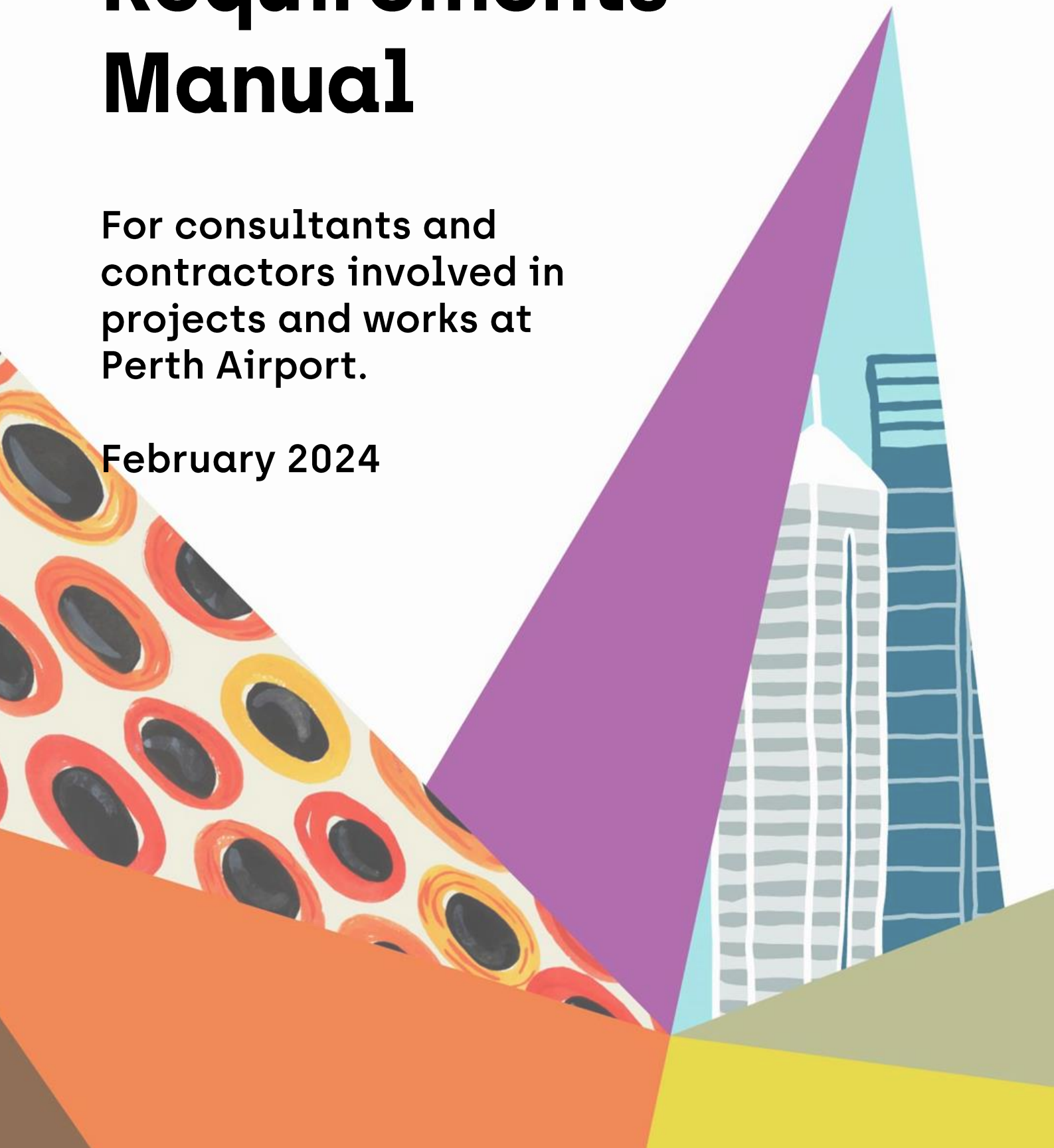
Perth Airport

Environment Requirements Manual

For consultants and contractors involved in projects and works at Perth Airport.

February 2024



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Authority Table

Authorised by	Environment Manager
Document Owner	Environment Manager

Revision Schedule

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0.0	14/01/2022	Environment Advisor	Environment Manager	New document (draft)	2022
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ACKNOWLEDGEMENT OF COUNTRY

Boorloo worlak kornt kaadatj Wadjak moort Noongar boodja-k wer baalabang kalyakoorl noyinang Noongar boodja-k. Ngalak kaadatj Noongar Birdiya koora-koora yeyi wer boordakan.

Perth Airport acknowledges the Whadjuk Noongar people as the Traditional Custodians of this region and respects their ongoing connection to this land. We pay our respects to Elders past, present and emerging.

1. Acronyms

ABC	Airport Building Controller
ACC	Airport Control Centre
ACH	Aboriginal Cultural Heritage
ACHMP	Aboriginal Cultural Heritage Management Plan
AEPR	Airports (Environment Protection) Regulations 1997
AER	Annual Environment Report
ASSDMP	Acid Sulfate Soils and Dewatering Management Plan
CEMP	Construction Environmental Management Plan
DATR	Design and Technical Requirements
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
ESPG	Environment, People, Social, Governance
MDP	Major Development Plan
NEMP	PFAS National Environmental Management Plan 2.0
OEMP	Operational Environmental Management Plan
PAC	Perth Airport Consent
PAPL	Perth Airport Pty. Ltd.
PFAS	Per-and polyfluoroalkyl Substances
PPE	Personal Protective Equipment
SDS	Safety Data Sheet
TEC	Threatened Ecological Community
WHS	Work Health and Safety

2. Purpose and Scope

The Environment Requirements Manual provides information to contractors and consultants involved in works and projects at Perth Airport about environmental management processes that must be considered and adhered to during planning, design, construction and operational phases of projects on the airport estate (the estate), as well as maintenance related activities and minor works. The manual outlines the general and minimum requirements for contractors and consultants to reference and adhere to, and the contractors and consultants are responsible for understanding these requirements and applying them in line with their scope of work.

Contractors and consultants undertaking works on the estate are deemed to be 'Operators of Undertakings at Airports' under the Airports Act 1996 (Commonwealth) and must take all reasonable and practicable measures to prevent the generation of pollution. Contractors and consultants engaged by Perth Airport are required to comply with all relevant legislation, the Perth Airport Master Plan 2020 (including the Environment Strategy) and Perth Airport's Environment Policy (Appendix B) and Environmental Management System.

Contractors and consultants are responsible for consulting and coordinating with Perth Airport Pty Ltd (PAPL) staff to ensure activities are responsibly managed to reduce, and where possible prevent negative impacts to the environment, and must ensure this manual is fully adhered to whilst undertaking works on the estate. Additionally, contractors and consultants are responsible for identifying, during the stages of the project for which they are engaged, opportunities that exist to enhance the project's environmental management and overall environmental performance.

3. Resources – Perth Airport Environment Requirements

Processes exist to ensure that Perth Airport's environmental obligations are upheld by its tenants, contractors, sub-contractors and consultants, with each category accountable for conducting their activities in an environmentally responsible manner and in compliance with legislation. Environmental resources (refer Table 1) are available on Perth Airport's corporate website and can be accessed through this link Environmental Management Resources.

Table 1: Quick Reference –Environment Resources available for download

Document	Description
Perth Airport Master Plan 2020	Required under the Airports Act 1996, the Master Plan 2020 is the blueprint for the future development of Perth Airport.
Perth Airport Environment Strategy (incorporated within Perth Airport Master Plan 2020)	The Environment Strategy details Perth Airport's areas of
Environmental Management Plan (EMP) Guidelines	environmental, sustainability and heritage focus and outlines actions, improvements and initiatives in a five-year action plan. In accordance with the Airports Act 1996 requirements, it includes assessment of, and strategies for, the management of identified issues over the 20-year planning period of the Master Plan 2020.
Annual Environment Report (AER) Guidelines	Provides guidance on PAPL's expectations for the development of an Environmental Management Plan.
Fill Material Guidelines	Provides guidance on the development of tenant and Contractor Annual Environment Reports, to be submitted to PAPL by July 31 each year.
Fill Material Use Form	Guidance on requirements for the movement of fill on, around or off the Perth Airport estate.
Clearing Procedure	Must be completed for fill movement on, around or off the Perth Airport estate for all volumes of 5m3 or greater.
Clearing Pruning Request Form	Guidance on the requirements for vegetation removal and pruning on the Perth Airport estate.
Per and polyfluoroalkyl substances (PFAS) Risk Assessment Guidelines	Must be completed for any vegetation removal or pruning of trees located on the Perth Airport estate.
Lease Expiry Environmental Works Guidelines	Guidance on undertaking a PFAS Risk Assessment to determine if there is a likelihood or potential PFAS contaminating activities occurring on or around a project site.
Baseline Environmental Works Guidelines	Guidance for undertaking an environmental assessment prior to lease expiry at the Perth Airport estate.
Stockpile Procedure	Guidance for undertaking a baseline environmental assessment prior to the commencement of activities or operations on premises at the Perth Airport estate.
Dewatering Permit Application	Guidance on the requirements to manage controls concerning stockpiles, including acceptance standards for materials, stockpile siting, and stockpile management, for both landside and airside works.

