



# Western Sydney Airport

**Airport Plan Annual Report 03**  
24 September 2020 - 23 September 2021

WSA Document No.: WSA00-WSA-00000-EN-RPT-000019  
Revision: 00



**Western  
Sydney  
Airport**

# Airport Plan Annual Report

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## Document Control

File Number	Document Name	Revision
WSA00-WSA-00000-EN-RPT-000019	Airport Plan Annual Report	00

## Revision History

Revision	Date	Description	Author	Reviewer
A	12/11/2021	For internal review	Jett Blake (ENV) Candice Choma (SUST) Katy Hannouch (COMMs)	Leanne Laughton Stuart Grant
B	17/11/2021	For internal review	Jett Blake (ENV) Candice Choma (SUST) Katy Hannouch (COMMs)	Jim Tragotsalos Simon Hickey
00	15/12/2021	For Publishing	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
PM <sub>10</sub>	particulate matter 10 micrometers or less in diameter

Item	Definition
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>
TSS	Terminal and Specialty Services works
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. Executive Summary

WSA has satisfied its 2020–2021 target of meeting all relevant conditions in relation to the airport project's environmental performance.

This is evidenced through the environmental inspections and reviews completed by the Airport Environment Officer (AEO) who attended the Airport site as permitted during the reporting period (with the exception of COVID travel restrictions) with no significant matters identified and nil notices issued.

The Airport Plan (as determined September 2021) sets out conditions which must be complied with in relation to the Airport Stage 1 Development. Specifically, Condition 47 of the Airport Plan outlines the requirement to prepare a report addressing compliance with each condition set out in Section 3.11.2 of the Airport Plan.

This annual report includes details of compliance in Section 3 for each applicable Airport Plan condition for the period from 24 September 2020 to 23 September 2021. All requirements have been met, refer to Appendix A for details of compliance with each condition.

The period covered by this report saw an increase in construction activity on site with the Bulk Earthworks Contract (BEC) completing site clearance and a substantial portion of the earthworks to achieve the required formation across the airport site. The Early Earthworks (EEW) package achieved practical completion and the Terminal and Speciality Services package was awarded. The TSS package commenced Preparatory Activities within the terminal footprint area to establish the site prior to commencement of main construction works.

The bulk earthworks construction activities presented the highest environmental risk throughout the WSA construction program however the nature of the works changed toward the end of the reporting period bringing a shift in the risk profile to include a stronger focus on the management of internal interface issues. Some of the high-risk activities related to management of surface water during La Nina seasonal trend, out of hours working for critical works such as the surface miners and the establishment of major construction environmental controls such as additional 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. All incidents have been reported efficiently and corrective and preventative actions implemented.

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. During Covid restrictions drone footage and other technology was used to keep the AEO informed of site construction works.

In terms of sustainability, the reporting period saw the IS Design Rating submission collated and submitted in September 2021 and the preparation of the IS As Built Rating submission commenced. In addition, WSA has continued working on integrating Green Star requirements into the procurement of Airside and Landside packages.

Notwithstanding the impact COVID-19 has had to WSA's face to face engagement with the community, ongoing communication and new innovative ways to connect were introduced. This included community notification letters, a quarterly newsletter, regular website updates, school

engagement and participation in a number of local events. In May 2021, WSA held its first webinar on 'Australia's largest earthmoving project' which connected with community and stakeholders in an online forum, providing behind the scenes access to the project.

The WSI Experience Centre which opened in September 2019, provides the community and stakeholders with an opportunity to learn about the project and witness firsthand, the construction on the airport site. Despite the enforced closure of the WSI Experience Centre due to COVID-19 related public health orders (from 16 March – 29 June 2021), 7,934 visitors were welcomed through the centre, a 12% increase from the previous year. The Centre has been closed since 26 August 2021 and is set to reopen to the public in a COVID safe way on 1 December 2021.

WSA also embarked on its first step to Reconciliation with the commitment of a Reconciliation Action Plan. A working group was established in December 2020, led by the CEO as the Reconciliation Action Plan Champion. A draft Reconciliation Action Plan has been submitted to Reconciliation Australia for review.

## 2. Introduction

In April 2014, the Australian Government announced that the Commonwealth-owned land at Badgerys Creek would be the site for Sydney's new airport. 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 47 (variation 2 of the plan as determined in September 2021). This condition requires a report addressing compliance with each of the nominated requirements outlined (see Appendix A), including implementation of any Approved Plan in respect of the twelve (12) month period beginning with the commencement of Main Construction Works. This report, therefore, covers the period from 24 September 2020 to 23 September 2021. 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 to the SEMF.

Additionally, the EIS, prepared in accordance with the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) and *Airports Act 1996*, considered potential impacts during construction activities for the site and operation of the Airport Stage 1 and long-term development of the proposed airport.

## 2.1. WSA Construction Activities Overview

WSA continued Main Construction Works associated with Bulk Earthworks which began site establishment and preparatory works in late 2019, with main works beginning around March 2020. Works during the reporting period included completion of site clearance, remediation works to remove asbestos impacted soils including the construction of the permanent containment cell, cut to fill bulk earthworks, material importation, bulk drainage (earthworks and pipe / culvert installation) and construction of the permanent bioretention basins. As of September 2021, approximately 19 million cubic metres of earth had been moved within the site creating a flat profile ready for airport construction. Various plant and equipment were used to achieve the required formation including surface miners on the basalt dyke at the Western end of the airport site. Sandstone importation from the Westconnex tunnels, which commenced in April 2019, remains ongoing with approximately 2.9 million tonnes imported during the reporting period. Aboriginal heritage survey and salvage works were completed within the Construction Impact Zone in March 2021.



Figure 1: Bulk Earthworks – 180 tonne excavator loading Cat 777 Rigid Dump Truck



Figure 2: Bulk Earthworks Scrapers and Dozers operating – December 2020

The Early Earthworks portion (which achieved practical completion in early 2020) has now been incorporated into the Bulk Earthworks package, who (as part of their scope) have carried additional works including relocation of the temporary contamination stockpiles and placement of salvaged Aboriginal Heritage topsoil.

Implementation of the Remediation Action Plan (RAP) which commenced with the Early Earthworks phase continued during the reporting period. Asbestos and other contaminated material identified within the Bulk Earthworks has been managed in accordance with the RAP, with approximately 230,300 cubic metres taken to the permanent containment cell during the reporting period.

Following award of the Terminal and Speciality Services contract in June 2021, early Preparatory Activities commenced in August 2021. These works have included establishment of site access ramps, security facilities, temporary site compounds, site surveys (geotechnical investigations), environmental protection works, minor earthworks, crane foundations and soil resistivity testing. Figure 3 shows an aerial view of the WSA Terminal Footprint.



**Figure 3: Terminal Footprint– June 2021**

Use of the Experience Centre and Site Offices at Eaton Road has been ongoing, with reduced occupancy/usage due to COVID restrictions. The Experience Centre has been closed to the public for periods of time as per NSW Government Health Orders, while the site accommodation has operated in line with the same Orders under a Covid Safe Plan.

WSA has satisfied its 2020–2021 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 as permitted during the reporting period (with the exception of COVID travel restrictions) with no significant matters identified and nil notices issued.

Environmental conditions are continually changing on an expansive infrastructure project such as this. WSA views environmental performance as a key element of the project delivery and will continue to implement appropriate control frameworks for the management and reduction of environmental risks. Regular reviews of risks throughout the reporting period have been ongoing and as other packages have commenced.

Community interest in the Project remains strong as the Project advances. 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,
- Newsletters issued quarterly,
- 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,
- School Engagement Program.

Over the reporting year, project community programs have been adjusted to align with COVID requirements, protecting staff, community and stakeholders whilst maintaining positive and proactive engagement activities. This included the introduction of a webinar series, launched in May 2021 creating a digital engagement experience for the community.

