenous. The combined workforce includes BEC, EC & SO, EEW and WSA's Delivery & Design Partner.
	- Women in non-traditional roles,	7.6%	37.3%	An accumulative total of 37% of the combined workforce as of 30 September 2020 were identified as women in non-traditional roles, socially and economically disadvantaged people or as a person with a disability. The combined workforce includes EC & SO, EEW and WSA's Delivery & Design Partner.
	- socially and economically disadvantaged people and people with a disability			
	Percentage of contracts awarded to indigenous businesses	3%	6.6%	BEC are currently exceeding the target at 26% due to the delivery of Aboriginal cultural heritage initiatives on site and the requirement to engage Aboriginal stakeholders to complete these works.
People	Number of priority community health and wellbeing issues to be identified and measures implemented to positively contribute to these issues	Minimum of 1	3	<p>EEW had a total of three priority issues identified and contributed towards:</p> <ol style="list-style-type: none"> <li>Local and disadvantaged employment <ul style="list-style-type: none"> <li>- Achievement of workforce targets for local and disadvantaged employment</li> <li>- CleanForce Return and Earn scheme</li> </ul> </li> <li>Enhanced access to local business <ul style="list-style-type: none"> <li>- Zoo materials donation – waste to landfill avoidance</li> </ul> </li> <li>Enhancing the local environment <ul style="list-style-type: none"> <li>- Community day – tree planting</li> <li>- Community pop-up &amp; open day – native sapling give-away</li> </ul> </li> </ol> <p>BEC is currently investigating and implementing priority community health and wellbeing issue initiatives on project. Details of the initiatives will be provided at package completion. However,</p>

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	EEW	2019/2020 Update
				<p>BEC have a number of programs already in place including Cleanforce partnership to engage vulnerable members of society in work and continuing donations to Sydney Zoo.</p> <p>WSA has also partnered with several organisations on key community issues, including:</p> <ul style="list-style-type: none"> <li>• Road safety – partnership with Blue Datto Foundation</li> <li>• Accessibility – partnership with SWS Community Transport and NSW Wheelchair Rugby League</li> <li>• Education disadvantage – Partnership with ABCN</li> <li>• Employment disadvantage – Partnership with SSI</li> <li>• Community engagement with and to rehabilitate natural environment – partnership with CVA.</li> </ul>
Innovation	Sustainability innovations implemented	Minimum of 3	2	<p>EEW had a total of two innovations verified by ISCA:</p> <ol style="list-style-type: none"> <li>1. A world first innovation for a compaction control system for a Caterpillar 825H 4 Drum Compactor.</li> <li>2. Improving on credit benchmarks for the Sta-2 'Level of engagement' credit by achieving the IAP2 engagement level of 'Empower'.</li> </ol> <p>BEC package is currently investigating and implementing innovations on project. Details of the innovations will be provided at package completion.</p>

### 3.5. 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 5 provides a summary of the mitigation measures and the actions completed during the reporting period.

Table 6 provides a summary of the complaints received and actions taken to close out.

Figure 6: Community engagement



Figure 7: Community engagement





Table 5: Community and Stakeholder Engagement Actions

Topic	Mitigation Measures	Implementation	Delivery
<p>Stakeholder engagement on social impacts</p>	<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"> <li>• potential housing and accommodation requirements for the construction workforce and potential effects on housing and other social services;</li> <li>• potential employment opportunities for local residents;</li> <li>• potential business opportunities for local business; and</li> <li>• plans for development on the Airport Site and how this might impact on local and State government land use planning around the Airport Site.</li> </ul>	<p>CSEP 9</p>	<ul style="list-style-type: none"> <li>• WSA Stakeholder Planning Forums – these forums covered a range of issues including land use planning, transport, health, critical infrastructure, education and community issues.</li> <li>• Large number of Aboriginal stakeholder businesses and Aboriginal Site Officers employed in the delivery of the Aboriginal cultural heritage site survey and salvage program</li> <li>• Aboriginal Engagement Master Plan developed covering WSA’s commitments to and implementation of the Aboriginal Cultural Heritage Management Plan and specific employment and procurement targets</li> <li>• WSA participation in Australian Government led Aboriginal consultation activities regarding an Aboriginal ‘Keeping Place’ for artefacts salvaged during Aboriginal cultural heritage activities</li> <li>• Experience Centre was visited by 7067 visitors between 24 Sept 2019 – 23 Sept 2020. A grand total of 7870 visitors since opening on 2 Sept 2019.</li> <li>• Two school’s safety program incursions were conducted then placed on hold due to COVID-19.</li> <li>• Experience Centre piloted the School Safety Program with 90 primary students. Excursions were placed on hold due to COVID-19.</li> <li>• WSA Volunteer program providing support across eight activities in local communities to positively impact environmental, educational and employment outcomes</li> </ul>