4. Perth Airport Estate Overview

4.1. Environmental Context

Perth Airport operates in a complex environment and the 2,105 hectare (ha) (approximate) estate consists of areas of both natural environment and extensively modified areas across both airside and landside precincts, as shown in Figure 1. Environmental aspects that require consideration at Perth Airport when projects and works are undertaken include:

- Remnant native vegetation
- Heritage sites
- Threatened Ecological Communities (TECs)
- Threatened and Priority Flora
- Native Fauna
- Wetlands
- Ground and surface water
- PFAS contamination
- Other contamination
- Hazardous chemicals
- Air quality
- Carbon and energy management
- Waste management
- Water efficiency
- Ground based noise

4.2. Environmental Values

The airport estate is situated on the Swan Coastal Plain at the base of the Darling Escarpment. The estate is dissected by drainage channels that flow in a north-westerly direction, discharging into the Swan River which, at its closest point, is 500 metres from the boundary of the estate (refer to Figure 2).

The natural environment of the estate has been significantly altered by historic uses; however, some areas of vegetation remain intact, albeit in variable condition (Refer to Figure 3 for environmentally significant areas). Perth Airport is situated within the Drummond Botanical Subdistrict, which is located within the Swan Coastal Plain Subregion reflecting the variable geology of the site.

Vegetation associations present on the estate include the Southern River Complex, Guildford Complex and Bassendean Complex. Flora surveys have identified over 450 species of flora on the estate. The estate also supports a diverse range of vertebrate and invertebrate fauna. Numerous fauna surveys have recorded more than 130 species of fauna comprising fish, frogs, reptiles, birds and mammals.

Wetlands present on the airport estate vary from ephemeral to perennial, natural to artificial, and groundwater fed to surface water fed. Munday Swamp supports an array of invertebrate and vertebrate fauna.

It is the responsibility of all staff, contractors and consultants of Perth Airport that the environmental values within the estate are maintained and protected.