### **3. Construction Conditions 3.11.2**

Compliance with the Airport Plan Construction Conditions 3.11.2 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**

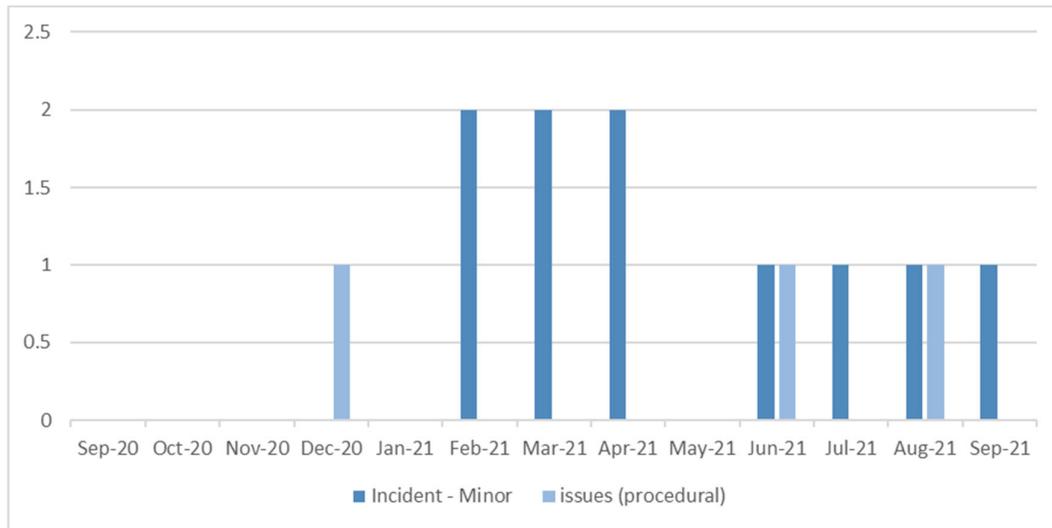
The Site Environmental Management Framework (SEMF) is WSA's overarching environmental management document to support the implementation of nine Construction Environmental Management Plans (CEMPs) and associated sub plans. For the reporting period, revision two of the CEMPs (approved in December 2019) were in use on the Project. During the reporting period the CEMPs were revised for the Terminal and Speciality Services Package and sent to the Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) for approval (which subsequently occurred outside this report period).

These Plans are a requirement of the Airport Plan, which sets out the compliance conditions relevant to the development of the airport. Appendix A provides details of the airport conditions and how compliance against each has been met.

##### **3.1.1. SEMF Compliance**

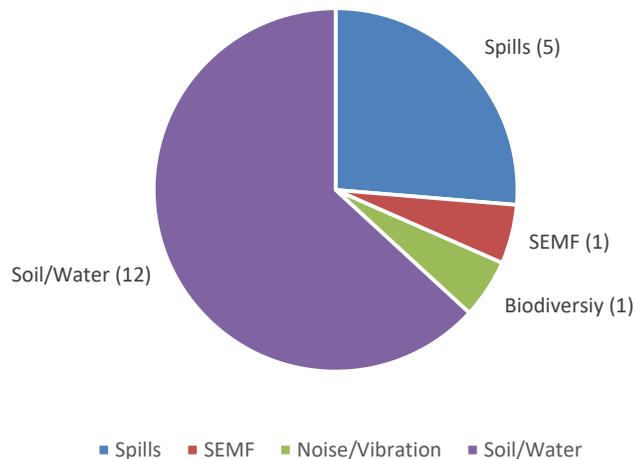
###### **3.1.1.1. Incidents**

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 4: Number of Incidents and Issues during reporting period**

Figure 5 provides a breakdown of the incidents against the main CEMP aspects during the reporting period. Soil and Water incidents primarily relate to spills (>20 L) and erosion and sediment control (such as uncontrolled release of water from site). The incident relating to the SEMF was a result of a site level approval not being adhered to (such as entering areas flagged as 'environmentally sensitive' ). All incidents were closed in a timely manner and in accordance with the SEMF.



**Figure 5: Incident breakdown (by CEMP aspect)**

### 3.1.1.2. Continuous Improvement

The SEMF outlines the mechanisms for measuring compliance and processes for continuous improvement.

Ongoing inspection, surveillance (including in response to incidents) 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
Material (mud/dirt tracking on to public roads)	Improved training, supervision and installation/implementation of additional controls
Noise	Ensuring noise monitoring is being carried out appropriately and respite periods are being adhered to.
Dust	Dust suppression systems installed on surface miners, increase activity of water carts. Where necessary, machinery activity reduced or stood down during high winds or as guided by real time air quality monitors.
Erosion and Sediment Control / Dewatering	Improved training, supervision and installation/implementation of additional controls such as fixed intake points for dewatering, use of tractor mounted tankers to allow basin treatment to commence as soon as possible Development of targeted treatment rates to improve treatment times. Use of drones to confirm basin size vs catchment size on a monthly basis

### 3.1.2. CEMP Overview

The following section provides a brief overview of the key aspects during the reporting period which are relevant to each CEMP. Further detail of compliance is outlined Appendix A.

#### 3.1.2.1. Aboriginal Heritage CEMP

During the reporting period, the following key aspects were carried out in relation to compliance/implementation with the Aboriginal Heritage CEMP:

- Relocation of topsoil salvaged during Early Earthworks phased to the long-term placement site within the Environmental Conservation Zone; and
- Completion of the Aboriginal site survey and salvage program during Bulk Earthworks phase. Analysis of the salvaged materials is ongoing.

Both of these activities were overseen by Aboriginal Site Officers who were engaged by the Project as per the Aboriginal Heritage CEMP.

Consultation to commence the Oral History record was undertaken in 2021 however due to the feedback from the Aboriginal community with respect to Covid, it has been postponed to the 2021-2022 reporting period.



Figure 6: Heritage Topsoil after placement at long-term placement site

#### 3.1.2.2. Biodiversity CEMP

During the reporting period, the following key aspects were carried out in relation to compliance/implementation with the Biodiversity CEMP:

- Progression of clearing. The quantity of threatened species impacted as required by the EPBC Act Part 13 Permit Requirements. The EPBC Act Part 13 Permit Annual Compliance Report for 2020/21 is available on the WSA website. As reported, only relatively minor (when compared to the previous reporting period) clearing was undertaken during this reporting period.
- Monitoring and maintenance activities relating to the translocation of *Pimelea spicata* (Spiked rice-flower) plants and salvaged topsoil was ongoing during the reporting period. Survivorship rates of translocated plants continue to exceed the target number and plants have germinated from the salvaged topsoil.



Figure 7: *P.spicata* individual germinating from soil seedbank post translocation

### 3.1.2.3. Soil and Water CEMP

During the reporting period, the following key aspects were carried out in relation to compliance/implementation with the Soil and Water CEMP:

- Significant resources (time and materials) have been required during the reporting period to manage wet weather events during the reporting period. This includes monitoring of weather to ensure basin capacity prior to rain events and general maintenance and operation of both temporary and permanent detention basins.
- Improvements to response identified during the reporting period are noted in Section 3.1.1.2.
- Implementation of Erosion and Sediment Control Plans continue to be effective in planning for soil and water mitigation prior to the commencement of works.

### 3.1.2.4. Air Quality CEMP

During the reporting period, the following key aspects were carried out in relation to compliance/implementation with the Soil and Water CEMP:

- Ongoing application of soil binders and hydromulch to stabilise areas not being actively worked.
- Use of water carts to wet down active work areas and haul roads.
- In respect to the site having the greatest extent of disturbed soil, a workshop was held to review dust control measures.
- Improvements to dust control are identified during the reporting period are noted in Section 3.1.1.2.

#### **3.1.2.5. Noise and Vibration CEMP**

During the reporting period, the following key aspects were carried out in relation to compliance/implementation with the Noise and Vibration CEMP:

- Community consultation around Surface Miner operation to get buy in on preference for operating hours with a view to minimising disruption.
- Increased in attended monitoring to support out of hours
- Verification Plant movements and identification of trigger levels using real time monitoring
- Use of real time action trigger alerts to respond to changes in monitoring levels prior to any exceedances

#### **3.1.2.6. Waste and Resources CEMP**

During the reporting period, the following key aspects were carried out in relation to compliance/implementation with the Waste and Resources CEMP:

- Significant collaboration to plan out construction and capping of containment cell including:
  - Inspections and updates to AEO.
  - Involvement through meetings and site visits by the Site auditor at all phases of the construction of the cell.

#### **3.1.2.7. Traffic and Access CEMP**

During the reporting period, the following key aspects were carried out in relation to compliance/implementation with the Traffic and Access CEMP:

- Obtaining and implementation of Road Occupancy licences to support site works.
- As per Section 3.1.1.2, improvements were identified around ensuring public roads were not impacted by material being tracked on road

#### **3.1.2.8. Visual and Landscape CEMP**

During the reporting period, the following key aspects were carried out in relation to compliance/implementation with the Visual and Landscape CEMP:

- Weekly inspections, including along site boundary.

#### **3.1.2.9. European and Other Heritage CEMP**

During the reporting period, there was no specific aspects requiring implementation. The unexpected finds protocol remains in place and is covered in site inductions.

### 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 internal audits were scheduled to be completed in March 2021 and September 2021. The March audit was completed but due to site restrictions, the September audit has been rescheduled to November 2021. A summary of the audit scope and findings is provided below.

**Audit 1:** review of the Traffic and Access CEMP including road monitoring and road closure management, Waste and Resources CEMP including; awareness and training, review of waste register and associated docket/tracking information, waste segregation and associated targets. The audit also reviewed contractual requirements relating to Waste Management and Resource Recovery; waste and imported materials management register and waste avoidance and resource recovery reporting.

The audit was completed on the Bulk Earthworks Contractor and reviewed twenty-nine (29) aspects. The audit identified one (1) opportunity for improvement, two (2) observations, no (0) non-conformance and two (2) points of merit.

