Western Sydney International
(Nancy-Bird Walton) Airport

WSA Airport Plan Compliance Report 2022–23

Western Sydney Airport

Acknowledgement of Country

Western Sydney Airport acknowledges and pays respect to all past, present, and future Traditional Owners and Elders. We respect the role of First Nations people as the Traditional Custodians of the land on which we are developing Sydney's new airport and the sky through which our customers will fly as we connect Australia to the world and perhaps most importantly, welcome visitors and those who return home to First Nations land.

In building Western Sydney International (Nancy-Bird Walton) Airport, the new gateway to Australia, our vision for reconciliation is to deliver on our unique opportunity to connect both Australians and visitors with First Nations culture - helping them to understand its role in shaping both ancient and modern Australia, and to celebrate its richness, wonder and value.

Contents

02

Executive Summary

In 2016 the Minister for Urban Infrastructure determined the Airport Plan for Western Sydney Airport Stage 1 Development. It was subsequently varied for Rail Development in September 2021. Western Sydney Airport (WSA) is responsible for constructing and operating the Airport in accordance with the Airport Plan Stage 1 Development.

The Airport Plan sets out conditions which must be complied with in relation to the Airport Stage 1 Development. Specifically, Condition 47 of the Airport Plan stipulates the requirement to prepare a report addressing compliance with each condition outlined in Section 3.11.2 of the Airport Plan. This section outlines requirements relating to construction, environment, sustainability and community consultation.

This Annual Report details compliance against requirements for the period period 24 September 2022 to 23 September 2023. Appendix 1: Airport Plan Conditions of this report itemises compliance against each of the conditions.

WSA has satisfied its 2022 / 2023 obligation 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 Environmental Officer (AEO) who attended the Airport site as permitted during the reporting period with no significant matters identified and nil notices issued.

This period has seen the continuing construction activities associated with the main works packages. In addition, Sydney Metro started construction works with the Station Box Tunnelling Contractor (SBT) and Surface and Civil Alignment Works Contractors (SCAW) mobilising and undertaking works on airport. M12 works off airport have continued and interface into the airport has commence with WSA to facilitate On Airport works.

During construction, major environmental risks have been managed in accordance with the approved Construction Environmental Management Plans (CEMP) including:

- Noise and Vibration.
- Air Quality.
- Biodiversity.
- Soil and Water.
- Traffic and Access.
- Waste and Resources.
- Aboriginal Cultural Heritage.
- European and Other Heritage.
- Visual and Landscape.

An outline of tracking against the environmental targets for the project is included in this report as well as compliance against the Airport Plan conditions.

In addition, major environmental achievements for the reporting period include:

> "In 2016 the Minister for Urban Infrastructure determined the Airport Plan for Western Sydney Airport Stage 1 Development."

- Update to the WSA Construction Environmental Management Plans (Revision 4) to include work scope for for Airside Civil and Pavements (ACP) and Landside Civils and Buildings (LCB) Main Works Packages.
- Ongoing monitoring of the *Pimelea spicata* (Spiked Rice Flower) within the Willowdene Environmental Conservation Zone (ECZ) with WSA currently exceeding minimum required survivorship rates for the translocation works.
- Commencement of ecological surveys and tree trials in the Willowdene ECZ as part of the rehabilitation works.

Sustainability has been managed in accordance with the WSA Sustainability Plan and associated documentation. Major outcomes for sustainability for the reporting period include:

- WSA has progressed with the detailed development of the operational Sustainability Strategy, which shall be finalised in the next reporting period.

2. Executive Summary

- Bulk Earthworks achieved a “Leading” Infrastructure Sustainability Design and As-built Rating. The rating was verified by the Infrastructure Sustainability Council (ISC) with a score of 90.5, demonstrating industry “leading” infrastructure sustainability. A “Leading” is the highest rating level awarded from the ISC.
- Terminal Specialty Services (TSS) successfully submitted Green Star design ratings to the Green Buildings Council of Australia for both the terminal and fuel farm.
- Landside Civils and Buildings (LCB) successfully submitted three separate Green Star design ratings to the Green Buildings Council of Australia.
- Airside Civil and Pavements (ACP) made successful electricity connections to power their site offices and accommodation from 100% renewable energy.
- ACP have worked with their supply chain to ensure the emissions from the 2.5 million litres of fuel used in their on-site asphalt batch plant is 100% carbon offset.
- LCB made the successful installation of temporary solar pods, to power their site offices and accommodation from 100% solar generated power.
- Climate Change Risk Assessments (CCRA) have been successfully completed for all Major Works Contracts (MWC) with 100% of all high and extreme risks suitably mitigated through intelligent design and operational solutions.

Community consultation achievements for the reporting period include:

- The project successfully completed a community open day on 17 June 2023 with 1000 visitors attending and taking part in guided bus tours of the Terminal construction site.
- Delivered positive community partnerships.
- Welcomed over 28,000 community members at the Experience Centre – almost three times the amount of people who visited in the previous reporting period.
- Community and stakeholder engagement remained a priority for the WSA Team. The community engagement and social impact team conducts regular engagements with local community through door knocks, newsletters, community forums, site visits for stakeholder groups. The team uses the ‘Your WSI’ list to engage with subscribers about events and progress on the project.
- WSA maintains an open communication system with the community with complaints able to be registered with WSA in person, via phone, email, website and social media.

03

Construction Update

> "The BEC package completed works in early 2023 finalising drainage systems and basins for follow on Contractors."

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 (Nancy-Bird Walton) Airport (WSI). 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 Stage 1 Development in accordance with the Airport Plan.

The purpose of this Annual Report is to satisfy Condition 47 of the Airport Plan (September 2021). This condition requires a report addressing compliance with each of the nominated requirements outlined (see Appendix 1), 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 2022 to 23 September 2023. The report will be published on the WSA website within three (3) months from the end of the reporting period.

Additionally, the WSA Environmental Impact Statement (EIS), prepared in accordance with the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) and *Airports Act 1996*, considered potential impacts and mitigation measures during construction activities for the site and operation of the Airport Stage 1 and long-term development of the proposed airport. Aspects of the EIS have been incorporated into the Airport Plan for implementation through the Approved Plans.

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.

All main works packages have now been awarded including:

- Bulk Earthworks (BEC)
- Terminal and Speciality Services (TSS)
- Airside Civil and Pavements (ACP)
- Landside Civil and Buildings (LCB)

Main works packages' scope until the end of the reporting period have been summarised below.

Bulk Earthworks (BEC)

The BEC Contractor completed works in early 2023 finalising drainage systems and basins for follow on Contractors. In August 2023, BEC received confirmation from the Infrastructure Sustainability Council of Australia (ISCA) that the BEC As Built Works had exceeded their ISC Target of 65

3. Construction Update

points achieving 90.95 IS points, which equates to a 'Leading' ISCA Rating. 'Leading' is the highest rating category awarded by ISC. This presents a statement of industry leading practices for infrastructure sustainability.

Terminal and Specialty Services (TSS)

The TSS Contractor has progressed with construction of the Terminal Main Building, East and West pier buildings and Fixed Link Bridges, Fuel Ring Main and Fuel Farm, underground services installation, piling works and development of the Terminal apron. A concrete batching plant was commissioned for use. Glazing and roofing to the West Pier was well underway as was the roof steel installation to the main Terminal building.

A total of 13 design packages have been certified by the Independent Certifier (IC).

Airside Civil and Pavements (ACP)

The ACP Contractor has been progressing with the runway and taxiway construction with placement of Fine Crushed Rock, Prime Coat application and asphalting trials completed. Additionally, the ACP Contractor has been undertaking underground services installation and completed their first energisation in August 2023. An asphalt batching plant has been commissioned for use. Works to the two Aeronautical Lighting Equipment Room buildings has also progressed.

Landside Civil and Buildings (LCB)

The LCB Contractor continued installation of trunk drainage with practical completion achieved. The contractor is also completing installation of road and stormwater drainage, utilities (High Voltage / Low Voltage, sewage, ICN distribution etc.), structural works at the water complex and M12 interface (Bridge 1).

Construction Interfaces

The project has continued to interface with:

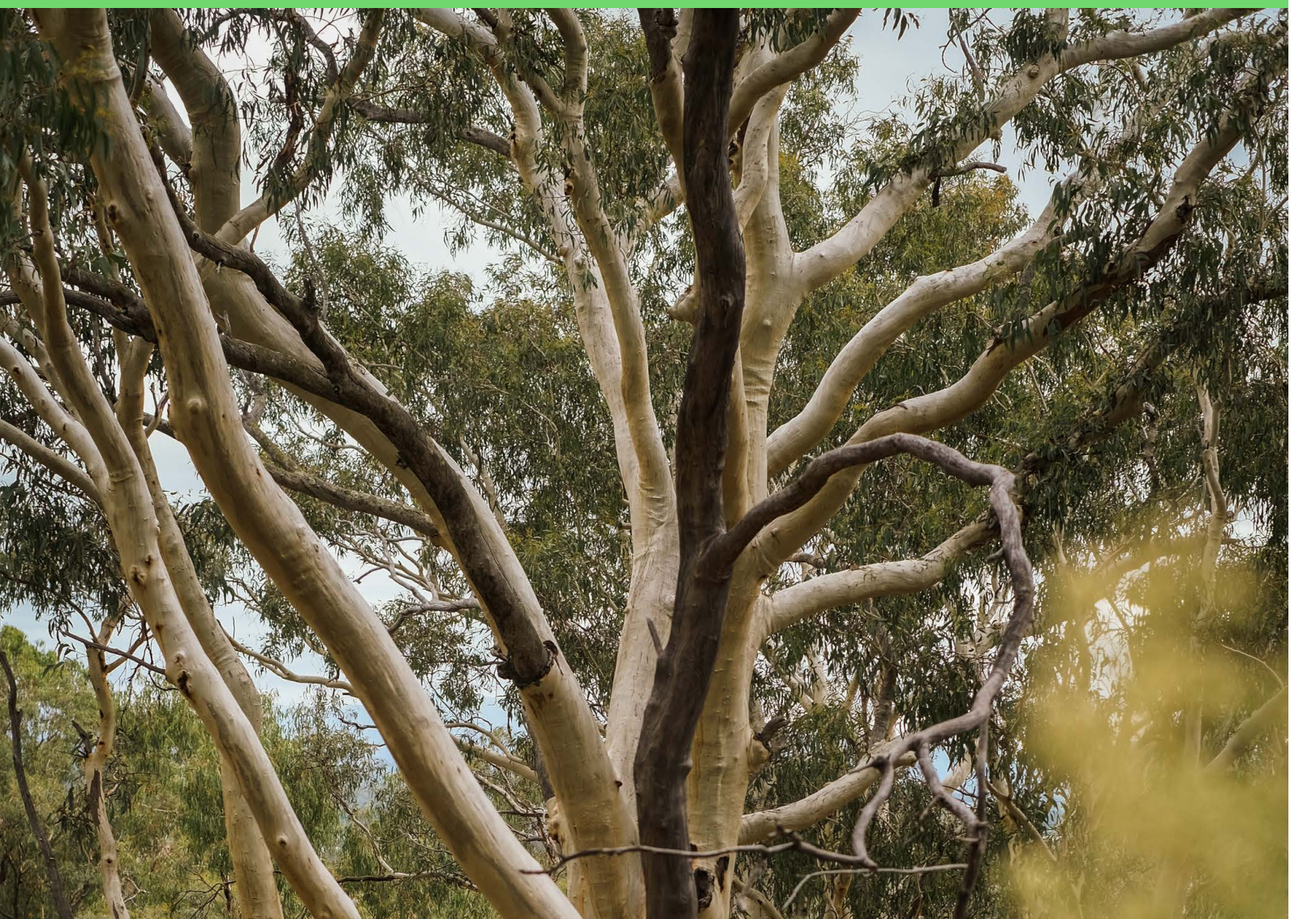
- Endeavour Energy - Utility Works.
- Sydney Metro – Airport Metro Line.
- Transport for NSW - M12 Motorway (off airport).

3.1 Update to Approved Plans

There were no updates to approved plans during the reporting period.

04

Environmental Management Framework



> "The project has remained compliant to the objectives and targets set under the SEMF."

The Environmental Management Framework (EMF) for the Western Sydney Airport during Stage 1 Development construction activities is undergoing continual improvement. Improvement to the EMF was undertaken as part of consultation process with relevant stakeholders during 2021 and 2022, resulting in the Revision 4 update to the Site Environmental Management Framework (SEMF) and associated Construction Environmental Management Plans (CEMP). Compliance reporting for the purposes of this Annual Report will be against the Revision 4 CEMPs.

The SEMF provides the overarching framework for managing environmental impacts at the airport during construction, environmental procedures, risk assessment criteria, incident and hazard reporting, training, and responsibilities of workers. This framework is a requirement of the Airport Plan, which sets out compliance conditions relevant to the development of the airport. Appendix 1: Airport Plan Conditions provides details on the Airport Plan conditions and how WSA and Principal Contractors have met these requirements.

The SEMF outlines the objectives and targets for the project. Progress towards these objectives and targets are outlined in Table 1. Objectives and targets relating to the management system have been met for the reporting period.

The project has remained compliant to the objectives and targets set under the SEMF. The WSA Project identified during the previous reporting period that sharing of lessons learned could be improved and as such, is now utilising existing senior leadership forums to share environmental Lessons Learned to the larger management teams from the packages and interfacing Contractors.

4. Environmental Management Framework

Table 1 – SEMF Objectives and Targets

Objective	Target	Measurement
To meet the full range of environmental requirements identified in the EMF and any other environmental conditions of the Airport Plan.	Full Compliance	Objective Met
To ensure that all identified environmental impacts and issues are appropriately managed and mitigated during construction of the airport, including though the identification of contingencies should unexpected adverse outcomes occur, or control measures be found to be inadequate.	No regulatory infringements.	Objective Met
To promote continual improvement in environmental performance.	Address non- conformances and corrective actions within timeframes.	Objective Met
To provide a comprehensive framework for the development and implementation of detailed environmental management measures through CEMP and other plans.	Efficient delivery of best practice.	Objective Met
To ensure controls are properly implemented, regularly monitored, and audited to assess their effectiveness.	Develop and maintain a program of ongoing environmental training.	Objective Met
	Capture lessons learned from environmental events to minimise repeat issues.	Objective Met
	Encourage and reward innovation and effort throughout the workforce.	Objective Met

4.1 Forums and Meetings

WSA meets monthly with the Airport Environmental Officer as part of the Environmental Reference Group (ERG) (Figure 1). As part of the ERG, the main works packages present a status update of their works, risks and incidents. Where in-person assessment was unable to take place due to flooding, WSA and the Airport Environmental Officer met online to discuss the project.

During the reporting period Sydney Metro updated their CEMPs, and as part of the consultation process Sydney Metro revised the Out of Hours Work Permit Process to a Notification of Intent of Out of Hours. WSA are responsible for providing any community and environmental information required for Sydney Metro to assess for cumulative impacts.

Permits and Preparatory Activities

Preparatory activities can generally commence before all CEMP have been approved if the activities are in alignment with the definition under the Airport Plan - Appendix A: Glossary, Acronyms and Abbreviations including:

- Day-to-day site and property management activities.
- Site investigations, surveys (including dilapidation surveys), monitoring, and related works (e.g., geotechnical, or other investigative drilling, excavation, or salvage).
- Establishing construction work sites, site offices, plant and equipment, and related site mobilisation activities (including access points, access tracks and other minor works, and safety and security measures such as fencing, but excluding bulk earthworks).

Enabling preparatory activities such as:

- Demolition or relocation of existing structures (including buildings, services, utilities, and roads).
- The disinterment of human remains in grave sites identified in the European and Other Heritage technical report in volume 4 of the EIS.
- Application of environmental mitigation measures.
- Any other activities which an Approver determines are Preparatory Activities for this definition.

No preparatory activities were undertaken by WSA Main Works Packages during the reporting period.

Figure 1 – WSA ERG Undertaking inspection at the Fuel Farm Works with Multiplex

4.2 Cumulative Impacts

The Cumulative Impacts Plan was implemented during the reporting period and active engagement is occurring between WSA and Sydney Metro to assure potential cumulative impacts from both projects are identified and mitigated. WSA and Sydney Metro have been jointly responsible for undertaking monthly and quarterly reviews of Cumulative Impacts in conjunction with Main Works Packages for both entities. In addition, fortnightly Environment and Planning Working Group meetings are held between Sydney Metro and WSA to discuss and manage interface components of the two projects.

WSA and Sydney Metro are continually undertaking reviews of cumulative impacts and working with contractors were appropriate to mitigate the risks. The Cumulative Impacts Plan is reviewed to ensure it remains fit for purpose and will engage with Sydney Metro over any suggested changes on the plan. If required, WSA will submit to the Approver the revised plan.

05

Noise and Vibration

Noise and vibration are monitored by WSA in compliance with the Noise and Vibration CEMP.