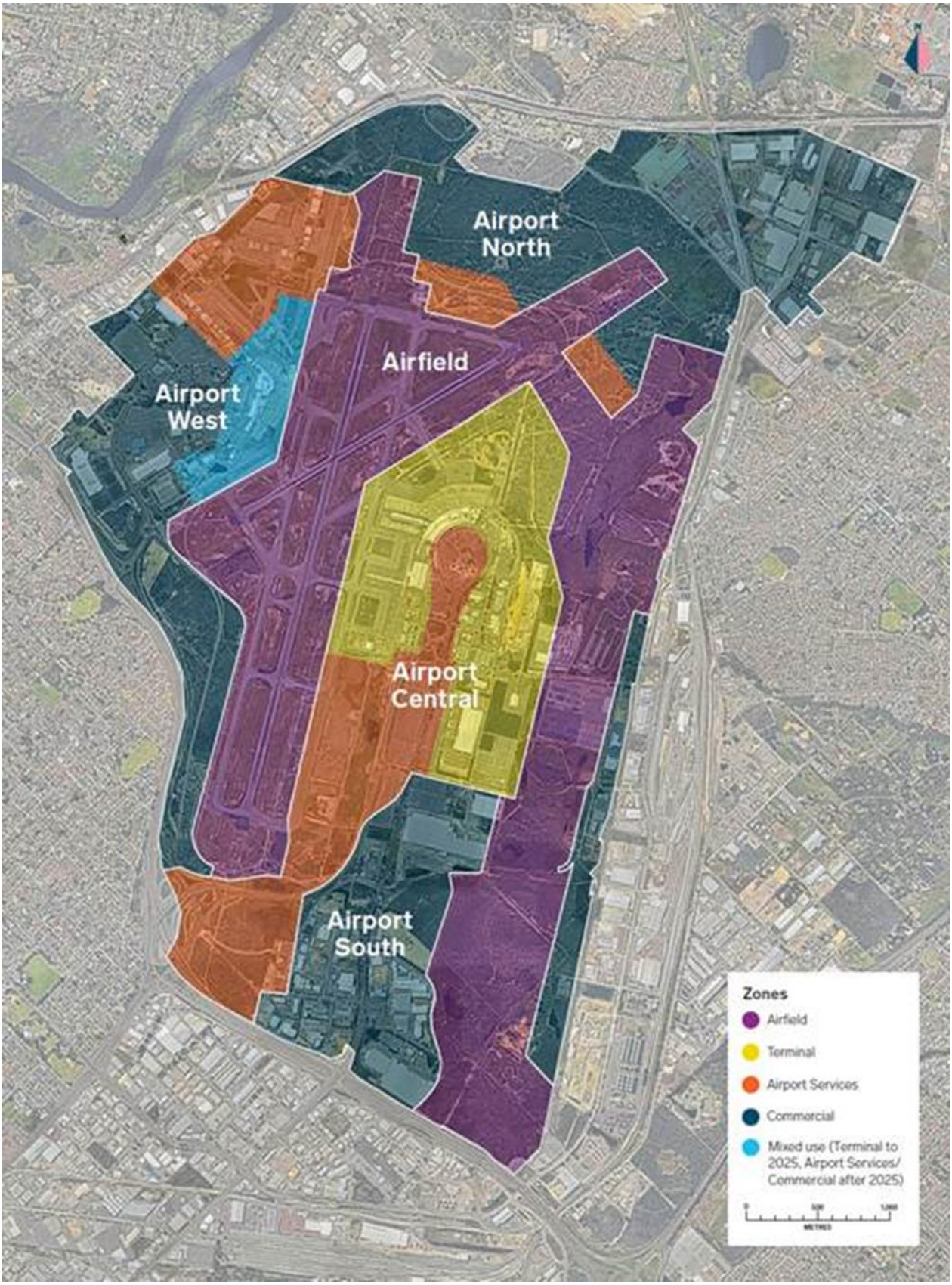

Figure 1: Perth Airport Estate and Precincts

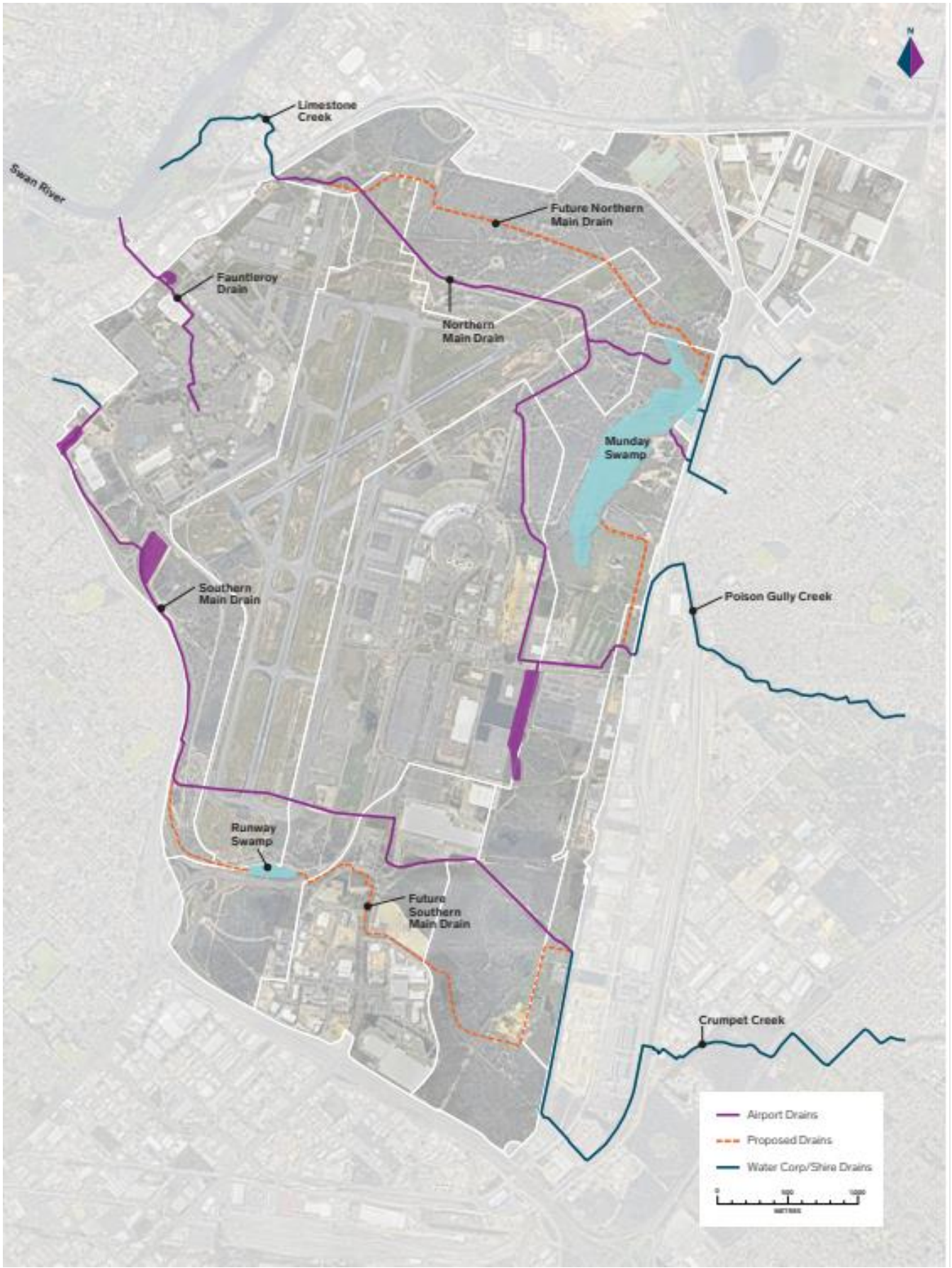

Figure 2: Perth Airport Major stormwater drainage systems

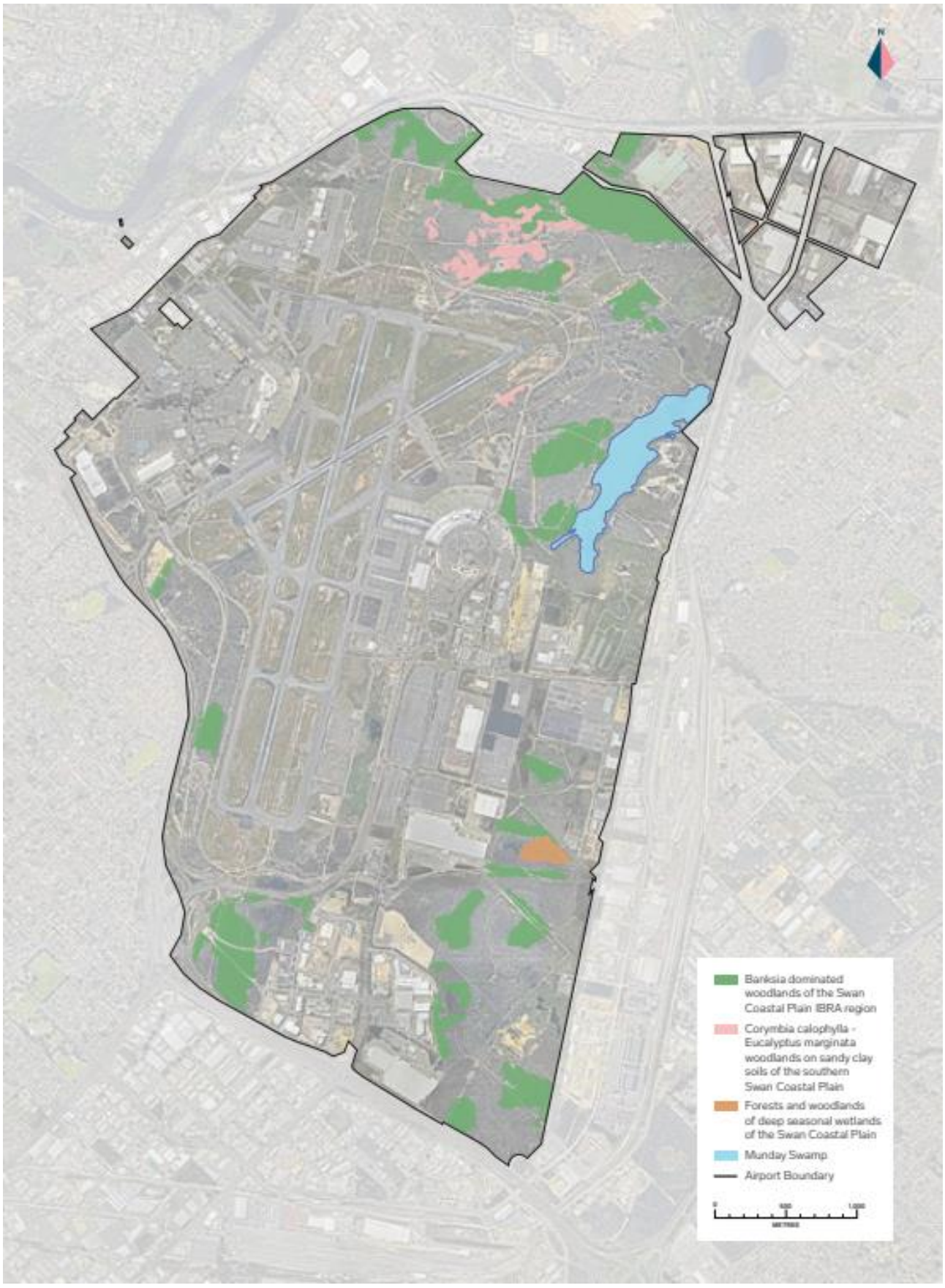

Figure 3: Environmentally Significant Areas on the Perth Airport Estate

5. Compliance Obligations

Perth Airport is situated on Commonwealth land and operates under Commonwealth legislation, which takes priority over State legislation. However, State legislation applies:

- where no Commonwealth law exists, or
- where Commonwealth law exists but operates concurrently with State legislation.

The legislative framework controlling environmental management of the airport comprises the following Commonwealth legislation:

- Airports Act 1996
- Airports Regulations 1997
- Airports (Environment Protection) Regulations 1997
- Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)
- Environment Protection and Biodiversity Conservation Regulations 2000
- Aboriginal and Torres Strait Island Heritage Protection Act 1984
- Native Title Act 1993

In addition, State legislation, where applicable, includes:

- Aboriginal Heritage Act 1972
- Aboriginal Heritage Regulations 1974
- Bush Fires Act 1954
- Heritage Act 2018

5.1. Environment, Social, People and governance (ESPG) Framework

Perth Airport has a significant role to play in the prosperity and well-being of Western Australia and its people.

Perth Airport has endorsed a range of ESPG (environment, social, people and governance) targets with key Program Areas detailed in Figure 4.

Perth Airport encourages all contractors and consultants to support and implement the ESPG Framework in all aspects of project implementation on the Perth Airport estate.

Figure 4: Perth Airport ESPG Framework

6. General Requirements

6.1. Perth Airport Consents Approval and ABC Permit

Any Contractor or Consultant who undertakes construction works at Perth Airport Estate may need a Consent Approval and ABC Permit. These requirements will be determined by the Consents Team and ABC upon consultation.

For queries relating to the Consents Approval process are to be directed to

Perth Airport Consents Coordinator

Email: consents@perthairport.com.au

Phone: (08) 6278 8112

All queries relating to the ABC process are to be directed to:

Email: abcperth@iinet.net.au

Phone: (08) 9479 5170

Stephen Ward: 0417 880 381

Ben Tran: 0419 042 788

6.2. Perth Airport Induction

Any contractor or consultant who undertakes works at Perth Airport must complete the online Perth Airport Induction prior to commencing work. This can be arranged through the PAPL Representative.

6.3. WHS Works Planning Meeting

A WHS Works Planning Meeting must be completed prior to any physical works commencing on the estate.

The WHS Works Planning Meeting ensures clarity and alignment between PAPL and the contractor or consultant in relation to how activities are managed for the duration of the works, including a focus on any high-risk activities from a safety and environmental perspective.