Two independent audits of implementation of SEMF and associated CEMPs and Contractor environmental documentation were also completed in the reporting period. Audits were completed in December 2020 and October 2021. It is noted that the October 2021 Audit was scheduled to occur within the reporting period but was delayed due to COVID restrictions and the scope of the audit is applicable to the reporting period.

**Audit 1:** review of the implementation of Bulk Earthworks Contractor CEMF and WSA's CEMP's, inclusive of the Community and Stakeholder Engagement Plan. The audit reviewed one hundred and forty (140) aspects and identified no (0) non-conformances, and no (0) 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 one hundred and forty (140) aspects and identified no (0) non-conformances, five (5) key strengths and three (3) opportunities for improvement.

### 3.2. Sustainability 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 2 below.

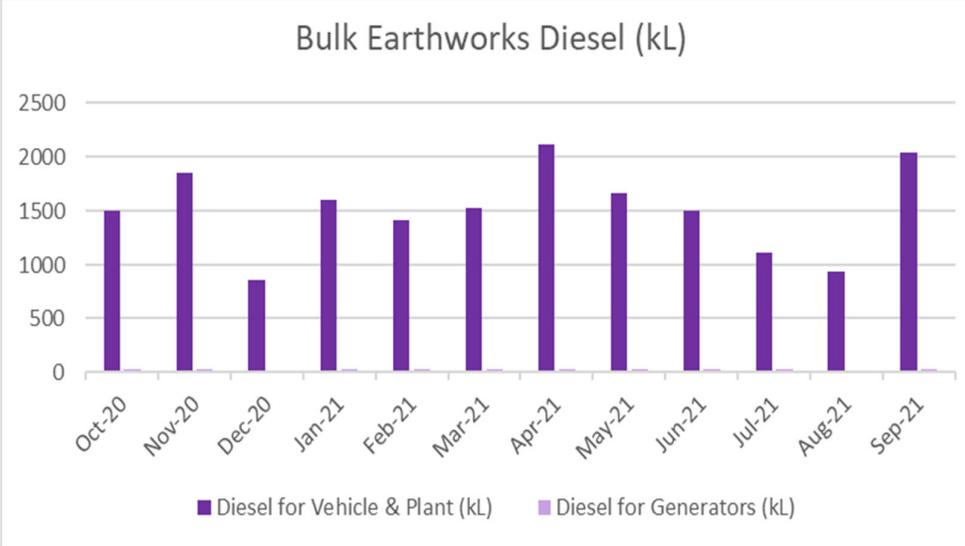
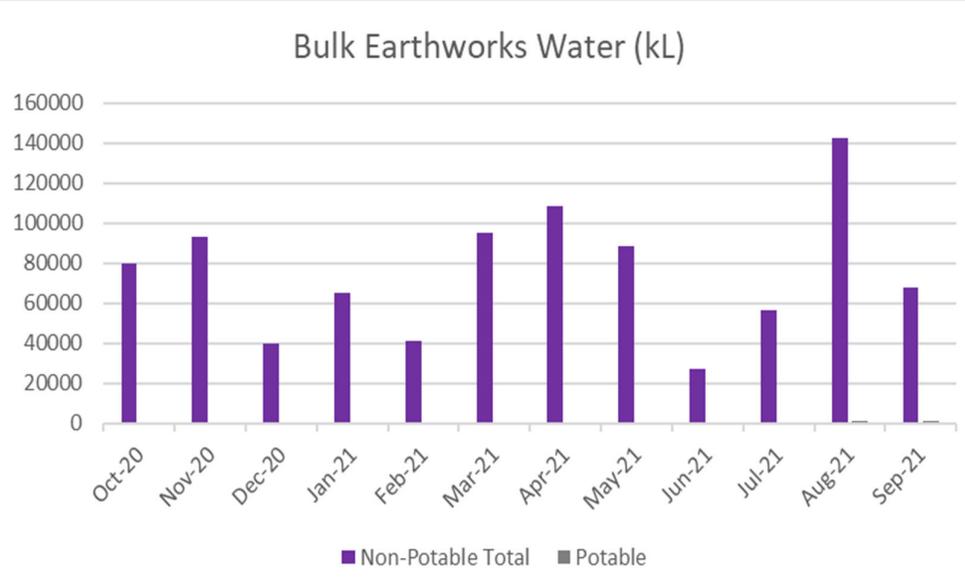
**Table 2: Sustainability Overview**

Project Phase	Work Package or Program	Update
Planning	<ul style="list-style-type: none"> <li>• Airport Precinct</li> <li>• Business Park</li> <li>• Cargo and Freight Precinct</li> </ul>	<p>Sustainability strategy is under further development creating a framework for social and environmental sustainability across the enterprise. Key priorities include diversity and inclusion, indigenous reconciliation, community, energy and carbon, resilience, and circularity. Sustainability requirements were included within the EOI documentation for Cargo and Freight and Business Park precincts. The EOI's are to be evaluated within the next reporting period.</p>
Reference Design	<ul style="list-style-type: none"> <li>• Terminal</li> <li>• Airside</li> <li>• Landside</li> <li>• Enterprise Technology Contractor</li> </ul>	<p>IS, Green Star and NABERS rating requirements and Additional Specific Targets from EIS Table 28-38 have been successfully incorporated during reference design. All reference design activities are now complete.</p>
Procurement	<ul style="list-style-type: none"> <li>• Terminal</li> <li>• Airside</li> <li>• Landside</li> <li>• Enterprise Technology Contractor</li> </ul>	<p>Sustainability requirements included in ROI, EOI and RFT documentation, reviewed during Tender evaluation and included in final Contracts. Terminal and Airside are complete. Landside and ETC procurement activities will be completed within the next reporting period.</p>
Detailed Design	<ul style="list-style-type: none"> <li>• Terminal</li> </ul>	<p>Sustainability has been further integrated into detailed design. This includes optimisation of sustainability outcomes in addition to the requirements considered during reference design. Examples of optimisation include recycled content and selection of sustainable materials.</p>
Construction	<ul style="list-style-type: none"> <li>• Bulk Earthworks</li> </ul>	<p>Compliance measurement, monitoring, audits, and inspections were all completed. No non-conformances, one (1) OFI and two (2) PoM were identified. Bulk Earthworks IS Design Rating was submitted for final verification on the 20<sup>th</sup> of September. The final score will be reported on within the next reporting period.</p>
Operation	<ul style="list-style-type: none"> <li>• Experience Centre and Site Office</li> <li>• Early Earthworks</li> </ul>	<p>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 22/23 (and is not required until 2026).</p>

### **3.2.1. Package Sustainability Metrics Reporting**

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 WSA Sustainability Plan's Additional Specific Targets. Terminal Package has not commenced sustainability metric tracking within this reporting period, this will be included within the next reporting period.