Activities that have had the potential to generate noise and vibration impacts included:

- Operation of heavy equipment.
- Importation of materials.
- Out of Hours Works
- Off Airport Construction Works

Management actions undertaken to control and monitor noise and vibration include:

- Review of noise and vibration parameters.
- Approval of Out of Hours Work Permits by WSA.
- Community consultation for events that may cause noise and vibration impacts.
- Attended monitoring activities carried out by contractors.
- Static monitoring by WSA.
- Adoption of alternate construction methodologies.

MWC have identified the risk of noise and vibration to sensitive receptors, and where applicable, have proposed alternative options for reducing impacts.

Objectives and Targets are monitored by the WSA Team and are outlined in Table 2. All targets have been met for the reporting period.

Table 2 - Noise and Vibration Objectives and Targets

Objective	Target	Measurement
Community Management	No noise or vibration complaints associated with the project.	Objective Met
	All works are to be undertaken within the designated construction hours or with an out of hours approval.	Objective Met
Statutory Compliance	Nil instances of non-compliance with environmental statutory requirements (e.g., infringement notices, clean up notices, etc.).	Objective Met
CEMP Compliance	Weekly Environmental Inspections completed.	Objective Met
	All environmental audits completed.	Objective Met
	All incidents and non-conformances closed out in a timely manner.	Objective Met
	Implementation of feasible and reasonable noise mitigation measures with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline (ICNG), (December, 2009).	Objective Met
Plant and Equipment	All plant and equipment maintained in accordance with manufacturer requirements.	Objective Met

5. Noise and Vibration

WSA conducts noise monitoring from four static monitors on the Northern, Eastern, Southern and Western boundaries at the closest sensitive receptors, approximate locations shown in Figure 2.

The construction Noise Management Levels (NML) have been nominated for the project in the WSA Noise and Vibration CEMP.

The project has adopted two criteria to assess impacts against which are detailed in this section:

- LA_{eq} (15 minutes)
- LA_{10} (15 minutes)

Construction Noise Management Guideline LA_{eq} (15 minute)

Where construction noise levels are predicted to be above the LAeq NML, all reasonable and practical mitigation measures are to be applied. The LAeq NML are shown in Table 3.

As per the Environmental Impact Assessment, noise monitoring was conducted to assess the baseline conditions, this is shown in Table 4 for LA_{eq} (15 minute) criteria.

Prior to construction, baseline conditions indicated that the project area was exceeding the NML trigger for both day, evening, and night hours. WSA monitoring indicates the same trend, with all locations exceeding the LA_{eq} for the NML. This is consistent with pre-construction levels.

The average noise levels were above the NML, which triggered review of noise mitigation measures. Mitigation measures that are applied on the site include stringent review of Out of Hours Work Permits to review the activity and the noise impact calculations, shielding of equipment where possible, staging works to reduce noise impacts. The project did not exceed the Highly Affected noise criteria.

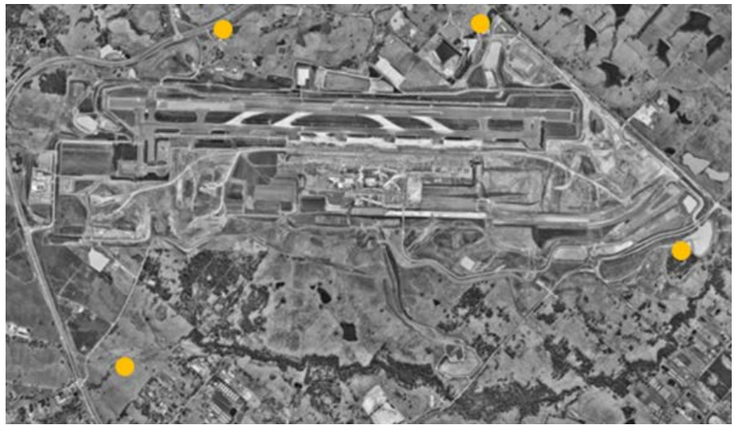


Figure 2 – Approximate Noise Monitoring Stations

Table 3 – Relevant criteria for LA_{eq}

Criteria	LAeq (15 minute) NML
Standard Hours (0700 – 1800)	45 dB(A)
Out of Hours and Saturday	40 dB(A)
Highly Noise Affected	75 dB(A)

Table 4 – Baseline monitoring for LA_{eq}

Northern	68	57	58
Eastern	57	51	47
Southern	56	57	54
Western	56	49	46

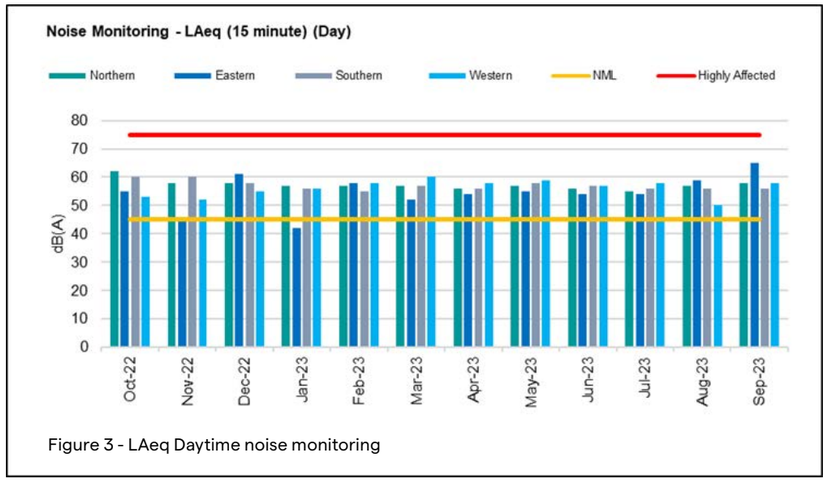


Figure 3 - LAeq Daytime noise monitoring

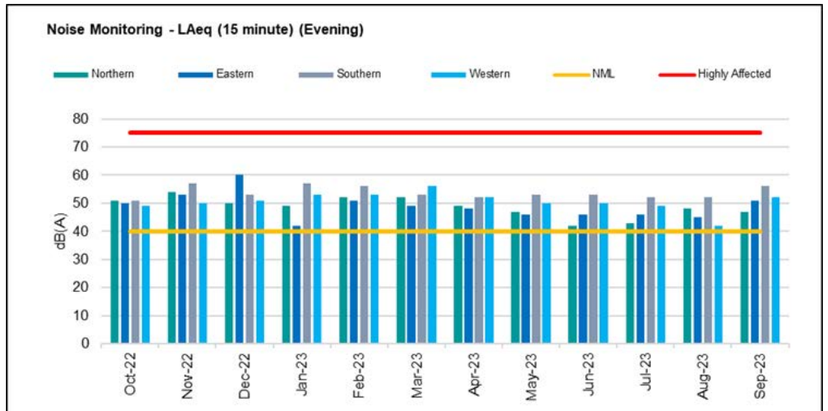


Figure 4 - LAeq Evening noise monitoring

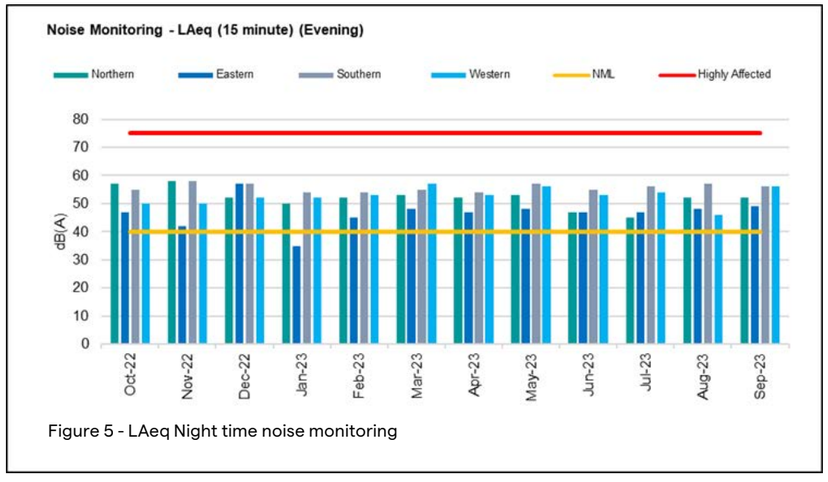


Figure 5 - LAeq Night time noise monitoring

AEPR 1997 LA_{10} (15 minute)

Section 2.02 of the AEPR (1997) nominates that noise criteria for the construction stage of the project are prescribed as below:

- *Noise generated from construction, maintenance, or demolition of a building or other structure at an airport should not exceed 75 dB(a), calculated in accordance with subclause (2), at the site of a sensitive receptor.*
- *For sub regulation (1), the sound pressure level of a particular noise is the sound pressure level that is exceeded for 10% of a period of at least 15 minutes, adjusted to take account of tonal character and impulsiveness (if any) of the noise.*

As per the Environmental Impact Assessment, noise monitoring was conducted to assess the baseline conditions, this is shown in Table 6 for LA10 (15 minute) criteria.

Prior to construction baseline conditions indicated that all locations were below the AEPR threshold of 75 dB(A).

On average, the noise levels were recorded across the time periods as compliant against the AEPR noise criteria.

Table 5 – Relevant criteria for LA_{10}

Criteria	LA_{10} (15 minute)
AEPR Construction Noise	75 dB(A)

Table 6 – Baseline monitoring for LA_{10}

	Day	Evening	Night
Northern	55	53	51
Eastern	47	43	39
Southern	49	49	47
Western	52	49	45

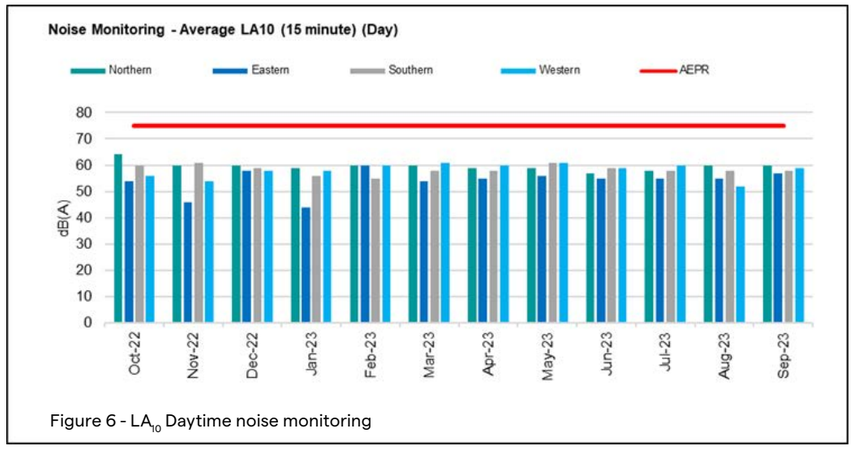


Figure 6 - LA_{10} Daytime noise monitoring

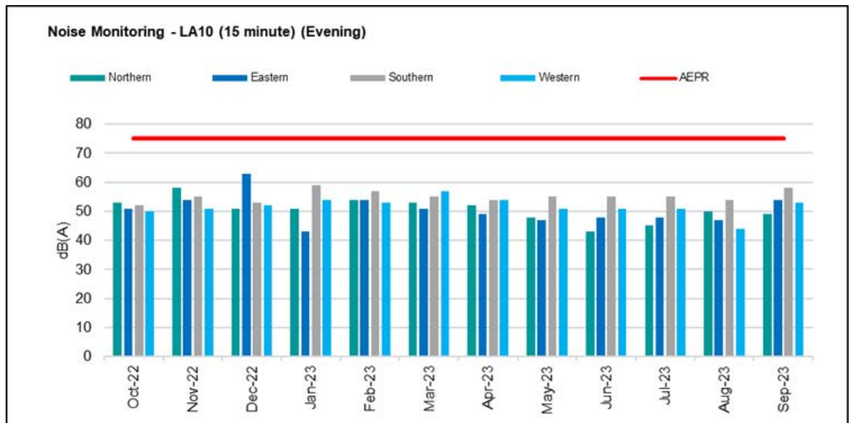


Figure 7 - LA_{10} Evening noise monitoring

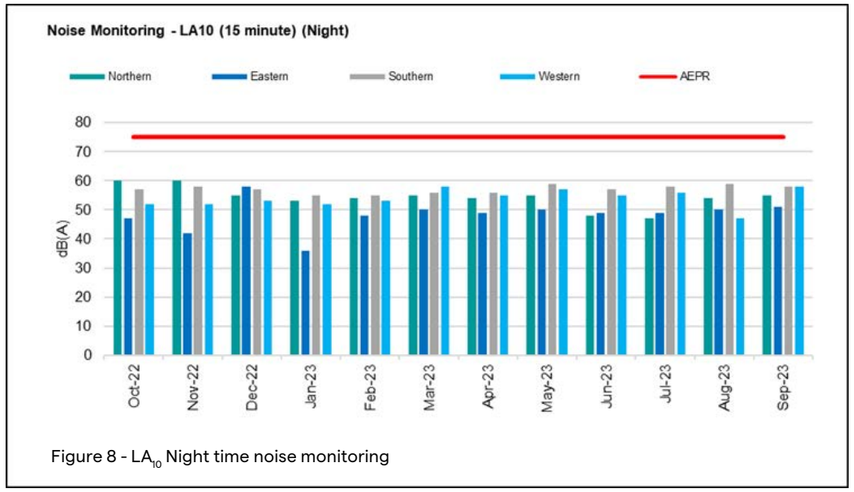
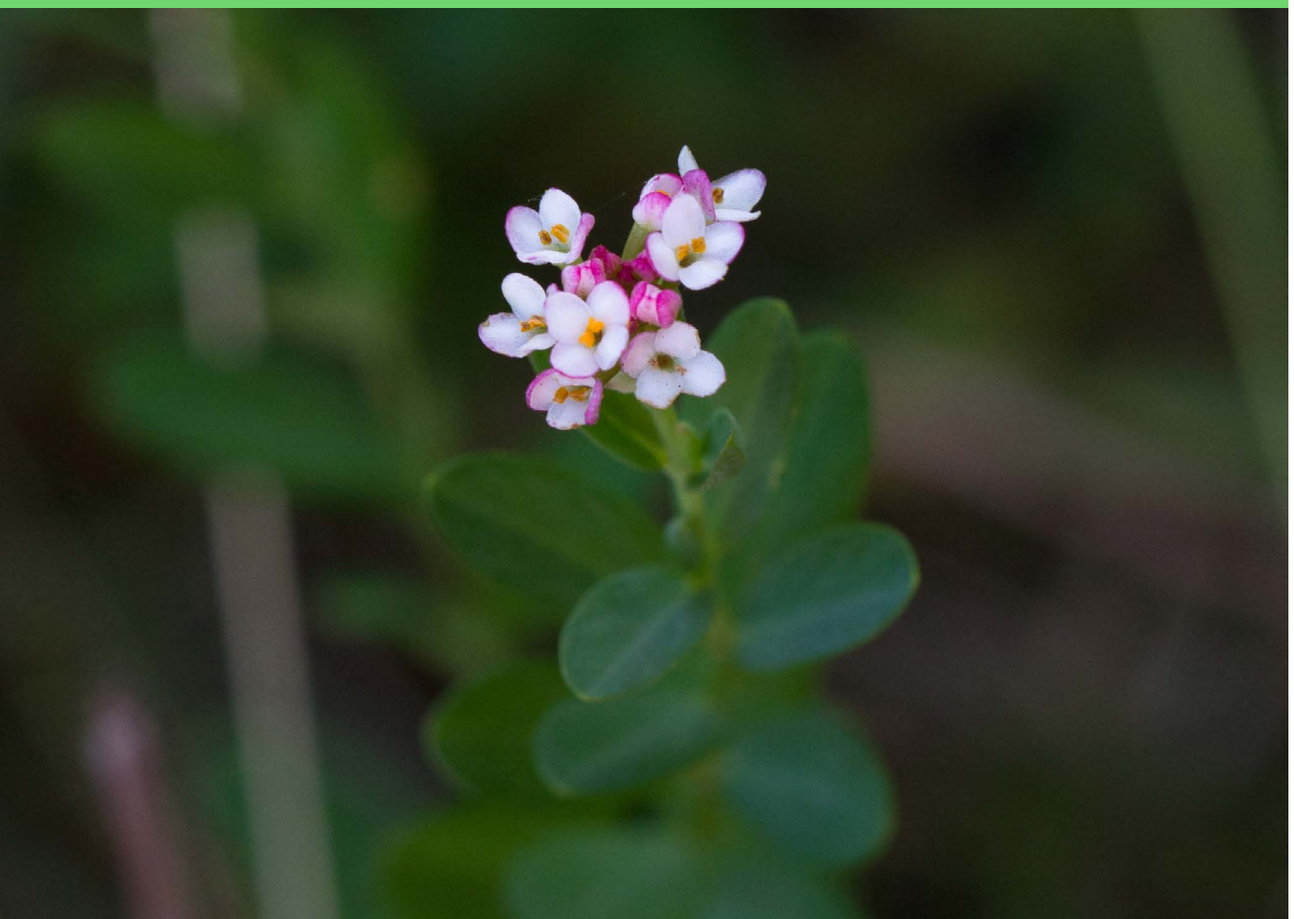


Figure 8 - LA_{10} Night time noise monitoring

06

Biodiversity



The project has not completed any major clearing as part of the reporting period under the Part 13 Permit. The EPBC Act Part 13 Permit Annual Compliance Report for 2022/2023 is available on the WSA website.