The PAPL Representative for the works/project will initiate and facilitate the WHS Works Planning Meeting. The meeting structure will be dependent on the scope and complexity of the works.

The meeting is held to:

- Review the scope of works,
- Identify hazards and agree on appropriate controls (activities within scope and the circumstances for each permit type that dictate whether PAPL's or the contractor's permitting processes will be followed), and
- Explain Perth Airport's hazard and incident reporting requirements.

Environment and heritage hazards and controls will also be discussed at this meeting. These hazards and controls will be specific to the scope of works.

6.4. Incident Notification and Investigation

Contractors and consultants are required to report environmental incidents to PAPL. Environmental incidents can include:

- Hydrocarbon or spills of hazardous materials
- Incorrect waste disposal
- Incorrect storage of a hazardous material
- Fire
- Native fauna death
- Dust travelling beyond the site boundary.
- Noise, dust, vibration, or other public complaint
- Unauthorised clearing of vegetation
- Find of suspected cultural material
- Non-conformance with PAPL procedures and requirements

Incidents that cause, or have the potential to cause, significant environmental impacts external to the work area/boundary, enter drains or are unable to be managed by the contractor or consultant are to be reported immediately to the Airport Control Centre (ACC) on 9478 8500. The PAPL Environment team can be contacted directly through the ACC if there is a spill greater than 100 litres or an issue that needs immediate environmental input.

PAPL defines a significant incident as an event that has the potential to cause significant harm or does cause actual harm. This includes:

- An exceedance against the Airports (Environment Protection) Regulations 1997 or the PFAS National Environmental Management Plan (NEMP) 2.0 in monitoring results,
- A loss of containment to air, water or land (such as an uncontrolled discharge of a hazardous material or wastewater that has entered drains or the natural environment, or unplanned release to air),
- A spill or release of a hazardous material (of a quantity of 100L or more) that has the potential to cause significant harm,
- Unapproved impact to any native vegetation,
- Disturbance to a Heritage site without approval,
- Injury of death to a listed flora species or Threatened Ecological Community, and
- Injury or death to listed fauna species – Carnaby's, Baudin's or Forest Red-tailed Black Cockatoos

For any of these incidents, the PAPL Representative is to be notified by the contractor or consultant (following ACC notification) as soon as practicable and followed up with written notification within 24 hours, by forwarding to the PAPL Environment team at environment@perthairport.com.au.

All environmental complaints and any other environmental incidents of a minor nature must to be reported to PAPL Environment via the ACC on 9478 8572.

7. Project Environmental Management Requirements

For the purposes of this manual, projects carried out on the Perth Airport estate have been divided into four stages:

- Planning
- Detailed Design
- Construction and
- Operations

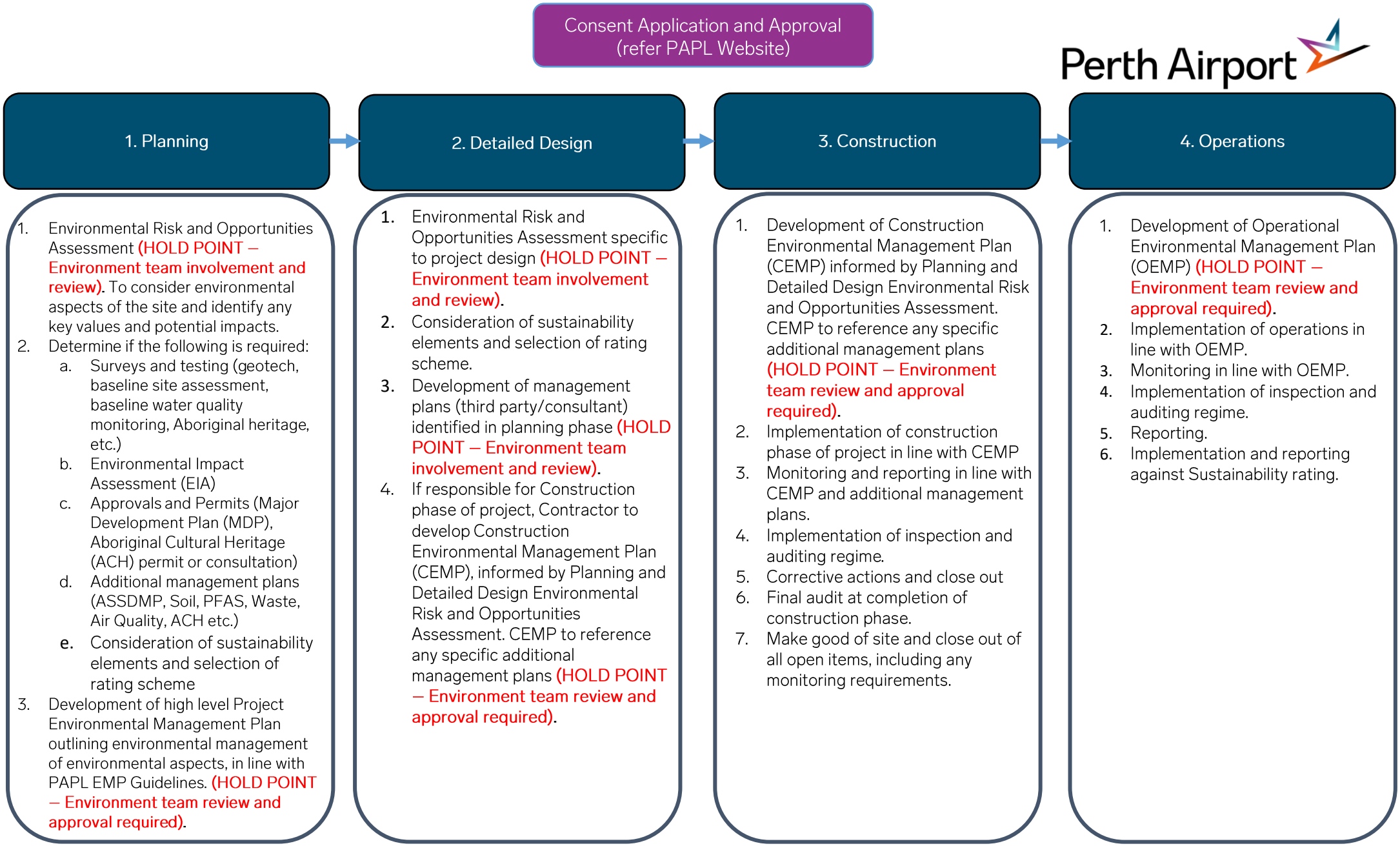

Figure 5: Environmental documentation and other requirements by project

7.1. Planning

The Planning phase will likely include identification of required surveys of the project site (such as Geotech investigations) as well as all baseline environmental investigation requirements, as determined on a project-by-project basis. The Planning phase also includes considerations regarding Environmental Impact Assessments (EIA), requirements for baseline monitoring data collection, approvals, the development of an Environmental Risk and Opportunities Assessment and Project Environmental Management Plan, as well as consideration of sustainability elements, in line with the Sustainability Guidelines and selection of rating scheme (where applicable). These documents, along with the other items completed in this phase outlined in Figure 5, determine the ongoing environmental requirements for the project, such as additional management plans needed for future project phases. Time required for the review of these plans, as well as costs to develop these plans should be considered by the consultant or contractor as part of project planning, depending on the scale and complexity of the plan(s).

7.1.1. Environmental Risk and Opportunities Assessment

All projects and/or works (such as unscheduled/unplanned maintenance work that has the potential for environmental impact) occurring on the estate are required to undergo an Environmental Risk and Opportunities Assessment, relevant to the project phase, scope and scale of the works, for submission to the PAPL Environment team. This needs to be planned by the party responsible for the project or work. Works and projects occurring on the Perth Airport estate are reviewed by the PAPL Environment team through a risk-based process where inherent risks of the project/works are reviewed and assessed, along with the adequacy and suitability of the controls proposed to mitigate and/or reduce the risk.

The outcome of the risk assessment informs the environmental management controls that will be applied to the project moving forward. Works and projects assessed as high or medium environmental risk will be required to undergo a more stringent approvals, control and monitoring process than that of a low environmental risk project. In line with the impact of the works or project, specific management plans and measures may be required, which will be communicated to the consultant or contractor following the environmental risk assessment process. The requirements for these management plans and measures are detailed in subsequent sections.

NOTE: An Environmental Risk and Opportunities Assessment is required for each project phase.