Topic	Mitigation Measures	Implementation	Delivery
			<ul style="list-style-type: none"> <li>• Engagement with industry associations and local businesses.</li> <li>• Traffic Control Group meetings conducted to consult with Emergency Services about the access to the Airport Site.</li> <li>•</li> </ul>
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"> <li>• 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;</li> <li>• 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</li> <li>• multiple channels will be established to allow for complaints to be made including an 1800 toll free number, email, online form and postal address.</li> </ul>	CSEP 10	Full compliance with CSEP 10
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"> <li>• complaints are responded to within 48 hours of receipt, whenever possible;</li> <li>• complaints are to be investigated in an appropriate manner and timeframe;</li> <li>• any trends are identified so they can better inform corrective actions; and</li> <li>• the complainant is informed about the outcomes of the investigation and any corrective action implemented.</li> </ul>	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>	CSEP 10	Full compliance with CSEP 10. Refer to Appendix 1 Complaints, issues, compliments and engagement summary



Topic	Mitigation Measures	Implementation	Delivery
	<ul style="list-style-type: none"> <li>the nature of the complaint, including the event or activity which is the basis of the complaint;</li> <li>the response provided to the complainant; and</li> <li>any corrective action or further environmental measures taken.</li> </ul> <p>The complaints register will be made available to the Department as requested.</p>		
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"> <li>liaison with relevant State and local government agencies regarding future access arrangements from The Northern Road and Elizabeth Drive;</li> <li>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</li> <li>liaison with relevant State and local government agencies to identify opportunities for protection of a corridor for future fuel pipeline.</li> </ul>	CSEP 9	<ul style="list-style-type: none"> <li>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.</li> <li>Monthly participation Western Sydney City Deal (WSCD) Councils Subcommittee Forum</li> <li>Regular meetings with WSCD agencies</li> <li>Fortnightly meetings with DITRDC and Dept of Finance</li> <li>Monthly Project Liaison Group meetings with Commonwealth departments</li> <li>Bi-annual Local State and Federal MP briefings. Briefings occurred with Graham Millett, and Simon Hickey.</li> <li>Regular NSW Government Ministerial briefings</li> <li>NSW and Commonwealth Government MP Electoral Office Staff briefings occurred and then placed on hold due to COVID-19.</li> <li>FOWSA attendance and participation in the open community meetings.</li> <li>Regular and ad hoc meetings (as required) with local councils and NSW Government agencies</li> <li>Series of weekly and fortnightly meetings with key NSW planning and transport agency teams, notably Metro, M12 and NSW Planning Partnerships</li> </ul>



Topic	Mitigation Measures	Implementation	Delivery
Local employment	<p>To maximise local employment and business opportunities throughout construction and operation, the following measures will be implemented:</p> <p>An Australian Industry Participation Plan that includes consideration of local industry participation</p> <p>The WSA Equal Opportunity, Diversity &amp; Inclusion Policy states and WSA have implemented;</p> <ul style="list-style-type: none"> <li>• an equal, fair and reasonable opportunity to obtain employment and gain promotion at WSA on their merits.</li> <li>• providing opportunities to Indigenous Australians.</li> </ul>	CSEP 11	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>

Table 6: Summary of key issues Register

Package	Issue Categories	Status
BEC	<ul style="list-style-type: none"> <li>• Dust management</li> <li>• Noise impact</li> <li>• Traffic Management</li> <li>• Environmental controls</li> </ul>	Ongoing

