Western Sydney International
(Nancy-Bird Walton) Airport

Airport Plan Compliance Report 2023–24

Western Sydney Airport

We’re on Dharug Country

We pay respect to the people of the Dharug nation, whose Country includes the land on which we are building Western Sydney International Airport.

We honour the strength and spirit of First Nations peoples, pay respect to their Elders, and acknowledge their enduring culture and continuing stories.

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Executive summary

> ‘WSA has satisfied its 2023/2024 obligation of meeting all relevant conditions in relation to the airport project’s environmental performance.’

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(1) 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 relating to Stage 1 Airport Development

This Annual Report details compliance against requirements for the period **24 September 2023 to 23 September 2024**. Appendix 1 of this report itemises compliance against each of the conditions. These conditions and implementation of the identified Approved Plans are discussed in the relevant sections within this report.

WSA has satisfied its 2023 / 2024 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 during the reporting period with no significant matters identified and nil notices issued.

This period has seen construction activities associated with the main works packages continue for Terminal Specialty Services (TSS), Airside Civil and Pavements (ACP) and Landside Civil and Buildings (LCB) and commence for Cargo Works Stage 1.

M12 On Airport and Sydney Metro Station Box Tunnelling Contractor (SBT) also continued construction. Under the Airport Plan, Sydney Metro construction activities are approved under a separate scope of works referred to as, Rail Development. During the reporting period, Sydney Metro, Surface and Civil Alignment Works Contractors (SCAW) completed On Airport works in August 2024 and handed over their work areas to Sydney Metro Station System Trains Operation and Maintenance (SSTOM) who mobilised in October 2023. SSTOM are the final contractor to fit out and commission the metro line and commenced in 2024. Sydney Metro activities are subject to a separate compliance report under Condition 47(4) of the Airport Plan.

During construction, 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.

The European and Other Heritage CEMP was not triggered during the reporting period and significant components of the Biodiversity CEMP and Aboriginal Heritage CEMP have been implemented in previous reporting years and have limited application. 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:

- Update to the WSA Construction Environmental Management Plans (‘Revision 5’) to include work scope for Cargo, Standalone Facilities and testing and commissioning activities.
- Inclusion of environment in the Zero Incident Forum attended by Contractor, WSA and Delivery Partner Senior Management teams.
- 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.

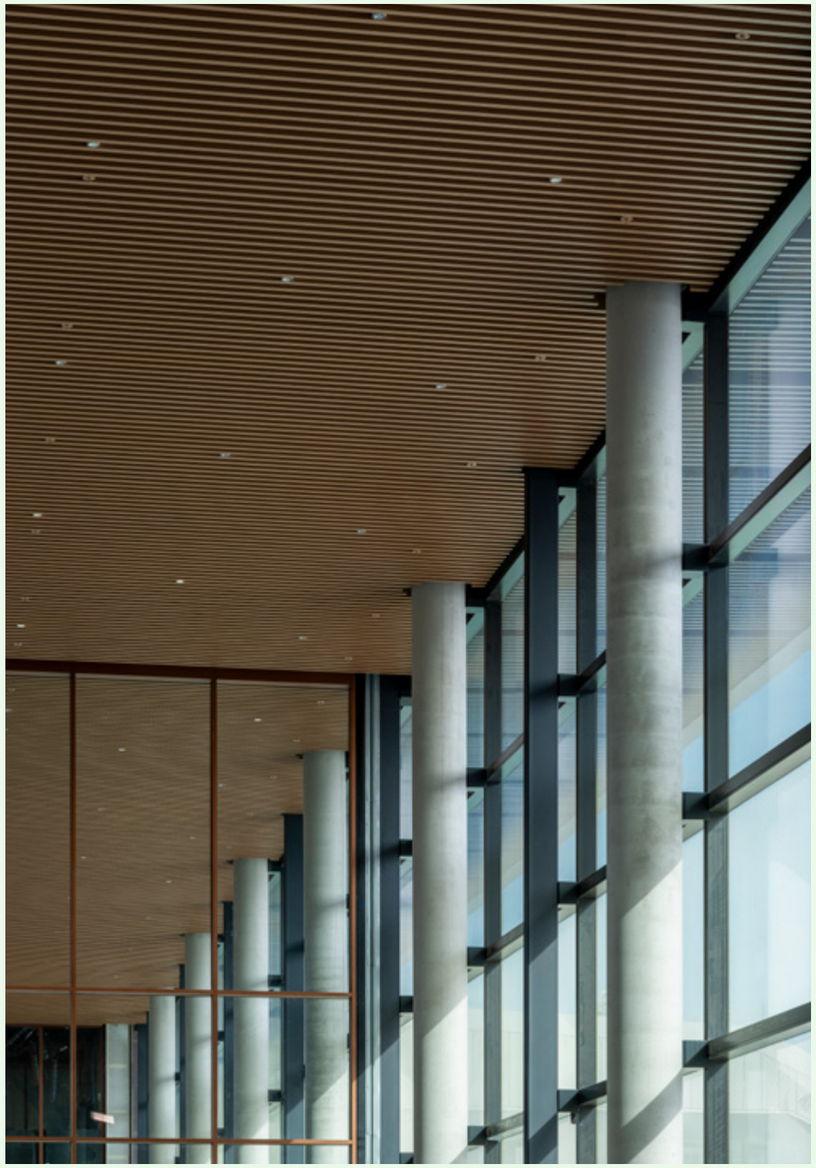
- Interim Site Auditor Advice notices for Business Park Stage One (BPSO) and the Cargo area, as well as drafting of the sitewide validation report.
- Achieving the “WSA 2,000 Trees” community partnership initiative with the planting of tube stock in the Willowdene ECZ as part of the rehabilitation works.
- Significant progress with preparation of final validation reports under the Remediation Action Plan (RAP).

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

- Terminal & Specialty Services (TSS) has installed the 4.5 MW solar array on the Terminal roof space and associated walkways allowing for 25% of the total Terminal energy demands to be sourced from onsite renewable energy. Commissioning will take place in the next reporting period.
- TSS is underway with the installation of electric charging infrastructure to provide capacity and to future proof Ground Service Equipment with the ability to operate exclusively on Electric Ground Service Equipment (“eGSE”).
- TSS has installed over 700 tonnes of custom designed low-carbon aluminium battens for the terminal suspended ceiling. The products manufacturer is the first and only Australian aluminium extruder to be certified under the Aluminium Stewardship Initiative (ASI) Performance Standard V3 and Chain of Custody (CoC) V2 for the extrusion, warehousing and distribution of aluminium products and services. At the stage of “end of life” the aluminium is 100% recyclable supporting WSA’s endorsement of circular thinking and a circular economy.
- Airside Civil & Pavements (ACP) has worked with their supply chain to investigate, procure and install innovative bio bitumen asphaltic products for low wearing access roads, minimising the carbon impact of conventional asphaltic products.
- ACP also continue to work 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.
- ACP continues to power their site offices and accommodation from 100% renewable energy.
- Landside Civil & Buildings (LCB) is underway with the installation of Electric Vehicle (EV) Charging Stations in the design of the carpark. A total of 17 car parking spaces will have EV charging infrastructure with an additional 34 to have the capacity to be a future charging space.
- LCB have completed the design for permanent onsite renewable energy generation. Solar arrays are being installed on the Main Access Gate building, Operations and Maintenance Facility and the Operational Control Centre. LCB continues to source temporary power to satellite compounds using solar generators during construction.
- LCB is championing embodied carbon emissions savings and circular economy thinking through the use of innovative low carbon bitumen products and the value engineering of numerous bridges, retaining walls and structures. Design refinement collectively has allowed for a 15% reduction in their embodied carbon emissions of their physical assets.
- Cargo Works (CW1) commenced detailed design in January 2024 and are progressing with a number of sustainability design related innovations focused on energy, circular economy and water reductions. As design progresses these shall be reported in the next reporting cycle.
- Climate Change Risk Assessments (CCRA) have been successfully completed for all Major Works Contracts (MWC). The assessments undergo regular reviews during Construction to maintain 100% of all high and extreme risks are suitably mitigated through intelligent design and operational solutions. Operational installation of mitigation controls continues as the Airport moves towards operational readiness.
- WSA has continued to progress with the detailed development of the operational Sustainability Strategy and Plan, which shall be finalised in the next reporting period.

Community engagement achievements for the reporting period include:

- The project successfully completed its annual Community Open Day on 22 June 2024 with over 1,500 visitors attending the Experience Centre. Attendees were able to visit numerous stalls representing local traders and community groups, along with participating in guided bus tours of the newly constructed runway.
- Delivered positive community partnerships including with schools, community groups, Western Sydney University and the CSIRO’s STEM program.
- Welcomed 37,509 community members at the Experience Centre from 24 September 2023 to 23 September 2024.
- WSA maintains an accessible and proactive engagement approach with the community, with the low number of complaints able to be registered with WSA in person, via phone, SMS, email, website and social media.



03

Planning approvals

> ‘WSA is responsible for constructing and operating Western Sydney International Airport Stage 1 Development in accordance with the Airport Plan’.

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(1) of the Airport Plan (September 2021) for Stage 1 Airport Development. This condition requires a report addressing compliance with each of the nominated requirements outlined in the condition (see Appendix 1), including implementation of any Approved Plan, in respect of the 12 month period beginning with the commencement of Main Construction Works. This report, therefore, covers the period from **24 September 2023 to 23 September 2024**. The report will be published on the WSA website within three months from the end of the reporting period. Compliance of Rail Development undertaken by Sydney Metro does not form part of this report and has been included for the purposes of interface only.

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 Stage 1 Airport 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.

During the reporting period the WSA Construction Plan was revised to update the status of works and latest airport site layout, as well as include new scope related to Cargo Works Stage 1 and Standalone Facilities. Cargo Works includes aeronautical, precinct and premises works and warehouse fit-out. Standalone Facilities are the physical things and works for Commonwealth functions, such as Command Centre and Canine Facility.

To maintain consistency across the Environmental Management System, all Approved Plans in the list below were updated to include the new work scope where required, and any systems improvements identified since the 2022 revisions:

- Construction Plan.
- Site Environmental Management Framework.
- Community and Stakeholder Engagement Plan.
- Construction Environmental Management Plans:
  - Waste and Resources
  - Soil and Water
  - Visual and Landscape
  - European Heritage
  - Aboriginal Cultural Heritage
  - Noise and Vibration
  - Biodiversity
  - Air Quality
  - Traffic and access

The European and Other Heritage CEMP was not triggered during the reporting period and significant components of the Biodiversity CEMP and Aboriginal Heritage CEMP have been implemented in previous reporting years and have limited application to the current works.

The Approved Plans were sent out for stakeholder review on 04 March 2024 and for Commonwealth review on 02 April 2024. Approval to vary eight of the nine CEMPs, as well as the Construction Plan, Site Environmental Management Framework and the Community and Stakeholder Engagement Plan, was received on 26 July 2024. All Approved Plans are published on the WSA website: https://westernsydney.com.au/about/documents-reports

04

Construction update

‘The terminal façade, flooring and fit out continues, along with commissioning of the Baggage Handling System’.

Figure 1 - Initial steel erection on Cargo facility (August 2024)

Progress on the main works packages’ scope of works until the end of the reporting period are summarised below.

Terminal Specialty Services (TSS)

The TSS Contractor has completed installation of the roof on the Terminal Main Building, East and West pier buildings and all tower cranes and the concrete batch plant have been demobilised, changing the skyscape from an obvious construction site. Building façade, flooring and fit out continues, along with commissioning of the Baggage Handling System. The Fuel Farm is preparing for commissioning also. Hard stand placement and landscaping works are continuing around all facilities and buildings.

Airside Civil and Pavements (ACP)

Along with completion of the runway and taxiways, the ACP Contractor has energised Aeronautical Ground Lighting and completed line marking. Fencing, landscaping and drainage basin works are in the final stages of being completed. The ACP Contractor is transitioning over to the Cargo Works Stage 1 scope.

Landside Civil and Buildings (LCB)

The LCB Contractor has achieved completion of the High Voltage and Fibre Optic sitewide networks, and several interfaces with M12. Installation of stormwater drainage, utilities, carparks and roads, and final landscaping has commenced. Commissioning of the water complex and Airport Operations buildings is progressing.

Additional Works

During the reporting period two additional packages of work commenced: Caro Works Stage 1 (CW1) and early design of Standalone Facilities (SAF). Preparatory Activities commenced for CW1 and early design of Standalone Facilities. (SAF)preparatory Activities commenced for CW1 in March 2024 followed by the first structural members of the Block 2 warehouse installed in August.

Figure 2 - Baggage Handling System (BHS)

Upon completion, Cargo will provide a secure freight precinct to deliver products quickly to homes across Sydney and NSW.

The early design of Standalone Facilities (Canine Facility and Command Centre) was awarded in May 2024 as an Early Contractor Involvement (ECI) contracting arrangement. The ECI period is to enable value engineering of the design prior to construction.

Construction Interfaces

The project has also continued to interface with:

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

Agency Works

Design and leasing arrangements for facilities of various Commonwealth Agencies have commenced, including Air Services Australia, Boarder Agency and Bureau of Meteorology.

Figure 3 - Runway Aeronautical Ground Lighting

05

Environmental management framework

The Environmental Management Framework (EMF) for the Western Sydney Airport Stage 1 Development construction phase consists of the Site Environmental Management Framework (SEMF) as WSA's overarching environmental management document. The SEMF supports the implementation of the Construction Environmental Management Plans (CEMPs) which have been approved as complying with the criteria set out in Chapter 28 of the EIS. Other Plans required by the Airport Plan which form part of the EMF include the Community and Stakeholder Engagement Plan (CSEP) and the Sustainability Plan. As a measure of successful implementation and consistency of works in accordance with Approved Plans, objectives are targets are included in each document with annual performance included within this report.

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

1. Day-to-day site and property management activities.
2. Site investigations, surveys (including dilapidation surveys), monitoring, and related works (e.g., geotechnical, or other investigative drilling, excavation, or salvage).
3. 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).
4. 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.

Preparatory activities reflecting items 2 and 3 above were undertaken by Cargo Works Stage 1 during the reporting period.

5.1 Continual Improvements

Over the past year, initiatives that demonstrate continual improvement were identified with noteworthy achievements summarised below.

- Permanent solar panels installed early on the water complex to allow temporary construction buildings to be powered by renewables instead of diesel generators.
- Re-use of hydrotesting water through the tanks at the Fuel Farm, and retention of water within the firefighting water tanks..
- Sourcing of alternative herbicides to restrict the use of glyphosate for controlling weeds.
- Design change to a rock lined swale to maintain continuous stormwater management during the transitional phase from construction to operational design.
- Change from using jute mesh to stabilise batters to Flexterra, a Flexible Growth Medium proprietary product that combines seeds, mulch, nutrients, stabilising agent and dye for spray application whilst having the same runoff properties as jute.
- Source separation for recycling of coffee waste, cups and paper towers from office kitchens.
- Reptile Awareness Displays showing Diamon Python, Taipan, Death Adder, Red Belly and Eastern Brown snakes highlighting that snakes are protected under legislation so should not be harmed.

‘Commencing the tendering process for Cargo Works Stage 1 and Standalone facilities came around as a milestone in the overall construction schedule at the end of 2023’.

Figure 4 – Rip rap drainage channel in place of grass surface treatment

The EMF for the Western Sydney Airport during Stage 1 Development construction activities is also undergoing continual improvement.

System review updates and continual improvement aspects identified were embedded in new packages of works from the early stages. Commencing the tendering process for Cargo Works Stage 1 and Standalone Facilities was a key milestone in the overall construction schedule at the end of 2023. As part of the tender process for these facilities, details of their scope and the resulting impacts were submitted by tenderers and assessed by WSA. As such, and in accordance with Condition 49(4), each Approved Plan was reviewed to ensure the approval criteria for that plan would continue to be met, taking into account the new facilities to be constructed. Relevant legislative and policy updates were also included, with no significant material change. The opportunity was also taken to refine details relating to the final testing and commissioning activities as part of this review. Subsequently, it was considered that only minor administrative updates to the plans would be required as the approval criteria continued to be met. This was anticipated due to ongoing continual improvement assurance and the somewhat reduced environmental risk profile compared to existing scope and historical disturbance of the site.

Figure 5 - Flexterra installation on batters to reduce erosion

5.2 Objectives & Targets

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

The SEMF also states 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.

Table 1 - Objectives and Targets (SEMF)

Objective	Target	Measurement	Evidence
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**	ERG Meetings. Audits. Monthly Reporting
To ensure that all identified environmental impacts and issues are appropriately managed and mitigated during construction of the airport, including through the identification of contingencies should unexpected adverse outcomes occur, or control measures be found to be inadequate.	No regulatory infringements.	**Objective Met**	Zero regulatory infringements received. Independent audits. Contractor and WSA risk reviews.
To promote continual improvement in environmental performance.	Address non-conformances and corrective actions within timeframes.	**Objective Met**	Audits. CEMP Review. Monthly Reporting. Weekly Environmental Meetings. Weekly Environmental Inspections.
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**	ERG Meetings. Audits. CEMP Review.
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**	Inspections. Monitoring data. Audits. Monthly Reports. Training records.
	Capture lessons learned from environmental events to minimise repeat issues.	**Objective Met**	ERG Meetings. Zero Incident Forum (ZIF).
	Encourage and reward innovation and effort throughout the workforce.	**Objective Met**	Monthly Reporting.

Figure 6 – WSA ERG – AEO undertaking inspection of M12 bridges

Figure 7 – WSA ZIF celebrating update of Charter to recognise environment

The project has remained compliant to the objectives and targets set under the SEMF. The WSA Project continued sharing lessons learned through contractor management group meetings, Zero Incident Forums and the regular Environmental Reference Group sessions.