7.1.2. Project Environmental Management Plan

The Project Environmental Management Plan's purpose is to guide the implementation of environmental management during all phases of the project, for projects determined as medium or high risk as part of the environmental risk and opportunities assessment. Environmental objectives, performance criteria, mitigation measures, monitoring, reporting and corrective actions are defined in the plan, which can then be identified, updated and implemented by the relevant consultant or contractor through the project's construction phase and construction environmental management plan (CEMP) and for the ongoing operational phase through the operational environmental management plan (OEMP).

The PAPL EMP Guidelines outline the format and information required in EMP documentation (including Project EMPs, Construction EMPs and Operational EMPs) to meet the requirements of the Airports Act 1996 and the Airports (Environment Protection) Regulations 1997. Under this legislation, the EMP is legally binding on tenants, contractors, sub-contractors and consultants undertaking works within the Perth Airport estate. The PAPL EMP Guidelines can be downloaded from Perth Airport's website as part of the tenant and contractor resources: Environmental Management Resources.

Environmental Management Plans are not to be implemented without written approval of the plan from the PAPL Environment Manager or delegate.

7.2. Detailed Design

The Detailed Design phase must include:

- The development of an Environmental Risk and Opportunities Assessment specific to project design
- Review and inclusion of environmental requirements, as part of Perth Airport's Design and Technical Requirements (DATR)
- Review and adherence to approval conditions (Development Application, Perth Airport Consent, other) and clearing boundary requirements.
- Development of management plans (third party/consultant) identified in planning phase. These plans require PAPL review and approval prior to any construction works commencing.

These items are to be completed by the contractor or consultant responsible for the detailed design phase of the project. If also responsible for the construction phase of a project, the consultant or contractor is to develop the CEMP, informed by the Planning and Detailed Design Environmental Risk and Opportunities Assessment. The CEMP is to reference any specific additional management plans and include these as part of the overall CEMP documentation for review and approval prior to works commencing (see Section 6.3). Additional management plans potentially required during detailed design are outlined in Section 6.4.

7.3. Construction

7.3.1. Construction Environmental Management Plan

A qualitative assessment of potential environmental impacts to establish relative significance, using the Perth Airport Risk Matrix (Table 2 to Table 4), is required to identify and effectively assess the potential or actual environmental activates associated with a proposed construction activity on the Perth Airport estate.

Table 2: Perth Airport Qualitative Risk Rating Matrix

LIKELIHOOD		CONSEQUENCE				
		Level 1	Level 2	Level 3	Level 4	Level 5
	5	Moderate	Moderate	High	Very High	Very High
	4	Low	Moderate	High	Very High	Very High
	3	Low	Low	Moderate	High	Very High
	2	Very Low	Low	Moderate	High	High
	1	Very Low	Very Low	Low	Moderate	High

Table 3: Perth Airport Risk Likelihood Classification

DESCRIPTION		FREQUENCY		PROBABILITY		LIKELIHOOD RATING	LIKELIHOOD	
The event is a common or frequent occurrence. Has occurred many times at Perth Airport and/or circumstances are such that it will almost certainly happen.		More than once per year		>95%		Almost Certain		5
The event is expected to occur. Has occurred often at Perth Airport and/or frequently in other similar organisations.		Once per 1 year		75-95%		Likely		4
The event should occur at some time/will probably occur, in some circumstances. Has occurred more than once at Perth Airport and/or has occurred several times in similar organisations.	OR	At least once in 2-3 years	OR	25-75%	=	Possible		3
The event could occur at some time. Has occurred very infrequently at Perth Airport and/or is known to occur occasionally in other similar organisations.		At least once in 10 years		5-25%		Unlikely		2
The event may occur only in exceptional circumstances. Has not occurred at Perth Airport however has occurred infrequently in other similar organisations.		Less than once in 10 years		<5%		Rare		1

Table 4: Perth Airport Consequence Classification

CONSEQUENCE RATING					
CONSEQUENCE CATEGORY	**Level 1**	**Level 2**	**Level 3**	**Level 4**	**Level 5**
Health, Safety & Wellbeing	Requires first aid treatment OR assessment by medical practitioner OR psychological impact that could be treated at site.	Physical OR psychological injury requiring short to medium term treatment by medical practitioner.	Physical injury requiring admission to hospital as inpatient OR permanent physical impairment not significantly affecting quality of life OR psychological injury requiring long term treatment by medical practitioner.	Single fatality OR physical injury resulting in permanent disability to one person OR psychological injury requiring extensive remedial intervention, unable to function in society OR more than one person with Level 3 impact.	Multiple fatalities OR multiple persons with Level 4 physical or psychological injury.
Total Financial Impact (Direct Financial Loss or Capitalised Opportunity Loss)	<$100,000 direct or opportunity loss.	$0.1m – $3.0m direct or opportunity loss.	$3m – $30m direct or opportunity loss.	$30m – $100m direct or opportunity loss.	>$100m direct or opportunity loss.
Environment & Heritage	Low level environmental impact OR negligible impact on heritage asset. Immediately rectifiable.	Minor environmental impact (< 3 months to remediate / recover) OR heritage asset damage fully rectifiable.	Moderate environmental impact (< 1 year to remediate / recover) OR heritage asset damage only partially rectifiable.	Major impact (> 1 year to remediate or recover) on ecosystem or threatened species OR severe or large-scale damage to heritage asset beyond recovery.	Permanent loss of ecosystem or threatened species OR severe or large-scale damage to highly valued heritage asset beyond recovery.
Public Reputation, Community or Stakeholder relationship	Short term media concerns (single day) and/or community complaints. Minimal flow on effect for external stakeholders or short-term damage to single stakeholder relationship. Nil impact on brand.	Adverse media coverage (up to 1 week) OR large number of community complaints. Short term flow on effect for external stakeholders. Short term damage to significant number of stakeholder relationships. Short term impact on brand.	Adverse and sustained media attention / campaign (weeks) and/or local political scrutiny (State). Large scale community campaign(s). Significant flow on effect for external stakeholders and/or significant damage to majority of stakeholder relationships or a critical stakeholder relationship. Significant impact on 'brand'.	Repeated adverse national or international media attention and/or political scrutiny (national). Loss of credibility with the majority of stakeholders or breakdown of critical stakeholder relationship requiring significant Board intervention. Sustained negative impact on 'brand'.	Sustained, intense adverse national or international media attention and/or political scrutiny. Governmental Inquiry. Sustained major flow on effect on stakeholders. Total loss of credibility with all stakeholders. Loss of licence to operate. Permanent negative impact on 'brand'.

Construction activity assessed as having a level 1 Environmental and Heritage Risk Consequence (Table 4), do not require a Construction Environmental Management Plan (CEMP). Instead, an Environmental Control Plan (ECP) outlining task to be undertaken, any environmental considerations and control measures, must be provided to the Perth Environment team as part of the Perth Airport Consent (PAC) and Airport Building Controller (ABC) permit application. The ECP needs to demonstrate that a risk assessment has been undertaken and present any appropriate control measures. Appendix B present a list of topics that needs to be considered when developing the ECP. The level of detail presented should be proportional to the complexity and potential environmental risk associated with the tasks.

For all projects subject to a Major Development Plan (MDP) under the Airports Act (1996), or where construction activity has a level 2 to 5 Environmental and Heritage risk Consequence rating, a CEMP compliant with the PAPL Environmental Management Plan (EMP) Guidelines is required.

Table 5 presents common construction activities/scenarios under which a CEMP is required.