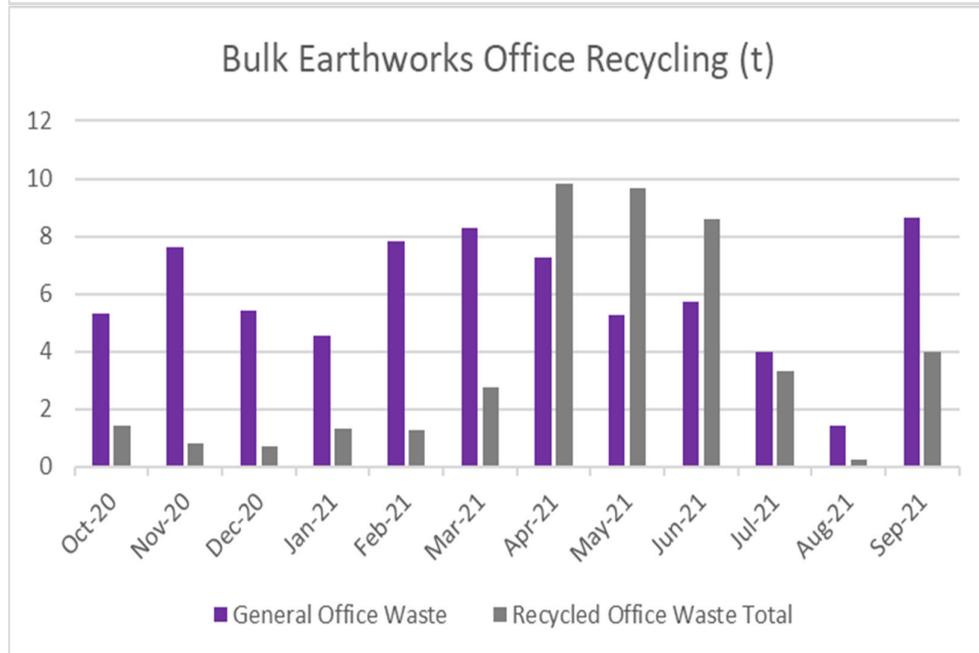
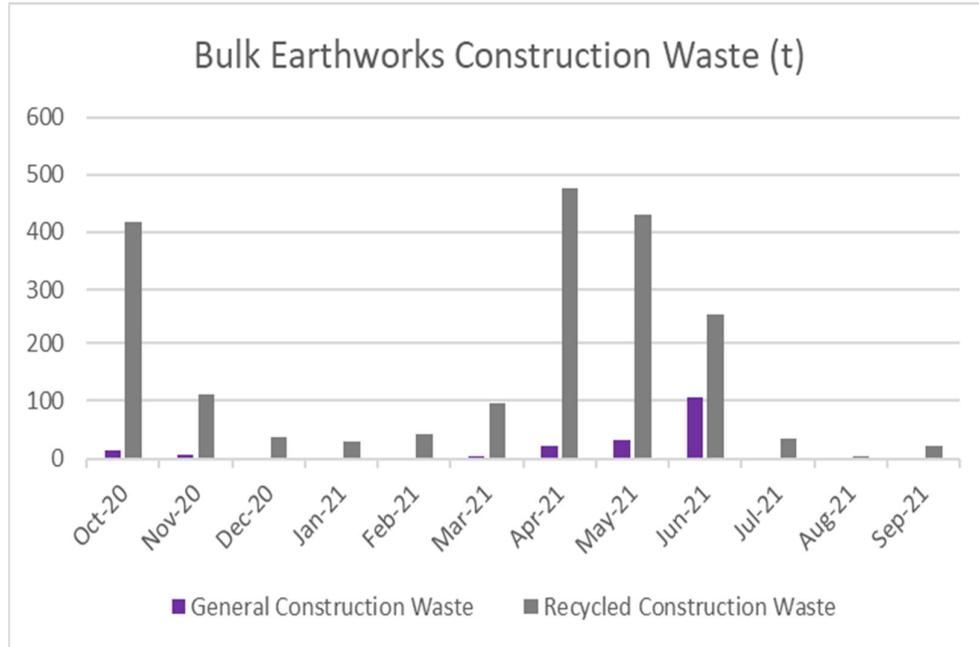
**Table 3: Sustainability Reporting Metrics**

Item	Bulk Earthworks Package																																							
<p>Energy, Diesel &amp; GHG</p>	<p>Temporary site offices, crib sheds, plant and light vehicles have been required to run off diesel fuel. During this reporting period Bulk Earthworks Contractor successfully implemented a Back Stump solar array trial over 50 days on one of their site offices from June to August 2021. This trial successfully replaced over 89% of the electrical load with solar energy, rather than using diesel generators, saving a total of 3,720kg of CO<sup>2</sup> emissions. Bulk Earthworks Package are targeting further energy and carbon reductions through IS Rating energy credits Ene-1 and Ene-1 using plant route optimisation technology.</p>  <table border="1"> <caption>Bulk Earthworks Diesel (kL)</caption> <thead> <tr> <th>Month</th> <th>Diesel for Vehicle &amp; Plant (kL)</th> <th>Diesel for Generators (kL)</th> </tr> </thead> <tbody> <tr><td>Oct-20</td><td>1500</td><td>0</td></tr> <tr><td>Nov-20</td><td>1850</td><td>0</td></tr> <tr><td>Dec-20</td><td>850</td><td>0</td></tr> <tr><td>Jan-21</td><td>1600</td><td>0</td></tr> <tr><td>Feb-21</td><td>1400</td><td>0</td></tr> <tr><td>Mar-21</td><td>1500</td><td>0</td></tr> <tr><td>Apr-21</td><td>2100</td><td>0</td></tr> <tr><td>May-21</td><td>1650</td><td>0</td></tr> <tr><td>Jun-21</td><td>1500</td><td>0</td></tr> <tr><td>Jul-21</td><td>1100</td><td>0</td></tr> <tr><td>Aug-21</td><td>950</td><td>0</td></tr> <tr><td>Sep-21</td><td>2050</td><td>0</td></tr> </tbody> </table>	Month	Diesel for Vehicle & Plant (kL)	Diesel for Generators (kL)	Oct-20	1500	0	Nov-20	1850	0	Dec-20	850	0	Jan-21	1600	0	Feb-21	1400	0	Mar-21	1500	0	Apr-21	2100	0	May-21	1650	0	Jun-21	1500	0	Jul-21	1100	0	Aug-21	950	0	Sep-21	2050	0
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<p>Water</p>	<p>The vast majority of package water use is for dust suppression via water carts using non-potable water from onsite dams. Bulk Earthworks Package are targeting water use reductions through IS Rating water credits Wat-1 and Wat-2.</p>  <table border="1"> <caption>Bulk Earthworks Water (kL)</caption> <thead> <tr> <th>Month</th> <th>Non-Potable Total (kL)</th> <th>Potable (kL)</th> </tr> </thead> <tbody> <tr><td>Oct-20</td><td>80000</td><td>0</td></tr> <tr><td>Nov-20</td><td>95000</td><td>0</td></tr> <tr><td>Dec-20</td><td>40000</td><td>0</td></tr> <tr><td>Jan-21</td><td>65000</td><td>0</td></tr> <tr><td>Feb-21</td><td>40000</td><td>0</td></tr> <tr><td>Mar-21</td><td>95000</td><td>0</td></tr> <tr><td>Apr-21</td><td>110000</td><td>0</td></tr> <tr><td>May-21</td><td>90000</td><td>0</td></tr> <tr><td>Jun-21</td><td>25000</td><td>0</td></tr> <tr><td>Jul-21</td><td>55000</td><td>0</td></tr> <tr><td>Aug-21</td><td>140000</td><td>0</td></tr> <tr><td>Sep-21</td><td>70000</td><td>0</td></tr> </tbody> </table>	Month	Non-Potable Total (kL)	Potable (kL)	Oct-20	80000	0	Nov-20	95000	0	Dec-20	40000	0	Jan-21	65000	0	Feb-21	40000	0	Mar-21	95000	0	Apr-21	110000	0	May-21	90000	0	Jun-21	25000	0	Jul-21	55000	0	Aug-21	140000	0	Sep-21	70000	0
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**Item Bulk Earthworks Package**

Waste

Majority of Bulk Earthworks Package construction waste has been successfully recycled within this reporting period. Commendable efforts have been made by the Bulk Earthworks Package team to improve office waste recycling, which was unfortunately derailed by COVID-19 lockdown due to increase non-recyclable items such as rapid antigen testing kits, masks and gloves. Bulk Earthworks Package are targeting waste reductions through IS Rating waste credits Was-1 and Was-2.



## **3.2.2. Sustainability Update**

### **3.2.2.1. IS Rating**

The Bulk Earthwork Package has continued working towards achieving an IS rating of 65 or above. The IS Design Rating submission has been collated and submitted in September 2021. Verification of the design rating will be provided mid-November 2021; therefore, the results will be provided within the next reporting period. The Bulk Earthworks Package Sustainability team are now busy collating the IS As Built Rating submission. Terminal Package has commenced detailed design and WSA will continue to optimise sustainability outcomes through the IS rating tool for the applicable components, such as terminal forecourt, carparks and roads, in collaboration with the Terminal Package Contractor. This will be reported on within the next reporting period.

### **3.2.2.2. Green Star Rating**

WSA has continued working on integrating Green Star requirements into the procurement of Airside and Landside packages. Terminal Package has commenced detailed design and WSA will continue to optimise sustainability outcomes through the Green Star Rating tool for the terminal building in collaboration with the Terminal Package Contractor. This will be reported on within the next reporting period.

### **3.2.2.3. Knowledge Sharing & Communication**

Knowledge sharing has been actively pursued and participated in by WSA 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. 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. WSA is a founding member of the Materials Embodied Carbon Leaders Alliance (MECLA) working group and participates in the Sustainable Aviation Fuel Alliance Australia New Zealand (SAFAANZ).

Due to COVID-19, there have been significant periods when WSA has not been able to participate in face-to-face community engagement, welcome visitors to our Experience Centre or conduct Airport Shuttle Tours. The Airport Shuttle Tours will be for interested stakeholders and surrounding community members who would like 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.

Sustainability information for the community is included in the quarterly community updates provided by the WSA Community Team.

### **3.2.2.4. 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 and Delivery Partner give updates and educational presentations. Toolbox Talks are also conducted by WSA and Contractors weekly. Each Toolbox Talk has a different focus ranging from safety to sustainability and environmental.

### 3.2.2.5. 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.

WSA has also teamed up with CSIRO's STEM Community Partnerships Program (STEM CPP), as part of the Generation STEM initiative, inviting high school students to visit the airport construction site and hear from the experts bringing Western Sydney International (Nancy-Bird Walton) Airport to life. Students heard from WSA engineers who shared insights into their own STEM career journeys, including the trials and tribulations that can be experienced along the way. They also heard about the pathways available to reach STEM career opportunities the airport will create when it opens in late 2026.