## Appendix A Construction Conditions compliance

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
3.10.2.1	<b>Construction Plan</b>		
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, Rev 1 approved 14/12/18 and Rev 2 approved 18/12/2019.	<b>Compliant</b>
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).	<b>Compliant</b>
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, Rev 1 approved 14/12/18 and Rev 2 approved 18/12/2019.	<b>Compliant</b>
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-, Figure 2-2, Tables 5-1 and 6-1 of Rev 2 of the Construction Plan.	<b>Compliant</b>
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.	<b>Compliant</b>
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. E.g. Bulk Earthworks divided into 4 stages in Section 6 (Table 6-3). Fig 2-1 details indicative package split.	<b>Compliant</b>
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.	<b>Compliant</b>
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.	<b>Compliant</b>
3.10.2.1.3 (c)	is otherwise appropriate.	Construction Plan (Rev 2) approved by MT&IP 19/12/2020	<b>Compliant</b>
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.	<b>Compliant</b>
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), Rev 1 has been updated to include the Experience Centre, Site accommodation and material import phases whilst Rev 2 has been updated to include Bulk Earthworks – within the Stage 1 scope of works. The proposed phases for Stage 1 are detailed in the Construction Plan Section 2.1	<b>Compliant</b>
3.10.2.2	<b>Design of Stage 1 Development</b>		
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 MT&IP and the Airport Environment Officer (AEO). Regular stakeholder consultation occurs with the AEO and MT&IP via site visits which occur on a monthly basis where permissible.	<b>Compliant</b>
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 ( <a href="https://westernsydney.com.au/">https://westernsydney.com.au/</a> ), including plans, maps and other documentation.	<b>Compliant</b>
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	<b>Not triggered</b>

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
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	<b>Disinterment of human remains</b> (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	<b>TransGrid Relocation Works</b> (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 <a href="https://www.transgrid.com.au/what-we-do/projects/current-projects/Line%2039">https://www.transgrid.com.au/what-we-do/projects/current-projects/Line%2039</a>	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
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	<b>Preparatory Activities</b>		
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.	Aboriginal Cultural Heritage CEMP Rev 2 was revised for the Bulk Earthworks Package and approved 18/12/2020.	Compliant

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
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) WSA10-CPBLLBE-01000-EN-REG-000002 developed by Bulk Earthworks Contractor. Dated September 2019 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 (MT&IP)	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).	Bulk Earthwork 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 Bulk Earthwork footprint.	Compliant
3.10.2.6	<b>Noise and vibration management</b>		
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 2 approved 18/12/2020 by MT&IP for Bulk Earthworks Section 1.5 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
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 10 and in Appendix A for OOHW 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 31 of the Noise and Vibration CEMP as NV_31. Currently no blasting undertaken, however, may occur in future.	Compliant
3.10.2.7	<b>Biodiversity management</b>		
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 Rev 2 approved 18/12/2019 by MT&IP (an Approver). Section 1.5 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 15 details how EIS Table 28-4 has been taken into account.	Compliant

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
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 15 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.	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 A.	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. 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.	Compliant
3.10.2.8	<b>Soil and water management</b>		
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 2 approved 18/12/2020 by MT&IP. Section 1.5 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.	Compliant
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 5 of the Soil and Water CEMP outlines groundwater monitoring locations, showing monitoring points adjacent to woodlands e.g. MW 19. CEMP states "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)" 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 9.4.1 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 9.4.1 of the Soil and Water CEMP describes the groundwater trigger-action-response measures and 9.4.1 and outlines corrective actions. Trigger values to be refined for more extensive works, if they have the potential to alter groundwater conditions.	Compliant