Table 5: Construction Scenario Based Examples of Triggers for CEMP

Consequence Rating	Description	Example Scenarios1	Requirement for CEMP
Level 1	Low level environmental impact or Negligible impact on heritage assets immediately rectified	• Minor excavation works (< 5m³) that can be completed within three individual work shifts using hand tools or limited mechanical plant. • Works being undertaken by two or less individual contractor or subcontractors. • No potential for dust generation beyond the work area. • No potential for nuisance noise beyond the immediate work area. • No soil stockpiling required between work shifts. • Disturbed soils retained within project area. • No construction dewatering. • Minor vegetation disturbance or removal addressed under PAPL vegetation clearing permit. No regulatory approval required. • Works are not located in or within 100m of known or suspected contaminated sites. • Works not located in or within known or suspected area of acid sulfate soils. • Works not within 100 m of sensitive environmental, heritage or built receptor. • Potential for waste generation is <5m³ (including soils). • No use of dangerous goods or hazardous substances required.	Environmental Control Plan required
Level 2	Minor environmental impact (< 3 months to remediate/recover) or heritage asset damage fully rectifiable	• Excavation works exceeding three individual work shifts. • Works been undertaken by three or more individual contractors/subcontractors. • Soil excavation exceeding 5m³. • Construction activities near sensitive environmental or built receptors. • Use of heavy machinery or equipment with potential noise and vibration impacts on surrounding areas, requiring noise mitigation measures. • Potential for dust generation beyond the immediate work area. • Water management required. • Construction activities involving the removal or alteration of significant vegetation or natural features, or potential habitat loss or restoration measures which is subject to regulatory approval. • Works that have the potential to interact with known or suspected contaminated sites. • Works that have the potential to interact with known or suspected contaminated sites. • Environmental control monitoring required. • Potential waste generation, including surplus soil is >5m3. • Potential for hazardous materials or dangerous goods, including fuels to be required.	Full CEMP required in accordance with PAPL EMP guidelines
Level 3	Moderate environmental impact (<1 year to remediate/recover) or heritage asset damage only partially rectifiable		
Level 4	Major impacts (>1 year to remediate or recover) on ecosystem or threatened species or severe or large-scale damage to heritage asset beyond recovery		
Level 5	Permanent loss of ecosystem or threatened species or severe or large-scale damage to highly valued heritage asset beyond recovery		

[1]Example scenarios provided are for illustrative purposes only and do not constitute an exhaustive or definitive list.

The PAPL EMP Guidelines outline the format and information required in EMP documentation to meet the requirements of the Airports Act 1996 and the Airports (Environment Protection) Regulations 1997. Under this legislation, the EMP becomes legally binding on tenants, contractors, sub-contractors and consultants undertaking works within the Perth Airport estate. The PAPL EMP Guidelines can be downloaded from Perth Airport's website as part of the tenant and contractor/consultant resources: Environmental Management Resources

The CEMP must be submitted as part of the Consent Application. For works that do not require a Consent Approval, the CEMP must be sent directly to the PAPL Environment team for review and approval by the PAPL Environment Manager prior to works commencing. Please allow ten (10) Business Days for the review and approval to be completed.

The CEMP must demonstrate that all environmental risks have been considered and will be managed appropriately, and needs to be consistent with the PAPL Environmental Management Plan (EMP) Guidelines. The CEMP requires written approval from the PAPL Environment Manager or delegate prior to implementation.

7.3.2. Additional Management Plans

Projects or works that carry an increased environmental risk, with activities involving additional environmental interactions, may require the development of further management plans as outlined below. The management plans must detail measures that will be implemented to ensure environmental impacts expected as a result of the works will be prevented, reduced and/or mitigated. These plans can form part of the overall CEMP or can be standalone documents.

Time required for the review of these plans by PAPL, as well as costs to develop these plans by the contractor or consultant should be considered as part of project planning, depending on the scale and complexity of the plan(s)

7.3.2.1. Soil Management Plans

Construction activities involving excavation or other ground disturbance create the potential to impact known and/or unknown contaminated sites, disturb acid sulfate soils (ASS) and/or introduce dieback (Phytophthera cinnamomi) to previously unaffected areas.

Any excavations planned to take place as part of construction and development activities must consider soil impacts as part of the contractor/consultant's environmental management documentation. PAPL Environment team will undertake a preliminary assessment to determine the potential for environmental impact from the planned activities. If additional investigations are required to determine soil quality (for example, contamination assessment or acid sulfate soil investigations), these are required to be undertaken prior to works commencing. Based on this information, soil management measures are determined, and management plans developed to reduce the risk of degradation to soil values on the estate.

The potential for interaction with PFAS contaminated soil and the associated required management is outlined in Section 7.3.2.3.

The movement of fill into, around, or off the estate is managed through the PAPL Fill Material Guidelines and Fill Material Use form (PAPL-ENV-FOR-001). This process is detailed in Section 8.2.

7.3.2.2. Stockpile Management

A PAPL Stockpile Procedure (PAPL-ENV-PRO-008) is in place to manage controls concerning stockpiles, including acceptance standards for materials, stockpile siting, and stockpile management, for both landside and airside works. All contractors/consultants working on the Perth Airport estate are required to adhere to the requirements of this procedure. The Stockpile Procedure can be downloaded from Perth Airport's website as part of the tenant and contractor/consultant resources: Environmental Management Resources.

7.3.2.3. PFAS Management

The airport estate is known to be impacted by per- and poly-fluoroalkyl substances (PFAS).

Perth Airport is committed to the appropriate assessment, management and remediation of PFAS on the estate to ensure the safety of our people and communities, and protection of the environment. As PFAS is considered an emerging contaminant, it is recognised that PFAS needs to be managed in a variety of ways defined within a whole of estate PFAS Management Plan, with site appropriate actions implemented on a project-by-project basis. Perth Airport utilises a PFAS Risk Assessment Form when initially determining project based PFAS risks.

Perth Airport has undertaken a human health and ecological risk assessment (HHERA) to identify high risk activities for human exposure risk and ecological exposure risk. Risk Based Controls (RBC) have been developed to outline acceptable levels of contamination for re-use activities relating to soil and water on the estate. This guidance document can be provided upon request.

For minor works, operational or maintenance activities, works must comply with the Perth Airport estate PFAS Management Plan the associated PFAS Soil Management Framework and the PFAS Water Management Framework. Liaison with PAPL Environment team is required in the interim until the management plan is finalised.

For large construction works (site area greater than 10,000m2) or project specific activities, a PFAS specific management plan, risk assessment and conceptual site model may need to be developed (at the contractor/consultant's cost) to demonstrate an understanding of the site risks and appropriate management controls. The prepared PFAS Management Plan is to be compliant with the PFAS National Environmental Management Plan (NEMP). This plan must be submitted to the PAPL Environment team for review and approval prior to works commencing.

Work Health and Safety (WHS) requirements exist when interacting in a PFAS source area, including:

- Members of the ground crew (construction workers, maintenance workers) undertaking works that may intercept groundwater in the PFAS source areas, and any other potential PFAS source areas, should wear PPE at all times during works. This includes safety glasses, long sleeves and long trousers, gloves and waterproof boots if there is potential for workers may get their feet wet in the course of required activities. This PPE is in addition to standard construction PPE (hard hat, steel capped lace-up boots etc.)
- All personnel present at the site during construction should employ good personal hygiene practices e.g. washing hands prior to eating, drinking smoking or toileting.
- A WHS Management Plan should be prepared and implemented during works.

7.3.2.4. Dewatering and Acid Sulfate Soils

Impacts to groundwater on the Perth Airport estate are typically associated with development and construction.

As commonly encountered in the Swan Coastal Plain, potential acid sulfate soils are known to be present on the estate. Construction activities that have the potential to disturb acid sulfate soils material include:

- Excavations to groundwater depth,
- Disturbance of peaty materials, and
- Removal of groundwater (dewatering).

Any contractors that are proposing to undertake dewatering works on the estate must follow the below process:

- Contractor must submit a PAPL Dewatering Permit Application (PAPL-EMP-FOR-006), downloaded from the Perth Airport website (Environmental Management Resources) to the PAPL Environment team, along with an Acid Sulfate Soil and Dewatering Management Plan (ASSDMP), for review and approval prior to any dewatering works commencing.
- If the application and ASSDMP are approved, PAPL Environment team will issue the signed permit to the Contractor, which specifies approved dates for dewatering to be conducted.
- Dewatering works must be carried out in accordance with the ASSDMP.

- If contractors anticipate dewatering works will exceed approved dates, an extension must be requested through the Dewatering Permit Application to PAPL Environment. On such occasions, the permit compliance to date will be reviewed and extension requirements assessed prior to permit extension

The potential for interaction with PFAS contaminated water and the associated required management is outlined in Section 7.3.2.3.

7.3.2.5. Biodiversity (Flore, Fauna, Wetlands)

Where works carried out by contractors or consultants will, or have the potential to interact with flora, fauna and/or wetlands, the contractor or consultant must specify and detail these interactions and implement management measures where appropriate. Where projects or construction works have the potential to significantly impact biodiversity, specific management plans will be required, as determined by assessments completed in the Planning phase, to be developed for review and approval by PAPL Environment team, prior to any works commencing.

Where vegetation is planned to be removed or cleared, this is managed through the PAPL Clearing Procedure (PAPL-ENV-PRO-002) and Clearing Pruning Request form (PAPL-ENV-FOR-002), outlined in Section 8.3.