5.3 Forums and Meetings

WSA meets monthly with the Airport Environmental Officer (AEO) as part of the Environmental Reference Group (ERG) (Figure 6). The AEO regulates the airport for compliance against the Airports (Environmental Protection) Regulations 1997 (AEPRs). As part of the ERG, the WSA main works packages, Sydney Metro and M12 present a status update of their works, risks and incidents for the month, good news stories, followed by an inspection to assess site conditions and construction activities. Where in-person assessments were unable to take place, WSA and the Airport Environmental Officer met online to discuss the project.

On a quarterly basis WSA host a Zero Incident Forum (ZIF) where contractors present initiatives and lessons learned on a variety of topics. Originally focused on safety, the ZIF was expanded during the reporting period to share quality and environment topics also. This year, contractors have shared approaches on erosion and sediment controls, cross-package boundary water exchange, weed management and identified risks during commissioning. Attendees at the Forum include senior management and functional representatives from contractors, Delivery Partner and WSA teams.

5.4 Cumulative Impacts

The Cumulative Impact Plan (CIP) was implemented during the reporting period and active engagement is occurring between WSA and Sydney Metro to ensure cumulative impacts are identified and avoided, where possible. Engagement mechanisms within the CIP that WSA and Sydney Metro work together on are Annual Reviews, Bi-annual Cumulative Impact Audits, Quarterly Reviews, monthly Cumulative Impacts Control Group (CICG) meetings. In addition, fortnightly Environmental and Planning Working Group meetings are held between Sydney Metro, WSA and the Commonwealth to discuss and manage interface components of the two projects.

The recent Condition 49(5) Annual Review was conducted between WSA and Sydney Metro in September 2024, simultaneously with the second bi-annual audit. The review concluded that the Cumulative Impact Plan continues to meet the approval criteria however an administrative update to include the additional scope as outlined in the updated Construction Plan and CEMPs was considered best practice. The Cumulative Impacts Plan fulfils the requirements of Condition 42(3) of the Airport Plan.

Compliance with the Objectives and Targets of the Cumulative Impacts Plan is reported in the annual report prepared by Sydney Metro as the Rail Authority under Condition 47(4).

06

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.

With construction at such an advanced stage, state and regional roads surrounding the airport site, and the nearest sensitive receiver located 250m away across busy The Northern Road, mitigation measures undertaken to control and monitor noise and vibration include:

- Scheduling work during standard hours were possible, otherwise Out of Hours Work conducted under Permits approved by WSA.
- Community engagement for events that may cause noise and vibration impacts.
- Attended monitoring carried out by contractors when required.
- Static monitoring by WSA.

There were no activities undertaken with the potential to generate vibration impacts.

Consistent with our Noise and Vibration CEMP and community engagement approach, community members are informed of potential noise generating works in advance and advised of the measures taken to minimise disruption.

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	Evidence
Managing noise emissions to within permitted noise level criteria as far as practicable.	Nil instances of non-compliance with environmental statutory requirements (e.g., infringement notices, clean up notices, etc.).	**Objective Met**	Zero regulatory infringements received.
Implementing best practices noise mitigation practices to ensure noise emissions associated with construction works and associated activities do not unduly affect the amenity of surrounding receivers.	Noise or vibration-related complaints associated with the project are addressed within compliance response times.	**Objective Met**	Zero noise or vibration-related complaints received.
	Full compliance with the Noise and Vibration Construction Environmental Management Plan.	**Objective Met**	Community Notifications. Inspections. Monthly Reports. Audits. Out of Hours Work permits. Monitoring Data. Investigation of high noise level alerts when received from the monitoring instrumentation.

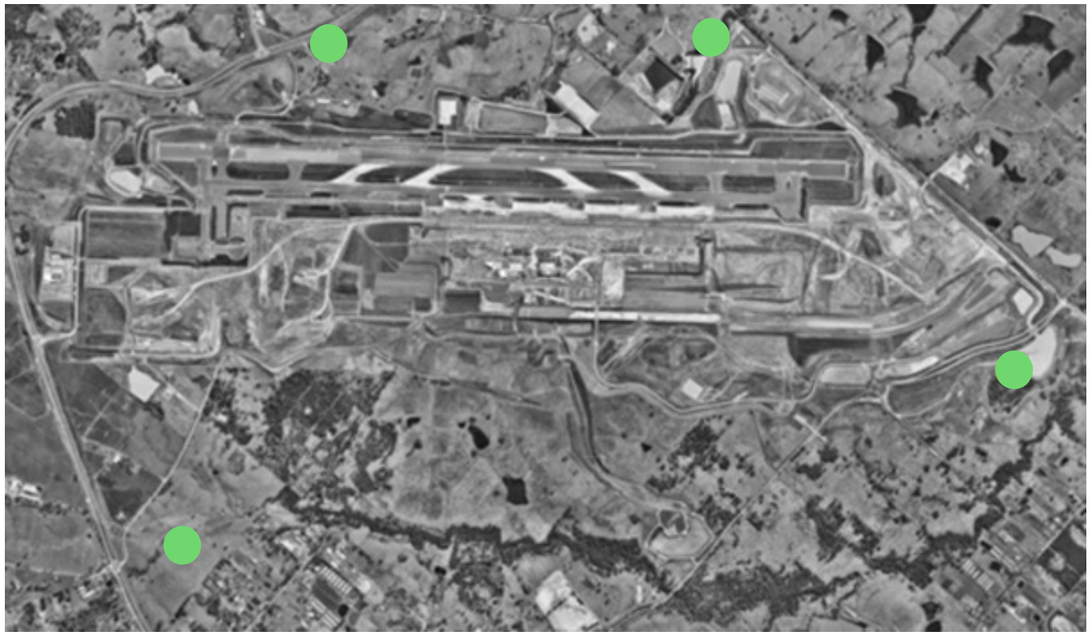


Figure 8 - Noise Monitoring Stations

WSA conducts noise monitoring from four static monitors on the Northern, Eastern, Southern and Western boundaries, approximate locations shown in Figure 8.

Potential noisy works in this period were significantly reduced due to the stage of construction. All out of hours were below the threshold to trigger attended monitoring and review of the monitoring data demonstrates works were compliant. No additional monitoring was triggered under the Noise CEMP.

As outlined in the Noise CEMP the project has adopted two criteria as detailed in this section:

- LA_{eq} (15 minutes) – in line with NSW guidelines
- LA_{10} (15 minutes) – in line with the AEPRs

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

The LA_{eq} (15 minute) Construction Noise Management Levels (NML) nominated in the Environmental Impact Statement (EIS), and adopted in the WSA Noise and Vibration CEMP, are shown in Table 3. When the NML are triggered investigations will to be undertaken to determine the source of the noise and if related to WSA construction activities, confirm if all reasonable and feasible measures are being implemented. Where any investigation demonstrates the threshold in Table 3 is exceeded at a residential receiver and the source is from Project construction activities, then the non-conformance process detailed in the SEMF Section 8 will be enacted.

Further noise monitoring was conducted to assess baseline conditions at the noise monitoring locations established for the construction period, the results are shown in **Table 4** for LA_{eq} (15 minute) criteria.

Table 3 - Relevant Noise Management Levels for LA_{eq} (dB(A))

Criteria	LA_{eq} (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} (dB(A))

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

Prior to construction, baseline conditions indicated that the project area was exceeding the NML criteria for both Standard Hours, and Out of Hours periods. WSA monitoring indicates the same trend, with all locations exceeding the LAeq for the NML. This is consistent with pre-construction levels and with predictions in the EIS.

During the reporting period investigations were conducted which included a review of the activities being undertaken onsite by the Main Work Contractors as well as identifying other neighbouring activities and businesses that may contribute to the NML noise recording. There were no instances where the elevated noise was attributed to WSA activities or exceeded the 75db threshold.

When the NML were investigated the sounds primarily related to birds, high winds and lawn mowing activities at neigbouring properties. Furthermore, WSA main works contractors were found to have all reasonable and feasible mitigation measures in place.

The project did not exceed the Highly Noise Affected criteria and hence the non-conformance process was not triggered and no excessive noise reported to the AEO.

In addition to quarterly CEMP compliance audits on all main works contractors, results of monthly noise reporting and compliance in accordance with the Noise and Vibration CEMP processes are presented to the AEO.

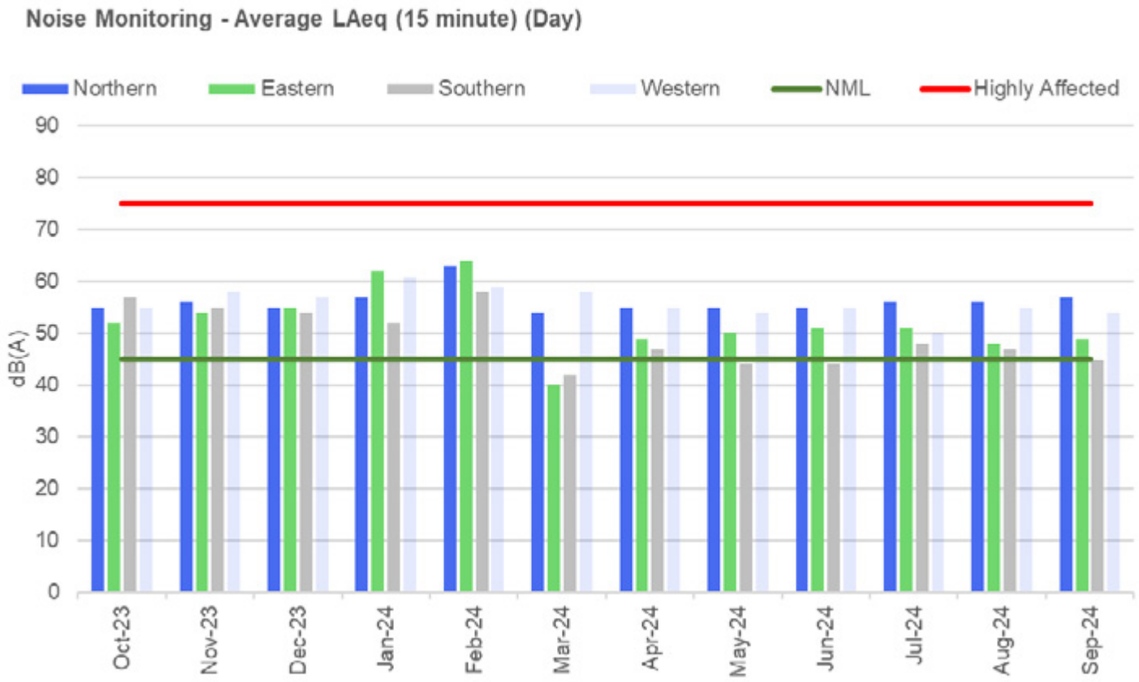


Figure 9 - LA10 Daytime noise monitoring

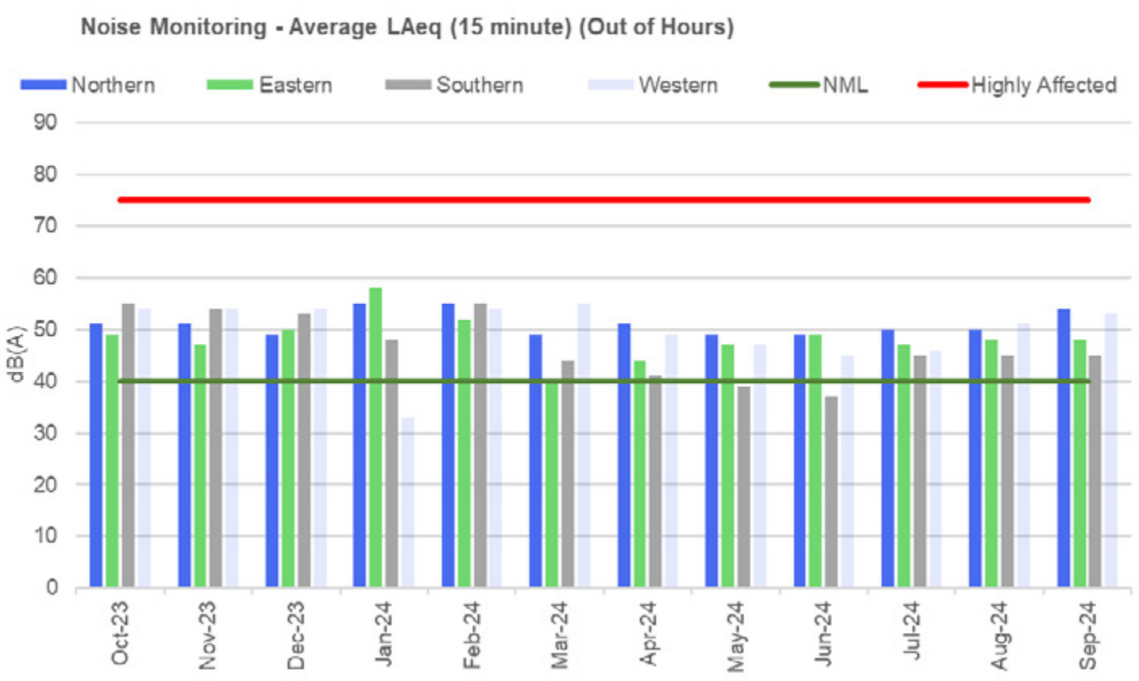


Figure 10 - LA10 Out of Hours noise monitoring

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.*

The noise monitoring conducted to assess baseline conditions provided results as shown in **Table 7** for LA_{10} (15 minute) criteria.

Prior to construction, baseline conditions indicated that all locations were below the AEPR threshold of 75 dB(A). These conditions continue with all average noise levels across the time period recorded as compliant with 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