Ongoing monitoring from previous biodiversity management measures has taken place including:

- *Pimelea spicata* translocation monitoring.
- Nest box monitoring.

The project has managed biodiversity impacts in accordance with the Biodiversity CEMP. Tracking against Objectives and Targets is outlined in Table 7.

6.1 Nest Box Monitoring

53 nest boxes were previously installed as habitat replacement into the ECZ.

Monitoring of next box use by fauna and the condition of nest boxes has been ongoing during the reporting period by ecologists. Monitoring has found that:

- Nest boxes remain in good condition.
- Nest boxes were being actively utilised by native fauna.
- There was evidence of nest boxes being previously utilised by fauna for nesting.

WSA will continue to monitor the use of the nest boxes.

Figure 9 - Microbat and nest box in Basin 1 ECZ

Figure 10 - Owlet night-jar

Figure 11 - Monitor lizard

Figure 12 - Brushtail possum

Figure 13 - Brushtail possum

6. Biodiversity

Table 7 – Biodiversity Objective and Targets

Objective	Target	Measurement
Minimising disturbance to terrestrial and aquatic flora and fauna in the ECZ during construction.	Negligible disturbance to native terrestrial and aquatic flora and fauna in the ECZ.	Objective Met
Minimising adverse effects on terrestrial fauna by construction activities.	Minimise adverse effects on terrestrial fauna by construction activities.	Objective Met
Protecting areas outside the CIZ that contain a listed Threatened Ecological Community or provide an important habitat for a listed threatened species during clearing activities.	Ensure all areas outside the CIZ that contain a listed threatened ecological community or provide important habitat for a listed threatened species that are protected.	Objective Met
Managing weed and pest species that may be introduced as a result of the construction program.	No introduction of weed and pest species.	Objective Met

Figure 14 - WSA Environmental Manager and the Department of Infrastructure reviewing

6.2 Tree Trials

As part of the overarching strategy for improvement to the Cumberland Plains Woodland WSA have been undertaking Tree Trials to identify the optimum species for revegetation and strategies for watering to minimise usage.

WSA manages over 117 hectares of land used for conservation. The ECZ provides a buffer zone between the airport, its neighbours and connecting areas of native vegetation along site boundaries. WSA continues to manage the ECZ to ensure weeds are reduced and native vegetation growth is promoted.

6.3 Pimelea spicata Monitoring

The monitoring of the endangered species Pimelea spicata (Spiked Rice Flower) was ongoing during the reporting period within the Willowdene Environmental Conservation Zone (ECZ).

The current survivorship rate is exceeding minimum required survivorship rates for the translocation works. Management actions undertaken during the reporting period included:

- Weeding.
- Watering.
- Thinning of vegetation.

Monitoring of the Pimelea spicata is under review as it is expected to lay dormant as El Nino climate conditions prevail over the coming years.

Figure 15 – Tree Trial 2.0 – pest species protection

Figure 16 - Pimelea spicata

Figure 17 - Pimelea spicata

Figure 18 - Pimelea spicata tagging

07

Soil and Water

Surface and groundwater quality is monitored in accordance with the Soil and Water CEMP. Surface water quality is monitored by the project monthly, and groundwater quality monitored on a quarterly basis.

There are three major tributaries surrounding the WSA project boundary:

- Badgerys Creek.
- Oaky/Cosgrove Creek.
- Duncan's Creek.

The project is continually working towards improving surface water quality and controlling stormwater runoff from construction areas via:

- Operating several large water retention basins around the perimeter of site to capture and treat surface water runoff from construction activities.
- Use of flocculants and coagulants to treat basin water.
- Progressive landscaping of disturbed earth areas to stabilise the soil.
- Erosion and sedimentation controls installed to reduce water velocity and capture sediment.
- Physical barriers and segregation of disturbed areas from landscaped.
- Stabilisation of temporary and permanent stockpiles.
- Soil binders utilised in dust suppression water.
- Construction of permanent drainage infrastructure (Figure 19).

WSA compliance against the objectives and targets are shown in Table 8.

Figure 20 - Long Term Grass Stabilisation
Opposite page: Figure 19 - Basin 3 Spillway

Figure 21 - Vegetated Drainage

7. Soil and Water

Table 8 - Soil and Water Objectives and Target

Objective	Target	Measurement
Environmental Management Compliance	Compliance with the requirements and mitigation measures set out in the Soil and Water CEMP.	Objective Met
	Compliance with the Performance Criteria in the CEMP which have been developed taking into account the General Duty Not to Pollute under the AEPRs (Reg. 4.01) and the related limits.	Objective Met
Erosion and Sedimentation	Establishment and maintenance of erosion and sedimentation controls in accordance with the NSW Blue Book (NSW Government, 2018) and the current soil and water conditions.	Objective Met
Water Quality	Compliance with the water quality monitoring requirements of the Soil and Water CEMP, including the monitoring frequency and criteria.	Objective Met
Contamination Disposal	Disposal of any material from site in accordance with the NSW EPA Waste Classification Guidelines (201).	Objective Met

Figure 22 - Vegetated Stockpile

Surface and groundwater quality is monitored in accordance with the Soil and Water CEMP. Surface water quality is monitored by the project monthly, and groundwater quality monitored on a quarterly basis.

IECA visited the WSA Project in August 2023 to review progress and recognised the scale of the project and the progress that had been made since the previous visit.

Surface Water Management

Planning and Documentation

Erosion and sedimentation controls are included in the Contractors Environmental Control Maps (ECMs) which are developed by the Main Works Package Environmental Team. These are reviewed and approved by:

- Main Works Package Environmental Manager.
- Soil Conservationist (CPESC).
- WSA Environment team.

WSA has adopted industry best practice of early installation of permanent drainage systems progressively throughout construction to reduce potential water impacts. As works have changed across the site documentation is updated and reviewed to reflect current conditions.

Sediment Basins

WSA Main Works Packages are currently operating five major perimeter basins. Two of these basins have transitioned to dry basins, and three are still being utilised for capture of construction water for reuse on site. Additionally, MWC are managing multiple internal temporary basins for treatment and settling of water prior to discharge into the drainage lines.

All basins are sized, designed, and constructed in accordance with *Managing Urban Stormwater: Soils and Construction* ("Blue Book") published by the NSW government. Contractor basin designs are reviewed by certified practitioners and form part of the environmental inspection regime.

Treatment and Discharge

Treatment has been achieved through use of coagulants and flocculants that have low ecotoxicity. There has been extensive treatment of all basins during and after rainfall events to minimise impacts. All dewatering of basins is conducted under WSA approved permits.

Perimeter Controls

Controls at the perimeter of site have been installed to reduce water velocity and sediment leaving site. These include mulch bunds, sediment fencing, sediment traps, and clean water diversions.

Figure 23 - Basin 7 with water being utilised for dust suppression on site

7. Soil and Water

Drainage Controls

The permanent drainage network is appropriately designed to ensure it maintains stability for events up to and including 1% Annual Exceedance Probability through measures such as:

- Rip Rap / Rock in drainage lines and spillways.
- Jute mesh and vegetated channels.
- Concrete culverts.
- Subsurface drainage structures.

Slope break controls to reduce larger sediment particles such as:

- Temporary rock checks, coir logs, sandbags and lined earthen bunds within drainage lines.
- Cut off drains.
- Retention of farm dams after native species were safely relocated.

Ground Cover and Staging

Ensuring the ground cover is stabilised as quickly as possible has been an important tool in controlling erosion. The project has progressively stabilised areas as they are completed through landscaping or sealing. Additionally, incomplete exposed surfaces received the following treatments:

- Diversion and separation of clean water flows.
- Soil binder application to stockpiles.
- Hydro mulching to topsoil stockpiles.
- Soil binder application to exposed areas.

Monitoring

During the reporting period WSA approved dewatering permits to confirm, in conjunction with the MWC, that water meets water quality criteria against the project criteria prior to movement into another Package work area or to offsite locations. Contractors are conducting interface with each other for acceptance of water where there are cross package impacts.

WSA is monitoring against all parameters under the Airport *(Environmental) Protection Regulations 1997* and discusses monitoring results with the AEO monthly at the ERG including:

- Monthly – Surface Watery Quality.
- Quarterly – Ground Water Quality.

The Environmental Impact Assessment identified that the surrounding creeks were degraded and poor. Monitoring results from in creek monitoring generally reflect these historical water quality conditions.

Monitoring locations are outlined in Table 9 and set out in Table 13 of the Soil and Water CEMP.

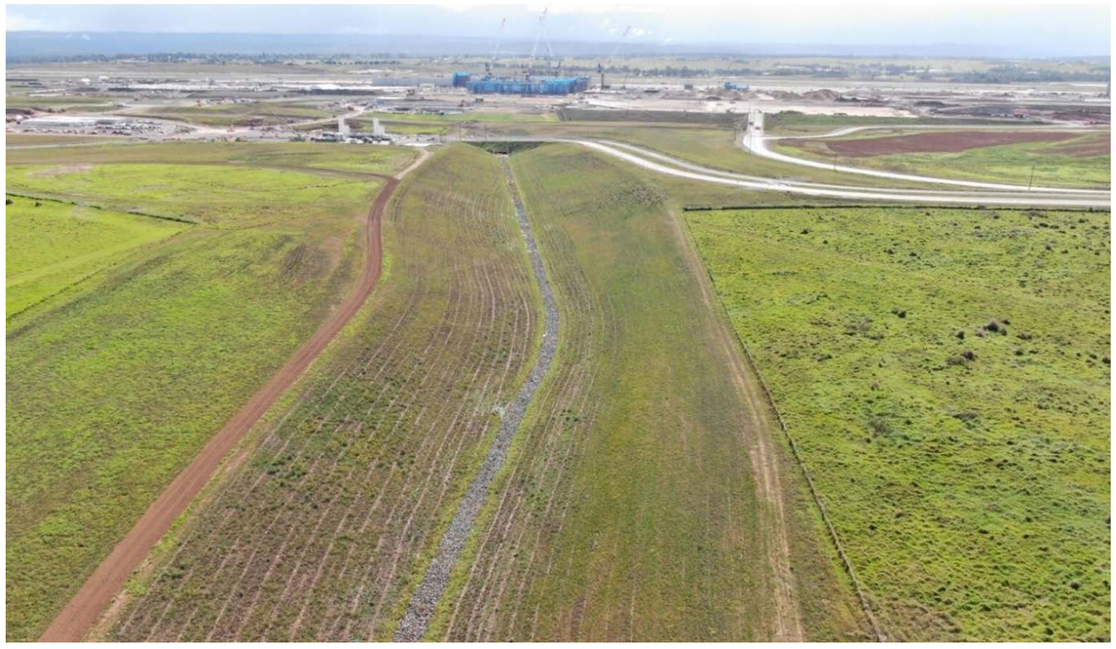


Figure 24 - Grass lined Basin 3 Channel

Table 9 - Surface Water Quality Monitoring Locations

Locations	Receiving Water
D/S Basin 1	Badgerys Creek
D/S Basin 2	Badgerys Creek
D/S Basin 3	Badgerys Creek
D/S Basin 6	Oaky Creek
D/S Basin 7	Cosgrove Creek Tributary
D/S Basin 8	Tributary
D/S Basin 9	Duncan's Creek
D/S Residual	Duncan's Creek
U/S Airport 1A	Badgerys Creek – Headwater
U/S Airport 2A	Badgerys Creek – Headwater

Note: Basin 8 and Basin 9 no longer exist on the WSA project however the monitoring locations identified are continuing to be monitored under these names.

Total Suspended Solids

The project's highest risk for impact to water quality comes from Total Suspended Solids due to erosion and sedimentation from construction disturbed areas also noting areas outside of the airport form part of our catchments.

Monitoring results indicate a decrease in Total Suspended Solids across all monitoring locations. The D/S Residual results indicate that there are offsite activities that are impacting downstream water quality in Duncans Creek.

Total Suspended Solids monitoring data for each monitoring location by month is shown in Appendix 2: Water Quality – Total Suspended Solids.

08

Visual and Landscape

WSA and MWC have been continually undertaking review of the site boundaries to ensure compliance with the requirements of the Airport Plan and CEMP.

As part of management of visual and landscape impacts of the airport on surrounding amenity the project has been monitoring:

- Community complaints related to landscape and visual amenity impacts.
- Out of Hours Work Permits reviewed and approved by WSA Environmental and Community Managers prior to approval to ensure light spill is managed to reduce impacts during construction.
- Designs for permanent infrastructure are reviewed to ensure compliance with the visual and amenity requirements under the Airport Plan.

Compliance against the Visual and Landscape Objectives and Targets are shown in Table 10.

Table 10 - Visual and Landscape Objectives and Targets

Objective	Target	Measurement
Ensure the Airport makes a positive contribution to the changing identify and character of Western Sydney.	The airport is appropriately integrated into the surrounding region and land uses, taking into account the changing nature of Western Sydney.	Objective Met
Minimise landscape and visual amenity impacts during construction.	No non-conformance with the requirements of the CEMP.	Objective Met
	Comply with legislation and other requirements.	Objective Met
Minimise impacts associated with light spill during construction.	No non-conformances with the requirements of the CEMP.	Objective Met

09

Traffic and Access

Traffic and access are monitored in accordance with the Traffic and Access CEMP. Roads that surround the airport and are utilised by construction traffic include:

- Badgerys Creek Road.
- The Northern Road.
- Elizabeth Drive.
- Anton and Adams Roads.

Traffic is managed so that impact to local traffic is minimised as far as reasonably practical. During the reporting period site access points were reviewed and have been strategically distributed to take advantage of improved infrastructure to assist with minimisation of congestion along the Elizabeth Drive corridor.

Table 11 indicates the continual coordination that WSA is undertaking with relevant stakeholders on the project with regards to traffic and access. WSA is notified of Sydney Metro works and reviews for any cumulative impacts along the roads around the site for how staging, timing etc. can be streamlined in order to lesson congestion on roads.

Compliance against Traffic and Access objectives and targets are shown in Table 12.

Table 11 - Traffic Co-Ordination Groups

Meeting	WSA	TfNSW	SM	M12	Contractors
The Joint Project Integrated Hub	•	•	•	•	•
Traffic Control Group	•	•	•	•	•
Traffic and Transport Liaison Group	•	•	•	•	•
Elizabeth Drive Construction Coordination Group	•	•	•		

Table 12 - Traffic and Access Objectives and Targets

Objective	Target	Measurement
Maintain communication with the potentially affected local residents, visitors and businesses to minimise disruption.	Effective communication of traffic management measures to the local community within specified timeframes to minimise disruption to local residents and other road users.	Objective Met
Minimise disturbance to the local and regional road network.	Appropriate training on access and haulage routes provided to employees and contractors.	Objective Met
	Communication with the Transport Management Centre, Emergency Services, and public transport authorities prior to and during changes to the road network.	Objective Met
	WSA coordination with NSW authorities on construction traffic activity.	Objective Met
Ensure access to the airport site does not compromise the safety of the local road network.	Safe access onto / from the local network implemented in full consultation with TfNSW.	Objective Met
Comply with legislation and other requirements	No non-conformance with the requirements of the CEMP.	Objective Met

10

Air Quality

Air quality is managed in accordance with the Air Quality CEMP. WSA performance against the performance criteria are outlined in Table 13. WSA's MWC are implementing air quality management activities to control dust generation to a reasonable and practicable extent including:

- Use of water carts across site and tracked using Virtual Super.
- Dust control polymers.
- Landscaping and stabilisation of work areas.

During extreme high winds where it has been feasible, works have been reduced or stopped in some areas of the site.

The stationary air quality monitors located at the closest sensitive receptors are capturing: PM_{10}, $PM_{2.5}$, Total Suspended Particulates (TSP), and Depositional Dust.

Activities that have been conducted during the reporting period that may have contributed to potential air quality impacts include, but are not limited to:

- General maintenance of grass and vegetation on site.
- Earth moving equipment operating including dozers, graders etc.
- Importation of materials such as sandstone.
- Loading and unloading materials.
- Stockpiles of materials subject to erosion by wind.