TAFE, NSW in collaboration with WSA have developed a Youth Engagement Strategy (YES) showcasing careers in aviation. The training program targets the next generation of talent to plug the skills gap and provide today's students with a pathway to become tomorrow's ground crews and air-traffic controllers."

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

WSA is now working with Reconciliation Australia to develop WSA's first Reconciliation Action Plan to set a vision for contributing to reconciliation at WSA.

Aboriginal Site Officers were engaged for implementation of the Aboriginal Heritage CEMP, as set out in Section 3.1.2.1. 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 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.

### 3.2.3. Sustainability Compliance Documentation

One version of the WSA Sustainability Plan was applicable throughout this reporting period:

- WSA Sustainability Plan (WSA00-WSA-00000-SS-PLN-000001 Rev 3) was approved on 15 May 2020.

### 3.2.4. Sustainability Audits

The Sustainability Plan stipulates auditing is required six-monthly; accordingly, two audits were conducted within this reporting period; both with Bulk Earthworks Contractors' Sustainability Management Systems on 1 October 2020 and 29 April 2021.

### **3.2.5. Sustainability Audit Findings**

No non-conformances were identified during this reporting period.

Two (2) general Point of Merit (PoM) were awarded for the Bulk Earthworks Sustainability Team's organisation and preparation of evidence for the audit. This allowed for an easy and seamless audit. Bulk Earthworks Sustainability Team's demonstrated excellent preparation and organised systems.

One (1) Opportunity for Improvement (OFI) was identified during the October 2020 audit. The Contractor is currently not able to meet the office waste target as outlined within the WSA Sustainability Plan due to changes caused by COVID-19. The Contractor is on track to achieve the cumulative target by end of project.

### 3.2.6. WSA Sustainability Plan Additional Specific Targets

Table 4 Additional Specific Targets, from the WSA 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 2020/2021 reporting period. This update provides the current accumulative progress of the Bulk Earthworks package in addition to the completed Earth Earthworks (EEW) package. Terminal Package has not commenced sustainability metric tracking within this reporting period, this will be included within the next reporting period.

**Table 4: Additional Specific Targets Update**

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	EEW & BEC	2020/2021 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. Final achievement will be included in the next reporting period when the IS Design Rating is verified.
	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. Final achievement will be included in the next reporting period when the IS Design Rating is verified.
Reduced Electricity Use	Design and construct for reduction in electricity use	15%	N/A	EEW and BEC package scopes do not include any buildings to target reduced electricity use. 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 has been included in the design of upcoming Terminal, Airside and Landside packages for both airport and public use.
Reduced Water Consumption	Reduction in total water use compared to a base case footprint	5%	11.39%	EEW achieved an 11.39% reduction in water usage compared to a base case, as verified through the IS As Built Rating. Initiatives implemented on EEW package to reduce water

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	EEW & BEC	2020/2021 Update
				consumption include progressive staging of construction, out of hours water application, biodegradable dust binders and a geo-technology enabled water cart strategy.  BEC package is currently utilising onsite dams plus further initiatives. Reduction reporting will be available at package completion.
	Water use from non-potable sources, from reclaimed or recycled wastewater or harvested water	33%	97.38%	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 which totalled 88% replacement by end of package.  BEC package is currently utilising onsite dams plus further initiatives which currently total 98.05% replacement.
Environmental Labelling	Material or products have an ISC approved environmental label	At least 1 product/material	4	EEW had 1 ISC approved environmentally labelled materials or products verified for the package IS Rating – Australian Plastic Profiles Pty Ltd PVC-U Pipes.  BEC have 3 ISC approved environmentally labelled materials - Steel reinforcement, precast pipe and ready-mix concrete
Recycled Content in Construction Materials	Mandatory optimisation of recycled content in concrete and steel construction products	Not Specified	-	EEW package replaced between 30 – 50% of cement in concrete with Supplementary Cementitious Material to reduce carbon emissions.  BEC package are currently averaging 33.8% Supplementary Cementitious Material content of ready mix concrete to reduce carbon emissions.
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%	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. The final figure will be included in the report at package completion.
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 currently diverting 100% of spoil waste from landfill.
	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 & BEC	2020/2021 Update
				BEC package is currently diverting 100% of surplus VENM or ENM from landfill. 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%	89.56%	For the whole of package EEW have achieved 98% diversion of inert or non-hazardous waste from landfill. BEC package is currently diverting 89% of inert or non-hazardous waste from landfill.
	Percentage of office waste diverted from landfill for recycling or reuse	70%	32.11%	For the whole of package EEW have achieved 98% diversion of office waste from landfill. BEC package is currently diverting 27.71% of office waste from landfill. WSA changed the definition of office waste to exclude site office effluent and only include general waste, commingled, paper / cardboard, soft plastics and organics for a more meaningful reporting. BEC package office waste recycling was impacted by COVID-19 lockdowns and increased use of non-recyclable items such as masks, gloves and rapid anti-gen testing kits.
Biodiversity & Landscaping	Plantings to be Australian Natives	70%	N/A	No 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 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%	30%	Since project inception, 30% of the total workforce have undertaken learning and skill development .
	Percentage of the workforce locally employed during construction	30%	50%	Since project inception, 50% of the workforce are local to Western Sydney.
	Percentage of overall workforce diversity. Broken down into:	10%	36%	Since project inception, 36% of the workforce identify within one or more of the diversity categories inclusive of indigenous participation.

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	EEW & BEC	2020/2021 Update
	- Indigenous workforce	2.4%	3.5%%	Since project inception, 3.5% of the workforce include indigenous participation.
	- Women in non-traditional roles, socially and economically disadvantaged people and or people with a disability	7.6%	33.5%	- Since project inception, 33.5% of the workforce identify as women in non-traditional roles, socially and economically disadvantaged people and or people with a disability.
	Percentage of contracts awarded to indigenous businesses	3%	14%	EEW had 5 contracts out of a total of 76 were executed with indigenous companies over the course of the package. BEC currently have 18 subcontracts with indigenous companies which represents 14% of contracts.
People	Number of priority community health and wellbeing issues to be identified and measures implemented to positively contribute to these issues	Minimum of 1	7	<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 has identified four priority community health and wellbeing issues and are currently working to contribute 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>Community connection <ul style="list-style-type: none"> <li>Community open day</li> </ul> </li> <li>Education and creating opportunities <ul style="list-style-type: none"> <li>Career's expo</li> <li>ABCN program</li> </ul> </li> </ol>

Relevant Target (From EIS 28-38)	Objective	Minimum Requirement	EEW & BEC	2020/2021 Update
				<ul style="list-style-type: none"> <li>- CSIRO STEM program</li> <li>- TAFE – Youth Engagement Strategy</li> </ul> <p>4. Enhancing the local environment</p> <ul style="list-style-type: none"> <li>- Seed saving and propagation</li> </ul>
Innovation	Sustainability innovations implemented	Minimum of 3	9	<p>EEW had a total of two innovations verified by ISC:</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 have implemented the following innovations on the package, with 6 included in the IS Design Rating submission:</p> <ol style="list-style-type: none"> <li>1. Compactor auto grade control technology implemented on one compactor</li> <li>2. Sustainable suppliers &amp; ISupply innovation challenge</li> <li>3. Piloting ISv2.0 Workforce credits – Wfs-1 &amp; Wfs-2</li> <li>4. Sustainable Site Compound as per the requirements of the RCLG Site Facilities Requirements</li> <li>5. Piloting ISv2.0 Resources credits – Rso-6 &amp; Rso-7</li> <li>6. SiteHive environmental monitoring implemented</li> <li>7. Black Stump solar generator trial at CODs compound.</li> </ol>

### **3.3. Community and Stakeholder Engagement Compliance & Performance**

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.

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 5 Community and Stakeholder Engagement Actions, from EIS Table 28-21.

Table 6 provides a summary of the mitigation measures and the actions completed during the reporting period.