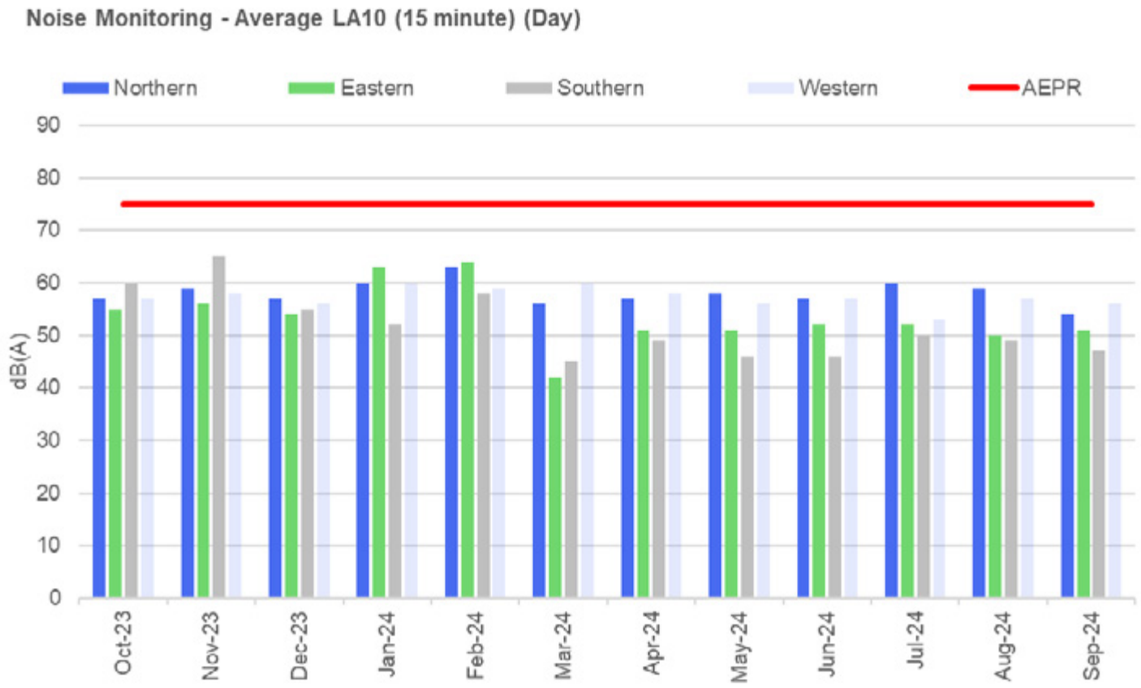


Figure 11 - LA10 Daytime noise monitoring

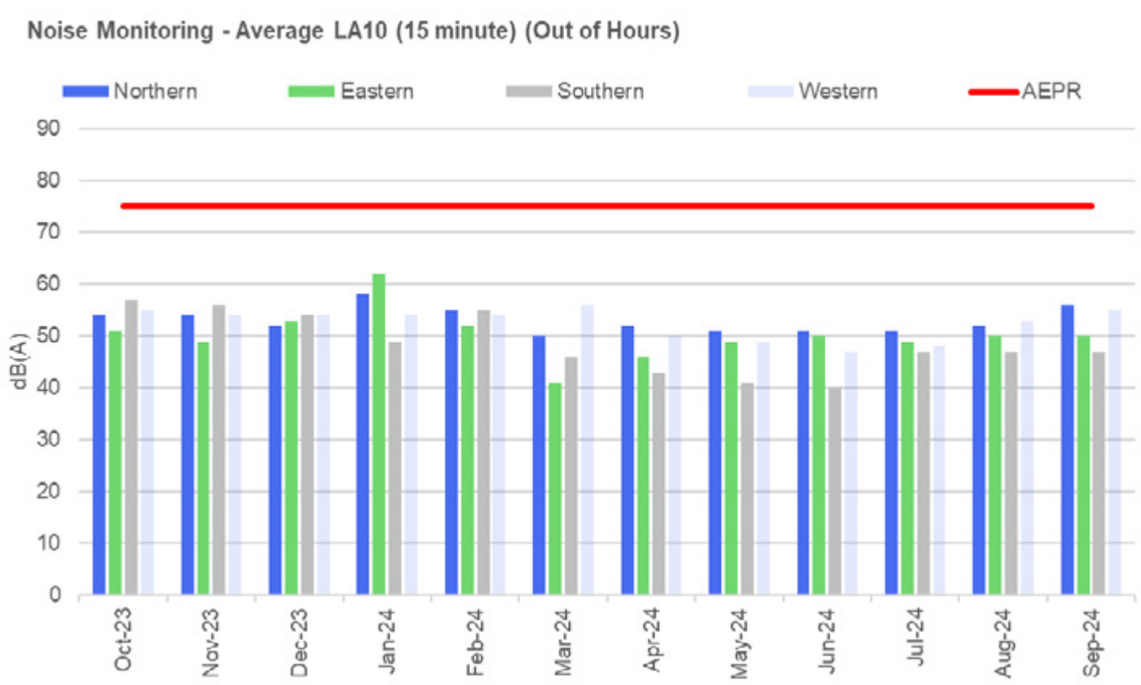
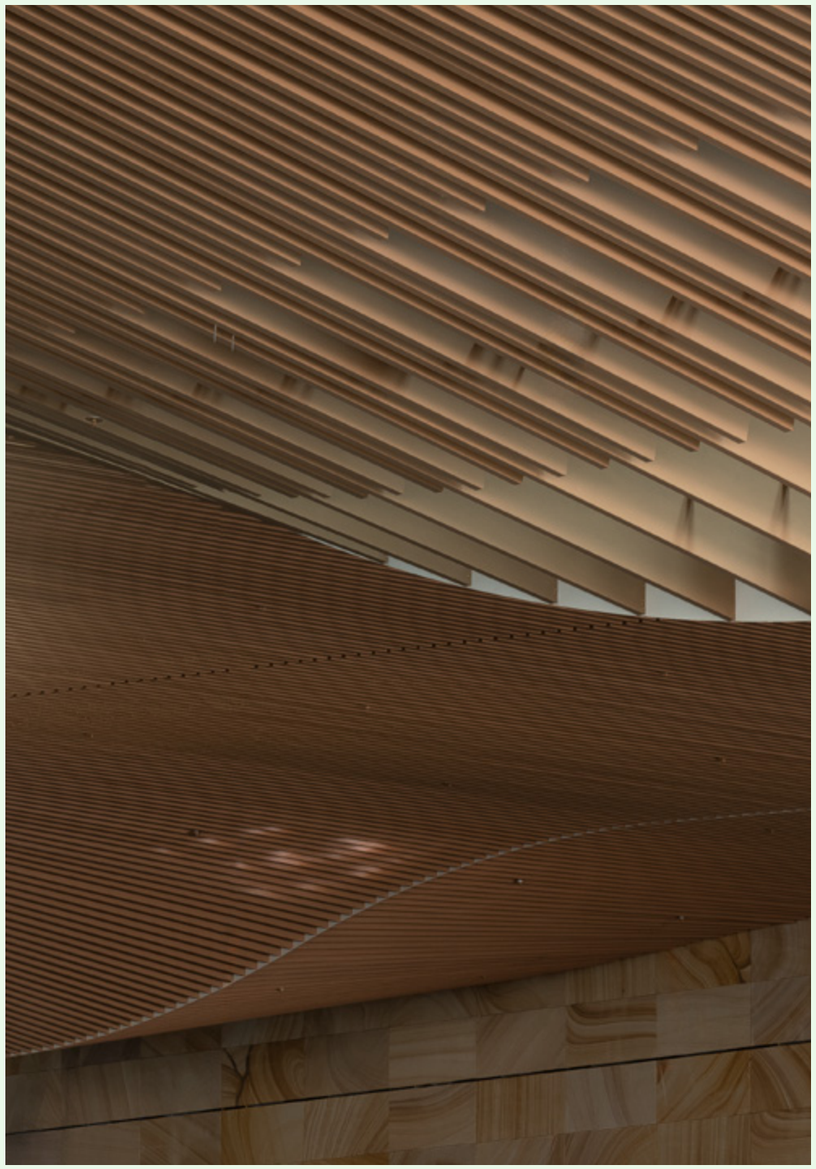


Figure 12 - LA10 Out of Hours noise monitoring



07

Biodiversity

‘The Environmental Conservation Zone (ECZ) connects areas of native vegetation along the adjacent water watercourses and provides an opportunity to regenerate the Cumberland Plain Woodland habitat’.

WSA manages over 117 hectares of land used for conservation. The Environmental Conservation Zone (ECZ) connects areas of native vegetation along the adjacent water watercourses and provides an opportunity to regenerate the Cumberland Plain Woodland habitat. It also acts as buffer zone between the airport and its neighbours. WSA continues to manage the ECZ to ensure weeds are reduced and native vegetation growth is promoted.

This section discusses the biodiversity management measures undertaken during the reporting period including:

- *Pimelea spicata* translocation monitoring.
- Nest box monitoring.
- Commenced implementation of the draft Willowdene ECZ Rehabilitation Plan.
- Fauna interactions.
- Weed removal.
- Bushfire risk management.

Tracking against Objectives and Targets within the WSA Biodiversity CEMP is outlined in **Table 7.**

The project has not undertaken any clearing in the reporting period under the Part 13 Permit. The EPBC Act Part 13 Permit Annual Compliance Report for 2023/2024 is available on the WSA website. Further to this, due to the advancement of airport construction works, application of the Biodiversity CEMP within the Construction Impact Zone is limited to weed management and unexpected fauna encounters.

In addition to quarterly CEMP compliance audits, results of biodiversity monitoring, weed management and compliance in accordance with the Biodiversity CEMP processes are presented to the AEO on a monthly basis.

Figure 13 - *Pimelea spicata* (spiked rice flower)

Table 7 – Biodiversity Objectives and Targets

Objectives	Target	Measurement	Evidence
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**	No disturbance within the ECZ.
Minimising adverse effects on terrestrial fauna by construction activities.	Minimise adverse effects on terrestrial fauna by construction activities.	**Objective Met**	Terrestrial fauna successfully relocated. Adverse effects minimised kangaroo strikes.
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**	No disturbance within the ECZ. Access to ECZ restricted to permit holders.
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**	Endemic weeds being managed. No introduction of new pest species.

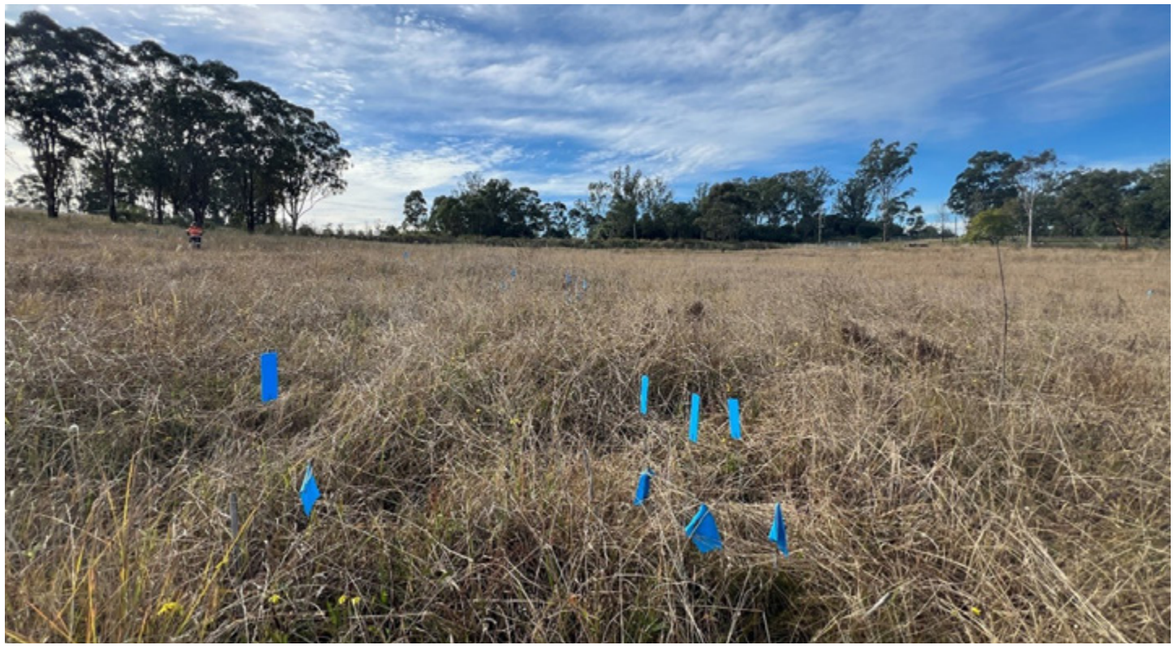


Figure 14 – Emerging *P. Spicata* plants

7.1 *Pimelea spicata* Monitoring

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

The current survivorship rate is exceeding minimum required survivorship rates for the translocation works, attributed to favourable weather conditions and maintenance activities. Competition with grasses and invasive species was identified as a threatening process to the establishment of a self-surviving and resilient population of *P.spicata*. Despite the presence of weeds, *P.spicata* appear to be flourishing within the thick, dense grassy patches. The observed growth pattern indicates a preference for habitats balanced between sun exposure and moist conditions. As such, the management approach has changed to avoid over thinning of undergrowth and over time phase the plants to self surviving. Additionally, as individual stems increasingly intertwine with themselves and surrounding ground vegetation, removing growth to locate the taproot and accurately count stems is a risk to causing damage to the plant.

Figure 15 - *Pimelea spicata* plant showing multiple flowers

7.2 Nest Box Monitoring

53 nest boxes were previously installed, as refuge habitat for relocated fauna prior to the bulk earthworks works, into the ECZ.

Monitoring of nest 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 may continue to monitor the use of the nest boxes.

7.3 ECZ Rehabilitation Works

As part of the overarching strategy for improvement to the Cumberland Plains Woodland, WSA have been undertaking the following during the reporting period:

- Willowdene ECZ tree watering trials with WaterUps (https://www.waterups.com.au/)
- Willowdene ECZ tree planting in partnership with the Rotary Club.
- Weed and pest species removal.
- Drafting of Willowdene ECZ Rehabilitation Plan, Badgerys Creek and Oaky Creek ECZ Rehabilitation Plans and general rehabilitation planning works.
- Inspections and maintenance of Willowdene ECZ perimeter fencing

The Willowdene ECZ is being utilised as an outdoor classroom to refine and enhance the rehabilitation methods specific to the site.

Figure 16 - Evidence of nesting during monitoring

Figure 17 - Ecologist undertaking monitoring

Figure 18 - Nest boxes near Basin 1 ECZ

Figure 19 - Willowdene ECZ tree trials and tree planting

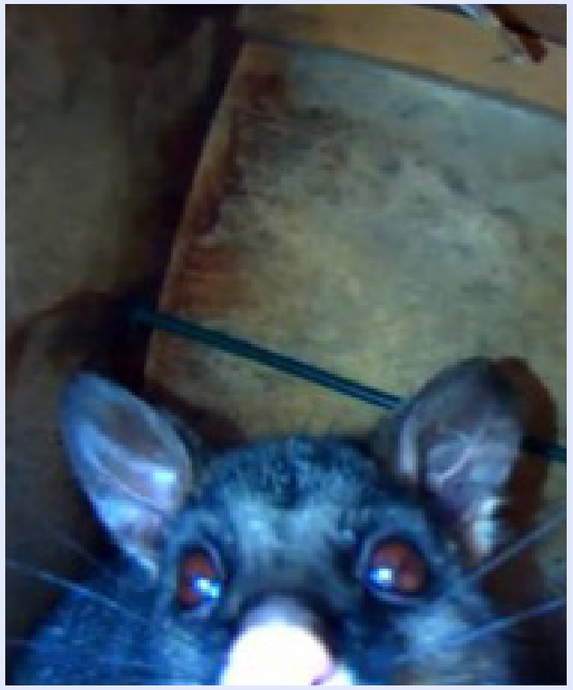


Figure 20 - Brushtail possum

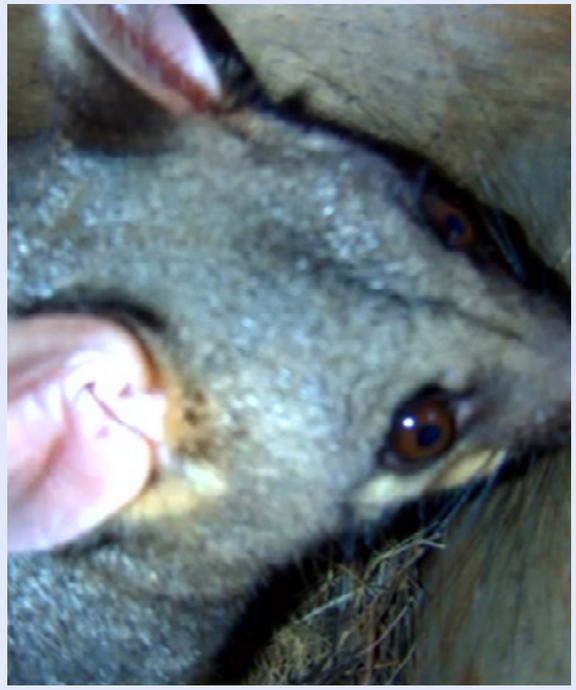


Figure 21 - Brushtail possum

Figure 22 – Tree Trial 2.0 – pest species protection (February 2024)

Willowdene ECZ Tree Watering Trials

To determine alternate methods for achieving sustainable outcomes in the delivery of the rehabilitation works the Tree Trials continued with maintenance and monitoring of the 29 Forest Red Gum, Greybox Gum, and Narrow Leafed Ironbark trees planted as part of the second Tree Trial continuing. In particular, monitoring of the effectiveness of the WaterUp (www.waterups.com.au) Tree Reservoir system has been a focus, with trees with WaterUp installed responding better than those without with respect to weed management, foliage cover, plant resilience and size.

Monitoring in November 2023 indicated middle and larger sized trees had the most apparent new growth, as well as a notable difference in the amount of weed growth around the truck between the two difference irrigations methods and increased foliage, refer Figure 22.

After wetter summer conditions, monitoring in February 2024 highlighted that the reduced competition with weeds for the small plants with WaterUps produced trees between three and five times bigger than those watered the traditional way on the surface.

Willowdene Weed Management

As well as quarterly maintenance campaigns within the P. spicata translocation areas, further weed removal within Willowdene was undertaken focusing on Mother-of-Millions which are most prolific through the area. The visual difference between the before and after conditions is notable, and the team achieving the result felt a great sense of accomplishment. Survey of the African Olive, in anticipation for removal in key areas, has been undertaken to support appropriate management including staging of works, stability of creek embankments and erosion control.

With WaterUps

Without WaterUps

Figure 23 – Comparison of medium size Narrow Leave Ironbark with and without WaterUp (November 2023)

Willowdene ECZ ‘WSA 2000 Trees’ Planting

To facilitate the Willowdene tree planting, the Willowdene ECZ Rehabilitation Plan has been drafted along with planting arrangement drawings and planting schedules. The tree planting has focused on planting species from various onsite Plant Tree Communities which collectively form part of the Cumberland Plans Woodland habitat. WSA has partnered with the Rotary Club to deliver the 2,000 trees program in support of rehabilitation works and delivering education and awareness relating to biodiversity and the First Nations connection to country in the airport precinct. During the reporting period the target was exceeded with over 2,700 trees planted. Planting activities are ongoing.

To improve the survival rate of the planted juvenile trees, tree guards and weed mats have been installed. A sustainable approach was adopted in the selection of the tree guards to minimise damage from pest animal species and ensure that the guards could be reused in other planting arrangements once the trees had matured. The selection of the natural fiber weed mats ensures that weeds are suppressed, reducing maintenance requirements and increasing survival rates. As the mats are made from natural fiber they breakdown over time.

Badgerys Creek and Oaky Creek ECZ’s Rehabilitation Planning

Planning works have also commenced for Badgerys Creek and Oaky Creeks ECZ during the reporting period, with the drafting of the Badgerys Creek and Oaky Creek ECZ Rehabilitation Plans. Lessons learnt from works being undertaken in the Willowdene ECZ will be applied to both Badgerys Creek and Oaky Creek ECZ rehabilitation works.

7.4 Fauna Interactions

Fauna encountered in or near work fronts that may be harmed or pose a risk to site personnel were reported and managed appropriately in accordance with Unexpected Finds Protocol. The following encounters and actions were taken:

- Fencing was installed to isolate the nests of Lapwing birds while they were active,
- Snakes were relocated by ecologists to the ECZ
- A possum, an injured Black Swan and kangaroos were collected by local WIRES personnel for care and assessment.
- Turtles found during Basin 7 dewatering and other drainage channels within the construction site were relocated into Badgerys Creek.

Figure 24 - Weeding team

7.5 Weed Management

Weeds within the CIZ are managed by each main works contractor through mapping and inspection programs, followed by appropriate control methods such as hand removal or application of herbicides. Weed species mapped during the reporting period have been previously identified within the airport site or are endemic to the local area. The focus on weed management was increased further this reporting period as landscaping works commenced.

7.6 Bushfire Risk Management

During the reporting period, an assessment of fire trails was undertaken and improvements identified including those relating to the transition from construction to operations. Livestock grazing within airport land designated for the second runway has continued as part of fuel reduction activities. All fire trails have been maintained for access and the team regularly consult with Rural Fire Services (RFS) on local and regional risks for a coordinated approach to manage any bushfires which occur on site.

Figure 25 - Weed mats laid in preparation for planting.