Figure 25 - ACP application of Dustex on haul roads to reduce dust generation. Opposite page: Figure 26 - Reuse of site captured water to reduce dust generation

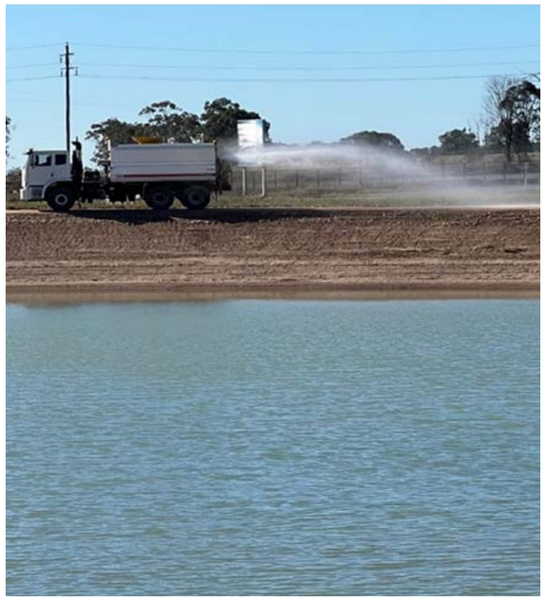


Figure 27 - Reuse of site captured water to reduce dust generation

10. Air Quality

Table 13 – Air Quality Objectives and Targets

Objective	Target	Measurement
Ensure ambient air quality is maintained at acceptable levels at sensitive receptor locations surrounding the airport site.	No exceeding air quality criteria as defined by CEMP.	Objective Met
	No dust or odour complaints.	
Minimising the risk of dust or odour nuisance impacts on neighbours.	No dust or odour related complaints	Objective Met
	Not exceeding the criteria as defined by the CEMP.	Objective Met
Ensure emissions are minimised from all plant, equipment, and machinery.	All plant and equipment are maintained in accordance with manufacturers requirements.	Objective Met
	Not exceeding the criteria outlined in the CEMP.	Objective Met

WSA continues to look for improvements into the mitigation of dust from construction activities and expect dust impacts to be reduced as progressive landscaping continues.

WSA conducts ambient air quality monitoring from four static monitors on the Northern, Eastern, Southern and Western boundaries at the closest sensitive receptors, approximate locations shown in Figure 28.

Air quality criteria have been nominated in the WSA Air Quality CEMP, as defined in the NSW EPA Approved Methods. This allows for various pollutant criteria and average period from multiple sources.

The applicable criteria are outlined in Table 14.

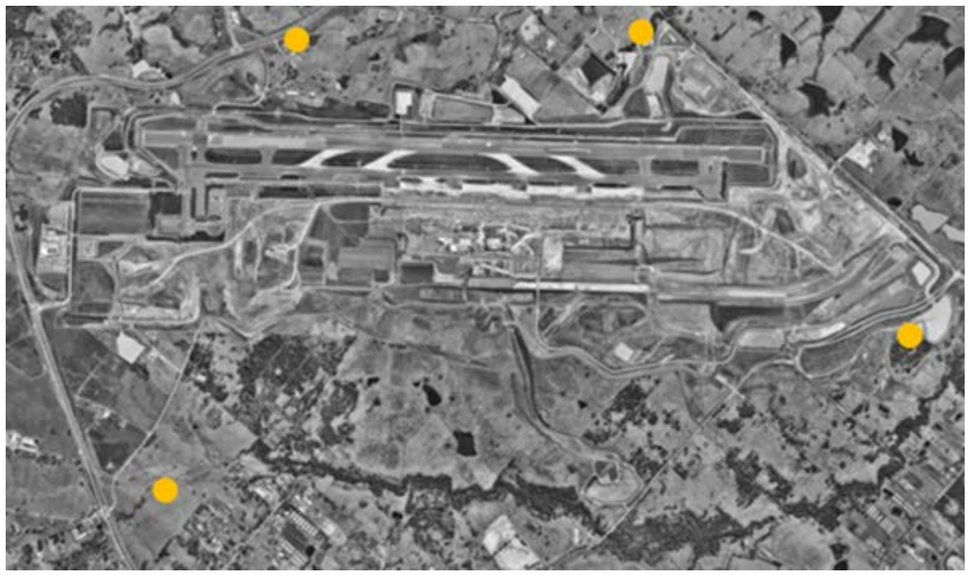


Figure 28 - Air Quality Monitoring Stations

Table 14 - Applicable Air Quality Criterion

Pollutant	Criterion	Average Period
TSP	90 µg/m^3	1 Year
PM_{10}	50 µg/m^3	24 Hour
	25 µg/m^3	1 Year
$PM_{2.5}$	25 µg/m^3	1 Year
	8 µg/m^3	1 Year
Deposited Dust	2 g/m^2/month	Monthly (incremental)
	4 g/m^2/month	Annual (cumulative)

Baseline monitoring was conducted as part of the Environmental Impact Assessment and is shown in Table 15.

Table 15 - Baseline Air Quality Monitoring

Location	PM2.5	PM10	DD	TSP
Northern	5.2	25.1	0.8	23.9
Eastern	4.3	12.6	0.8	13.1
Southern	1.5	7.7	0.7	9.8
Western	10	25.1	1.1	32.9

Wind on site generally moves in a North - Westerly to South - Westerly direction.

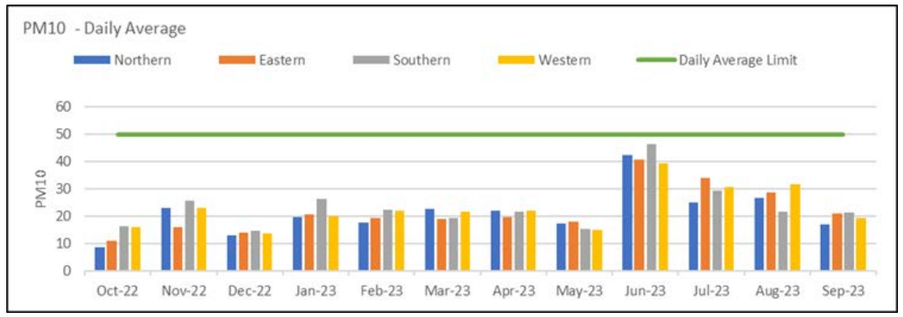


Figure 29 - PM_{10} Daily Average

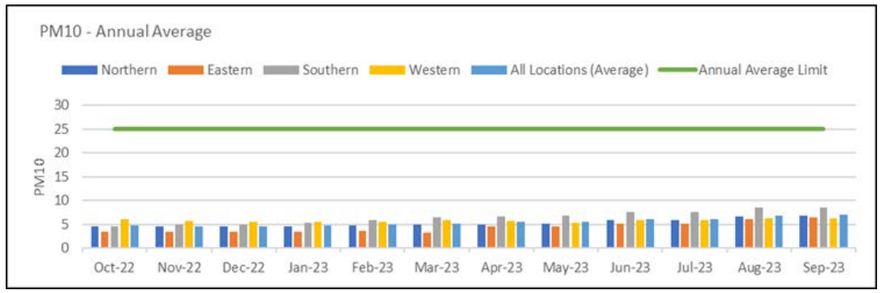


Figure 30 - PM_{10} Annual Average

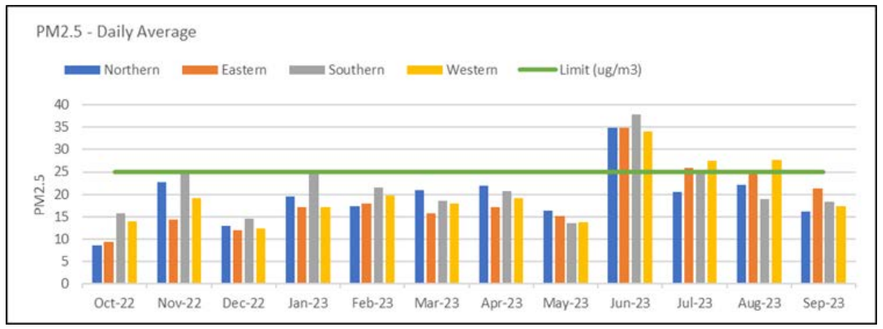


Figure 31 - $PM_{2.5}$ Daily Average

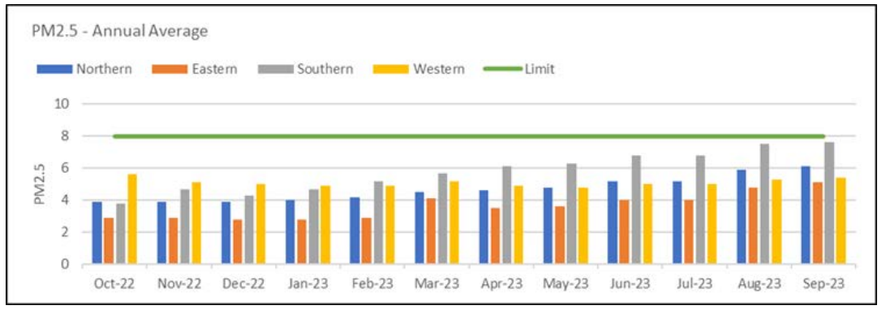


Figure 32 - $PM_{2.5}$ Annual Average

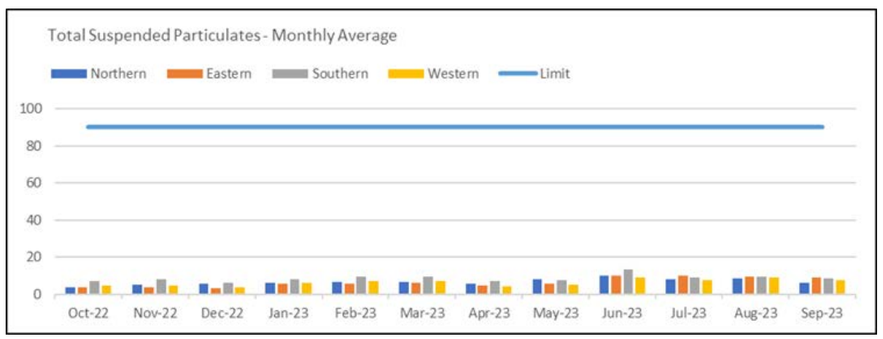


Figure 33 - Total Suspended Particles Monthly Average

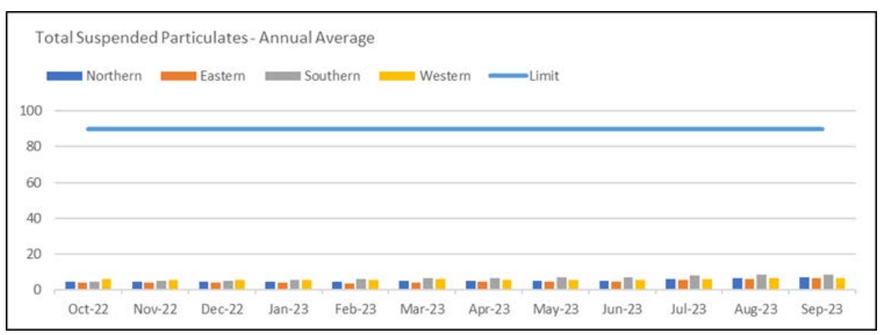


Figure 34 - Total Suspended Particulates Annual Average

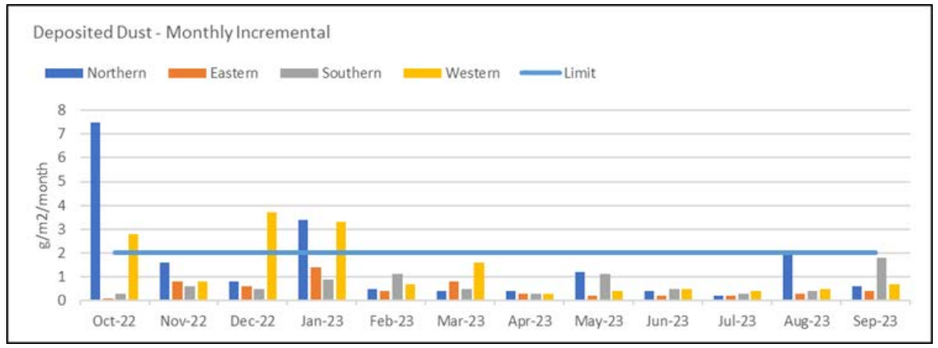


Figure 35 - Deposited Dust Monthly Incremental

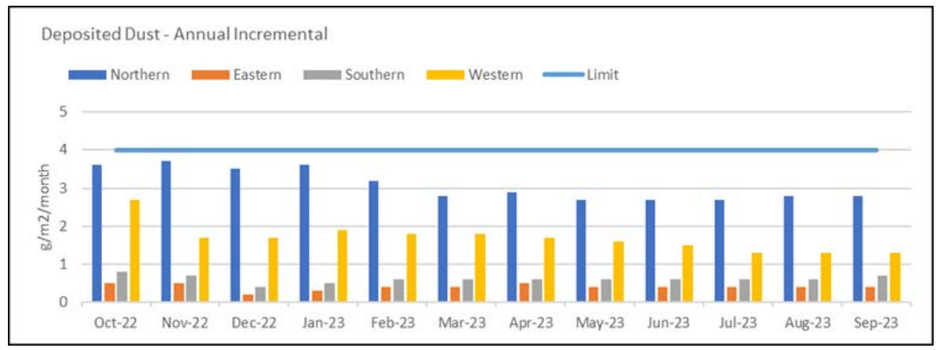


Figure 36 - Deposited Dust Annual Incremental

The project has been compliant during the reporting period against the following parameters:

- PM_{10} (Daily and Annual Average)
- $PM_{2.5}$ (Annual Average)
- Total Suspended Particulates (Monthly and Annual Average)
- Deposited Dust (Annual Incremental)

The daily average for $PM_{2.5}$ was exceeded during January 2023, June 2023, July 2023 and August 2023. $PM_{2.5}$ tends to predominantly be from combustion emission sources such as vehicles, diesel engines etc. WSA conducted a review of activities and meteorological conditions at the time the exceedances occurred and found that high humidity as well as offsite impacts such as back burning has played a role in the elevated levels. It is noted that deposited dust remained compliant during the reporting period.

Where there were exceedances of criteria Contractors are required to undertake review of their mitigation measures such as:

- Additional utilisation of water carts across the site with a combination of water and dust suppressant chemicals from ample onsite water supplies.
- Revegetation of temporarily disturbed areas as well as progressive stabilisation of disturbed areas with grass or sealed roads.
- Sweeping roads to remove any mud.
- Minimisation of the height of stockpiles to prevent wind lift off.
- Wheel washing systems and rumble grids at contractor site exits.

In addition to the above controls, all contractors have real time text notification systems which alert at a trigger action level below the exceedance criteria which allows them to rapidly respond.

11

Aboriginal Cultural Heritage

First Nations communities are a key stakeholder group within the Western Sydney community and continue to be engaged and involved in the management or Aboriginal Cultural Heritage values on the WSA site. Major survey and salvage works have been completed for the project project with the archiving and documentation of the artefacts being completed during the reporting period. Compliance against the Aboriginal Cultural Heritage Objectives and Targets is shown in Table 16 below.

Table 16 - Aboriginal Cultural Heritage Objectives and Targets

Objective	Target	Measurement
Minimise disturbance and loss of Aboriginal cultural heritage value.	Comply with the objective to manage heritage values in the ECZ as outlined in the Land Use Plan.	Objective Met
Protect and conserve in situ where appropriate those Aboriginal cultural sites and sites located within the ECZ.	Comply with the objective to manage heritage values in the ECZ as outlined in the Land Use Plan.	Objective Met
Seek Aboriginal stakeholder participation during the development of the CEMP and incorporate Aboriginal cultural heritage management measures.	Aboriginal stakeholders contribute to the development of the CEMP and related mitigation and management plans, participate in archaeological surveys and are consulted about the management, storage and curation of cultural materials salvaged at the airport site.	Objective Met
	Implementing Aboriginal cultural heritage management measures as agreed with Aboriginal stakeholders.	Objective Met
Contribute to a greater understanding of the archaeological record within Western Sydney.	Aboriginal cultural heritage values of the Airport Site are commemorated in detailed design at the airport.	Objective Met
Treat Aboriginal cultural heritage items with respect having regard to identified values and avoid any unnecessary impacts.	Employees and contractors to complete Aboriginal cultural awareness training prior to working in areas of cultural significance. Compliance with the general duty to preserve heritage under the AEPR.	Objective Met
Comply with legislation and other requirements.	No Non-Conformance with the requirement of the CEMP.	Objective Met

WSA continues to ensure that Aboriginal cultural values are protected throughout the construction and are a part of the long-term operational planning and life of the airport.