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



**Figure 8: Community members at Site Open Day – April 2021**



**Figure 9: Community members at Site Open Day – April 2021**

**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>• At least 124 in the supply chain, including Aboriginal Site Officers employed in the delivery of the Aboriginal cultural heritage site survey and salvage program. Eighteen Aboriginal businesses engaged in the supply chain.</li> <li>• The Western Sydney International Experience Centre welcomed 9,346 visitors over the course of the year. A number of activities were conducted including 33 events and 2 school holiday programs.</li> <li>• WSA's School Engagement Program reached approximately 6,110 students through school incursions, student excursions to the Experience Centre and WSA attendance at Careers Days. WSA participated in the MTC Opportunity Hub in Campbelltown which attracted 175 Aboriginal students across the two-day program. Students were provided with information about career pathways and support.</li> <li>• Eight key community partnerships were delivered with agencies to positively impact environmental, educational and employment outcomes. Partners included South West Community Transport, UNSW Aviation School and Aviation Society, Western Sydney Women's Awards, Settlement Services International and Conservation Volunteers Australia.</li> <li>• In total, 58 WSA employees volunteered 258.3 hours supporting mentees. Mentees included students from disadvantaged backgrounds who participate through the ABCN program of refugees linked in with Settlement Services International programs.</li> <li>• WSA has hosted numerous business and industry groups to the Experience Centre, as well as provided update presentations to local chambers of commerce, industry peak bodies and regional development organisations including the Western Sydney Business Chamber,</li> </ul>

Topic	Mitigation Measures	Implementation	Delivery
			<p>Committee for Sydney, Western Sydney Leadership Dialogue.</p> <ul style="list-style-type: none"> <li>• WSA launched a webinar series on 12 May 2021, focused on showcasing Airport construction and development for the local community with behind-the-scenes access and footage of the Australia's largest earthmoving project.</li> <li>• WSA has also embarked on its first step to Reconciliation with the commitment of a Reconciliation Action Plan (RAP). A RAP Working Group was established in December 2020, led by the CEO as the RAP Champion.</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

Topic	Mitigation Measures	Implementation	Delivery
Complaints register	<p>A complaints register will be established to record all complaints made about construction activities and their impacts. The complaints register will include the following information:</p> <ul style="list-style-type: none"> <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>	CSEP 10	<ul style="list-style-type: none"> <li>Full compliance with CSEP 10. Refer to Appendix 1 Complaints, issues, compliments and engagement summary</li> <li>Note – WSA uses Consultation Manager to register complaints and enquiries and our Bulk Earthworks' contractor CPB Acciona maintains a separate issues/complaints register. Information is validated and verified across both platforms by the WSA Community Engagement team.</li> </ul>
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>WSA continues to host quarterly Stakeholder Planning Forum with WSA providing update on a number of matters including progress, key milestones, land use planning, transport connectivity and community issues.</li> <li>Western Sydney City Deal (WSCD) Councils Subcommittee Forum – WSA has representatives who attend the monthly subcommittee meetings.</li> <li>WSA continues to meet with WSCD related agencies.</li> <li>Monthly Project Liaison Group meetings with senior representatives from WSA and our Commonwealth shareholder departments</li> <li>WSA continues to meet regularly with local state and federal MPs, as well as local council leaders, to provide an update on the project and discuss any matters relating to the airport.</li> <li>WSA meets with a number of NSW Government agencies and local councils to provide an update on the project.</li> <li>WSA continues to meet with state and federal staff to provide updates of the project.</li> <li>WSA participates as ex-officio members in the Forum on Western Sydney Airport (FOWSA) and has actively presented and participated in the open community</li> </ul>

Topic	Mitigation Measures	Implementation	Delivery
			<p>meetings. One meeting was partially hosted at the WSI Experience Centre on 28 May 2021.</p> <ul style="list-style-type: none"> <li>• WSA actively participates in the Sydney Metro-WSA Communication Interface Coordination Group (CICG) meetings which are held monthly and attended by key agencies across the Western Sydney Precinct.</li> </ul>
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 along with the newly developed Diversity &amp; Inclusion Policy and Strategy details WSA commitment towards;</p> <ul style="list-style-type: none"> <li>• an equal, fair and reasonable opportunity to obtain employment and gain promotion at WSA based on merit.</li> <li>• providing opportunities to Indigenous Australians.</li> </ul>	CSEP 11	<ul style="list-style-type: none"> <li>• 124 Indigenous workers were engaged in various work and activities throughout the year. This included a mix of soft and technical skills outlined as following:</li> <li>• Soft skills: Communication, teamwork, problem-solving, planning and organising, initiative and enterprise, self-management.</li> </ul> <p>Technical skills:</p> <ul style="list-style-type: none"> <li>• Certificate III in Aboriginal Sites Work – Agriculture, Horticulture and Conservation and Land Management;</li> <li>• High Risk Work Licence – Operate slewing mobile cranes (C2, C6, C1, C0);s work across in the supply chain, including Aboriginal Site Officers employed in the delivery of the Aboriginal cultural heritage site survey and salvage program. Eighteen Aboriginal businesses engaged in the supply chain.</li> <li>• 18 Indigenous contracts were awarded, representing 16% of the total contracts awarded to date and are by far exceeding the minimum project requirement of 3%.</li> <li>• Ongoing delivery on the Aboriginal Engagement Master 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 including material tracking</li> <li>• Environmental controls and water quality</li> <li>• Worker behaviour</li> <li>• Mud tracking on to public roads</li> </ul>	Ongoing

## Appendix A Construction Conditions compliance (as per Western Sydney Airport Plan, September 2021)

Approval Condition (ID) (July 2020 Airport Plan)	Approval Condition (ID) (September 2021 Airport Plan)	Requirement	Compliance details	Compliance Status
3.10.2.1	3.11.2.1	<b>Construction Plan</b>		
3.10.2.1.1	3.11.2.1.1	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, Rev 2 approved 18/12/2019. Rev 3 submitted for approval on 22/09/2021 (approved outside reporting period)	<b>Compliant</b>
3.10.2.1.2	3.11.2.1.2	The Site Occupier must:	-	
3.10.2.1.2 (a)	3.11.2.1.2 (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)	3.11.2.1.2 (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, Rev 2 approved 18/12/2019. Rev 3 approved 5/03/2021. Rev 4 submitted for approval on 22/09/2021 (approved outside reporting period)	<b>Compliant</b>
3.10.2.1.3	3.11.2.1.3	The criteria for approval of the Construction Plan are that an Approver is satisfied that the Construction Plan:		
3.10.2.1.3 (a)	3.11.2.1.3 (a)	<b>Sets out:</b>	-	
3.10.2.1.3 (a) (i)	3.11.2.1.3 (a) (i)	The program and timetable for carrying out the Stage 1 Development;	Indicative construction schedule and program included in Table 2-1, Figure 2-2, Tables 5-1, 6-1 and Table 6-3 of Rev 3 of the Construction Plan.	<b>Compliant</b>
3.10.2.1.3 (a) (ii)	3.11.2.1.3 (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)	3.11.2.1.3 (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 Rev 3 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)	3.11.2.1.3 (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)	3.11.2.1.3 (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)	3.11.2.1.3 (c)	Is otherwise appropriate.	Construction Plan (Rev 3) approved 5/03/2021	<b>Compliant</b>
3.10.2.1.4	3.11.2.1.4	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	3.11.2.1.5	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. Rev 3 was updated to support changes to the Final Airport Site Layout. Rev 4 was updated to include Terminal and Speciality Services scope of works and submitted for approval on 22/09/2021 (approved outside reporting period) The proposed phases for Stage 1 are detailed in the Construction Plan Section 2.1	<b>Compliant</b>
3.10.2.2	3.11.2.2	<b>Design of Stage 1 Development</b>		
3.10.2.2.1	3.11.2.2.1	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 Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) and the Airport Environment Officer (AEO). Regular stakeholder consultation occurs with the AEO and (DITRDC) via site visits which occur on a monthly basis where permissible.	<b>Compliant</b>
3.10.2.2.2	3.11.2.2.2	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	3.11.2.2.3	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.	Not relevant at this stage	<b>Not triggered</b>

Approval Condition (ID) (July 2020 Airport Plan)	Approval Condition (ID) (September 2021 Airport Plan)	Requirement	Compliance details	Compliance Status
		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.		
3.10.2.2.4	3.11.2.2.4	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	3.11.2.3	<b>Disinterment of human remains (shared responsibility with WSA and DITCRD)</b>		n/a
3.10.2.3.1	3.11.2.3.1	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:		n/a
3.10.2.3.1 (a)	3.11.2.3.1 (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 <b>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)."</b>	Compliant
3.10.2.3.1 (b)	3.11.2.3.1 (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	3.11.2.3.2	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)	3.11.2.3.2 (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)	3.11.2.3.2 (b)	The disinterment of the remains; and	Complete and not applicable to this reporting period	n/a
3.10.2.3.2 (c)	3.11.2.3.2 (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	3.11.2.3.3	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)	3.11.2.3.3 (a)	Consultation with relatives and stakeholders;	Complete and not applicable to this reporting period	n/a
3.10.2.3.3 (b)	3.11.2.3.3 (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)	3.11.2.3.3 (c)	Reasonable endeavours to contact surviving relatives;	Complete and not applicable to this reporting period	n/a
3.10.2.3.3 (d)	3.11.2.3.3 (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)	3.11.2.3.3 (e)	Carrying out activities sensitively with due respect and reverence.	Complete and not applicable to this reporting period	n/a
3.10.2.4	3.11.2.4	<b>TransGrid Relocation Works (shared responsibility with WSA and DITCRD)</b>		n/a
3.10.2.4.1	3.11.2.4.1	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	3.11.2.4.2	<b>TransGrid must:</b>		
3.10.2.4.2 (a)	3.11.2.4.2 (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)	3.11.2.4.2 (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	3.11.2.4.3	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	3.11.2.4.4	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)	3.11.2.4.4 (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)	3.11.2.4.4 (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)	3.11.2.4.4 (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)	3.11.2.4.4 (d)	The plan is otherwise appropriate.	Complete and not applicable to this reporting period	n/a