Figure 26 – Planted tube stock with tree guard and weed mat installed

Figure 27 - Comparison following weed removal along Willowdene access track

Figure 28 - WSA Executive Manager, Environment and Sustainability and the volunteers tree planning at the Willowdene ECZ June 2024

Figure 29 – One of many planting areas in Willowdene ECZ

Figure 30 - Snakes relocated or allowed to relocate themselves.

Figure 31 - Turtles relocated when found during dam dewatering.

08

Soil and water

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

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

- Progressively installing ground cover and landscaping to stabilise the soil.
- Construction of permanent drainage infrastructure.
- Progressive Erosion and Sedimentation Control Plans (PESCP) designed to reduce water velocity and capture sediment. PESCPs implemented in accordance with approved Environmental Work Method Statements (EWMS).
- Operating retention basins to capture and treat surface water runoff from disturbed areas and stockpiles.
- Use of flocculants and coagulants to treat detention basin water.
- Stabilisation of temporary and permanent stockpiles.
- Soil binders utilised in dust suppression water.

WSA compliance against the objectives and targets in the WSA Soil and Water CEMP are shown in **Table 8**.

Figure 32 – Sediment Basin 1

Table 8 – Soil and Water Objectives and Targets

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**

Surface Water Management

Planning and Documentation

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.

Contractors Environmental Control Maps (ECMs) and Progressive Erosion and Sedimentation Control Plans (PESCPs) are developed and progressively updated as site conditions change. Implementation of these plans is checked during routine inspections, and pre and post rainfall.

Sediment Basins

WSA main works packages are currently operating five major perimeter basins. Two of these basins are operational 'dry basins' which have been vegetated and works to transition the other three to 'dry basins' were well underway at the end of the reporting period. Additionally, main works contractors are managing multiple internal temporary basins to capture stormwater runoff in active work areas, either for reuse on site as dust suppression or treatment prior to discharge into the drainage lines conducted under WSA approval permits.

All basins are sized, designed, and constructed in accordance with *Managing Urban Stormwater: Soils and Construction* ("Blue Book") published by the NSW government.

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:

Figure 33 – Jute lined drainage channel

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

Ground Cover

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 with concurrent ERSED controls in place until areas have fully established.

Monitoring

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

Due to the historical preconstruction ambient background water quality exceeding AEPRs, WSA also analyses and reports performance in accordance with NSW practices by adopting the ANZECC guidelines. This enables WSA to identify where there may be human induced factors influencing water quality in the surrounding creek systems and investigate if airport activities are contributing. The following monitoring is conducted:

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

There are three major tributaries surrounding the WSA project boundary:

Badgerys Creek.

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

The Environmental Impact Statement identified that the surrounding creeks were degraded and of poor water quality. Monitoring results from in creek monitoring generally reflect these historical water quality conditions and investigations demonstrated any human induced influences were not the result of WSA construction activities.

Figure 34 – Cargo temporary basin water being utilised for dust suppression on site

Figure 35 – Progressive landscaping

Figure 36 - Hydromulch spraying of open drainage channel

Figure 37 – Mulched swale

Figure 38 - Grass established on open drainage channel

Figure 39 - Rip rap lined channel and the bottom of stablised batters

Figure 40 - Turf lined swale

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

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	Duncan's Creek
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.

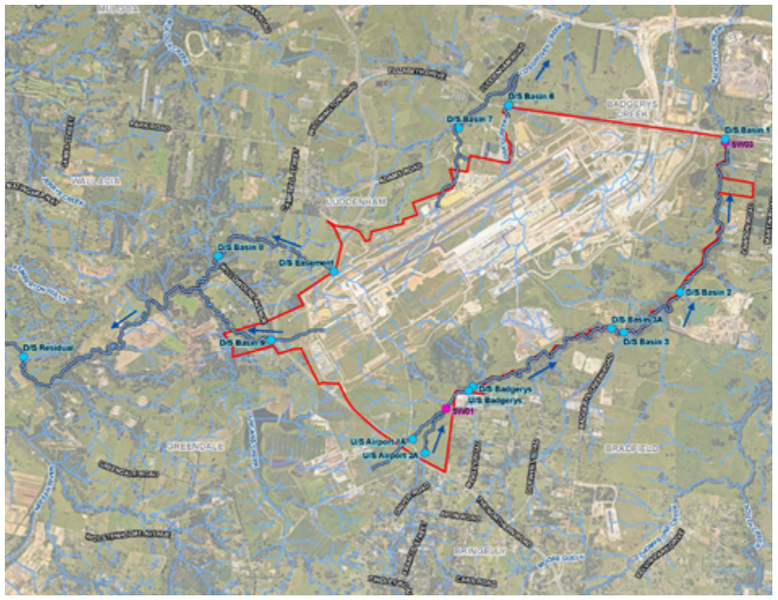


Figure 41 - Surface Water Monitoring Locations

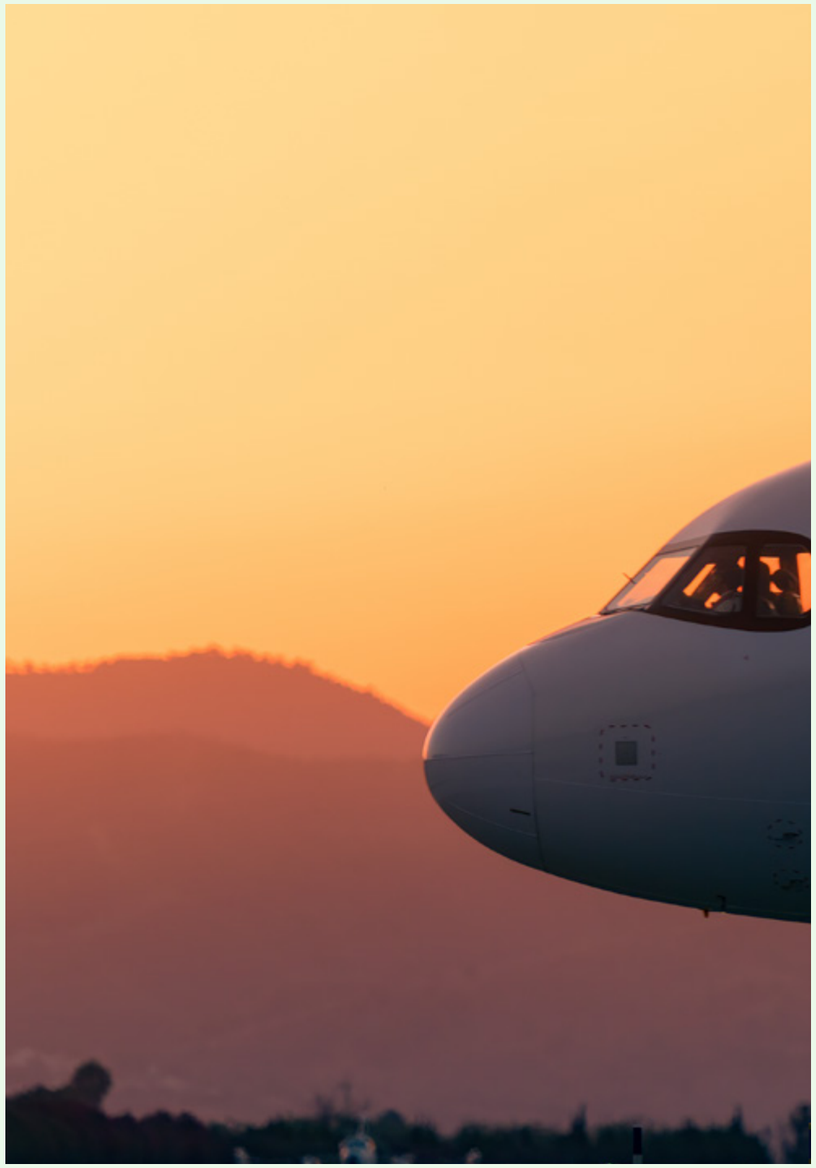
Total Suspended Solids

The project's highest risk for impact to water quality comes from Total Suspended Solids due to erosion from disturbed and open work areas.

Monitoring results indicate consistency in the variation of Total Suspended Solids across all monitoring locations.

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

In addition to quarterly CEMP compliance audits on all main works contractors, results of monthly surface water and quarterly groundwater monitoring as well as compliance in accordance with the Soil and Water CEMP processes are presented to the AEO on a monthly basis.



09

Visual and landscape

WSA and main works contractors have been continually undertaking review of the site boundaries and onsite lighting to ensure compliance with the requirements of the Airport Plan and CEMP.

Managing visual and landscape impacts of the airport on surrounding amenity has included monitoring of:

- 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 to ensure compliance with the visual and amenity requirements under the Airport Plan, and therefore the Environmental Impact Statement.

Figure 42 - landscaping works in the Terminal forecourt

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

Table 10 - Visual and Landscape Objectives and Targets

Objective	Target	Measurement	Evidence
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**	Terminal Design. Landside facilities design.
Minimise landscape and visual amenity impacts during construction.	No non-conformance with the requirements of the CEMP.	**Objective Met**	No incidents or non-conformances reported. No complaints regarding visual amenity. Inspections. Audits.
	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**	No incidents or non-conformances reported. Inspections.

10

Traffic and access

Roads that surround the airport and are utilised by construction traffic include:

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

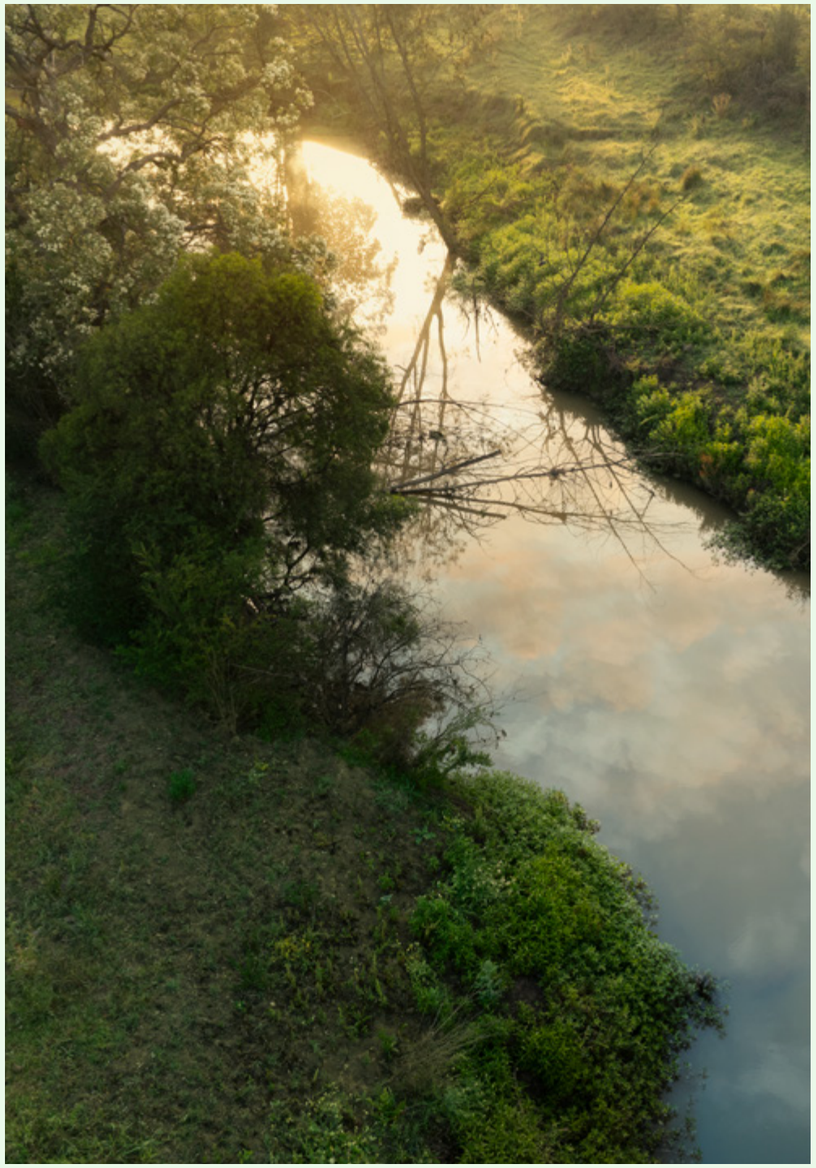
Site access points have been strategically distributed to maintain construction traffic to arterial routes and minimise impacts to local traffic as far as reasonably practical. The upgraded Northern Road has allowed the project to distribute traffic away from Elizabeth Drive and Badgerys Creek Road as much as possible.

Table 11 indicates the consultation that WSA is undertaking with relevant stakeholders on the project with regards to traffic and access.

‘The upgraded Northern Road has allowed the project to distribute traffic away from Elizabeth Drive and Badgerys Creek Road as much as possible.’

Table 11 - Traffic Consultation Forums

Meeting	WSA	TfNSW	SM	M12	Contractors
Joint Project Integrator	●	●	●	●	●
Traffic Control Working Group	●		●		●
Traffic and Transport Liaison Group	●	●	●	●	●
Elizabeth Drive Construction Coordination Group	●	●	●		
WSI ConOps	●	●	●	●	
Bradfield Development Authority (formally Western Parkland City Authority), Infrastructure and Place, Roads and Utilities	●	●	●	●	



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

Table 12 – Traffic and Access Objectives and Targets

Objective	Target	Measurement	Evidence
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**	Community Notifications.
Minimise disturbance to the local and regional road network.	Appropriate training on access and haulage routes provided to employees and contractors.	**Objective Met**	Employee inductions.
	Coordination and consultation with TfNSW Emergency Services and public transport authorities prior to and during changes to the road network Transport	**Objective Met**	Traffic Consultation Groups.
	Management Centre, Emergency Services, and public transport authorities prior to and during changes to the road network.	**Objective Met**	Complaints minimised.[1]
	WSA coordination with NSW authorities on construction traffic activity.	**Objective Met**	Complaints minimised.[1]
	Comply with legislative and other requirements	**Objective Met**	Complaints minimised.[1]
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**	Traffic Consultation Groups.

Note 1: Complaint received when a rock fell from a truck and damaged road user's windscreen.

11

Air Quality

Figure 43 - Dustex application to reduce dust generation on trafficable roads

WSA performance against the objectives and targets in the WSA Air Quality CEMP are outlined in **Table 13.**

Table 13 – Air Quality Objectives and Targets

Objective	Target	Measurement	Evidence
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**	Inspections.
	No dust or odour related complaints.	**Opportunity for Improvement**	Monthly Reports.
Minimising the risk of dust or odour nuisance impacts on neighbours.	No exceeding air quality criteria as defined by CEMP.	**Objective met**	Monitoring results.
	No dust or odour related complaints.	**Opportunity for Improvement**	Two complaints received.
Ensure emissions are minimised from all plant, equipment, and machinery.	All plant and equipment are maintained in accordance with manufacturers requirements.	**Objective Met**	Audits. Inspections.

WSA's Main works contractors are implementing air quality management activities to control dust generation to a reasonable and practicable extent including:

- Use of water carts across site.
- Dust control polymers.
- Landscaping and progressive stabilisation of work areas by establishing ground cover.

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.

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 44**.

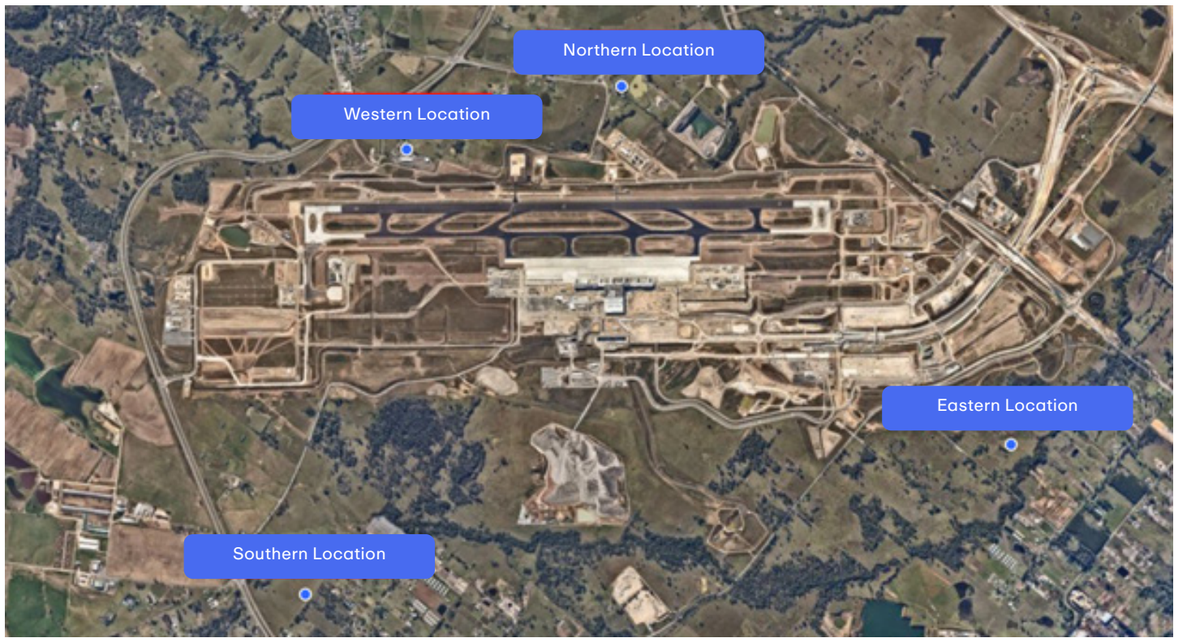


Figure 44 - Air Quality Monitoring Stations

The stationary air quality monitors are capturing: PM_{10}, $PM_{2.5}$, Total Suspended Particulates (TSP), and Depositional Dust (DD).

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**.