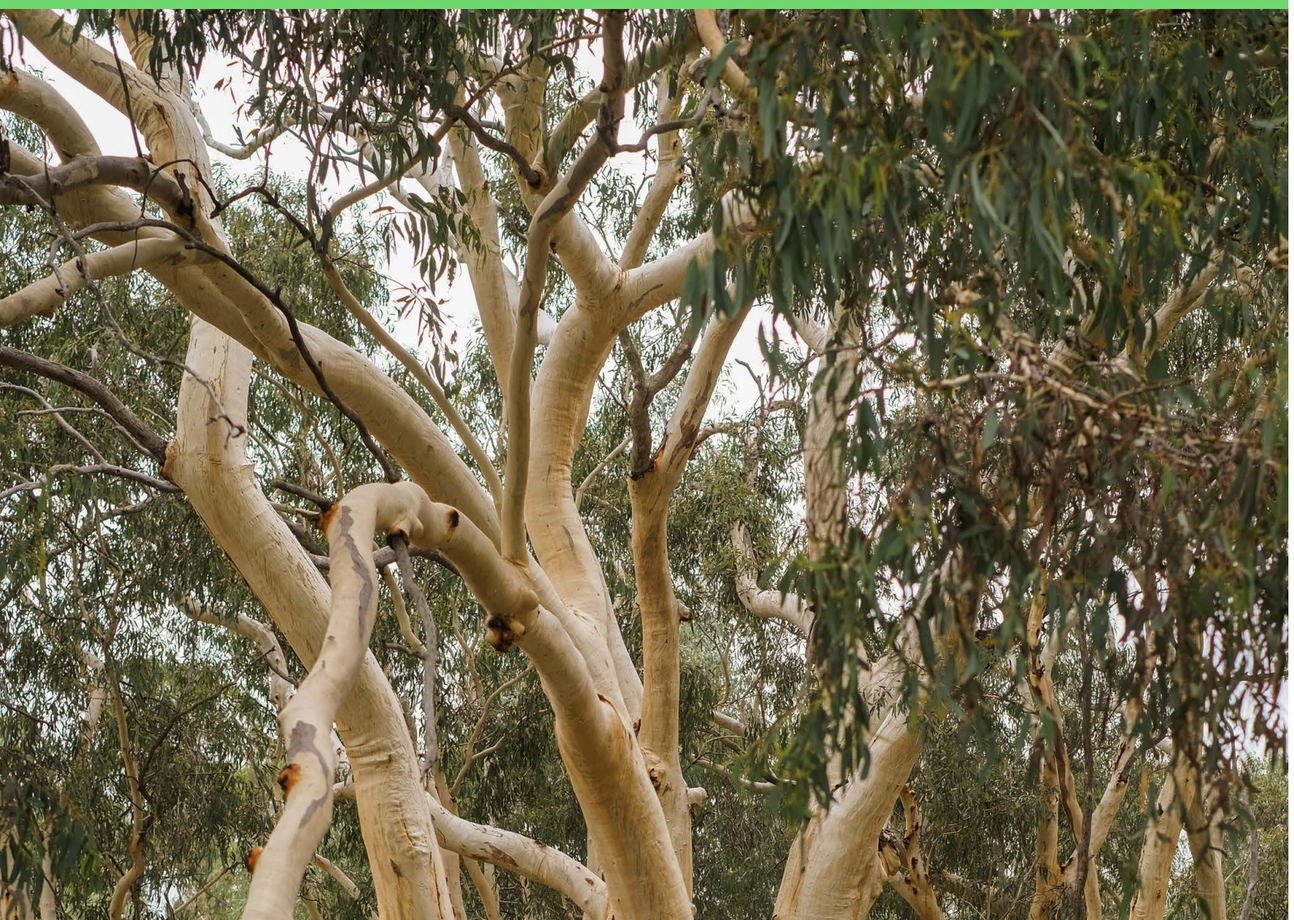
Management actions to protect this area include:

- Heritage Topsoil Stockpile location within the ECZ has established excellent ground cover.
- Construction activities have not occurred in this area.
- Ensure access to the area is limited to WSA employees and approved personnel.

Furthermore, the Environmental Conservation Zones remain in place protecting the existing heritage items located in these areas.

12

European and Other Heritage



European heritage items were identified during the Environmental Impact Assessment. All European heritage clearance was undertaken by the Department of Infrastructure prior to construction works occurring.

During construction works, WSA has been operating in compliance with the European and Other Heritage CEMP; this includes following the project Unexpected Finds Protocol in the event European Heritage finds occur.

There were no unexpected finds of European and other heritage associated with WSA works during the reporting period.

Compliance against the European and Other Heritage objectives and targets are shown in Table 17.

Table 17 - European and Other Heritage Objectives and Targets

Objective	Target	Measurement
Minimise disturbance and loss to European or Other Cultural Heritage value.	Compliance with objectives to ensure that environment and heritage items are appropriately considered as outlined in the Land Use Plan in the Airport Plan.	Objective Met
Enhance public knowledge of the heritage values in the local area.	Recognising the European and other heritage values of the site in the detailed design of the airport.	Objective Met
Implement agreed management measures for elements of European and other heritage.	Compliance with the general duty to preserve heritage under the AEPR.	Objective Met

13

Waste and Resources

Waste and resources are managed in accordance with the WSA Waste and Resources CEMP.

The MWC are continually undertaking reviews of current management practices to improve waste management on site as well as reduce waste disposed to landfill including:

- Onsite containment of Unexpected Finds rather than disposal to landfill
- Ongoing importation of sandstone from WestConnex Project
- Importation of Virgin Excavated Natural Materials (VENM) from other major projects across Sydney.
- Office waste initiatives working with local social enterprises to support the Return and Earn scheme, proceeds have been donated to Luddenham Primary School.
- New office waste bins installed at office buildings to facilitate segregation practices and improve diversion from landfill rates.

Figure 37 - Waste segregation on site including coffee cup waste stream

Performance criteria for waste management are set in the Waste and Resources CEMP and compliance against these targets are shown in Table 18.

WSA and MWC are tracking waste generated in accordance with the requirements of the CEMP and Sustainability Plans including for:

- General construction waste.
- Recycled construction waste.
- Office waste (recyclable and non-recyclable).

Materials that are imported to the WSA site undergo review and risk assessment by WSA prior to approval to bring to site.

13. Waste and Resources

Table 18 - Waste and Resources Objectives and Targets

Objective	Target	Measurement
Minimising waste production and ensure that all waste material generated on site is handled in a responsible manner, and in accordance with legislative requirements.	Effective application of the waste management hierarchy across construction activities.	Objective Met
Maximise efficient use of resources including minimising resource use and maximising recovery and recycling.	Effective application of waste management hierarchy across construction activities.	Objective Met
	Achieve the waste re-use / recycling targets.	Partially Met - Opportunity for Improvement
Prevent pollution associated with the management and disposal of waste material.	Dispose of waste materials in accordance with relevant legislative requirements.	Objective Met
Minimise the risk of illegal dumping on the Airport Site.	No illegal dumping on the airport site.	Objective Met
Increase employee and subcontractor awareness of their obligations about waste management and recycling opportunities.	All employees to receive training / induction for all waste and resources CEMP.	Objective Met
Ensure the implementation of appropriate environmental controls and procedures.	Effective application of the waste and resources management across construction activities.	Objective Met

Waste is tracked by contractors including for:

- General construction waste (non-recyclable).
- Recycled construction waste (concrete, bricks, metals, plastics, tiles, etc.).
- Office waste (recyclable and non-recyclable).

Construction waste diversion from landfill has achieved an average of 95%, exceeding the targeted 80%. During the reporting period the BEC package was completed and achieved the following overall waste performance:

- 100% diversion of spoil waste diverted from landfill, exceeding the 80% target
- 96% of non-hazardous waste/ inert material diverted from landfill, exceeding 80% target

The average office waste recycling for the reporting period across all packages was 42% compared to the targeted 60%.

Improvement plans and waste audits have been implemented by each active package to maximise office recycling opportunities and meet the required targets prior to the completion of works.

Packages have implemented targeted education programs and made waste a focus for the 2023 World Environment Day.

Additional social enterprise waste related initiatives include widespread adoption of the Return and Earn scheme. Since its launch at WSA in Jun 2023 there has been over 3,105 containers to date collected for direct recycling.

The below graph in Figure 38a represents the performance against the office waste targets within the reporting period. The target is based across the entire construction program and must be met prior to the completion of construction works.

Additional waste targets are set in the CEMP compliance tables including for:

- Surplus spoil (virgin excavated natural material / Excavated natural materials).
- Contaminated soil.
- Vegetation.
- Concrete and brick.
- Steel.
- Surplus construction materials (steel, PVC, wood).
- Used oils/lubricants – liquid waste.
- General solid waste.

All virgin excavated natural material / excavated natural materials were re-used either onsite or offsite during the reporting period.

The WSA Project main works packages have met or exceeded their waste management targets as prescribed in the CEMP for the majority of targets.

As previously described, the only target which the project is targeting for improvement is office waste recycling. These improvement programs will be described in the following reporting period.

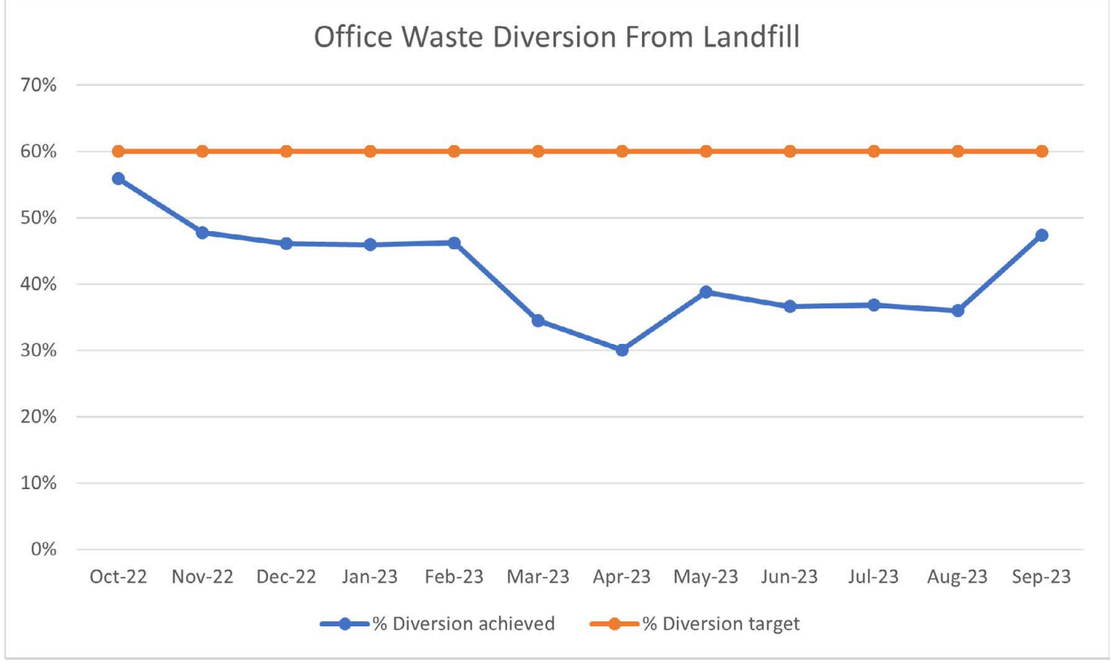


Figure 38a - Office Waste Diversion from Landfill

The below graphs in Figure 38b represent the performance against the construction waste targets within the reporting period. Performance is strong and demonstrates positive segregation and recycling practices.

Potable and Non-Potable Water Use

Water is used on site primarily for dust suppression and concrete construction activities.

Non-potable water use has significantly exceeded the 33% non-potable water consumption target. During this reporting period, the current use of non-potable water of the total water consumed across WSA is 77%. A fantastic achievement in managing water scarcity in Western Sydney.

Non-potable water consumption targets have been achieved primarily through:

- Reuse of water sourced from on-site retention basins.
- Sydney Water recycled water.
- Reclaimed water from the CSR mine site.

Figure 39 demonstrates the percentage of non-potable consumed of the total water consumption during the reporting period, compared to the target.

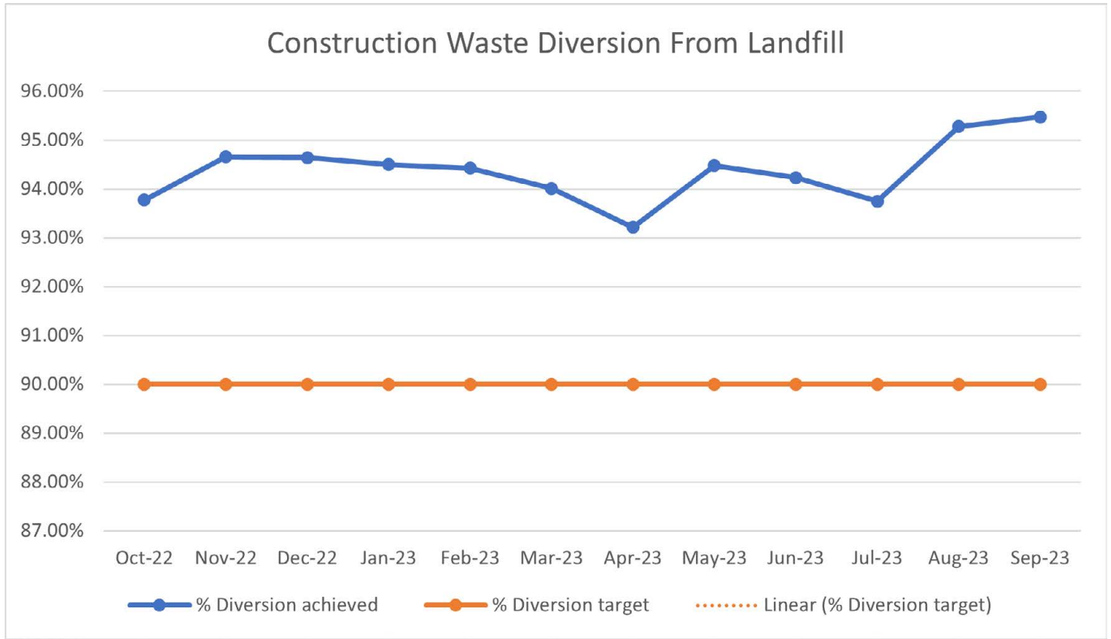


Figure 38b - Construction Waste Diversion from Landfill

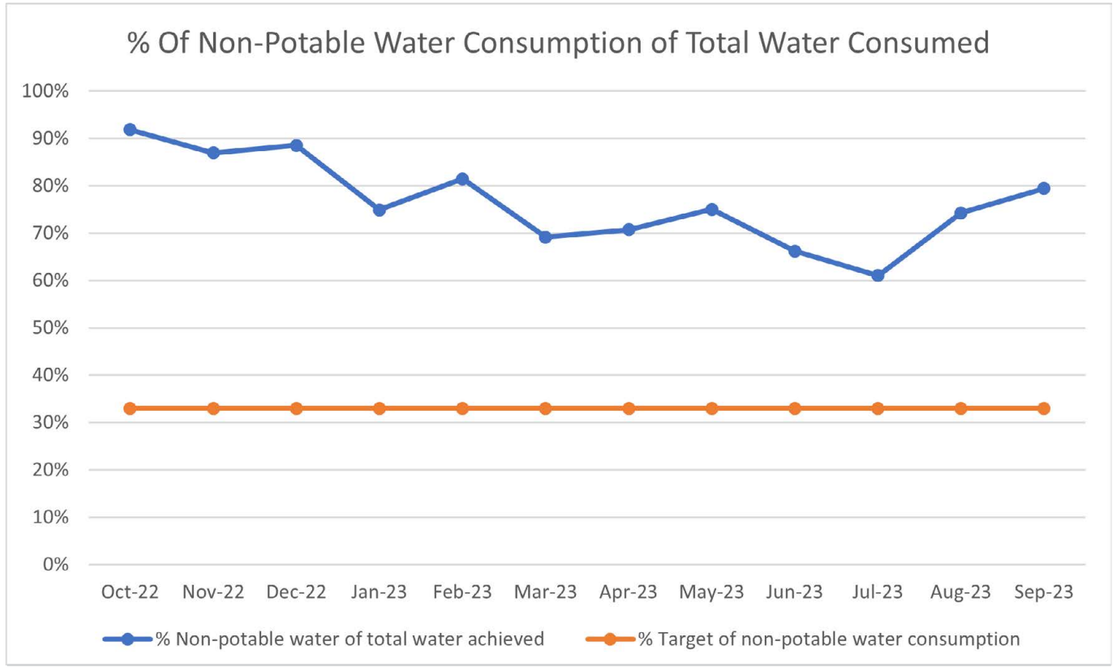


Figure 39 - Non-Potable Water Consumption

Fuel and energy Consumption

The targets set as part of the Sustainability Plan is a 10% reduction in greenhouse gas emissions compared to a modelled baseline, across the full construction and operational life of the project.

The BEC package has managed to exceed the target and achieve a 15.6% reduction across its full project lifecycle. Their energy models have been externally verified by the Infrastructure Sustainability Council as part of the project completion in this reporting period.

This has been through a combination of the below initiatives:

- A successful use of hybrid solar/diesel generators to power the construction site compound for the Bulk Earthworks Contractor.
- Implementation of solar lighting for worker and staff car parks.
- Optimisation of construction plant and logistics haulage routes, minimising fuel consumption.

The TSS package current modelling demonstrates its on track to exceed the 10% target. Current modelling forecasts suggest a 39% reduction in fuel and energy shall be achieved through its design and construction. Key initiatives from TSS package are:

- The solar PV systems including the 4.5 MW system on the terminal building roof and the 46.4 kWh system on fuel farm administration building.
- The terminal building design initiatives including the electric heat pumps which have replaced gas boilers, high efficiency lighting fixtures, electric hot water heaters which have replaced gas boilers, high efficiency heating ventilation and air condition (HVAC) equipment, high performance chillers and high efficiency pumps.
- Electric ground support equipment (GSE), ground power units (GPU) and pre-conditioned air (PCA) equipment replacing diesel equipment on the airport apron.