Where excavation works have the potential to act as a trap for fauna, the contractor/consultant is expected to determine and implement measures for fauna egress, should fauna enter the excavated area. Measures may include benching and ramps in trenches, as well as regular trench inspections. These measures are to be detailed in the contractor/consultant's environmental management documentation or Fauna Management Plan.

Note, the following is to be implemented as part of the Contractor's CEMP in relation to wildlife interaction on sites within the Perth Airport estate:

- If a snake is encountered, do not attempt to handle the snake. Slowly back away, keeping it within line of sight if safe to do so, and call the Airport Control Centre (ACC) on 9478 8572. All snake sightings and handling will be dealt with by an external snake handler. All persons are to stay clear during the handling.
- Bird nests – if possible, assess if the birds within the nest pose an immediate risk to operations. Do not attempt to move or handle the nest. If the presence of the nest presents an immediate risk and removal of the nest is urgent, please call the ACC on 9478 8572 who can assist in arranging an external trained provider to carry out this task. If the nest does not pose an immediate operational risk, then the removal of the nest is only to be carried out once the nest is empty and all chicks have fledged. If you are unsure, do not attempt to move or handle the nest. Please contact the ACC on 9478 8572 who can assist in arranging an external trained provider to carry out this task.
- If you encounter bee swarms/hives around the airport estate, please contact the ACC on 9478 8572 who will work with the Environment team to assess the location of the swarm and determine the appropriate management measures. Relocation of the bee swarm will be a priority unless the swarm is located within a biosecurity zone, which carries with it additional controls.
- Do not attempt to handle any other fauna, even if the fauna is not considered threatening or dangerous. This action could inadvertently cause harm to the wildlife. If you encounter fauna that requires handling or removal from an area, please contact the ACC on 9478 8572 who can assist in arranging an appropriately trained and qualified person to undertake this task.
- If you encounter bee swarms/hives around the airport estate, please contact the ACC on 9478 8572 who will work with the Environment team to assess the location of the swarm and determine the appropriate management measures. Relocation of the bee swarm will be a priority unless the swarm is located within a biosecurity zone, which carries with it additional controls.
- Do not attempt to handle any other fauna, even if the fauna is not considered threatening or dangerous. This action could inadvertently cause harm to the wildlife. If you encounter fauna that requires handling or removal from an area, please contact the ACC on 9478 8572 who can assist in arranging an appropriately trained and qualified person to undertake this task.

7.3.2.6. Hydrological Management

Construction activities are to consider water quality, conveyance and interactions for all water sources including surface water, wetlands, groundwater and construction wastewater along with associated catchment areas.

Stormwater run-off, erosion and sedimentation from construction activities has the potential to impact water quality if not managed correctly. Stormwater must be segregated from potentially contaminated areas.

All construction activities must consider hydrological management, monitoring and controls as part of all phases of developments. The controls, and all relevant triggers, are to be documented as management measures within the consultant/contractor's environmental management documentation. For larger projects, a Hydrological Management Plan may be required for both construction and operational phases, developed at the proponent's cost.

7.3.2.7. Weed and Disease Management

The contractor is responsible for ensuring that weeds and disease (i.e. dieback) are not introduced and/or exacerbated during any construction works on site. Unintentional spread of weeds and dieback from construction activities can accelerate the rate of infestation which can impact native vegetation and habitat for flora and fauna.

Where required, controls to mitigate and manage potential weed and disease management to land and ecology are to be determined and implemented by the contractor. A Weed and Hygiene Management Plan may need to be developed where it has been determined as necessary by the level of risk associated with the works.

PAPL conducts dieback mapping and can provide boundaries for known occurrences. As per FEM047 Phytophthora Dieback Interpreter's Manual for lands managed by the department (Department of Parks and Wildlife. (2015)), only the disease front has been identified. Where disturbance activities are required to be undertaken, a 20m buffer from the existing boundary will need to be applied and soil within the buffer deemed contaminated.

7.3.2.8. Air Quality and Dust Management

The generation of dust, particulates, odour and emissions from construction activities has the potential to impact local and surrounding air quality of the Perth Airport estate. The management of dust generated as a result of construction activities must be considered by the contractor when preparing environmental management documentation, with appropriate measures in place to control dust at the site of the works. An Air Quality and/or Dust Management Plan will be required where it is identified that dust has the potential to impact local and surrounding air quality.

In addition, contractors or consultants must detail measures to manage impacts related to odour and emissions, if these aspects are associated with their project.

7.3.2.9. Ground Based Noise Management

The Perth Airport estate and surrounding area consists of a highly diverse range of industrial premises, commercial premises, and transportation corridors. These services include heavy and light industry, construction, manufacturing, retail, and transportation facilities.

The estate is also surrounded by several residential suburbs (sensitive receivers), including:

- West – Redcliffe, Ascot
- South – Cloverdale, Kewdale
- East – High Wycombe, Forrestfield, Wattle Grove
- North – South Guildford

PAPL has an important role to play in managing ground-based noise on the Perth Airport estate. Construction and development activities contribute to the generation of ground-based noise and have the potential to impact sensitive receivers.

Contractors or consultants are required to address ground-based noise impacts that will occur as a result of their activities in the form of mitigation and management measures, and detail these as part of their environmental management documentation. Where noise impacts have the potential to impact sensitive receivers, contractors

or consultants will be required to develop a Noise Management Plan to be submitted to PAPL Environment team for review and approval prior to any works commencing.

7.3.2.10. Hazardous Materials and Spill Response

Incorrect use, handling or transport of hazardous materials and chemicals can have a negative impact on the environment and human health. Contractors or consultants undertaking works on the estate are required to ensure that Safety Data Sheets (SDS) are kept onsite with the materials and are adhered to, any hazardous materials stored and/or used at the project site are handled appropriately, and that all management measures are documented and communicated. This includes:

- Secondary containment is required for all containers storing liquids that are hazardous to human health or the environment.
  - Minimum standard for secondary containment is a volume of at least 110% of the largest container, or 25% of the total volume of all containers stored in the bunded area (whichever is greatest).
- Spill prevention devices should be employed where possible. This includes drip trays, funnels, snake booms etc.
- Discharge of liquid waste materials must occur to a lined bunded area or container and disposed offsite (i.e., concrete washout). There is to be no discharge to pervious ground or drains of any hazardous or potentially hazardous liquid.
- Spill kits are required to be onsite in appropriate numbers, in easily accessible locations stocked with the relevant absorbent materials to manage spills should they occur.
- Any spills that do occur must be reported by the contractor:
  - For spills requiring an emergency/urgent response, contact the ACC on 9478 8500.
  - For non-urgent spill clean-up assistance, phone the ACC on 9478 8572
  - For other minor spills and incidents, report these to the PAPL Project Representative and email to environment@perthairport.com.au within 24 hours of the incident occurring.

7.3.2.11. Waste and Resource Management

Development and related activities have the potential to increase the amount of waste generated across the estate. Incorrect waste management can lead to increased resource consumption and contamination.

Contractors and consultants are responsible for implementing measures to ensure the impacts of waste generated as a result of their works are minimised, and that these measures are documented and managed appropriately. Where waste is considered a significant aspect of a project with increased environmental risk, a Waste Management Plan may be required to be developed by the contractor.

All waste managed by the contractor must be appropriately segregated by waste stream and reused and recycled where possible. Where waste is taken offsite for disposal, the appropriate waste tracking documentation is to be retained by the contractor in the form of waste dockets and a waste tracking register. All waste must be taken to facilities licensed to accept the particular waste stream they are receiving.

7.3.2.12. Aboriginal Cultural Heritage Management

Activities may pose different levels of risk to Aboriginal Cultural Heritage (ACH). Contractors and consultants are required to adhere to all conditions outlined within ACH permits/consents issued or management plans associated with the project.

A Stop Work Order must be in place should any suspected cultural material be found during works. This could include stone tools, worked glass, skeletal material or other items. Accurate location data will be required for an unexpected find(s), in addition to photographic evidence.

7.4. Operations

7.4.1. Operation Environmental Management Plan

An Operational Environmental Management Plan (OEMP) is to be prepared for each project that moves into the operational phase and is to be submitted to PAPL Environment team for review and approval prior to operations commencing. The OEMP must demonstrate all environmental risks have been considered, will be managed appropriately and is to be consistent with the PAPL Environmental Management Plan (EMP) Guidelines. The OEMP is required to be completed by the incoming tenant, or the party that will be responsible for the operation of the site (or their delegate).