Table 14 – Applicable Air Quality Criterion

Pollutant	Criterion	Average Period
TSP µg/m³	90	1 Year
PM¹⁰ µg/m³	50	24 Hour
	25	1 Year
PM₂.₅ µg/m³	25	1 Year
	8	1 Year
Deposited Dust 2g/m²/month	2	Monthly (incremental)
	4	Annual (cumulative)

Baseline monitoring was conducted as a commitment in the 2016 Environmental Impact Statement and the result are shown in **Table 15**.

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

Table 15 – Baseline Air Quality Monitoring

Location	PM2.5 µg/m³	PM10 µg/m³	DD 2g/m²/month	TSP µg/m³
Northern	5.2	25.1	0.8	25.5
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

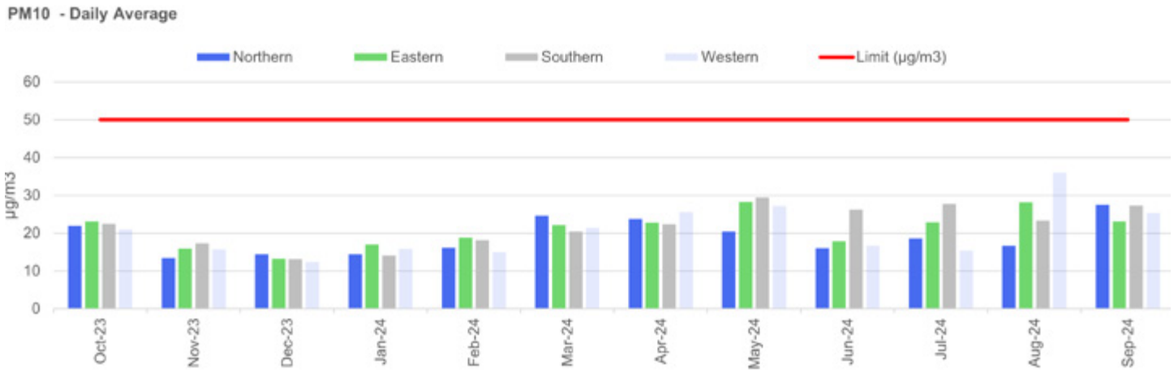


Figure 45 - PM10 Daily Average

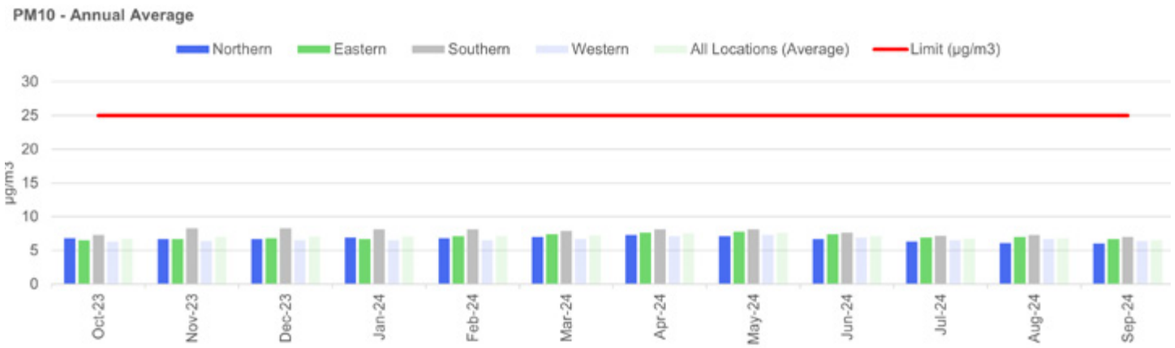


Figure 46 - PM10 Annual Average

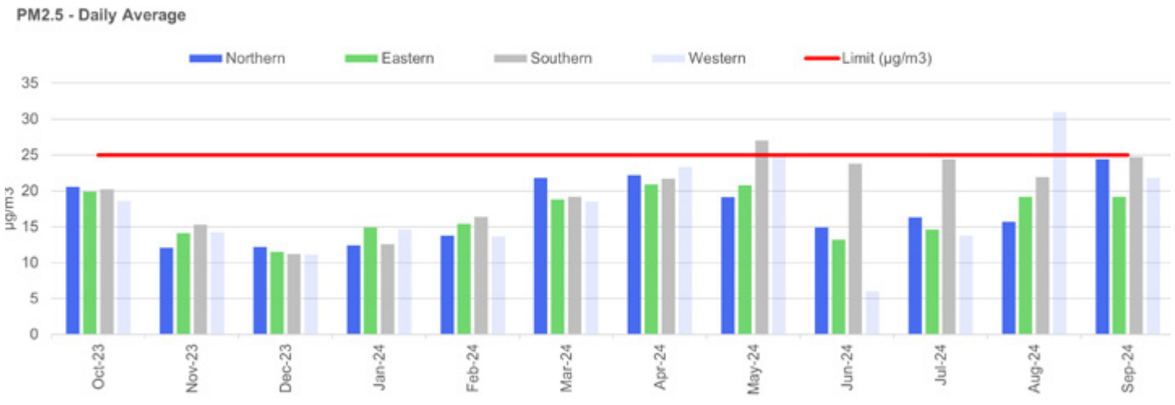


Figure 47 - PM2.5 Daily Average

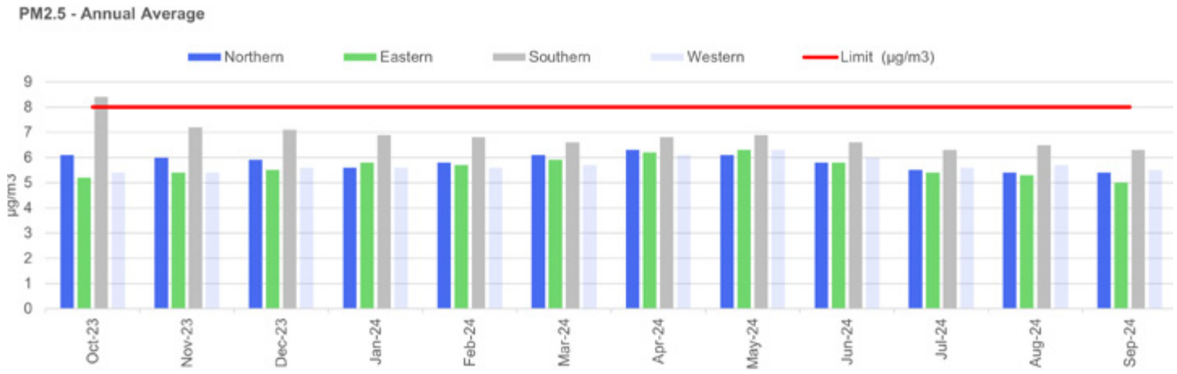


Figure 48 - PM2.5 Annual Average

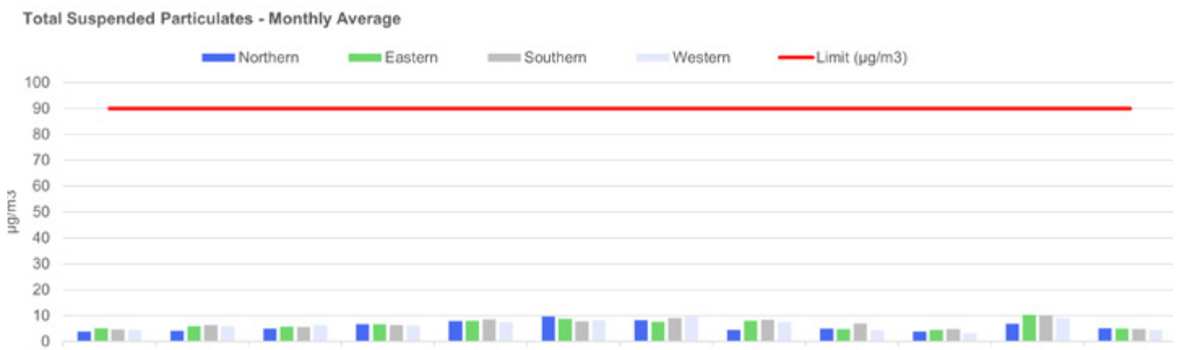


Figure 49 - Total Suspended Particles Monthly Average

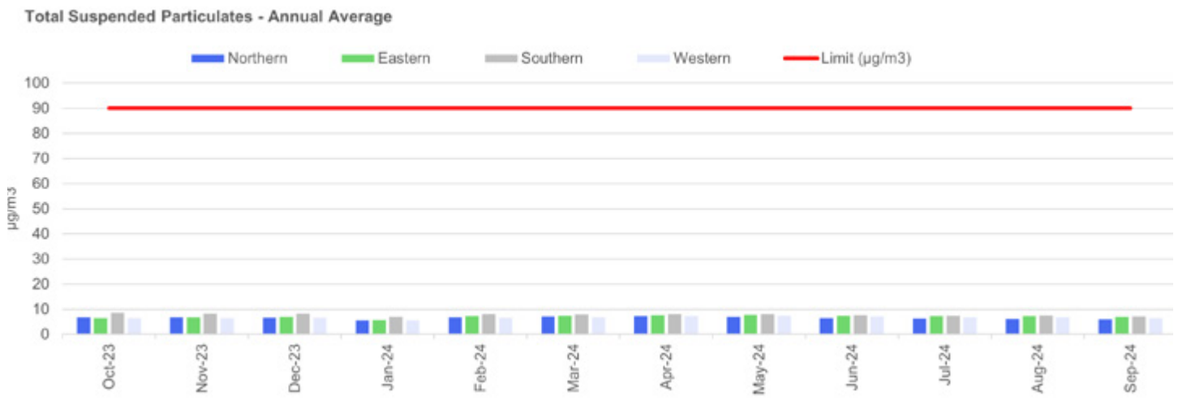


Figure 50 - Total Suspended Particulates Annual Average

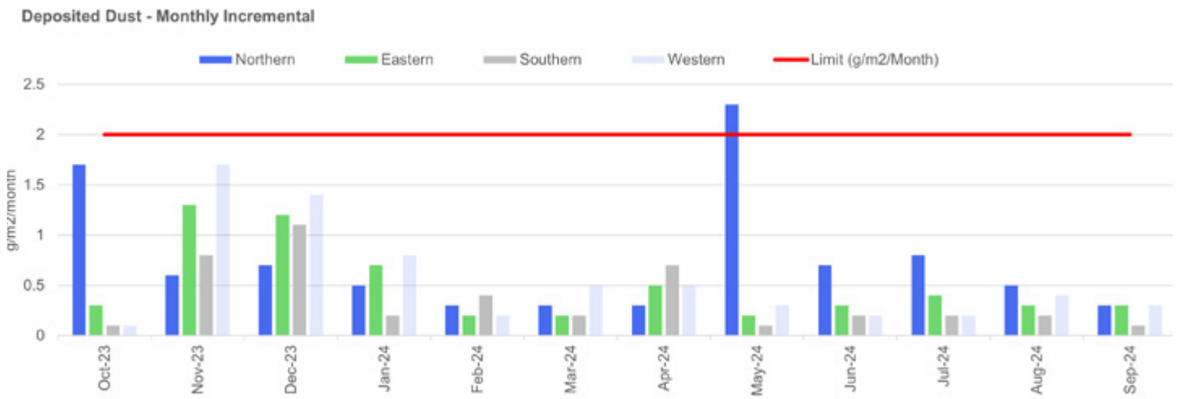


Figure 51 - Deposited Dust Monthly Incremental

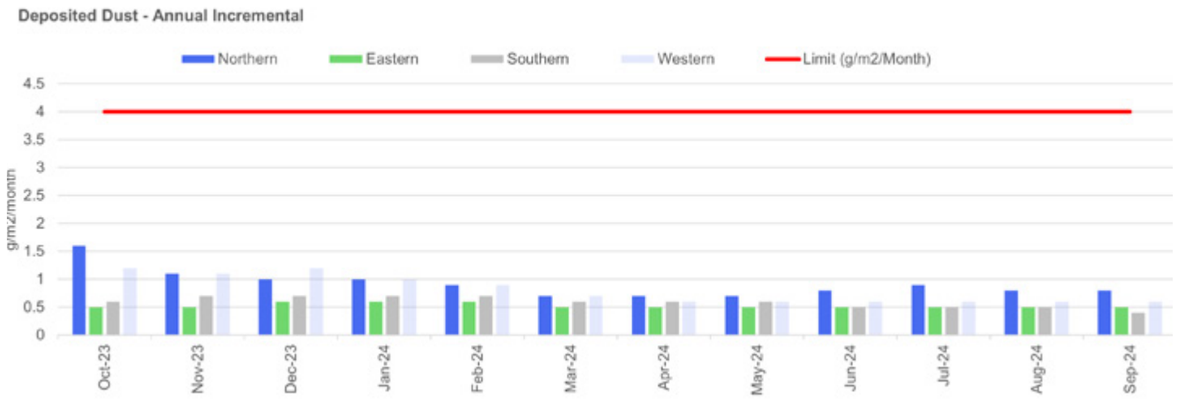


Figure 52 - Deposited Dust Annual Incremental

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

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

Rolling calculations for $PM_{2.5}$ at the Southern monitoring location showed a minor exceedance of the annual average $PM_{2.5}$ in October 2023. The Southern monitoring location also recorded an exceedance of the daily average for $PM_{2.5}$ on 29 May 2024. $PM_{2.5}$ tends to predominantly be from combustion emission sources such as vehicles, diesel engines etc. Similarly from fuel reduction burn off which occurred over 08 and 09 August 2024 on The Northern Road, Orchard Hills when the elevated result for $PM_{2.5}$ was recorded at the Western monitoring location. WSA reviews activities and meteorological conditions at the time the exceedances occurred and found that humidity as well as offsite impacts such as traffic played a role in the elevated levels.

Also in May 2024, the monthly incremental criterion for Deposited Dust was exceeded at the Northern monitoring location. The higher proportion of insoluble matter in the dust sample suggests the result may have been influenced by earthmoving activities. It is noted that during May 2024 local landscaping works offsite were being undertaken and unrelated to WSA activities.

The two dust complaints were received during periods of near gale force wind alerts. WSA main works contractors were aware of the wind conditions in advance and undertook all available measures to mitigate impacts, and in some instances stopped works. Following these two complaints WSA provided advance notice to specific community members to communicate WSA main works contractors had implemented all available mitigation measures in advance of the high winds. The opportunity for improvement will be continued as part of air quality management.

Contractors are regularly reviewing site conditions and the implementation of their mitigation measures, particularly during high winds:

- Additional utilisation of water carts across the site with a combination of water and dust suppressant chemicals from ample onsite water supplies.
- Progressive stabilisation of disturbed areas with grass or sealed roads.
- Sweeping of asphalt roads.
- Wheel washing systems and rumble grids at contractor site exits.
- Where it has been feasible, works have been reduced or stopped in some areas of the site.

In addition to quarterly CEMP compliance audits on all main works contractors, results of monthly air quality monitoring as well as compliance in accordance with the Air quality CEMP processes are presented to the AEO on a monthly basis. During these presentations, dust complaints, offsite sources and activities as well as weather conditions and an overview of onsite construction activities and NSW construction project interfaces are outlined to demonstrate WSA's investigation activities and compliance with the AEPRs.

12

Aboriginal cultural heritage

‘Our First Nations community will continue to be engaged and involved in managing Aboriginal Cultural Heritage values on the WSA site’

Aboriginal Cultural Heritage requirements within the CEMP have largely been fulfilled during delivery of previous main works packages, however as WSA progresses into operations First Nations communities remain a key stakeholder group within the Western Sydney community. They are a key stakeholder in the approach to managing the Environmental Conservation Zones (ECZ) to ensure cultural values are protected. Our First Nations community will continue to be engaged and involved in managing Aboriginal Cultural Heritage values on the WSA site, not only in our ECZs, but also part of our Western Sydney First Nations Engagement Strategy.

WSA has established digital cultural awareness training and immersive cultural experiences that facilitate connections with country, offering insights into the rich cultural heritage of Australia’s First Nations peoples.

Figure 53 - Cultural immersion engagement

Compliance against the WSA Aboriginal Cultural Heritage Objectives and Targets is shown in the **Table 16** below.

Table 16 - Aboriginal Cultural Heritage Objectives and Targets

Objective	Target	Measurement	Evidence
Minimise disturbance and loss of Aboriginal cultural heritage value.	No non-conformance with the Requirements of the Aboriginal Cultural Heritage CEMP.	**Objective Met**	No unexpected finds within the reporting period.
Protect and conserve in situ where appropriate those Aboriginal cultural sites and sites located within the ECZ.	No non-conformance with the Requirements of the Aboriginal Cultural Heritage CEMP.	**Objective Met**	No incidents or non-conformances.
Seek Aboriginal stakeholder participation during the development of the CEMP and incorporate Aboriginal cultural heritage management measures.	Ensure proper and ongoing consultation with Aboriginal stakeholders for all the phases of the project.	**Objective Met**	Consultation on ECZ management. Western Sydney First Nations Engagement Strategy
Contribute to a greater understanding of the archaeological record within Western Sydney.	Provide training on the findings and management of Aboriginal artefacts and heritage values for all the WSA workers.	**Objective Met**	RAP cultural experiences.
Treat Aboriginal cultural heritage items with respect having regard to identified values and avoid any unnecessary impacts.	Compliance with the general duty to preserve heritage under the AEPR.	**Objective Met**	On-going management of cultural heritage sites and items by restricting access to the ECZ.

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. Environmental Conservation Zones remain in place protecting the existing heritage items located in these areas, particularly during the rehabilitation activities.

Management actions to protect this area include:

- Construction activities have not occurred in this area.
- ECZ Restricted access requiring a permit to enter and ECZ specific induction.
- The Heritage Topsoil Stockpile location within the ECZ has fully established ground cover.
- Maintenance of fencing around ECZ and key heritage items.