Modelling for ACP and LCB packages is in its final stages of completion following recent design changes. Final forecasts and tracking against the forecasts shall be reported on, in the next reporting period.

14

Environmental Compliance and Assessment

WSA proactively supports assessment of compliance against the Airport Plan and CEMP through various assurance activities including:

- Weekly Environmental Meetings.
- Weekly Inspection Reports.
- WSA led audits of contractor performance.
- External third-party audits of CEMP compliance.
- Investigation of incidents.
- Permit close out.

This approach enables the identification of corrective and preventative actions to allow for lessons learned to be shared and continual improvement across the project.

Incidents

All incidents identified during the reporting period were minor and resulted in no environmental harm. WSA classifies incidents under the following general categories:

- Level 3 – Minor Impact.
- Level 2 – Moderate Impact.
- Level 1 – Extreme Impact.

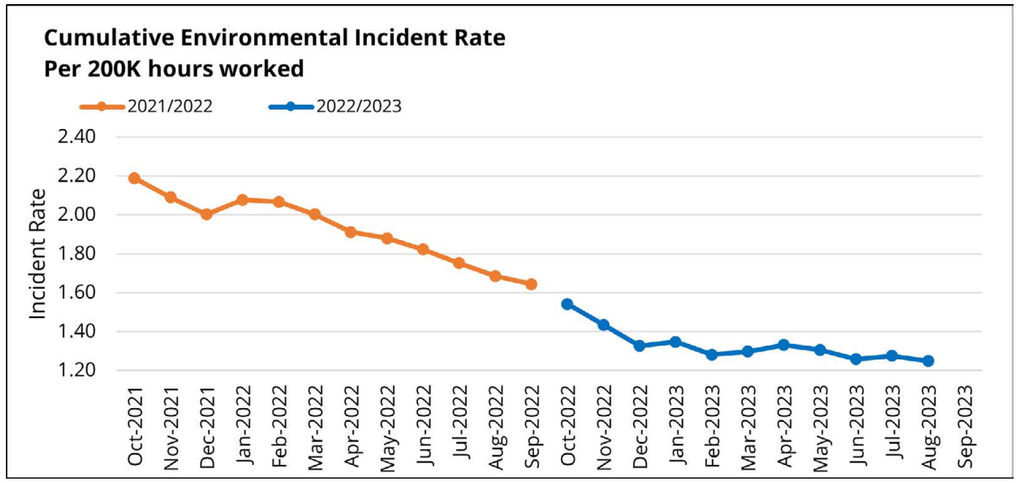


Figure 40 - Incident Rate 2021/2022 to 2022/2023 reporting years

Over the course of the reporting period there were eight Level 3 - Minor incidents, and seven minor spills (< 20L to land) recorded. No Moderate or Extreme (Level 1 and 2) incidents occurred. Corrective actions were assigned for incidents and closed out in a timely manner by MWC.

The cumulative average site incident rate has decreased from the previous reporting period. During the current reporting period, the incident rate has continued to trend downwards from 1.64 incidents per 200K hours at the start of the reporting period to 1.22 incidents per 200K hours at the completion of the reporting period.

Audits and Inspections

The WSA project conducts both internal audits (completed by WSA), and external audits (completed by an independent Third Party). A total of nine audits were completed for the period:

- **7 Internal audits** completed against the requirements of the CEMPs by WSA.
- **2 External audits** completed against the requirements of the CEMPs by a Third Party.

There were no major corrective actions that were observed during the audits, other findings included:

- Minor documentation updates / reviews.
- Maintenance of environmental controls in field.

Corrective actions were applied and closed out by relevant parties in a timely manner.

Throughout the reporting period WSA conducted over 158 joint inspections with the MWC to assure works are being undertaken on a day-to-day basis in compliance with CEMP. The increased frequency of inspections reflects the increased works activities on site. The WSA weekly inspections are primarily focused on field implementation of the CEMP environmental mitigation controls. This is in addition to Contractors and other third-party environmental inspections.

14. Environmental Compliance and Assessment

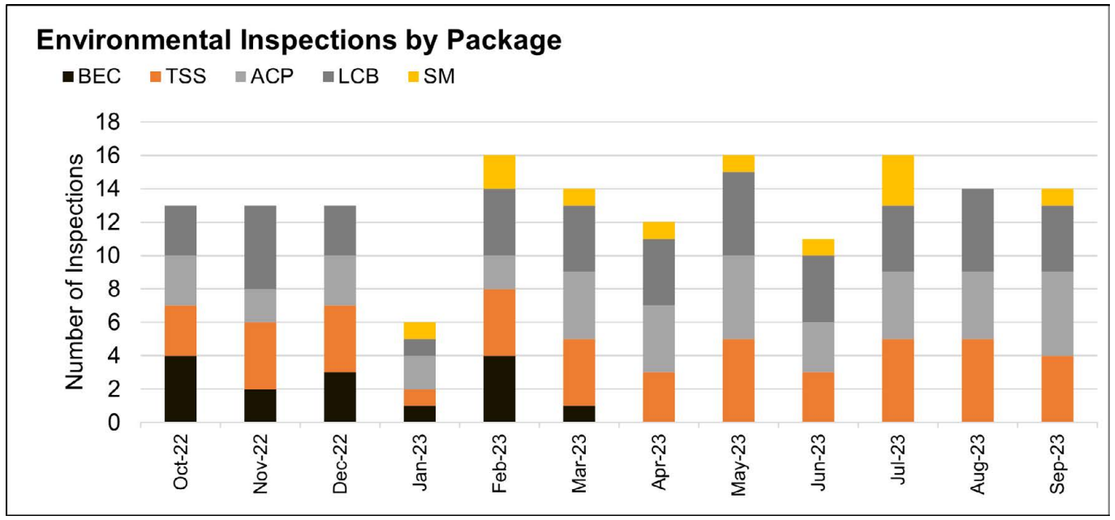


Figure 41 - Environmental Inspections by Package

There were 483 corrective actions identified from WSA inspections with contractors. Of which, 57% related to erosion and sedimentation controls, 15% related to spill prevention, 10% related to water management, 9% related to waste management.

Additionally, field controls are jointly reviewed with the Main Works Contractor and WSA prior to implementing WSA environmental permits including, but not limited to:

- Land Disturbance Permits.
- Environmental Control Maps.
- Preparatory Activity Approval forms.
- Dewatering Permits.

During the reporting period the project experienced higher than usual rainfall due to the La Niña weather patterns. Rainfall over the reporting period is outlined in the graph below against the historical records for the Bureau of Meteorology Rainfall Gauge at Badgerys Creek.

Due to the high levels of rainfall, there were five recordable events. Recordable events are defined as rainfall events that exceed the NSW Bluebook design criteria for the project causing the water retention basins to overtop. It should be noted the NSW Bluebook design criteria was exceeded more than nine times however due to additional capacity and exemplar management by the contractors, the number of recordable events was reduced.

WSA ensure that the basins are managed appropriately to meet both water quality and volume requirements.

Management actions that WSA Main Works Packages undertake prior to and during rain events includes:

- Installation of upstream erosion and sedimentation control devices to capture sedimentation.
- Treatment of water in detention basins with flocculant to settle out turbidity.
- Testing field parameters for water quality prior to discharge.
- WSA approved dewatering permits for all discharges both internally on the airport site, and externally to water bodies.
- Controlled discharge into the receiving water bodies through pipes or valves.
- Ensuring basins remain below the dewatering mark, to maintain NSW Bluebook Design Capacity, prior to rain events to ensure maximum detention is achieved.

All recordable events were reported by WSA to the Airport Environment Officer.

15

Sustainability

As the project progresses the sustainability focus at WSA moves from building the infrastructure to building the business. Performance during design and construction is strong across all packages. Areas of note-worthy performance include non-potable water use, use of recycled materials, construction waste diversion from landfill and workforce targets on local employment and diversity.

During the reporting period the WSA Sustainability Plan (SP) (Revision 4) was applicable and approved in October 2022.

Integration of sustainability continues to occur through every stage of the project, in planning, design, procurement and construction as detailed below:

Planning: Airport Stage 1 Development

The Sustainability Strategy is being developed 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.

Procurement: TSS, ACP, LCB

All packages within the WSA Program have either completed their construction stage procurement (BEC) or are in the final stages of market engagement (ACP, TSS and LCB). During the transition between design and construction, sustainable procurement is a key driver to maximise innovation and support the package sustainability ratings.

Detailed Design: TSS, ACP, LCB

Excluding minor design changes, detailed design has been completed within this reporting period, with numerous packages being “Issued for Construction” (IFC). All packages design, has in the first instance value engineered reductions in emissions, waste, water consumption and environmental discharges. Where compliance restraints prevent the initial value engineering, the design has looked to minimise the impact through intelligent product selection and construction practices. Examples of this have been seen through Portland Cement replacement within concrete, increased use of recycled steel products, high Recycled Asphalt Product (RAP) in asphalts, maximising the energy and water efficiency of products and passive design solutions. LCB and TSS are working with industry partners to maximise the installation of both customer and airside electric vehicle capacity.

Construction: BEC, TSS, LCB, ACP

BEC has completed construction during this reporting period and received its final Infrastructure Sustainability (IS) As-built Rating. It was successfully verified as “Leading” the highest sustainability rating achievement level issued by ISC and exceeded its target of a “excellent” rating.

It was successfully verified as “Leading” the highest sustainability rating achievement level issued by ISC and exceeded its target of a “excellent” rating.

TSS, LCB and ACP hasve successfully commenced construction, its progressing well with significant improvements in sustainability integration particularly with the increased use of non-potable water consumption, electrification of site accommodation and machinery and construction waste recycling rates. Construction related innovations continue to be explored to support the robust design for these packages. ACP and LCB are exploring innovative asphalt products for use across the project. LCB and TSS are working with industry partners to maximise the installation of both customer and airside electric vehicle capacity and capability.

IS Rating

Below outlines the status of achieving Infrastructure Sustainability (IS) Rating across relevant work packages. BEC has achieved its “Leading” rating and the project is complete. Early Earthworks Package achieved its “excellent” rating in previous reporting periods. All remaining Packages are targeting an “Excellent” rating with a minimum score of 65 for Design and As-Built under ISC version 1.2 Rating Scheme.

Terminal and Specialty Services

TSS package continued detailed design and has received verification from Infrastructure Sustainability Council (ISC) on their weightings assessments and base case proposal. TSS Round 1 Design submission is scheduled for the first quarter of the next reporting period.

Airside

ACP package continued detailed design and has received verification from Infrastructure Sustainability Council (ISC) on their weightings assessments. The Round 1 Design submission is scheduled for the first quarter of the next reporting period following the finalisation of their energy, water and materials modelling.

Landside

LCB package continued detailed design alterations and has received feedback from Infrastructure Sustainability Council (ISC) on their weightings assessments and base case proposal. The Round 1 Design submission is expected in the second quarter of the next reporting period as Credit Summary Forms are completed and updated modelling is finalised following design alterations.

15. Sustainability

Greenstar Rating

Table 19 outlines the status of achieving Greenstar Rating. Both LCB and TSS packages must achieve a Green Star Design and As Built and Interior v 1.3 Rating for their facilities.

Figure 42 – BEC Environment and Sustainability Manager and Sustainability Graduate receiving their Leading ISC As-built sustainability rating at the ISC annual conference in Melbourne in September 2023.

Table 19 - Green Star rating progress

Package	Goal	Update
Terminal Specialty Services	Terminal building – 4 Star (5 Star stretch target). Fuel Farm – 4 Star.	The package successfully submitted and received feedback on their Round 1 Design Review for the main Terminal building. Their Round 2 Design Review is anticipated in the first quarter of the next reporting period. The package successfully submitted the Fuel Farm Round 1 Design Review in the final quarter of this reporting period. Feedback from the Green Building Council is expected in the first quarter of the next reporting period.
Landside	Operations and maintenance facility – 4 Star. Airport Operational Control Centre – 5 Star. Main Airside Access Gate – 5 Star.	The package successfully submitted and received feedback on their Round 1 Design Reviews for all three Green Star Ratings. Their Round 2 design submissions are anticipated in the first quarter of the next reporting period.

Knowledge Sharing and Communication

WSA and MWCcontinue to participate in knowledge sharing. Both internal 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).

Competence and Awareness

Onboarding is provided through project inductions, including WSA, Delivery Partner and MWC. Topics covered during the project induction include:

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

WSA conducts weekly half hour meetings, where functional departments and Delivery Partner give updates and educational presentations. Toolbox Talks are also conducted by WSA and the Main Works Contractor's weekly. Each Toolbox Talk has a different focus ranging from safety to sustainability and environmental topics.

Workforce Programs

Capability Development

WSA's commitment to developing its current and future skills in the workforce continues with improving leadership capability, workplace health and safety, mental health training and individual competency to improve project performance.

This commitment to developing current and future capability extends to our continued effort with the WSA Employment Skills Taskforce (Skills Taskforce). The Skills Taskforce is a collaboration between the MWC, 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 evolved the Higher Education strategy by collaborating with the education sector, including TAFE, and CSIRO, to support pre-employment programs that showcase careers in aviation.

WSA opened the Western Sydney Airport Connectivity Centre in Penrith, in collaboration with TAFE and TSS contractor, Multiplex. The Centre serves all of Western Sydney, supporting our community's most vulnerable members by providing a wrap-around service that builds their skills, confidence and experience to secure a job and sustainable long-term employment.

WSA's Diversity and Inclusion Action Plan, and employee committee, focus on influencing behaviour at individual, team and organisational levels. These have a positive impact by valuing differences and promoting opportunities for all employees.

Assurance

Auditing was conducted as per the Sustainability Plan (every 6 months). Audits that were completed during the reporting period are outlined in Table 20 below.

Table 20 – Assurance Activities Conducted

Package	Audit Date	Findings requiring action	Findings requiring action
TSS	Nov 2022	Two (2) findings were identified during the audit – one (1) Minor Non-Conformance relating to office waste recycling performance, and one (1) OFI regarding sustainability content within the project induction presentation.	All findings closed
	May 2023	Four (4) findings were identified during the audit – two (2) Opportunities for Improvement relating to the Project's Green Star Rating requirements, and two (2) Observations – one relating to seeking acceptance for operations phase climate change risks, and one relating to office waste data collection.	All findings closed
LCB	Nov 2022	Four (4) findings were identified during the audit – one (1) Opportunity for Improvement and two (2) Observations relating to the Project's Green Star Rating requirements. One (1) Minor Non-Conformance was sighted related design requirement assurance.	All findings closed
	May 2023	Nine (9) findings were identified during the audit – five (5) Observations related to procurement, assurance and risk. Four (4) Minor Non-Conformances were identified related to water, office waste, reporting and modelling were identified.	All findings closed
ACP	Feb 2023	Two (2) findings were identified during the audit, both of which were Observations. Both observations focused on modelling and modelled reductions.	All findings closed
	Aug 2023	One (1) finding was identified during the audit, which was classified as an Observation. This was related to sustainability engagement.	Finding being addressed for closure within the next reporting period

16

Sustainability Targets

WSA is committed to achieving the sustainability goals that are set out in Section 5.8 of the WSA Sustainability Plan. These targets have been aligned to the United Nations Sustainable Development Goals (UNSDG) and are to be achieved during the design and construction of the Western Sydney Airport prior to operations in 2026.

Climate Resilience

WSA aims to build the Western Sydney Airport to be resilient to the impacts of climate change. Through strategy, design, operational solutions and engagement with external stakeholder's, climate risk will be mitigated to minimise impacts to the Western Sydney Airport.

CLIMATE CHANGE ADAPTATION	Target 100%
Design and Construct for climate change resilience	

Climate Change Adaptation targets have been met with 100% of extreme and high rated climate change risks identified, assessed and appropriate measures implemented, with no extreme residual risks after treatment. Climate Change Risk Assessments have now been conducted for all packages within WSA with subsequent phased reviews ongoing during construction stages.

CLIMATE CHANGE ADAPTATION	Target 25 - 50%
Design and Construct for climate change resilience	

Adaptation options requirements have been met with suitable adaption options being implemented for 25-50% of medium priority climate change risks across all packages.

Carbon pathway

WSA aims to build the Western Sydney Airport, so it is ready to achieve a carbon neutral future. Intelligent design and energy optimisation will be foundations of this approach. The development of the Sustainability Strategy will formalise how the Airport will progress along the Carbon Neutral Pathway, including setting targets for the Airport Carbon Accreditation Scheme, and developing Energy and EV strategies.

ELECTRICITY USE

Design and Construct for reduction in electricity use.

Target 15%

TSS has demonstrated a 16% reduction, LCB and ACP packages are finalising their modelling to demonstrate compliance. This target is not applicable to BEC works based on their scope of works.