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
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 9.4.1 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"> <li>• Section 4 – Legal and other requirements</li> <li>• Section 5 – Existing environment</li> <li>• Section 6 – Environmental risk assessment</li> <li>• Section 7 – Environmental control measures</li> <li>• Section 9 – Environmental inspection, monitoring and auditing</li> <li>• Appendix D - Soil and Water Monitoring and Inspection Procedure</li> </ul>	Compliant
3.10.2.9	<b>Traffic and access management</b>		
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 2 approved 18/12/2019 by MT&IP. 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 19 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 19 details how EIS Table 28-9 has been taken into account.	Compliant
3.10.2.10	<b>Air quality management</b>		
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 Rev2 approved 18/12/2020 by MT&IP. Section 1.5 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 14 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 14 Table 21 details how EIS Table 28-11 has been taken into account.	Compliant
3.10.2.11	<b>Aboriginal cultural heritage management</b>		
3.10.2.11.1	The Site Occupier must not:	-	
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 2 approved 18/12/2019 by MT&IP. Section 1.5 of the Aboriginal Cultural Heritage CEMP details the certification and approval process.	Compliant

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
3.10.2.11.1 (b)	carry out any Preparatory Activities inconsistently with Table 28–13 in Chapter 28 of the EIS; or	Bulk Earthworks Aboriginal Heritage Survey and Salvage commenced October 2019 as per requirements of the Aboriginal Heritage CEMP.	Compliant
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 11 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 11 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– outlines Long term management of Aboriginal heritage items.	Compliant
3.10.2.12	<b>European and other heritage management</b>		
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 2 approved 18/12/2019 by MT&IP. Section 1.5 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 4 Table 7 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 4 Table 7 details how EIS Table 28-15 has been taken into account.	Compliant
3.10.2.13	<b>Waste and resources management</b>		
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 2 approved 18/12/2019 by MT&IP. (Section 1.5 of the Waste and Resource Management CEMP details the certification and approval process.	Compliant
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:	-	

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
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 4 Table 7 details how EIS Table 28-16 has been taken into account.	<b>Compliant</b>
3.10.2.13.3 (b)	the Waste and Resources CEMP complies with Table 28–17 in Chapter 28 of the EIS, and is otherwise appropriate.	Waste and Resources CEMP Section 4 Table 7 details how EIS Table 28-17 has been taken into account.	<b>Compliant</b>
3.10.2.14	<b>Visual and landscape management</b>		
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 2 approved 18/12/2019 by MT&IP. Section 1.5 of the Visual and Landscape CEMP details the certification and approval process.	<b>Compliant</b>
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.	<b>Compliant</b>
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)	<b>Compliant</b>
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)	<b>Compliant</b>
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 4 Table 7 details how EIS Table 28-18 has been taken into account.	<b>Compliant</b>
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 4 Table 7 details how EIS Table 28-19 has been taken into account.	<b>Compliant</b>
3.10.2.15	<b>Community and stakeholder engagement (construction)</b>		
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) and Rev 2 approved 18/12/19 by MT&IP. Section 1.6 of the Community and Stakeholder Engagement Plan details the certification and approval process.	<b>Compliant</b>
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.	<b>Compliant</b>
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)	<b>Compliant</b>
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)	<b>Compliant</b>
3.10.2.15.3	The criteria for approval of the Community and Stakeholder Engagement Plan are that an Approver is satisfied that:	-	<b>Compliant</b>
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 4 Table 7 details how EIS Table 28-20 has been taken into account.	<b>Compliant</b>
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 CSEP Section 6 Table 9 of the CSEP. Successful implementation will be achieved collectively by the WSA and Construction teams. The development of the onsite Experience Centre provides 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.	<b>Compliant</b>
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.	<b>Compliant</b>
3.10.5.29.1 (a)	Table 28-38 in Chapter 28 of the EIS; or	Refer to Appendix A of the Sustainability Plan	<b>Compliant</b>
3.10.5.29.1 (b)	A Sustainability Plan prepared and approved in accordance with this condition	Sustainability Plan Rev 3 approved 12/05/2020	<b>Compliant</b>
3.10.5.29.2	Within six months of the grant of an Airport Lease, the ALC must:	-	

Approval Condition (ID)	Requirement	Compliance details	Compliance Status
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 3 approved 12/05/2020	<b>Compliant</b>
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 A of the Sustainability Plan	<b>Compliant</b>
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 A of the Sustainability Plan	<b>Compliant</b>
3.10.5.29.4	This condition ceases to have effect once there is a master plan for the Airport	note	