There were no aboriginal heritage works undertaken within the construction impact zone.

13

European and other heritage

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

During construction works, implementation of the European and Other Heritage CEMP is primarily through the Unexpected Finds Protocol in the event a European Heritage find occurs.

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	Evidence
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**	No disturbance during the reporting period. No unexpected finds.
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**	Terminal Design.
Implement agreed management measures for elements of European and other heritage.	Compliance with the general duty to preserve heritage under the AEPR.	**Objective Met**	No unexpected finds.

14

Waste and resources

‘Office waste initiatives working with local social enterprises continue to support the NSW Return and Earn scheme. The proceeds have been donated to Luddenham Primary School’.

Figure 54 - Waste segregation on site including coffee cup waste stream

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

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

- Importation of Virgin Excavated Natural Materials (VENM) from other major projects across Sydney, supporting the circular economy approach.
- Office waste initiatives working with local social enterprises continue to support the NSW Return and Earn scheme. The proceeds have been donated to Luddenham Primary School.
- Mates on the Move is a social enterprise which creates employment opportunities for people leaving prison. The initiative continues at WSA and diverts used bathroom hand paper towels and coffee cups away from landfill. The Terminal contractor initiated this scheme, within this reporting period 13.2 tonnes since of paper towels and coffee cups have been diverted from landfill.
- New office waste bins installed at office buildings to facilitate segregation practices and improve diversion from landfill rates.
- Increased installation of organic food bins to promote additional waste diversion opportunities across the airport site.

Performance against objectives and targets in the WSA Waste and Resources CEMP are shown in **Table 18**.

Table 18 - Waste and Resources Objectives and Targets

Objective	Target	Measurement	Evidence
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**	Inspections. Monthly Reporting. Audits
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**	Inspections. Monthly Reporting. Audits.
	Achieve the waste re-use / recycling targets.	**Opportunity for Improvement**	Monthly Reporting. Office waste CEMP and stretch target not achieved.
Prevent pollution associated with the management and disposal of waste material.	Dispose of waste materials in accordance with relevant legislative requirements.	**Objective Met**	No incidents or non-conformances.
Minimise the risk of illegal dumping on the Airport Site.	No illegal dumping on the airport site.	**Objective Met**	One incident of illegal dumping on public road access. The incident was reported to NSW Police and cleaned up by WSA.
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**	Employee inductions.
Ensure the implementation of appropriate environmental controls and procedures.	Effective application of the waste and resources management across construction activities.	**Objective Met**	Inspections. Monthly Reporting. Audits.

WSA and main works contractors are tracking waste generated in accordance with the requirements of the CEMP and Sustainability Plans 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 within this reporting period has achieved an average of 92%, exceeding the targeted 80%-90%.

The average office waste recycling for the reporting period across all packages was 40% compared to the targeted 40%-60% (60% stretch target reflected in the Waste and Resources CEMP).

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. A key component of the performance relates to supplier measuring technique which assumes all bins are full when collected. WSA is working with the supply chain to determine if there are alternative solutions.

Additional social enterprise waste related initiatives include widespread adoption of the Return and Earn scheme. Since its launch at WSA in June 2023 there has been over 3,000 containers to date collected for direct recycling with revenue generated going to local schools.

The below graph in **Figure 55** 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.

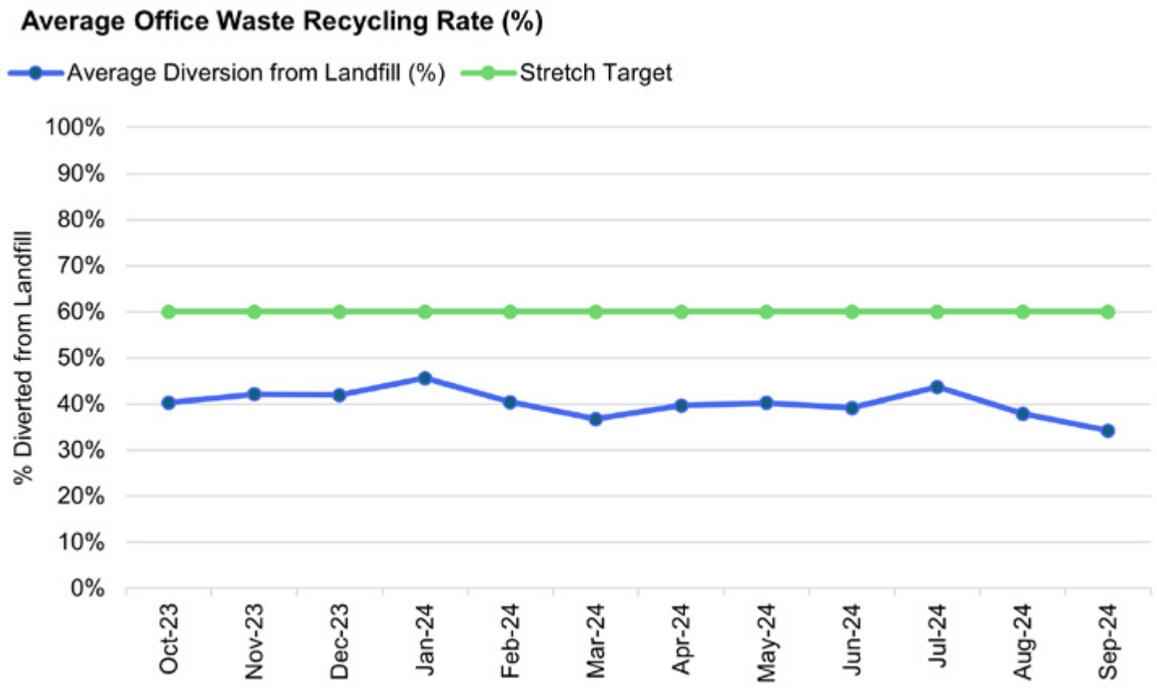


Figure 55 - Office Waste Diversion from Landfill

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 WSA is targeting for improvement is office waste recycling. These improvement programs continue to be assessed, reviewed and monitored throughout the remainder of Construction activities.

The below graphs in **Figure 56** represents the performance against the construction waste targets within the reporting period. Performance is strong and demonstrates positive segregation and recycling practices.

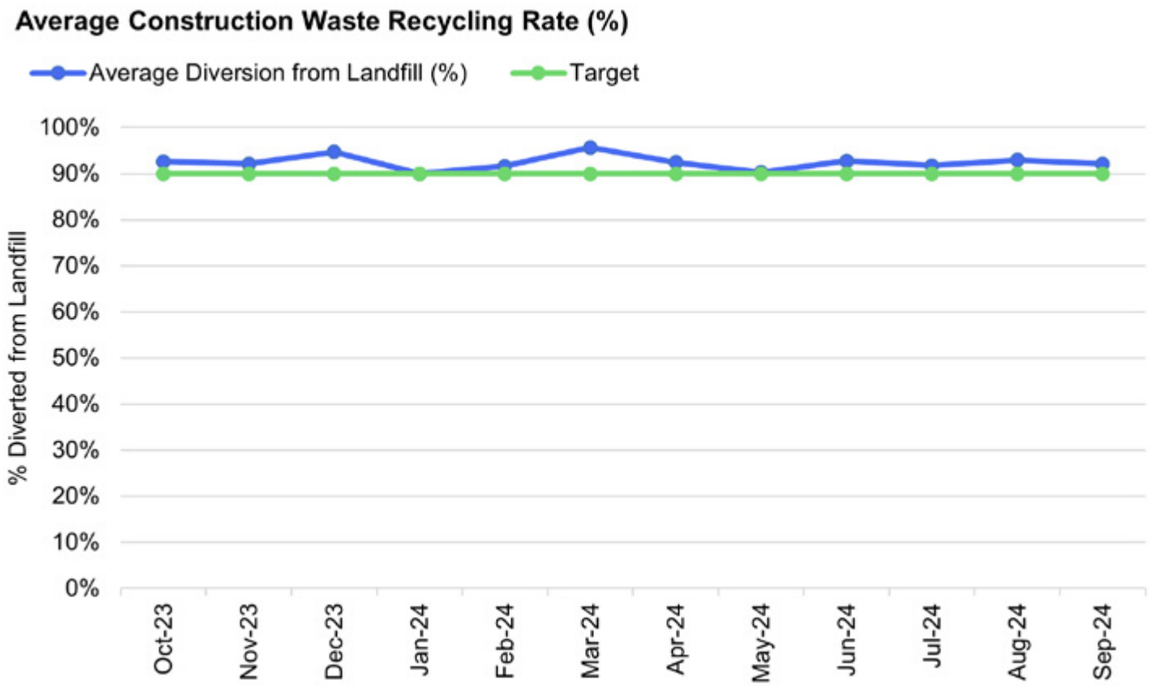


Figure 56 - Construction Waste Diversion from Landfill

Potable and Non-Potable Water Use

Water is used on site primarily for dust suppression and concrete construction. Hydrotesting activities are a notable consumer of water, particularly during the testing and commissioning activities within this reporting period. During commissioning activities, the project teams have worked collaboratively to minimise water consumption through the reuse of water between different activities. Fuel Farm for example has managed to reduce potable water consumption by 50% during hydrotesting activities through water reuse.

Non-potable water use has significantly exceeded the 33% non-potable water consumption target from the WSA Sustainability Plan. During this reporting period, the average use of non-potable water of the total water consumed across WSA is 68%. This has reduced since the previous reporting period as potable water is required to be used for hydrotesting and cleaning activities. In addition, less stormwater is available for re-used due to the transition from detention to dry operational basins.

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

- Reuse of water sourced from on-site retention basins.
- Ability to reclaim water from the CSR mine site.

Figure 57 demonstrates the percentage of non-potable consumed of the total water consumption during the reporting period, compared to the target from the WSA Sustainability Plan.

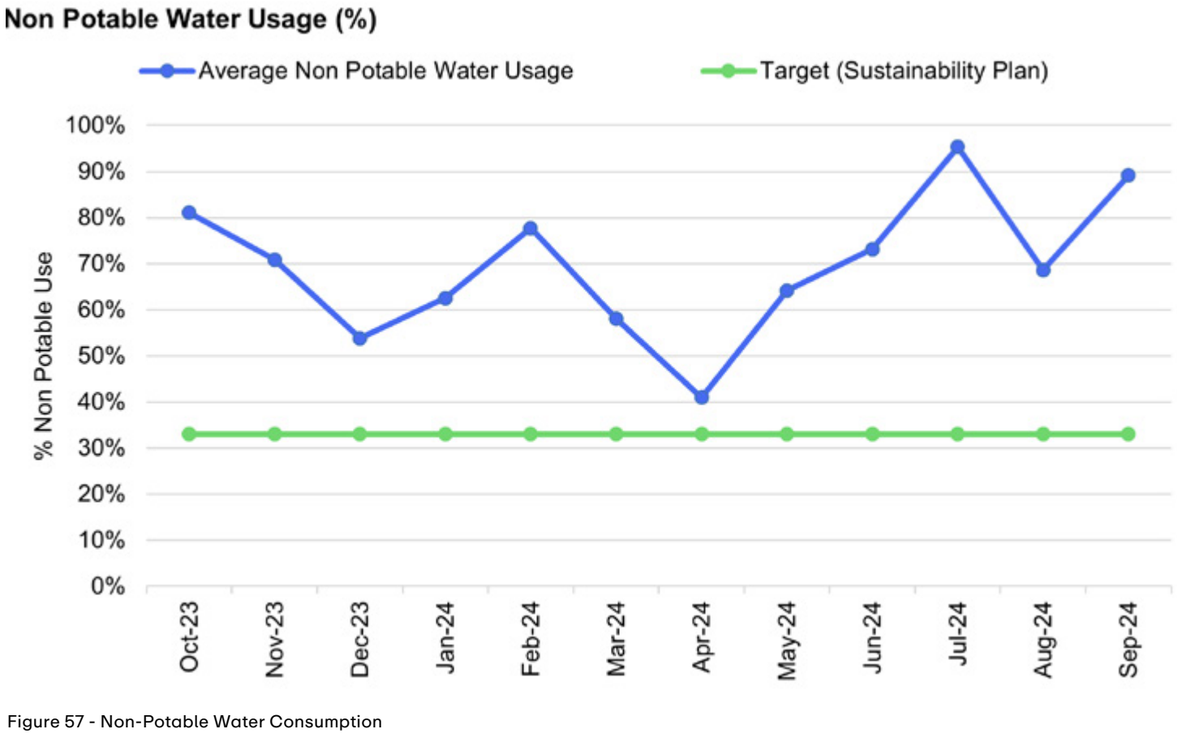


Figure 57 - Non-Potable Water Consumption

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. All existing packages of work: TSS, LCB, ACP, CW1 are progressing well towards their final assessments and verification of their energy consumption and reduction targets.

The TSS package current modelling demonstrates its on track to exceed the 10% target. Current modelling has assessed 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.
- Installation of electric ground support equipment (GSE) infrastructure, ground power units (GPU) and pre-conditioned air (PCA) equipment replacing diesel equipment on the airport apron.

Modelling for ACP presents a 36% reduction and modelling for the LCB presents a 16% reduction. Both packages are in their final stages of modelling completion following recent design feedback from the Infrastructure Sustainability Council (ISC). Both packages modelled pathways present an exceedance of the minimum targets and external verification shall be reported in the in the next reporting period.

Modelling for Cargo is underway as their design progresses and shall be reported in the next reporting period.

Material Imported

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

15

Environmental compliance & assessment

‘All incidents identified during the reporting period were minor and resulted in no environmental harm’.

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

- Investigation of incidents.
- WSA led audits of contractor performance.
- External third-party audits of CEMP compliance.
- Weekly Inspections and Environmental Meetings.
- Permitting.

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.

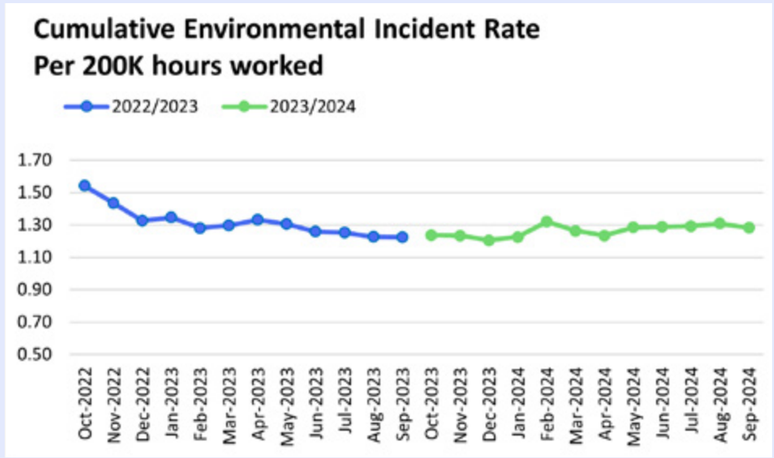


Figure 58 - Incident Rate 2022/2023 to 2023/2024 reporting years

Over the course of the reporting period there were 38 Level 3 - Minor incidents and five Near Miss recorded. No Moderate or Extreme (Level 1 and 2) incidents occurred and there were no notifiable incidents to the AEO. All minor incidents and near misses were notified, classified, reported and closed out in accordance with the Environmental Incident and Event Reporting Procedure appended to the SEMF. Relevant corrective actions or improvements were included in the CEMP update.

The cumulative average site incident rate is consistent to the previous reporting period at around 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 12 audits were completed for the period:

- **Six Internal audits** completed against the requirements of the CEMPs by WSA.
- **Six (two each per main works package) External audits** completed against the requirements of the CEMPs by a Third Party.

Non-compliances identified during the internal audits included:

- Documentation updates / reviews.
- Continual implementation and maintenance of environmental controls in field.

External audits identified two non-compliances:

- Review of erosion and sediment controls follow of extension of works in an earthworks area not undertaken .
- Observed a water cart discharging onto the ground causing runoff. Also raised as an Incident.

Throughout the reporting period WSA conducted over 160 joint inspections to assure works are being undertaken in compliance with CEMP, primarily the field implementation of the CEMP environmental mitigation controls. This is in addition to contractors and other third-party environmental inspections.

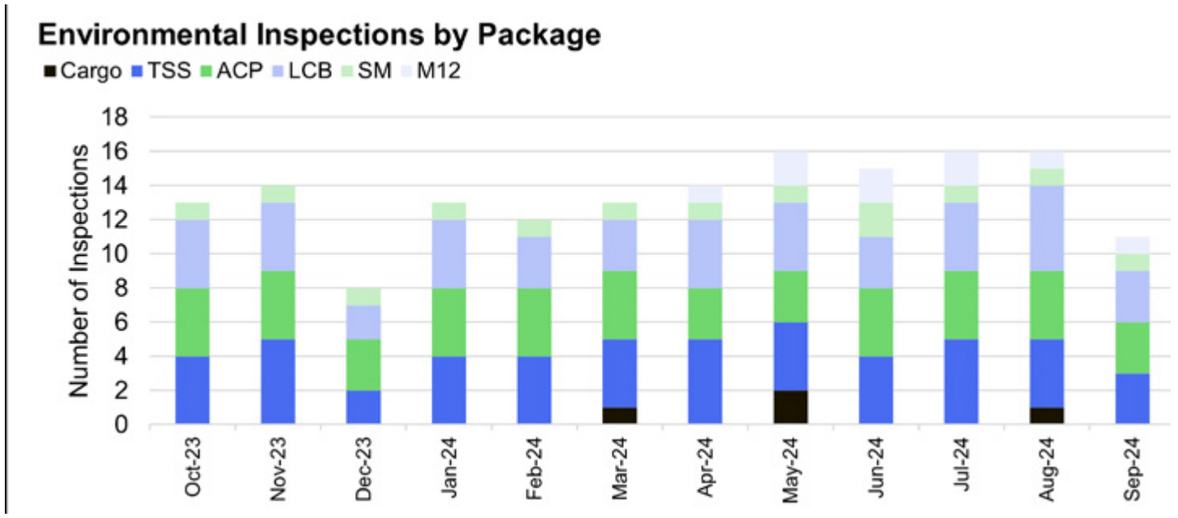


Figure 59 - Environmental Inspections by Package

There were 338 actions identified from WSA inspections with contractors. Of which, 62% related to erosion and sedimentation controls, 14% related to waste management, and 9% to both spill prevention and air quality.