Approval Condition (ID) (July 2020 Airport Plan)	Approval Condition (ID) (September 2021 Airport Plan)	Requirement	Compliance details	Compliance Status
3.10.2.5	3.11.2.5	<b>Preparatory Activities</b>		
3.10.2.5.1	3.11.2.5.1	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.	<b>Compliant</b>
3.10.2.5.2	3.11.2.5.2	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.	<b>Overarching Preparatory Activities Plan (PAP) WSA10-CPBLLBE-01000-EN-REG-000002 developed by Bulk Earthworks Contractor. Dated September 2019 approved by WSA. Overarching PAP WSA20-MPX-00050-PM-PLN-000001 developed by the Terminal Contractor. Dated August 2021 approved by WSA.</b>	<b>Compliant</b>
3.10.2.5.3	3.11.2.5.3	In carrying out a Preparatory Activity, the Site Occupier must:	-	
3.10.2.5.3 (a)	3.11.2.5.3 (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	<b>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 (DITRDC)</b>	<b>Compliant</b>
3.10.2.5.3 (b)	3.11.2.5.3 (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).	Preparatory activities associated with the Terminal and Speciality Services scope of works were completed prior to the approval of CEMPs and Construction Plan. Preparatory activities completed following approval of the CEMPs and Construction Plan for Bulk Earthworks were undertaken not inconsistently with the approved plans.	<b>Compliant</b>
3.10.2.6	3.11.2.6	<b>Noise and vibration management</b>		
3.10.2.6.1	3.11.2.6.1	The Site Occupier must not:		
3.10.2.6.1 (a)	3.11.2.6.1 (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 18/12/2019 by MT&IP (now DITRDC) for Bulk Earthworks Section 1.5 of the Noise and Vibration CEMP details the certification and approval process. Rev 3 submitted for approval on 22/09/2021 (approved outside reporting period) covering Terminal and Speciality Services. All works during time covered by PAP WSA20-MPX-00050-PM-PLN-000001 developed by the Terminal Contractor. Dated August 2021 approved by WSA	<b>Compliant</b>
3.10.2.6.1 (b)	3.11.2.6.1 (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.	<b>Compliant</b>
3.10.2.6.2	3.11.2.6.2	The Site Occupier must:	-	
3.10.2.6.2 (a)	3.11.2.6.2 (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 3.11.2.6.1 (b)	<b>Compliant</b>
3.10.2.6.2 (b)	3.11.2.6.2 (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 3.11.2.6.1 (a)	<b>Compliant</b>
3.10.2.6.3	3.11.2.6.3	The criteria for approval of the Noise and Vibration CEMP are that an Approver is satisfied that:	-	
3.10.2.6.3 (a)	3.11.2.6.3 (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	<b>Compliant</b>
3.10.2.6.3 (b)	3.11.2.6.3 (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	<b>Compliant</b>
3.10.2.6.4	3.11.2.6.4	<b>The Noise and Vibration CEMP must:</b>	-	
3.10.2.6.4 (a)	3.11.2.6.4 (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 OOHV procedure.	<b>Compliant</b>
3.10.2.6.4 (b)	3.11.2.6.4 (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.	<b>Compliant</b>
3.10.2.7	3.11.2.7	<b>Biodiversity management</b>		
3.10.2.7.1	3.11.2.7.1	The Site Occupier must not:	-	
3.10.2.7.1 (a)	3.11.2.7.1 (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 (now DITRDC) for Bulk Earthworks	<b>Compliant</b>

Approval Condition (ID) (July 2020 Airport Plan)	Approval Condition (ID) (September 2021 Airport Plan)	Requirement	Compliance details	Compliance Status
			Section 1.5 of the Biodiversity CEMP details the certification and approval process. Rev 3 submitted for approval on 22/09/2021 (approved outside reporting period) covering Terminal and Speciality Services. All works during time covered by PAP WSA20-MPX-00050-PM-PLN-000001 developed by the Terminal Contractor. Dated August 2021 approved by WSA	
3.10.2.7.1 (b)	3.11.2.7.1 (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	3.11.2.7.2	The Site Occupier must:	-	
3.10.2.7.2 (a)	3.11.2.7.2 (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 3.11.2.7.1 (b)	Compliant
3.10.2.7.2 (b)	3.11.2.7.2 (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 3.11.2.7.1 (a)	Compliant
3.10.2.7.3	3.11.2.7.3	The criteria for approval of the Biodiversity CEMP are that an Approver is satisfied that:	-	
3.10.2.7.3 (a)	3.11.2.7.3 (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
3.10.2.7.3 (b)	3.11.2.7.3 (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	3.11.2.7.4	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)	3.11.2.7.4 (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)	3.11.2.7.4 (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)	3.11.2.7.4 (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.	Biodiversity Assessment Report for Land Outside Stage 1 Development (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	3.11.2.7.5	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:	<b>Included as a performance target in Table 8 of the Biodiversity CEMP. Exclusion fencing has been erected, as required by mitigation measure B11.</b>	Compliant
3.10.2.7.5 (a)	3.11.2.7.5 (a)	replace exotic grasslands with suitable native vegetation;	Included in Biodiversity CEMP as mitigation measure B13.	Compliant
3.10.2.7.5 (b)	3.11.2.7.5 (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)	3.11.2.7.5 (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	3.11.2.8	<b>Soil and water management</b>		
3.10.2.8.1	3.11.2.8.1	The Site Occupier must not:	-	
3.10.2.8.1 (a)	3.11.2.8.1 (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 18/12/2019 by MT&IP (now DITRDC) for Bulk Earthworks Section 1.5 of the Soil and Water CEMP details the certification and approval process. Rev 3 submitted for approval on 22/09/2021 (approved outside reporting period) covering Terminal and Speciality Services. All works during time covered by PAP WSA20-MPX-00050-PM-PLN-000001 developed by the Terminal Contractor. Dated August 2021 approved by WSA	Compliant

Approval Condition (ID) (July 2020 Airport Plan)	Approval Condition (ID) (September 2021 Airport Plan)	Requirement	Compliance details	Compliance Status
3.10.2.8.1 (b)	3.11.2.8.1 (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	3.11.2.8.2	The Site Occupier must:	-	
3.10.2.8.2 (a)	3.11.2.8.2 (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 3.11.2.8.1 (b)	Compliant
3.10.2.8.2 (b)	3.11.2.8.2 (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 3.11.2.8.1 (a)	Compliant
3.10.2.8.3	3.11.2.8.3	The criteria for approval of the Soil and Water CEMP are that an Approver is satisfied that:	-	
3.10.2.8.3 (a)	3.11.2.8.3 (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)	3.11.2.8.3 (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	3.11.2.8.4	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 <i>"The most suitable surface and groundwater monitoring locations have been determined in consultation with the NSW EPA and relevant local councils, including monitoring locations adjacent to woodland areas and outside of the construction impact zone (but within the Airport Site)"</i> WSA has engaged a consultant to undertake groundwater monitoring in accordance with the program outlined in the CEMP. This includes monitoring at various locations in relation to the likely groundwater dependent vegetation.	Compliant
3.10.2.8.5	3.11.2.8.5	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)	3.11.2.8.5 (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)	3.11.2.8.5 (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
3.10.2.8.5 (c)	3.11.2.8.5 (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	3.11.2.8.6	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	3.11.2.9	<b>Traffic and access management</b>		
3.10.2.9.1	3.11.2.9.1	The Site Occupier must not:		
3.10.2.9.1 (a)	3.11.2.9.1 (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 (now DITRDC) for Bulk Earthworks. Section 1.6 of the Traffic and Access CEMP details the certification and approval process.	Compliant