CLIMATE CHANGE ADAPTATION

Reduce non-aviation fuel use by designing for electric air-side vehicles.

Target N/A

TSS package includes electric vehicle charging stations to accommodate electric ground supporting equipment (air-side vehicles). The design includes 22 x 80v chargers and 4 x 400v charging stations, each with two charging ports, giving the ability to charge 52 airside vehicles simultaneously.

REDUCED EMISSIONS

Reduction in greenhouse gas emissions compared to base case footprint including Scope 1, Scope 2 and Land Clearing Emissions.

Target 10%

BEC have demonstrated a 15.6% reduction against the modelled base case. This has been through a number of effective fuel saving initiatives such as optimised plant and fleet, use of solar tower-lighting, improved logistics to minimise plant tracking and travel distances and carbon offsets.

TSS has forecasted greenhouse gas emissions reductions exceeding 30%. Notable through operational design optimisation and proactive and early electrification of their temporary accommodation thereby minimising dependency on fuel use. LCB and ACP packages are in final stages of modelling following recent design changes.

Circular Resources

WSI is being designed with circular economy and passive sustainability at its core. These principles are based on designing out waste and building as much efficiency as possible into the airports structure, construction material, water and operational building systems such as air-conditioning.

WATER USE

Reduction in total water use compared to base case footprint.

Target 5%

BEC achieved a 20% reduction. TSS is forecasted to achieve 23% against their base case footprint. ACP and LCB are in their final stages of modelling and will be reported on in the next reporting period.

WATER USE

Water use from non-potable sources, from reclaimed or recycled wastewater or harvested water.

Target 33%

Across WSA this target is being exceeded, with the aggregated consumption across all packages, exceeding 90% of total water consumption.

ENV. LABELLING

Material or products have an ISC approved environmental label

At least 1 Product or Material

This target is being exceeded across WSA. key materials with Environmental Product Declarations (EPDs): concrete and elevators, steel reinforcement, precast pipes, and ready-mix concrete, asphalt and numerous fixtures and fittings.

RECYCLED CONTENT

Mandatory optimisation of recycled content in concrete and steel construction products

Not Specified

This requirement is embedded in the design and procurement process for all contracts. Notably Bulk Earthworks Contractor has achieved an average of 57% of Portland cement substitution with Supplementary Cementitious Materials (SCM). The TSS and LCB packages are exceeding 30% SCM and averaging 60% of reinforcement steel being made from recycled steel products.

16. Sustainability Targets

INNOVATIONS	Minimum of 3
Sustainability Innovations (SI) implemented.	

This target has been exceeded to date through the recent verification of five innovations by the Infrastructure Sustainability Council. SI continue to be explored and integrated by LCB, ACP and TSS.

ACP is exploring innovations in aircraft pavement.

LCB is exploring sustainable asphalt opportunities.

TSS is exploring opportunities for electrification of ground side equipment.

WASTE RECYCLING	Target 80-90%
Percentage of inert or non-hazardous waste diverted from landfill for recycling or reuse.	

This target is being exceeded across WSA. 95% of all inert or non-hazardous waste is being diverted from landfill for recycling or reuse.

ENV. LABELLING	At least 1 Product or Material
Material or products have an ISC approved environmental label	

This target is being exceeded across WSA. key materials with Environmental Product Declarations (EPDs): concrete and elevators, steel reinforcement, precast pipes, and ready-mix concrete, asphalt and numerous fixtures and fittings.

WASTE RECYCLING	Target 60%
Percentage of office waste diverted from landfill for recycling or reuse.	

This target was not met in the reporting period. The average for the reporting period across all packages was 42%. Waste audits and improvement plans are actively being undertaken to maximise office recycling opportunities and meet the target prior to the completion of works. Additional initiatives such as Return and Earn schemes have been implemented during this reporting period to support an active effort to meet the target.

Biodiversity

Western Sydney is known as the food bowl of Greater Sydney where majority of local produce is grown and farmed. It is home to the critically endangered Cumberland Plain Woodland.

WSA is committed to restoring and maintaining areas of Cumberland Plain Woodland in the Environmental Conservation Zones (ECZ) and other biodiversity programs.

BIODIVERSITY AND LANDSCAPING	Target 70%
Plantings to be Australian Native.	

This target has been met within the design of LCB and TSS. The BEC and ACP package exceeded this target with 100% of all plantings being Australian natives.

BIODIVERSITY AND LANDSCAPING	Target 50%
Plantings to be Indigenous native plants to preserve Cumberland Plains identity in the Western Sydney Area.	

This target has been met within the design of LCB and TSS. The BEC and ACP package exceeded this target with 85.7% of all plantings being Indigenous native plants.

Thriving Society

Western Sydney is Australia's third largest economy and one of the most vibrant and exciting regions in Australia. It is home to people from hundreds of diverse cultures, united by their strong community spirit, love of family and determination to work hard to build a better future.

WORKFORCE DIVERSITY	Target 30%
Percentage of local workforce employed during construction.	

This target has been consistently exceeded across WSA, with local employment at 51.4% since project inception.

WORKFORCE DIVERSITY	Target 7.6%
% of overall workforce diversity: Women in non-traditional roles, socially and economically disadvantaged people and or people with a disability.	

This target has been consistently exceeded across WSA, with 32.32% of the workforce in non-traditional roles, socially or economically disadvantaged people and people with a disability since project inception.

LEARNING WORKERS	Target 20%
Representation of workforce through learning by workers by 2025 (including trainees, apprenticeships and workers training to upgrade their qualifications and skills).	

This target has been consistently exceeded across WSA, with representation of the workforce through learning workers at 30.96% since project inception.

WORKFORCE DIVERSITY	Target 2.4%
Percentage of overall workforce diversity: Indigenous Workforce.	

This target has been consistently exceeded across WSA, with the total Indigenous workforce at 2.72% since project inception.

PEOPLE	Minimum of 1
Number of priority community health and wellbeing issues to be identified and measures implemented to positively contribute to these issues.	

Priority issues have been explored and integrated across WSA. The target has been exceeded by addressing four priority community health and wellbeing issues – local and disadvantaged employment, community connection, education and creating opportunities, and enhancing the local environment.

Measures implemented over the course of the project include the use of Cleanforce and achievement of workforce targets, donation of feed to Taronga zoo, NAIDOC week ceremony (2020), heritage topsoil moved into ECZ, donation of asphalt to Luddenham showground, ABCN school mentor program, Western Sydney Job Fairs, TAFE Youth Engagement Strategy, Community Open Day, SSI mentoring and Safety Awareness Program, clean-up of Luddenham Primary School post flooding and the NRL school to work initiative, 2023 World Environment Day- clean-up of Oaky Creek.

WORKFORCE DIVERSITY	Target 3%
Percentage of contracts awarded to indigenous businesses.	

This target has been consistently exceeded across WSA, with 10.19% of contracts awarded to indigenous businesses since project inception.

17

Community and Stakeholder Engagement

In accordance with the WSA Community and Stakeholder Engagement Plan (CSEP) and as a requirement of the Airport Plan, this section has been prepared to comply with WSA's obligations under Chapter 28 of the Environmental Impact Statement and Condition 15 of the Airport Plan.

Community Engagement

Community interest in the project remains strong as the work advances.

WSA continues to evolve the ways in which its team interacts with the community to ensure they are informed and up to date on construction activities as outlined below:

- 15 notifications distributed by letterbox regarding construction works to neighbouring residents.
- 50 meetings and 105 door knocks were held with the local impacted residents and businesses to keep them informed regarding construction activities.
- Four quarterly Airport Construction updates delivered to approximately 800 surrounding properties.
- Monthly social media and regular general media television and press activities.
- Guided site tours; and discussions facilitated by the WSA Community Engagement Team.
- WSA participation in and sponsorship of local area and agricultural shows, open days, cultural festivals and career expos.
- Ongoing development and growth of Your WSI to facilitate a deeper connection with the airport, its progress, opportunities for input through targeted communication and engagement.
- Coffee catch-ups in collaboration with local businesses and project MWC. Providing an informal connection for residents and interested stakeholders to have a face-to-face discussion with a member of the WSA Community Engagement team.
- Supported the Government's flight path community pop up information sessions across Western Sydney to provide information on the airport's progress and opportunities.
- Two Community Information Sessions before and after business hours with residents and businesses across the airport precinct providing an opportunity to learn more about the construction progress, works on site and speak directly to project team members, including the Business Park Precinct.
- Delivered a Community Open Day on Saturday 17 June 2023. Hosting 1000 members of the community at the WSI Experience Centre. Activities included:
  - Learning about the rich Aboriginal heritage of the region,
  - Getting up close to heavy machinery,
  - Learning about local emergency service providers,
  - Learning about WSA's sustainability practices,
  - Learning about construction and operation of Western Sydney International, including information from the different packages,
  - Learning about surrounding infrastructure projects (M12, Sydney Metro, WPCA, Department of Infrastructure, Sydney Water); and a
  - Bus tour that gave attendees a close-up look at the terminal construction site.

17. Community and Stakeholder Engagement

Formal community engagement meetings were ongoing during the reporting period with the following groups attended or led by WSA:

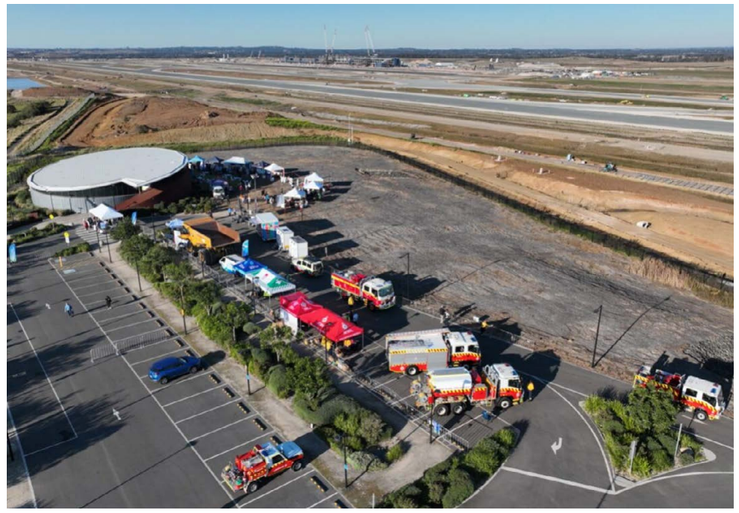
- Climate Change Risk Assessment.
- First Nations Forum on workforce participation.
- Community Consultative Committee.
- Forum of Western Sydney Airport (FoWSA).

Stakeholder Engagement on Social Impact

The WSA Community Engagement Airport Construction Team regularly conducts tours and information sessions on the project. During the reporting period 116 on-site tours and 65 perimeter tours were conducted.

Groups that visited included:

- Commonwealth government representatives including the new Prime Minister Anthony Albanese in May 2023, accompanied by Qantas and Jetstar leaders to announce their commercial commitment to operate domestic airline businesses from WSI when it opens in 2026.
- Border Force, Australian Federal Police.
- Community groups such as seniors' organisations.
- Local councils, chambers of commerce, Schools and Education Groups (CSIRO, TAFE. Universities, First Nations).
- State government agencies – Transport for NSW, Destination NSW, CSIRO, Western Parkland City Authority (WPCA)
- Airlines
- Transport Workers Union
- Construction and operations stakeholders.



WSA Community Open Day 17 June – on site at Eaton Road, Luddenham.

The WSI Experience Centre forms an integral component to connecting with the community and sharing information. Close to 30,000 people visited the Experience Centre during the reporting period, and in August 2023 a milestone achievement of welcoming its 50,000th visitor.

During the reporting period, over 110 stakeholder engagement events were completed including the hosting of local councils, state and federal Members of Parliament.

Social Impact Strategy

WSA is committed to ensuring the project remains accessible to the community and has developed a targeted Social Impact Strategy which focuses on six core areas:

1. First Nations Peoples
2. Western Sydney Communities
3. Women in Western Sydney
4. Youth
5. Culturally and Linguistically Diverse Communities
6. WSA Employees

These focus areas are underpinned by specialised programs and initiatives to drive awareness and engagement on the benefits and opportunities the airport is delivering from pre-employment pathways through to careers of the future.

Government Relations

WSA continues to meet its government stakeholder obligations through the following activities:

- Development of the Presentation Approval Framework for coordination of engagement activities.
- Successful facilitation of more than 100 external engagement opportunities.
- Distributed of WSA's quarterly Gateway newsletter to community, government and industry stakeholders
- Hosting Quarterly Stakeholder Planning Forums.

Industry Participation Plan

To maximise local employment and business opportunities throughout construction and operations, the following measures have been implemented:

- WSA's current Australian Industry Participation Plan includes consideration of local industry participation.
- The WSA Equal Opportunity, Diversity and Inclusion Policy along with the Diversity and Inclusion Policy and Strategy details WSA's commitment towards:

- An equal, fair and reasonable opportunity to obtain employment and gain promotion at WSA,based on merit.
- Providing opportunities to First Nations Australians.

WSA has the following employment targets to achieve for the project:

- During the construction phase 30% of employees will be residents of Western Sydney (in operation WSA will have a target that 50% of employees are local residents from Western Sydney).
- At least 3% of all contracts during construction are to be with Indigenous firms.
- 20% of workforce is to be made up of Learner Workers.
- 10% diversity target which includes 2.4% Aboriginal and Torres Strait Islander workers.

Reconciliation Action Plan

As an important step in our contribution to Australia's reconciliation journey, WSA launched its first, 'Innovate' Reconciliation Action Plan (RAP) in March 2022. It sets out our approach to reconciliation both internally and across the communities in Western Sydney through three core pillars of respect, opportunity, and relationships.

Other key activities completed with First Nations stakeholders included:

- Hosting student groups in WSAs First Nations' Taking Off program and First Nations Employment Pathways through information sessions and site tours at WSA.
- Participation and support of local community activations including the Cooee Festival in Mount Druitt and Gandangara Aboriginal Lands Council NAIDOC event and career expos.
- Supported early consultation with First Nations community members regarding art and placemaking at the airport.
- Delivery of National Reconciliation activities and Executive participation at externally hosted NAIDOC Week events
- Cultural celebration, education and awareness programs at the Experience Centre, particularly during school holidays terms and through the youth engagement strategy with students immersed in cultural activities.

Complaints Resolution

WSA maintains an open communication system for complaints including through:

- In person at community information events.
- 1800 toll free phone number.
- WSA website.
- WSA email.
- WSA social media channels.

All complaints are logged by the WSA Community Team and followed up for close out. For the reporting period, there were 16 complaints received by WSA. The WSA Community Engagement Team responds actively to contact stakeholders and track closeout of communications.

All complaints received during the reporting period were closed out with the complainant.

The protocol continues to ensure that:

- Complaints are acknowledged and responded to within 48 hours of receipt, whenever possible.
- Complaints are to be investigated in an appropriate manner and timeframe.
- Any trends are identified so they can better inform corrective actions.
- The complainant is informed about the outcomes of the investigation and any corrective action implemented.

WSA uses Consultation Manager software to register and track all complaints and enquiries that are raised by community members. Information is validated and verified by the WSA Community Engagement Team. Consultation and collaboration with the appropriate contractor also takes place to ensure an issue is resolved.

See below the table that sets out objectives from the July 2022 WSA Community and Stakeholder Engagement Plan.