Additionally, field controls are jointly reviewed with the main works contractor and WSA prior to implementing WSA environmental permits including, but not limited to:

- Environmental Work Method Statements.
- Environmental Control Maps.
- Erosion and Sediment Control Plans.
- Dewatering Permits.
- Material Import Forms.
- Out of hours Works permits.

Rainfall over the reporting period is outlined in the graph below against the historical records from local Bureau of Meteorology Rainfall Gauges. El Nino was declared in September 2023 until April 2024 along with the hottest year on record during the summer months.

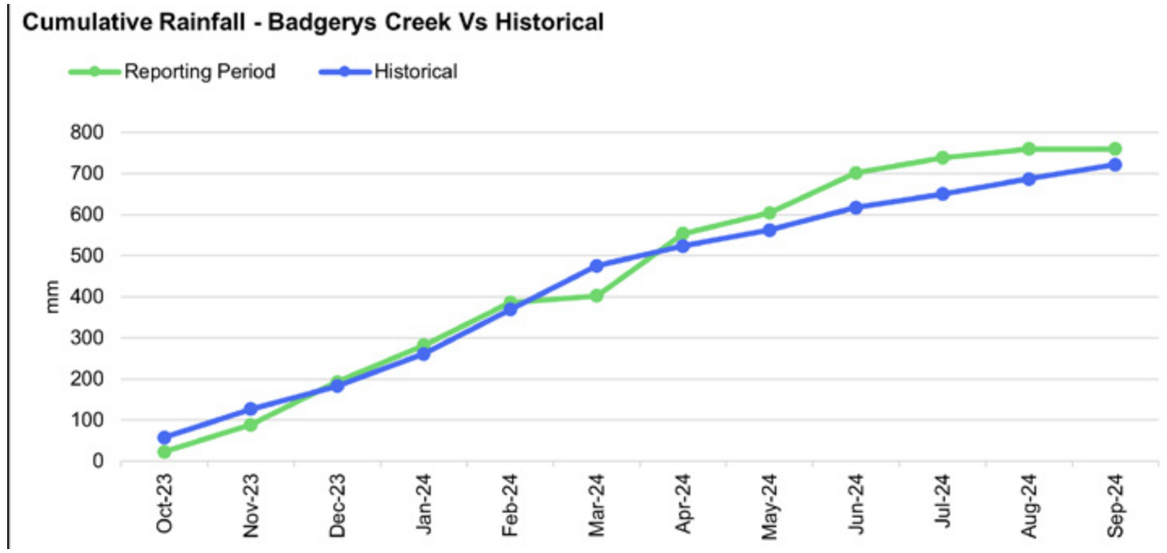


Figure 60 – Cumulative Rainfall

With rainfall conditions consistent with historical levels, there were seven recordable events within the reporting period. Recordable events are defined as rainfall events that exceed the NSW Bluebook design criteria for the project causing the water retention basins to overtop turbid water.

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

- Site inspections to confirm erosion and sedimentation control devices are installed according to submitted Erosion and Sediment Control Plans.
- Treatment of water in detention basins with flocculant to settle out turbidity.
- Obtaining WSA approved dewatering permits for discharges both internally on the airport site, and externally to water bodies.
- Ensuring basins remain below the dewatering mark, to maintain NSW Bluebook Design Capacity, prior to rain events to ensure maximum detention is achieved.

The Airport Environment Officer was informed about all recordable events.

With the stormwater drainage system progressing towards completion, and basins transitioning from water retention basins to dry basins, the stabilising ground cover will provide additional polishing to improve water quality to further improve operating conditions.

16

Sustainability

> ‘We’re not just creating an airport that’s ready for the future, we’re creating a legacy that will last a lifetime’.

As the project progresses the sustainability focus at WSA maintains the ongoing ethos of “sustainable by design“. This promotes the current transition from design and construction towards an operational airport and a sustainable business. We’re not just creating an airport that’s ready for the future, we’re creating a legacy that will last a lifetime.

Simultaneously, performance during the latter design and construction has been strong across all packages. Areas of note-worthy performance include non-potable water use, operational energy reduction initiatives, 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) as approved in October 2022 remained applicable.

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 finalised creating a framework for social and environmental sustainability across the enterprise. Our Sustainability Strategy is underpinned by six pillars:

- First Nation
- Energy & Carbon
- Community
- Diversity & Inclusion
- Circularity
- Resilience & Adaption

Specific and measurable targets to support the six pillars and are being finalised as we transition towards an operational airport.

Procurement: TSS, ACP, LCB, CW1, SAF

All packages within the WSA Program have either completed their construction stage procurement (TSS, ACP, LCB) or are in the final stages of market engagement (CW1, SAF). 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, CW1, SAF

Excluding CW1 and the SAF detailed design has been completed. The design for all packages has 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, low carbon bitumen replacements products, maximising the energy and water efficiency of products and passive design solutions. LCB and TSS have successfully completed working with industry partners to maximise the installation of both customer and airside electric vehicle capacity. ACP and LCB have completed numerous design refinements to maximise embodied carbon emissions reductions through value engineering. Bridge structures, piers and retaining walls have all seen significant savings in material quantities, thus minimizing their embodied carbon intensity. CW1 continues to progress detailed design with a focus on energy savings and material substitution within the building’s structures and base slab details. Stand Alone Facilities continues to explore sustainability initiatives as the package progresses with the Early Contractor Involvement phase for the works.

Construction: TSS, LCB, ACP, CW1

TSS, LCB and ACP are in their final stages of construction whilst CW1 commences. All packages are progressing well with significant improvements in sustainability integration particularly with the continued high 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 have either integrated or continue to explore innovative asphalt products for use across the project. Other construction-based sustainability initiatives during this reporting period include:

- Site wide lighting remains powered by solar generation for all packages.
- Satellite site facilities for LCB continue to be powered by solar generation.
- ACP continue to power their sites from 100% renewable energy.
- CW1 is using a Vital Chemical Super Clear blend, a unique blend of flocculant used on the project leading to efficiencies in water treatment.
- CW1 is using Slipform paving, an efficient paving method that has reduced costs, labour, materials and led to construction efficiencies.

IS Rating

As a total airport site, with previous certified IS Ratings of either “Excellent” or “Leading” WSA is tracking well to achieve a total sitewide rating of “Excellent”. Below outlines the status of achieving Infrastructure Sustainability (IS) Rating across relevant work packages. TSS has been awarded an interim “Excellent” Design Rating as it progresses towards Construction completion. All remaining Packages are on track to achieve 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 has received an interim Design rating of “Excellent”. They will maintain or exceed this score within the next reporting period as they work towards final construction and AsBuilt ISC verification.

Airside Civil and Pavements

ACP package successfully submitted their Round 2 Design submission and is working towards final design verification within the next reporting period. They are progressing well with their AsBuilt evidence and simultaneously their Design verification and Asbuilt status shall be reported in the next reporting period.

Landside Civil and Buildings

LCB package successfully submitted The Round 1 Design submission and is working towards final design verification within the next reporting period. They are progressing well with their AsBuilt evidence and simultaneously. Their Design verification and Asbuilt status shall be reported in the next reporting period.

Cargo

Cargo is in the early stages of detailed design development. It has successfully registered with the Infrastructure Sustainability Council. They have progressed with a verified Weightings Assessment and are progressing with their Base Case Proposal to verify their energy, materials and water baseline quantities and emissions. They are planning to submit the Round 1 design assessment within the next reporting period as the project matures.

Green Star Rating

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

Table 19 - Green Star rating progress

Package	Goal	Update
Terminal Specialty Services	Terminal building – 4 Star (5 Star stretch target) under v1.3 Design and AsBuilt Fuel Farm – 4 Star under v1.3 Design and AsBuilt	The package successfully submitted and received feedback on their Round 1 Design Review for the main Terminal building and the Fuel Farm. Their Round 2 Design Reviews have been submitted with feedback anticipated in the first quarter of the next reporting period.
Landside	Operations and maintenance facility – 4 Star under v1.3 Design and AsBuilt Airport Operational Control Centre – 5 Star under v1.3 Design and AsBuilt Main Airside Access Gate – 5 Star under v1.3 Design and AsBuilt	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.
Cargo	Base Buildings – 4 Star under v1. Buildings	The package has successfully registered the project and progressing the development of design centric credits, notably climate change, energy, water, indoor air quality and materials. The package is anticipated to submit their Design Round 1 review during the next reporting period.
Stand Alone Facilities	Command Centre and Canine facility – 4 Star under v1. Buildings	The package is an Early Contractor Involvement phase for the works. Formal registration with the Green Building Council and the commencement of formal Green Star assessment shall take place within the next reporting period.

Knowledge Sharing and Communication

WSA and main works contractors continue 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 main works contractors. 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.

Capability Development

The Western Sydney Airport Connectivity Centre (WSACC) in Penrith has continued to achieve employment outcomes for our community's most vulnerable members.

During the reporting period, all contractors and the Delivery Partner actively participated in the WSI First Nations 'Taking Off" Program. The WSI First Nations 'Taking Off" Program is designed to provide First Nations students in years 9 to 12 from Western Sydney schools with an opportunity to learn about WSI, connect with First Nations employees and jobs. As a result of this program, a number of students have gone onto to participate in work experience with main works contractors.

DXC, a company partnering with WSA to provide the technology component of the airport, have partnered with Western Sydney University (WSU) 'Partnership for the Professional Experience' subject that involves working with experienced WSA and DXC project facilitators. The initiative supports students' learning and skills development as part of their degree and forms their capstone project. DXC have also co-designed a number of subjects to benefit WSU students and future roles at WSI.

WSA Delivery Partner continued to support the Aspire programme from the school of engineering, design and built environment at WSU. WSU organised a successful outreach programme for a Western Sydney schools aimed at increasing interest in STEM among Indigenous primary and high school students.

WSA's Diversity and Inclusion committee continued action on raising inclusiveness, respect and a sense of belonging. The Diversity and Inclusion Policy was also updated during the reporting period to consider legislative changes and to reflect WSA offering market comparable employment conditions and practice for WSA employees.

Assurance

Auditing was conducted as per the Sustainability Plan (planned for 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	Status of findings
TSS	Nov 2023	One finding was identified during the audit. This was an Observation related to the achievement of a minimum ISC waste related credit requirement. Given the stage of the project monitoring shall continue to track progress prior to construction completion.	All findings closed except office waste diversion rates which remains a focus area prior to the end of construction
	Jul 2024	Four findings were identified during the audit. Three Observations related to obtaining points for specific sustainability rating credits and updates to climate change risk assessments. One Opportunity for Improvement was identified related to record keeping for risk and opportunity registers.	All findings have been successfully closed
LCB	Nov 2023	Two findings were identified during the audit – one Observations relating to the project's audit evidence. One Minor Non-Conformance was sighted related office waste recycling.	All findings closed except office waste diversion rates which remains a focus area prior to the end of construction
	May 2024	Two findings were identified during the audit – one Observation relating to the project's ongoing assurance processes. One Opportunity for Improvement was sighted related ongoing monitoring data gathering for efficiency.	All findings closed
ACP	April 2024	Three findings were identified during the audit, all of which were Observations. The Observations were related to materials modelled reductions, management of prohibited materials and the maintenance of office waste diversion targets.	All findings closed
	Aug 2024	One finding was identified during the audit, which was classified as an Observation. This was related to reporting dates against project completion dates.	All findings have been successfully closed
CW1	Aug 2024	Eight findings were identified during the audit. Four were Observations related to climate change, employee inductions, decision making and reporting. Four Opportunities for Improvement were identified related to metering, record keeping, use of sustainable fuels and sustainable pre-cast concrete.	All findings shall be progressively closed during the next reporting

17

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.

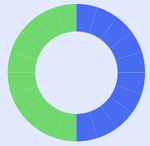
Climate Resilience

13 CLIMATE ACTION

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

Design and Construct for climate change resilience



Target 25-50%

Adaptation and mitigation requirements have been met with suitable adaption options being identified and implemented for 25-50% of medium priority climate change risks across all Major Works Contracts within WSA including CW1.

CLIMATE CHANGE ADAPTATION

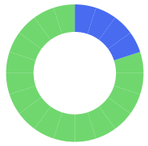
Design and Construct for climate change resilience

Target 100%

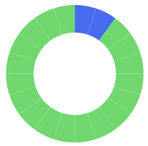
Climate Change mitigation and adaptation targets have been met with 100% of extreme and high rated climate change risks identified, assessed and appropriate measures implemented, with no extreme residual risks after treatment. Climate Change Risk Assessments have now been conducted for all Major Works Contracts within WSA including CW1 with subsequent phased reviews ongoing during construction stages for TSS, ACP and LCB.

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 being established within CW1 management systems and energy modelling. This target is established within CW1 management systems as their energy modelling progresses.

REDUCED EMISSIONS	Reduction in greenhouse gas emissions compared to base case footprint including Scope 1, Scope 2 and Land Clearing Emissions.	 Target 10%

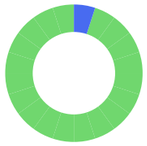
TSS modelling demonstrates greenhouse gas emissions reductions of 39%. Notably through operational design optimisation and proactive and early electrification of their temporary accommodation thereby minimising dependency on fuel use. Modelling for ACP presents a 36% reduction and modelling for the LCB presents a 16% reduction. Both packages are in their final stages of modelling completion following recent design feedback from the Infrastructure Sustainability Council (ISC. This target is established within CW1 management systems as their energy modelling progresses.

NON-AVIATION FUEL	Reduce non-aviation fuel use by designing for electric air-side vehicles.	Target N/A

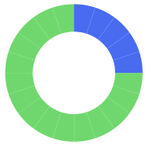
TSS package includes electric vehicle charging stations to accommodate electric ground supporting equipment (air-side vehicles). The design includes 22 x 80v chargers and 4 x 400v charging stations, each with two charging ports, giving the ability to charge 52 airside vehicles simultaneously. CW1 is progressing their design with a focus on maximising opportunities for electric ground supporting equipment.

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%

TSS modelling presents a 23% reduction against their base case footprint. ACP modelling presents a 51% reduction and LCB's presents a 16% reduction. This target is established within CW1 management systems as their water modelling progresses.

WATER USE	Water use from non-potable sources, from reclaimed or recycled wastewater or harvested water.	 Target 33%

Across all packages at WSA this target is being exceeded, with the aggregated consumption of non-potable water use as a percentage of total water use ranging from 65%-95% year on year.

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

This target is being significantly exceeded across all packages at 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

The TSS, ACP and LCB packages are exceeding 30% SCM and averaging 60% of reinforcement steel being made from recycled steel products. CW1 is developing their design with supply chain engagement to seek partnerships with suppliers who can provided optimum recycled content within concrete, steel, asphalt and aggregates.

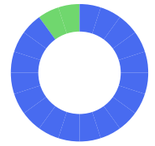
INNOVATIONS	Sustainability Innovations (SI) implemented.	Minimum of three

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. CW1 is developing innovation pathways as the detailed design progresses. Key focus areas include:

ACP is exploring innovations in access road pavement design solutions.

LCB is exploring wastewater and sustainable asphalt opportunities.

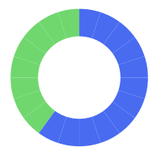
TSS is further exploring opportunities for electrification of ground side equipment.

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

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

WASTE RECYCLING	Percentage of surplus VENM or ENM spoil to be re-used on or offsite.	 Target 100%

This target continues to be met across all packages at WSA. 100% of VENM or ENM material across all packages has been either reused directly on site or offsite.

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

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 and Mates on the Move schemes have been implemented during this reporting period to support an active effort to meet the target.

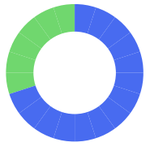
Biodiversity

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

Plantings to be Australian Native.

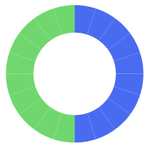


Target 70%

This target has been met within the design of LCB and TSS. The ACP package exceeded this target with 100% of all plantings being Australian natives. CW1 is progressing the detailed design where landscaping allows to integrate this target for achievement.

BIODIVERSITY AND LANDSCAPING

Plantings to be Indigenous native plants to preserve Cumberland Plains identity in the Western Sydney Area.



Target 50%

This target has been met within the design of LCB and TSS. The ACP package exceeded this target with 85.7% of all plantings being Indigenous native plants. CW1 is progressing the detailed design where landscaping allows to integrate this target for achievement.

Thriving Society

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.

LOCAL WORKER

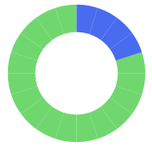
Percentage of local workforce employed during construction.

Target 30%

This target has been consistently exceeded across WSA, with local employment at 58.68% within this reporting period.

LEARNING WORKERS

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

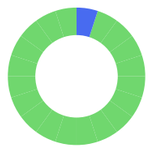


Target 20%

This target has been consistently exceeded across WSA, with representation of the workforce through learning workers at 28.07% within this reporting period.

FIRST NATIONS

Percentage of overall workforce diversity: First Nations Workforce.



Target 2.4%

This target has been consistently exceeded across WSA, with the total First Nations workforce at 2.92% within this reporting period.