Approval Condition (ID) (July 2020 Airport Plan)	Approval Condition (ID) (September 2021 Airport Plan)	Requirement	Compliance details	Compliance Status
			Rev 3 submitted for approval on 22/09/2021 (approved outside reporting period) covering Terminal and Speciality Services. All works during time covered by PAP WSA20-MPX-00050-PM-PLN-000001 developed by the Terminal Contractor. Dated August 2021 approved by WSA	
3.10.2.9.1 (b)	3.11.2.9.1 (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	3.11.2.9.2	The Site Occupier must:		
3.10.2.9.2 (a)	3.11.2.9.2 (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 3.11.2.9.1 (b)	Compliant
3.10.2.9.2 (b)	3.11.2.9.2 (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 3.11.2.9.1 (a)	Compliant
3.10.2.9.3	3.11.2.9.3	The criteria for approval of the Traffic and Access CEMP are that an Approver is satisfied that:	-	
3.10.2.9.3 (a)	3.11.2.9.3 (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)	3.11.2.9.3 (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	3.11.2.10	<b>Air quality management</b>		
3.10.2.10.1	3.11.2.10.1	The Site Occupier must not:		
3.10.2.10.1 (a)	3.11.2.10.1 (a)	commence Main Construction Works until an Air Quality CEMP has been prepared and approved in accordance with this condition; or	Air Quality CEMP Rev 2 approved 18/12/2019 by MT&IP (now DITRDC) for Bulk Earthworks. Section 1.5 of the Air Quality CEMP details the certification and approval process. Rev 3 submitted for approval on 22/09/2021 (approved outside reporting period) covering Terminal and Speciality Services. All works during time covered by PAP WSA20-MPX-00050-PM-PLN-000001 developed by the Terminal Contractor. Dated August 2021 approved by WSA	Compliant
3.10.2.10.1 (b)	3.11.2.10.1 (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	3.11.2.10.2	The Site Occupier must:	-	
3.10.2.10.2 (a)	3.11.2.10.2 (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 3.11.2.10.1 (b)	Compliant
3.10.2.10.2 (b)	3.11.2.10.2 (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 3.11.2.10.1 (a)	Compliant
3.10.2.10.3	3.11.2.10.3	The criteria for approval of the Air Quality CEMP are that an Approver is satisfied that:	-	
3.10.2.10.3 (a)	3.11.2.10.3 (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)	3.11.2.10.3 (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	3.11.2.11	<b>Aboriginal cultural heritage management</b>		
3.10.2.11.1	3.11.2.11.1	The Site Occupier must not:	-	
3.10.2.11.1 (a)	3.11.2.11.1 (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 (now DITRDC) for Bulk Earthworks. Section 1.5 of the Aboriginal Cultural Heritage CEMP details the certification and approval process. Rev 3 submitted for approval on 22/09/2021 (approved outside reporting period) covering Terminal and Speciality Services. All works during time covered by PAP WSA20-MPX-00050-PM-PLN-000001 developed by the Terminal Contractor. Dated August 2021 approved by WSA	Compliant
3.10.2.11.1 (b)	3.11.2.11.1 (b)	carry out any Preparatory Activities inconsistently with Table 28–13 in Chapter 28 of the EIS; or	All preparatory activities associated with Aboriginal Cultural Heritage completed outside the reporting period.	

Approval Condition (ID) (July 2020 Airport Plan)	Approval Condition (ID) (September 2021 Airport Plan)	Requirement	Compliance details	Compliance Status
3.10.2.11.1 (c)	3.11.2.11.1 (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	3.11.2.11.2	The Site Occupier must:	-	Compliant
3.10.2.11.2 (a)	3.11.2.11.2 (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 3.11.2.11.1 (b)	Compliant
3.10.2.11.2 (b)	3.11.2.11.2 (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 3.11.2.11.1 (a)	Compliant
3.10.2.11.3	3.11.2.11.3	The criteria for approval of the Aboriginal Cultural Heritage CEMP are that an Approver is satisfied that:	-	Compliant
3.10.2.11.3 (a)	3.11.2.11.3 (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)	3.11.2.11.3 (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	3.11.2.11.4	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	3.11.2.12	<b>European and other heritage management</b>		
3.10.2.12.1	3.11.2.12.1	The Site Occupier must not:		
3.10.2.12.1 (a)	3.11.2.12.1 (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. (now DITRDC) for Bulk Earthworks. Section 1.5 of the European and Other Heritage CEMP details the certification and approval process. Rev 3 submitted for approval on 22/09/2021 (approved outside reporting period) covering Terminal and Speciality Services. All works during time covered by PAP WSA20-MPX-00050-PM-PLN-000001 developed by the Terminal Contractor. Dated August 2021 approved by WSA	Compliant
3.10.2.12.1 (b)	3.11.2.12.1 (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)	3.11.2.12.1 (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	3.11.2.12.2	The Site Occupier must:		
3.10.2.12.2 (a)	3.11.2.12.2 (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 3.11.2.12.1 (b)	Compliant
3.10.2.12.2 (b)	3.11.2.12.2 (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 3.11.2.12.1 (a)	Compliant
3.10.2.12.3	3.11.2.12.3	The criteria for approval of the European and Other Heritage CEMP are that an Approver is satisfied that:		
3.10.2.12.3 (a)	3.11.2.12.3 (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)	3.11.2.12.3 (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	3.11.2.13	<b>Waste and resources management</b>		
3.10.2.13.1	3.11.2.13.1	The Site Occupier must not:		
3.10.2.13.1 (a)	3.11.2.13.1 (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 (now DITRDC) for Bulk Earthworks. Section 1.5 of the Waste and Resources CEMP details the certification and approval process. Rev 3 submitted for approval on 22/09/2021 (approved outside reporting period) covering Terminal and Speciality Services. All works during time covered by PAP WSA20-MPX-00050-PM-PLN-000001 developed by the Terminal Contractor. Dated August 2021 approved by WSA	Compliant
3.10.2.13.1 (b)	3.11.2.13.1 (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.	Compliant

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			The project details and scope of works is detailed in Section 2 of Waste and Resources CEMP and references the Construction Plan.	
3.10.2.13.2	3.11.2.13.2	The Site Occupier must:		<b>Compliant</b>
3.10.2.13.2 (a)	3.11.2.13.2 (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 3.11.2.13.1 (b)	<b>Compliant</b>
3.10.2.13.2 (b)	3.11.2.13.2 (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 3.11.2.13.1 (a)	<b>Compliant</b>
3.10.2.13.3	3.11.2.13.3	The criteria for approval of the Waste and Resources CEMP are that an Approver is satisfied that:		
3.10.2.13.3 (a)	3.11.2.13.3 (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)	3.11.2.13.3 (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	3.11.2.14	<b>Visual and landscape management</b>		
3.10.2.14.1	3.11.2.14.1	The Site Occupier must not:		
3.10.2.14.1 (a)	3.11.2.14.1 (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 (now DITRDC) for Bulk Earthworks. Section 1.5 of the Visual and Landscape CEMP details the certification and approval process. Rev 3 submitted for approval on 22/09/2021 (approved outside reporting period) covering Terminal and Speciality Services. All works during time covered by PAP WSA20-MPX-00050-PM-PLN-000001 developed by the Terminal Contractor. Dated August 2021 approved by WSA.	<b>Compliant</b>
3.10.2.14.1 (b)	3.11.2.14.1 (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	3.11.2.14.2	The Site Occupier must:		
3.10.2.14.2 (a)	3.11.2.14.2 (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 3.11.2.14.1 (b)	<b>Compliant</b>
3.10.2.14.2 (b)	3.11.2.14.2 (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 3.11.2.14.1 (a)	<b>Compliant</b>
3.10.2.14.3	3.11.2.14.3	The criteria for approval of the Visual and Landscape CEMP are that an Approver is satisfied that:		
3.10.2.14.3 (a)	3.11.2.14.3 (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)	3.11.2.14.3 (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	3.11.2.15	<b>Community and stakeholder engagement (construction)</b>		
3.10.2.15.1	3.11.2.15.1	The Site Occupier must not:		
3.10.2.15.1 (a)	3.11.2.15.1 (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 18/12/2019 by MT&IP (now DITRDC) for Bulk Earthworks. Section 1.6 of the Community and Stakeholder Engagement Plan details the certification and approval process. Rev 3 submitted for approval on 22/09/2021 (approved outside reporting period) covering Terminal and Speciality Services. All works during time covered by PAP WSA20-MPX-00050-PM-PLN-000001 developed by the Terminal Contractor. Dated August 2021 approved by WSA	<b>Compliant</b>
3.10.2.15.1 (b)	3.11.2.15.1 (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	3.11.2.15.2	The Site Occupier must:		
3.10.2.15.2 (a)	3.11.2.15.2 (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)	3.11.2.15.2 (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>

Approval Condition (ID) (July 2020 Airport Plan)	Approval Condition (ID) (September 2021 Airport Plan)	Requirement	Compliance details	Compliance Status
3.10.2.15.3	3.11.2.15.3	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)	3.11.2.15.3 (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)	3.11.2.15.3 (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 d 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	3.11.5.29	<b>Sustainability</b>		
3.10.5.29.1	3.11.5.29.1	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)	3.11.5.29.1 (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)	3.11.5.29.1 (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	3.11.5.29.2	Within six months of the grant of an Airport Lease, the ALC must:		
3.10.5.29.2 (a)	3.11.5.29.2 (a)	Prepare; and		
3.10.5.29.2 (b)	3.11.5.29.2 (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	3.11.5.29.3	The criteria for approval of the Sustainability Plan are that an Approver is satisfied that:		
3.10.5.29.3 (a)	3.11.5.29.3 (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)	3.11.5.29.3 (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	3.11.5.29.4	This condition ceases to have effect once there is a master plan for the Airport	note	