Table 21 - Community and Stakeholder Engagement Objectives and Targets

Objective	Target	Measurement
Maximise local and regional community awareness of construction activities	1. Establish a professional and experienced community engagement team. 2. Ensure that all members of the project team are informed about community engagement and how to respond. 3. Provide accurate and timely information about the project. 4. Provide information about the ways in which the community can obtain information about the project. 5. Communicate with directly-affected residents and businesses to ensure they have the opportunity to provide timely and meaningful input to developing mitigation measures for potential impacts.	Objective met
Maintain positive relations with the local community	6. Engage in an open, honest and inclusive manner. 7. Provide detailed briefings at key points on planned works and potential impacts and seek feedback from the relevant stakeholders. 8. Develop a close working relationship with local councils across the Western Parkland City through regular updates and meetings. 9. Use a wide range of tools to communicate with the broadest possible audience, particularly in relation to planned works and potential impacts.	Objective met
Respond quickly and effectively to community complaints	10. Promptly respond to enquiries and complaints.	Objective met
Coordinate communication and stakeholder engagement activities across all CEMPs	11. Identify and manage emerging issues. 12. Ensure relevant stakeholders/ community are informed in advance about planned works and potential impacts.	Objective met
Maximise the benefits and minimise the adverse impacts of construction activities through engagement with government agencies at the local, state and national levels	13. Collaboration with all levels of Government through a range of channels including the Stakeholder Planning Forum, regular working groups and project management meetings to maximise opportunities to mitigate cumulative local disruptions and optimise outcomes.	Objective met
Ensure the airport makes a positive contribution to the changing identity and character of Western Sydney	14. Ensure outcomes of consultation are integrated into operational decisions. 15. Engage in an open, honest and inclusive manner. 16. Ensure all members of the project team are informed about community engagement and how to respond. Provide information about the ways in which the community can obtain information about the project.	Objective met

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
3.11.2.1	Construction Plan		
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 approved September 2021 and can be found at https://www.westernsydneyairport.gov.au/sites/default/files/documents/wsa-plan-2021.pdf	Compliant
3.11.2.1.2	The Site Occupier must:	-	
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.	Compliant
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 approved September 2021. Rev 5 approved August 2022. Current construction plan can be found at: https://westernsydney.com.au/sites/default/files/Construction%20Plan.pdf	Compliant
3.11.2.1.3	The criteria for approval of the Construction Plan are that an Approver is satisfied that the Construction Plan:		
3.11.2.1.3 (a)	Sets out:	-	
3.11.2.1.3 (a) (i)	The program and timetable for carrying out the Stage 1 Development.	Construction schedule is set out in Section 2 of the Revision 5 Construction Plan.	Compliant
3.11.2.1.3 (a) (ii)	Details of the construction methodology to be used for carrying out the Stage 1 Airport Development.	Construction methodology is set out in Section 3 of the Revision 5 Construction Plan.	Compliant
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.	Construction activities are outlined in Section 6 of the Revision 5 Construction Plan. Each of the main works packages, external stakeholder works and rail development works are outlined.	Compliant
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.	Land Use Planning is outlined in Section 4 of the Revision 5 Construction Plan.	Compliant
Page 43 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.	Section 6.2.5 of the construction plan outlines the Environmental Conservation Zone and Heritage Salvage status. Figures 3 and 4 in the construction plan show the Environmental Conservation Zone mapped.	Compliant
3.11.2.1.3 (c)	Is otherwise appropriate.	Construction Plan (Rev 5) approved August 2022.	Compliant
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 of each CEMP references the Construction Plan.	Compliant

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
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), Revision 1 has been updated to include the Experience Centre, Site accommodation and material import phases whilst Revision 2 has been updated to include Bulk Earthworks – within the Stage 1 scope of works. Revision 3 was updated to support changes to the Final Airport Site Layout. Revision 4 was updated to include Terminal and Specialty Services scope of works and Revision 5 outlined the remaining main works packages including landside and airside.	Compliant
3.11.2.2	Design of Stage 1 Development		
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 Airport 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.	Compliant
Page 44 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 (https://westernsydney.com.au/), including plans, maps and other documentation.	Compliant
3.11.2.2.3	Where an aspect of the design of the Stage 1 Airport Development or the methodology for carrying out the developments described in Part 3 of the Airport Plan will be relevant to a plan that is not required to be approved until a later time, the Site Occupier may, by agreement of an Approver, submit a preliminary plan to enable that aspect of the design or the methodology to be approved by an Approver in advance of the full plan being submitted. Note: An example of where such a preliminary plan may be required is in relation to specific aspects of the Ground Transport OEMP that may need to be approved well in advance of Airport Operations to enable the layout of the airport to be finalised.	Not relevant at this stage	Not triggered
3.11.2.2.4	The Site Occupier should take into consideration opportunities to minimise noise impacts on Sensitive Receptors in the design of the Stage 1 Airport Development.	Addressed in Noise and Vibration CEMP. Requirement included in the design management system.	Compliant
3.11.2.3	Disinterment of human remains (shared responsibility with WSA and DITCRD)		Not Applicable
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:		Not Applicable

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
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.	Compliant
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).	Not Applicable
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).	Not Applicable
Page 45 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.	Not Applicable
3.11.2.3.2 (b)	The disinterment of the remains; and	Complete and not applicable to this reporting period.	Not Applicable
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.	Not Applicable
3.11.2.3.3	In preparing the Cemeteries Relocation Management Plan, the Infrastructure Department must take into account the following principles:	-	Not Applicable
3.11.2.3.3 (a)	Consultation with relatives and stakeholders.	Complete and not applicable to this reporting period.	Not Applicable
3.11.2.3.3 (b)	Reasonable public notice prior to the commencement of exhumation activities.	Complete and not applicable to this reporting period.	Not Applicable
3.11.2.3.3 (c)	Reasonable endeavours to contact surviving relatives.	Complete and not applicable to this reporting period.	Not Applicable
3.11.2.3.3 (d)	Consideration of public health and heritage matters.	Complete and not applicable to this reporting period.	Not Applicable
3.11.2.3.3 (e)	Carrying out activities sensitively with due respect and reverence.	Complete and not applicable to this reporting period.	Not Applicable
3.11.2.4	TransGrid Relocation Works (shared responsibility with WSA and DITCRD).		Not Applicable
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.	Not Applicable
3.11.2.4.2	TransGrid must:		
3.11.2.4.2 (a)	Prepare a TransGrid Relocation Plan in respect of the TransGrid Relocation Works.	Complete and not applicable to this reporting period.	Not Applicable
3.11.2.4.2 (b)	Submit to an Approver for approval a TransGrid Relocation Plan in respect of the TransGrid Relocation Works.	Submit to an Approver for approval a TransGrid Relocation Plan in respect of the TransGrid Relocation Works.	Not Applicable
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.	Not Applicable
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.	Not Applicable

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
Page 46 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.	Not Applicable
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.	Not Applicable
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.	Not Applicable
3.11.2.4.4 (d)	The plan is otherwise appropriate.	Complete and not applicable to this reporting period.	Not Applicable
3.11.2.5	Preparatory Activities		
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 4 was revised for all packages and approved August 2022.	Compliant
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.	The following Preparatory Activities Plans were prepared by the Main Works Packages: • BEC - Overarching Preparatory Activities Plan (PAP) WSA10-CPBLLBE-01000-EN-REG-000002 (Sep 2019). • TSS - Overarching PAP WSA20-MPX-00050-PM-PLN-000001 (Aug 2021). • ACP – WSA30-CPBACA-00050-PM-PLN-000018 (Feb 2022). • LCB – Preparatory activities management plan (WSA50-AWJV-00050-PM-PLN-000003) (May 2022).	Compliant
3.11.2.5.3	In carrying out a Preparatory Activity, the Site Occupier must:	-	
3.11.2.5.3 (a)	implement any plan approved in accordance with sub condition ① or ②, except to the extent that the plan is inconsistent with any subsequently approved CEMP or the approved Construction Plan; and	The PAP is the overarching plan for a suite of preparatory activities proposed for the project. The various proposed preparatory activities will be detailed in separate Activity Plans. This will enable individual preparatory activities to be assessed and approved for construction on an activity-by-activity basis by WSA or by an Approver (DITRDC)	Compliant
Page 47 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 sub-condition ① or the Cemeteries Relocation Management Plan required under condition 3).	Preparatory activities associated with construction works were completed prior to the approval of the Revision 4 CEMPs and Revision 5 Construction Plan. Preparatory activities completed following approval of the CEMPs and Construction Plan were undertaken not inconsistently with the approved plans.	Compliant

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
3.11.2.6	Noise and vibration management	-	
3.11.2.6.1	The Site Occupier must not:	-	
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 4 approved August 2022 and is available on the WSA website.	Compliant
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. The project details and scope of works is detailed in Section 2 of NV CEMP and references the Construction Plan.	Compliant
3.11.2.6.2	The Site Occupier must:	-	
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).	Compliant
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).	Compliant
3.11.2.6.3	The criteria for approval of the Noise and Vibration CEMP are that an Approver is satisfied that:	-	
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	Table 8 of the NV CEMP details how EIS Table 28-2 has been taken into account.	Compliant
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.	Compliant
Page 48 3.11.2.6.4	The Noise and Vibration CEMP must:	-	
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 11 and as described in Out of Hours Works.	Compliant
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. No blasting was undertaken during the reporting period, however, may occur in future.	Compliant
3.11.2.7	Biodiversity management		
3.11.2.7.1	The Site Occupier must not:	-	
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	Revision 4 of the Biodiversity CEMP is available on the WSA website: https://westernsydney.com.au/sites/default/files/2022-09/Biodiversity%20-%20CEMP.pdf	Compliant
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 the Construction Plan. The project details and scope of works is detailed in Section 2 of Biodiversity CEMP and references the Construction Plan.	Compliant
3.11.2.7.2	The Site Occupier must:	-	
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

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
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
3.11.2.7.3	The criteria for approval of the Biodiversity CEMP are that an Approver is satisfied that:	-	
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 Table 16 details how EIS Table 28-4 has been taken into account.	Compliant
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 complies with Table 28–5 in Chapter 28 of the EIS, and is otherwise appropriate.	Compliant
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
Page 49 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
3.11.2.7.4 (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 7 specifies authority to clear up to 160 hectares as per the approval conditions of the Part 13 Permit E2017-0138. Table 15 includes biodiversity risk assessment of EECs.	Compliant
3.11.2.7.4 (c)	has been independently verified by a person accredited in accordance with section 142B①(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 142B①(c) of the TSC Act (accredited assessor number 0058), as detailed in Section 8 of the BAR.	Compliant
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:	Included as a performance target in the Biodiversity CEMP. Exclusion fencing has been erected, as required by mitigation measure B11.	Compliant
3.11.2.7.5 (a)	replace exotic grasslands with suitable native vegetation;	Included in Biodiversity CEMP as mitigation measure B13.	Compliant
3.11.2.7.5 (b)	rehabilitate existing remnant and native vegetation; and	Included in Biodiversity CEMP as mitigation measure B13, Appendix C Weed and Disease Mgt Plan and as an action in the Vegetation Management Plan in Appendix A.	Compliant
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. 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
3.11.2.8	Soil and water management		
3.11.2.8.1	The Site Occupier must not:	-	

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
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 4 was approved August 2022.	Compliant
Page 50 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 the Construction Plan. The project details and scope of works is detailed in Section 2 of the CEMP and references the Construction Plan.	Compliant
3.11.2.8.2	The Site Occupier must:	-	
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
3.11.2.8.2 (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
3.11.2.8.3	The criteria for approval of the Soil and Water CEMP are that an Approver is satisfied that:	-	
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 details how EIS Table 28-6 has been taken into account.	Compliant
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 details how EIS Table 28-7 has been taken into account.	Compliant
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. 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
3.11.2.8.5	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):		
3.11.2.8.5 (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
3.11.2.8.5 (b)	trigger values and corresponding corrective actions to prevent recurring or long-term exceedance of the target criteria described in (a); and	Section 10.4 of the Soil and Water CEMP describes the groundwater trigger-action-response measures and outlines corrective actions. Trigger values to be refined for more extensive works, if they have the potential to alter groundwater conditions.	Compliant
Page 51 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 10.4 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: 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.	Compliant

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
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.	Section 10.4.3 "PFAS Monitoring / Testing Requirements" outlines the requirements.	Compliant
3.11.2.9	Traffic and access management		
3.11.2.9.1	The Site Occupier must not:		
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	Revision 4 of the Traffic and Access CEMP was approved in August 2022.	Compliant
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 the Construction Plan. The project details and scope of works is detailed in Section 2 of the CEMP and references the Construction Plan.	Compliant
3.11.2.9.2	The Site Occupier must:		
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
3.11.2.9.2 (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
3.11.2.9.3	The criteria for approval of the Traffic and Access CEMP are that an Approver is satisfied that:	-	
Page 52 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 details how EIS Table 28-8 has been taken into account.	Compliant
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 details how EIS Table 28-9 has been taken into account.	Compliant
3.11.2.10	Air quality management		
3.11.2.10.1	The Site Occupier must not:		
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 4 was approved in August 2022.	Compliant
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 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
3.11.2.10.2	The Site Occupier must:	-	
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
3.11.2.10.2 (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

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
3.11.2.10.3	The criteria for approval of the Air Quality CEMP are that an Approver is satisfied that:	-	
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
3.11.2.10.3 (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
3.11.2.11	Aboriginal cultural heritage management		
3.11.2.11.1	The Site Occupier must not:	-	
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;	Revision 4 of the Aboriginal Cultural Heritage CEMP was approved August 2022.	Compliant
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.	
Page 53 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
3.11.2.11.2	The Site Occupier must:	-	Compliant
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
3.11.2.11.2 (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
3.11.2.11.3	The criteria for approval of the Aboriginal Cultural Heritage CEMP are that an Approver is satisfied that:	-	Compliant
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 7 “Environmental Control Measures” details how EIS Table 28-13 has been taken into account.	Compliant
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 7 “Environmental Control Measures” details how EIS Table 28-13 has been taken into account.	Compliant
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 8.6 “Long Term Management of Aboriginal Heritage Items” outlines Long term management of Aboriginal heritage items.	Compliant
3.11.2.12	European and other heritage management		
3.11.2.12.1	The Site Occupier must not:		

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
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	Revision 4 of the CEMP approved August 2022.	Compliant
Page 54 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.	Compliant
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 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
3.11.2.12.2	The Site Occupier must:		
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
3.11.2.12.2 (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
3.11.2.12.3	The criteria for approval of the European and Other Heritage CEMP are that an Approver is satisfied that:		
3.11.2.12.3 (a)	in preparing the European and Other Heritage CEMP, the Site Occupier has taken into account Table 28–14 i Chapter 28 of the EIS; and	European and Other Heritage CEMP Section 4 details how EIS Table 28-14 has been taken into account.	Compliant
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 details how EIS Table 28-15 has been taken into account.	Compliant
3.11.2.13	Waste and resources management		
3.11.2.13.1	The Site Occupier must not:		
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	Revision 4 of the CEMP was approved August 2022.	Compliant
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 the Construction Plan. The project details and scope of works is detailed in Section 2 of Waste and Resources CEMP and references the Construction Plan.	Compliant
3.11.2.13.2	The Site Occupier must:		
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).	Compliant
Page 55 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).	Compliant
3.11.2.13.3	The criteria for approval of the Waste and Resources CEMP are that an Approver is satisfied that:		

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
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 details how EIS Table 28-16 has been taken into account.	Compliant
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 details how EIS Table 28-17 has been taken into account.	Compliant
3.11.2.14	Visual and landscape management		
3.11.2.14.1	The Site Occupier must not:		
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	Revision 4 of the Visual and Landscape CEMP was approved August 2022.	Compliant
3.11.2.14.2	The Site Occupier must:		
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).	Compliant
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).	Compliant
3.11.2.14.3	The criteria for approval of the Visual and Landscape CEMP are that an Approver is satisfied that:		
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 details how EIS Table 28-18 has been taken into account.	Compliant
Page 56 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 details how EIS Table 28-19 has been taken into account.	Compliant
3.11.2.15	Community and stakeholder engagement (construction)		
3.11.2.15.1	The Site Occupier must not:		
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	commence Main Construction Works until a Community and Stakeholder Engagement Plan has been prepared and approved in accordance with this condition; or	Compliant
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 the Construction Plan. The project details and scope of works is detailed in Section 2 of CSEP and references the Construction Plan.	Compliant
3.11.2.15.2	The Site Occupier must:		
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).	Compliant
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).	Compliant
3.11.2.15.3	The criteria for approval of the Community and Stakeholder Engagement Plan are that an Approver is satisfied that:		Compliant

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
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.	Compliant
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 4 of the CSEP. Successful implementation will be achieved collectively by the WSA and Construction teams. 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.	Compliant
3.11.5.29	Sustainability		
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:	Revision 3 of the Sustainability Plan was approved in May 2020. Revision 4 will be approved outside of the reporting period. Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in the Construction Plan.	Compliant
3.11.5.29.1 (a)	Table 28-38 in Chapter 28 of the EIS; or	Refer to Appendix A of the Sustainability Plan	Compliant
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.	Compliant
3.11.5.29.2	Within six months of the grant of an		
	Airport Lease, the ALC must:		
3.11.5.29.2 (a)	Prepare; and		
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.	Compliant
3.11.5.29.3	The criteria for approval of the Sustainability Plan are that an Approver is satisfied that:		
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.	Compliant
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.	Compliant
3.11.5.29.4	This condition ceases to have effect once there is a master plan for the Airport	Note.	

Appendix 2: Water Quality – Total Suspended Solids

Date	U/S AIRPORT 1A	U/S AIRPORT 2A	D/S Basin 3	D/S Basin 2	D/S Basin 1	D/S Basin 6	D/S Basin 7	D/S Basin 8	D/S Basin 9	D/S Residual
Oct-2022	44	15	59	57	21	21	410	98	<5	200
Nov-2022	30	<5	<5	34	5	86	33	31	<5	11
Dec-2022	25	<5	20	34	10	<5	27	28	23	29
Jan-2023	25	10	51	37	7	9	-	35	<5	54
Feb-2023	43	11	17	120	1	46	-	<5	6	24
Mar-2023	19	7	<5	55	12	58	-	8	<5	34
Apr-2023	56	14	7	19	11	<5	-	<5	<5	6
May-2023	19	21	22	78	77	12	7	<5	<5	12
Jun-2023	64	10	89	41	12	11	<5	<5	33	<5
Jul-2023	21	11	42	15	9	8	25	20	31	10
Aug-2023	26	11	52	19	11	71	9	20	9	21
Sep-2023	12	23	<5	32	41	5	-	13	6	10

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