PEOPLE

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

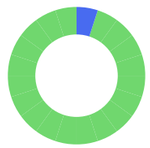
Minimum of one

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.

FIRST NATIONS

Percentage of contracts awarded to First Nations businesses.



Target 3%

This target has been consistently exceeded across WSA, with 6.66% of contracts awarded to First Nations businesses within this reporting period.

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Community & Stakeholder Engagement

Figure 61 - WSA Community Open Day 22 June onsite at Eaton Road, Luddenham

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.

The method and activities undertaken by the Community Engagement and Social Impact team continues to involve and best-practice interaction with the community is carried out to ensure they are informed and up to date on construction activities as outlined below:

- Four notifications distributed by letterbox regarding construction works to neighbouring residents.
- 29 meetings and 56 door knocks were held with the local impacted residents and businesses to keep them informed regarding construction activities.
- Five quarterly Airport Construction updates delivered to approximately 850 surrounding properties.
- Monthly social media and regular opportunities published via print and broadcast media activities.
- Guided site tours hosted by the WSA Community Engagement Team.
- WSA participation in and sponsorship of local area and agricultural shows, open days, cultural festivals and mentoring programs.
- Ongoing development and growth of Your WSI and the customer panel to facilitate a deeper connection with the Airport, its progress, opportunities for input through targeted communication and engagement.
- Supported the Government's flight path community pop up information sessions across Western Sydney to provide information on the airports 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.
- Delivered Community Open Day on Saturday 22 June 2024. Hosting 1,500 members of the community at the WSI Experience Centre. For the first time, Qantas and the Australian Federal Police had stalls with team members interacting with the community about their future role when the airport opens. Activities for visitors included:
  - Learning about the rich Aboriginal heritage of the region.
  - Learning about construction and operation of Western Sydney International. including information from the different packages.
  - Learning about flight paths from Australian Government representatives.
  - Learning about surrounding infrastructure projects (M12, Sydney Metro, Western Parkland City Authority, Department of Infrastructure, Sydney Water); and a
  - Bus tour to the runway that gave attendees a close-up experience.

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

- Launched WSA's First Nations Taking Off pre-employment program.
- WSI Stakeholder Planning Forums.
- Community Consultative Committee.
- Forum of Western Sydney Airport (FoWSA).
- Cumulative Impacts Control Group (CICG).
- Stakeholder briefing on the 2024 Construction Environmental Management Plan updates.

Figure 62 – Prime Minister, Anthony Albanese, visit to WSI on 27 August 2024.

Stakeholder Engagement on Social Impact

The WSA Community Engagement team regularly conducts tours and information sessions on the project. During the reporting period 198 on-site tours, 34 'lawn chats' and 17 perimeter tours were conducted.

Groups that visited the site included:

- Commonwealth government representatives including Prime Minister Anthony Albanese, and the Minister for Infrastructure, Transport and Regional Development, Catherine King.
- 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.
- Airlines and airline-related retail groups.
- Construction and operations stakeholders.

The WSI Experience Centre forms an integral component to connecting with the community and sharing information. Over 37,500 people visited the Experience Centre during the reporting period.

During the reporting period over 60 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 People.
2. Western Sydney Communities.
3. Women in Western Sydney.
4. Youth.
5. Culturally and Linguistically Diverse Communities.
6. WSA Employees.

Government Relations

The WSA Corporate Affairs team continue to coordinate external engagement activities and invite government stakeholders for site tours and briefings.

A highlight during the reporting period was a visit by Anthony Albanese - Member for Grayndler and Prime Minister of Australia, accompanied by Catherine King - Minister for Infrastructure, Transport, Regional Development and Local Government.

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 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

WSA recognises the opportunity the airport represents to drive positive reconciliation, social and economic opportunities in partnership with First Nations people.

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.

Our Second Innovate RAP is under development for an estimated launch in early 2025.

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 various NAIDOC event and career expos across Western Sydney.
- 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.
- First Nations community workshop

Figure 63 - Greg Simms (Dharug Elder), WSI First Nations Community Workshop June 2024

Complaints Resolution

WSA maintains an accessible engagement approach for complaints to be registered 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 Engagement team and followed up for close out. For the reporting period, there were six complaints received by WSA.

The WSA Community Engagement team responds actively to contact stakeholders and track and manage close out of communications. Engagement team responds actively to contact stakeholders and track and manage close out of communications.

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

The protocol continues to ensure that:

- Complaints are responded to within 48 hours of receipt, whenever possible.
- Complaints are to be investigated in an appropriate manner and timeframe.
- Any trends are identified so they can better inform corrective actions.
- 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 contacts that are received from community members. Information is validated and verified by the WSA Community Engagement Team. Consultation and collaboration with the appropriate contractor and/or internal subject matter experts also takes place to ensure an issue is resolved.

See below the **Table 21** that sets out Objectives and Targets from the March 2024 WSA Community and Stakeholder Engagement Plan available on the project website: [WSA Community and Stakeholder Engagement Plan]

Table 21 - Objectives and Targets: Community and Stakeholder Engagement

Objective	Target	Measurement	Evidence
Maximise local and regional community awareness of construction activities	Establish a professional and experienced community engagement team. Ensure that all members of the project team are informed about community engagement and how to respond.	**Objective Met**	Suitably qualified engagement practitioners employed on staff. Annual Community Engagement Plan (CEP) in place with range of tools and tactics which communicate project information and milestones, maintain regular engagement with local business and residents and ensure all information channels are promoted (website, socials, information line etc)
Maximise local and regional community awareness of construction activities	Provide accurate and timely information about the project. Provide information about the ways in which the community can obtain information about the project. 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**	Suitably qualified engagement practitioners employed on staff. Annual Community Engagement Plan (CEP) in place with range of tools and tactics which communicate project information and milestones, maintain regular engagement with local business and residents and ensure all information channels are promoted (website, socials, information line etc)
Maintain positive relations with the local community	Engage in an open, honest, and inclusive manner. Provide detailed briefings at key points on planned works and potential impacts and seek feedback from the relevant stakeholders. Develop a close working relationship with local councils through regular updates and meetings. Use a wide range of tools to communicate with the broadest possible audience, particularly in relation to planned works and potential impacts.	**Objective Met**	Annual CEP identifies engagement principles and behaviours (i.e. IAP2 alignment), also range of tools and tactics which ensure reach to range of community and stakeholders on works and potential impacts. The External Affairs team have lead engagements with Penrith, Liverpool, Camden, Campbelltown, Blacktown, Fairfield, Parramatta, Canterbury-Bankstown and Wollondilly Councils during the reporting period. Participation across a range of external forums (e.g. CCC and FOWSA) providing detailed information on project activities. Regular engagement with local community through activities like neighbourhood pop ups or doorknocks.

Objective	Target	Measurement	Evidence
Respond quickly and effectively to community complaints	Promptly respond to enquiries and complaints.	**Objective Met**	Annual CEP contains performance standards relating to community contacts / complaints, which we consistently comply with. Recently completed audit of Complaints Management Procedure to drive compliance and improvements.
Coordinate communication and stakeholder engagement activities across all CEMPs	Identify and manage emerging issues. Ensure relevant stakeholders/community are informed in advance about planned works and potential impacts.	**Objective Met**	Compliance with Annual CEP, defining our approach to working with community on advances notice on disruptive works (e.g. OOHW permit process, written notifications, phone, SMS, doorknocks). Community Engagement practitioners embedded in packages with contractors to ensure collaboration and involvement in regular program meetings. Participation in forums like CICG and environmental forums to stay ahead of issues
Maximise the benefits and minimise the adverse impacts of construction activities through engagement with government agencies at the local, state and national levels	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**	Quarterly Stakeholder Planning Forums have continued with a wide variety of stakeholders actively participating from the 150 individuals invited. Topics of engagement have included the Business Precinct Stage One (BPSO) and Cargo developments, media overviews and updates from interfacing partners like Sydney Metro and Sydney Water.
Ensure the airport makes a positive contribution to the changing identity and character of Western Sydney	Ensure outcomes of consultation are integrated into operational decisions. Engage in an open, honest and inclusive manner. 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**	Embedded Community Engagement practitioners are able to bring their knowledge of community (sensitive receivers, history of issues) to program forums to influence decisions. Use of OOHW permit system allows for noise data to guide construction methodology applied. Annual CEP identifies engagement principles and behaviours (i.e. IAP2 alignment), also range of tools and tactics which ensure reach to range of community and stakeholders on works and potential impacts. Community Engagement role and practice is regularly identified in all staff forums like All Hands, Soaring Awards and the like. CE practitioner embedded in all packages and program planning allows for raised awareness and information sharing with workforce on how community access information and contact the project

Appendix

Appendix 1: Airport Plan Conditions

Approval Condition (ID) (September 2021)	Requirement	Compliance details	Compliance Status
3.11.2.1	**Construction Plan**		
70d76e	70d76e	70d76e	70d76e
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.	Following approval of Rev 0 prior to Main Construction Works, Rev 1 approved 14/12/18, Rev 2 approved 18/12/2019, Rev 3 approved 05/03/2021, Rev 4 approved 26/10/2021, Rev 5 approved 12/08/2022. Rev 6 approved 26 July 2024 and can be found at Construction Plan Rev 6	
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 6 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 6 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 6 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 6 Construction Plan. Each of the main works packages, external stakeholder works and rail development 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 6 Construction Plan.	Compliant
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. Figure 7 in the Construction Plan show the Environmental Conservation Zone mapped.	Compliant
3.11.2.1.3 (c)	Is otherwise appropriate.	Construction Plan (Rev 6) approved 26 July 2024.	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
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 Revision 0 dealt predominately with the Early Earthworks (EEW), Revision 1 included the Experience Centre, Site accommodation and material import phases, Revision 2 update included Bulk Earthworks – within the Stage 1 scope of works. The Revision 3 update was to support changes to the Final Airport Site Layout, Revision 4 included Terminal and Specialty Services scope of works, Revision 5 updated included landside and airside packages. Revision 6 has been updated to include Stage 1 Cargo Works, Standalone facilities and testing and commissioning activities.	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, Communications and the Arts (DITRDCA) and the Airport Environment Officer (AEO). Regular stakeholder consultation occurs with the AEO via site visits which typically occur on a monthly basis.	Compliant
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.	Compliant
3.11.2.3	Disinterment of human remains (shared responsibility with WSA and DITCRDA)		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
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

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.	Complete and not applicable to this reporting period.	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
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.	Complete and not applicable to this reporting period.	Not Applicable
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 (PAP) were prepared during the reporting period: • Cargo Works – Preparatory Activities Plan WSA80-CAJV-00050-PM-PLN-000026 (28/02/2024)	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 Cargo Works.	Compliant
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 Cargo Works were undertaken prior to the approval of Revision 5 CEMPs and Revision 6 Construction Plan. Preparatory activities were completed following approval of the CEMPs and Construction Plan. No works were conducted inconsistently with the approved plans.	Compliant
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 0 was approved September 2018 prior to Main Construction Works commencing. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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 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.	NV CEMP Rev 5 approved July 2024 and is available on the WSA website.	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.	NV CEMP Rev 5 approved July 2024 and is available on the WSA website.	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	Section 4 0f 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
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 45 in NV 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 45 of the Noise and Vibration CEMP as NV_31. No blasting was undertaken during the reporting period, and is unlikely to be required in the 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	Biodiversity CEMP Rev 0 was approved September 2018 prior to Main Construction works commencing. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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 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
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	Biodiversity CEMP Rev 5 approved July 2024 and is available on the WSA website.	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	Section 4 of the Biodiversity CEMP 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 Table 16 details how EIS Table 28-5 has been taken into account.	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. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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 of the Biodiversity CEMP 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 142B(1)(c) of the Threatened Species Conservation Act 1995 (NSW), appointed following consultation with OEH.	Biodiversity Assessment Report for Land Outside Stage 1 Development (GHD, 2018) prepared on behalf of Commonwealth. Independently verified by Alex Cockerill who is an accredited assessor under Section 142B(1)(c) of the TSC Act (accredited assessor number 0058), as detailed in Section 8 of the BAR. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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 and Appendix A Vegetation Management.	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:	-	
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 0 was approved September 2018 prior to Main Construction works commencing. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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 scope of works is detailed in Section 2 of the CEMP and references the Construction Plan.	Complete
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.	Soil and Water CEMP Rev 5 approved July 2024 and is available on the WSA website.	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	Section 4 of the Soil and Water CEMP 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.	Section 7 of the Soil and Water CEMP 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. GW20/ GW21. 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 10.4.1 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 10.4.1 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
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. CEMP states: Corrective actions to compensate for any reoccurring or long-term exceedances of the above groundwater criteria will be investigated as set out below to confirm if the exceedance is accurate, undertake a review of the work activities and confirm if any impacts on the vegetation or the environment has resulted. Any exceedance and its mitigation strategies will be discussed with the Environment Department and the Infrastructure Department. After agreement on corrective actions, implementation of control measures will be undertaken.	Compliant
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 of the Soil and Water CEMP outlines the requirements. PFAS was not identified as a contaminant of concern and the PFAS risk has been assessed as low. As such, analysis is not included in the Remediation Action Plan or Surface Water Monitoring program.	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	Traffic and Access CEMP Rev 0 was approved September 2018 prior to Main Construction works commencing. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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 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.	Traffic and Access CEMP Rev 5 approved July 2024 and is available on the WSA website.	Compliant

3.11.2.9.3	The criteria for approval of the Traffic and Access CEMP are that an Approver is satisfied that:	-	
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	Section 4 of the Traffic and Access CEMP 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.	Section 7 of the Traffic and Access CEMP 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 0 was approved September 2018 prior to Main Construction works commencing. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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 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.	Air Quality CEMP Rev 5 approved July 2024 and is available on the WSA website.	Compliant
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	Section 4 of the Air Quality CEMP 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.	Section 7 of the Air Quality CEMP 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;	Aboriginal Cultural Heritage CEMP Rev 0 was approved September 2018 prior to Main Construction works commencing. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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 the Construction Plan. The project 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 (c).	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.	Aboriginal Cultural Heritage CEMP Rev 4 approved July 2022 and is available on the WSA website.	Compliant
3.11.2.11.3	The criteria for approval of the Aboriginal Cultural Heritage CEMP are that an Approver is satisfied that:	-	
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 details how EIS Table 28-12 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 this requirement. Several meetings have been held with the Department to support progess of the Keeping Place outcomes.	Compliant
3.11.2.12	**European and other heritage management**		
3.11.2.12.1	The Site Occupier must not:		
3.11.2.12.1 (a)	commence Main Construction Works until a European and Other Heritage CEMP has been prepared and approved in accordance with this condition; or	European and Other Heritage CEMP Rev 0 was approved September 2018 prior to Main Construction works commencing. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
3.11.2.12.1 (b)	carry out any Preparatory Activities inconsistently with Table 28–15 in Chapter 28 of the EIS; or	All preparatory activities associated with European and Other Heritage completed. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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 scope of works is detailed in Section 2 of European and Other Heritage CEMP and references the Construction Plan.	Complete
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 (c).	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.	European and Other Heritage CEMP Rev 5 approved July 2024 and is available on the WSA website.	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 in Chapter 28 of the EIS; and	European and Other Heritage CEMP Section 4.6 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 & 7 detail 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	Waste and Resources Management CEMP Rev 0 was approved September 2018 prior to Main Construction works commencing. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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 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:		Compliant
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
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.	Waste and Resources Management CEMP Rev 5 approved July 2024 and is available on the WSA website.	Compliant
3.11.2.13.3	The criteria for approval of the Waste and Resources CEMP are that an Approver is satisfied that:		
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 & 6 detail 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	Visual and Landscape CEMP Rev 0 was approved September 2018 prior to Main Construction works commencing. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
3.11.2.14.1 (b)	carry out any development described in Part 3 of the Airport Plan inconsistently with the approved Visual and Landscape CEMP.	Part 3 of the Airport Plan includes specifics of the Development Phases and sets the scope of works. This is addressed in the Construction Plan. The project scope of works is detailed in Section 2 of Visual and Landscape CEMP and references the Construction Plan.	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.	Visual and Landscape CEMP Rev 5 approved July 2024 and is available on the WSA website.	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
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 & 7 detail 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	Community and Stakeholder Engagement Plan (CSEP) Revision 0 was approved September 2018 prior to Main Construction Works commencing. This condition is considered CLOSED (no further action or documentation required to demonstrate compliance).	Complete
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 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.	CSEP Rev 5 approved July 2024 and is available on the WSA website.	Compliant
3.11.2.15.3	The criteria for approval of the Community and Stakeholder Engagement Plan are that an Approver is satisfied that:		
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 8 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

3.11.3	**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 4 of the Sustainability Plan was approved in May 2021. 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 Approved Sustainability Plan	Compliant
3.11.5.29.1 (b)	A Sustainability Plan prepared and approved in accordance with this condition	Sustainability Plan Rev 4 approved 09 May 2021.	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 4 approved 09 May 2021.	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 Approved 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 Approved 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-2023	15	19	10	55	17	19	-	13	8	37
Nov-2023	57	19	20	82	14	25	-	22	6	50
Dec-2023	75	5	10	110	15	58	-	14	5	90
Jan-2024	21	16	27	91	34	24	10	20	15	75
Feb-2024	15	13	83	180	120	41	14	8	5	23
Apr-2024	10	5	12	36	30	8	17	5	22	51
May-2024	11	26	6	33	130	7	15	<5	<5	<5
Jun-2024	37	6	41	57	11	12	7	<5	<5	<5
Jul-2024	55	7	21	39	91	11	79	<5	<5	<5
Aug-2024	880	5	9	15	11	7	12	5	8	6
Sep-2024	120	<5	8	37	8	5	20	<5	9	<5

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