The PAPL EMP guidelines outline the format and information required in EMP documentation to meet the requirements of the Airports Act 1996 and the Airports (Environment Protection) Regulations 1997. Under this legislation, the EMP becomes legally binding on tenants, contractors and sub-contractors and consultants undertaking works within the Perth Airport estate. The PAPL EMP Guidelines can be downloaded from Perth Airport's website as part of the tenant and contractor resources: Environmental Management Resources.

Monitoring, inspections, audits and reporting associated with the operational phase of the project is to be implemented during the operational stage, by the lessee, in accordance with the OEMP.

8. Permits and Approvals

8.1. Consent Approvals and Airport Building Controller (ABC) Permit

8.1.1. Perth Airport Consent

Perth Airport Consent is required for all construction, alteration, or demolition works undertaken on the Perth Airport estate. Perth Airport assesses the Consent proposal from a Leasing, Work Health and Safety, Environment and Heritage, Operational, and Master Plan viewpoint.

Perth Airport will approve or refuse a consent application within 28 days of receipt of all necessary and information and fees.

The Perth Airport Consents form can be downloaded via the link:
https://www.perthairport.com.au/Home/property/for-tenants/undertaking-works-at-perth-airport/getting-perth-airport-consent-and-an-abc-permit-for-works.

7.6.2 Airport Building Controller Permit
The ABC assesses the planned works under the Act and its Regulations (including the Airports (Building Control) Regulations 1996), National Construction Codes, and applicable Australian Standards.

The ABC is appointed by the Department of Infrastructure, Transport, Regional Development and Communications and is a separate entity to Perth Airport. As such, there are separate application processes and fees for Perth Airport Consent and ABC permits.

Upon receiving the Perth Airport Consent Approval, the ABC permit is typically issued within 7-10 business days.

An ABC permit application can be made via:
https://infrastructure.gov.au/aviation/airport/airport-building-control/abco/index.aspx

8.2. Fill Movement

Fill that is imported, transferred, or exported on, around or off the Perth Airport estate can present a risk that needs to be assessed and managed appropriately.

Fill (in volumes of greater than 5m3) that is planned to be imported, transferred, or exported on, around or off the Perth Airport estate must be tracked via a Fill Material Use Form (PAPL-ENV-FOR-001). The contractor must complete the Fill Material Use form and submit to PAPL Environment for review and approval prior to any fill movement. The Fill Material Guidelines (PAPL-ENV-GDL-006) and Fill Material Use Form can be downloaded from the tenant and contractor resources page on the Perth Airport website Environmental Management Resources.

Conditions imposed as part of the fill movement process must be adhered to by the contractor. Any deviations from the approved fill movement process will be reportable to PAPL as an incident.

Establishment of permanent stockpiles are to be tracked via the fill movement form. Stockpile location and ownership of material is to be approved prior to submission of permit application.

8.3. Clearing Pruning Request Form – Clearing of Vegetation

Where works on the Perth Airport estate require vegetation to be cleared, a Clearing Pruning Request Form is to be completed by the project/site manager requesting the clearing/pruning and submitted to the PAPL Environment team for assessment. Section 1 of the form must be completed, with relevant items on the checklist supplied (maps, photos, boundaries (GIS shapefiles etc.)).

If approved, the form may detail certain conditions that need to be adhered to. As a minimum, any trees removed from the Perth Airport estate must be replaced at a ratio of 1:3; for any tree removed, three trees must be planted to offset any loss. The planning, and costs associated with tree replacement are to be factored into each project's budget. Replacement tree selection is to occur in line with species outlined in the Perth Airport Soft Landscaping Guidelines, which can be provided on request to the contractor/consultant.

The PAPL Clearing Procedure and clearing Pruning Request form can be accessed on the Perth Airport website through this link Environmental Management Resources.

As part of the assessment of the form, the location and condition of the trees will be checked for additional requirements such as Federal permits. Should these permits be required, additional time and cost will be required to seek such permits.

8.4. Dewatering Permit

Where dewatering is proposed, or may occur as a result of works, the PAPL Dewatering Permit Application (PAPL-ENV-FOR-006) and an Acid Sulfate Soil and Dewatering Management Plan (ASSDMP) must be submitted to PAPL Environment team for assessment and approval.

If approved, the form may detail certain conditions that need to be adhered to also specific dates for the conduct of the dewatering. Dewatering works must be carried out in accordance with the ASSDMP. If contractors anticipate dewatering works will exceed approved dates, an extension must be requested through the Dewatering Permit Application to PAPL Environment team and is subject to approval.

8.5. Additional Permits

When undertaking clearing works, a Federal Part 13 Permit application may be required under the EPBC Act if the works plan to kill, injure, take, trade, keep or move a listed species or ecological community (for example impacts to Banksia Woodlands or Forest Red Tail, Carnaby's or Baudin's Black Cockatoos).

Clearing and Pruning Request Forms will be assessed by PAPL Environment team in consideration of any Part 13 requirements for necessity and compliance. If a Part 13 Permit is required, this may incur time delays to the project, which will be communicated to the contractor. The contractor will be required to outline specific measures and controls to reduce and mitigate any impacts to listed species or ecological communities, as far as reasonably practicable.

8.6. Aboriginal Heritage

There is a high density of Aboriginal heritage sites on the Perth Airport estate. PAPL undertakes a due diligence assessment process during the Planning or Consent phase for all works conducted on the estate to assess the risk the project may pose to Aboriginal heritage. Additionally, there is a standard Stop Work Order in place should suspected Aboriginal Objects be found during works on the estate. A map can be provided to contractors

or consultants (on request) detailing Aboriginal heritage site locations, and contractors will be informed if works have the potential to impact these sites and hence require permits or other approvals.

8.6.1. Legislation and Due Diligence

The Aboriginal Heritage Act 1972 (WA) (AH Act), requires landowners to assess the likelihood of there being an Aboriginal site on the land, consider potential for any harm to that Aboriginal site and determine eth nature and level of potential harm. PAPL undertakes this due diligence process for all proposed disturbance within the estate. The outcome of the due diligence process advises whether Aboriginal Heritage is present within the proposed disturbance site and the appropriate permits, consultation and management plans required.

8.6.2. Minor Works within a Registered Aboriginal Heritage Site

Permits under Regulations 7 &10 of the Aboriginal Heritage Act 1972 (WA) are required for minor works being undertaken within registered Aboriginal heritage sites. Minor works can include:

- Maintaining infrastructure,
- Vegetation pruning or maintenance, or
- Minor ground disturbance.

If work undertaken by contractors or consultants on the estate require such a consent, this will be applied for on their behalf through the PAPL Environment team. Contractors and consultants should be aware this consent will require a lead time of approximately two to three months prior to works being undertaken for approval. If/when approval is granted, the consent is valid for three months only and conditions within the consent must be adhered to by contractors or consultant undertaking the work. Heritage Monitors may be required as a condition of consent at the proponent's cost. The application for the permit will need to be resubmitted if works are planned to take longer than three months.

8.6.3. Excavation or Removal of Material from an Aboriginal Site

Approval under section 16 of the Act may be sought where it is proposed to excavate or remove anything from an Aboriginal site. This often relates to research activities only.

8.6.4. Works Causing Impact to Registered Aboriginal Heritage Site

A Section 18 consent (approval) under the Aboriginal Heritage Act 1972 is required for any works which will be likely to damage, destroy or in any way alter and Aboriginal site. . This consent requires extensive consultation with Traditional Custodians and is a process that may take a number of years. If a Section 18 consent is granted, all works must comply with the Ministerial conditions detailed within the consent. Section 18 consents will be valid for five years only.

The requirement for Section 18 consent will be determined during the Planning phase of the project and communicated to contractors or consultants responsible for the relevant project phase(s).

9. Environment Controls

9.1. Monitoring

A range of monitoring, measurement and reporting activities must be implemented as part of the management plans for each phase of the project, in line with environmental risks identified as part of each project phase and where monitoring is relevant and required. Sampling and analysis quality plans (SAQP) and results of monitoring are to be provided to PAPL where requested, in a format that aligns with PAPL's reporting systems. This will be specified to the consultant/contractor on a project-by-project basis.

All monitoring undertaken is to be carried out by qualified personnel and conducted in accordance with the relevant Australian or industry standards.

9.2. Environmental Inspection

Contractors/consultants are to implement an inspection regime as part of CEMP and OEMP development. The purpose of these inspections will be to evaluate the effectiveness of the implementation of the CEMP and OEMP and to identify ongoing areas for improvement. Any defects and/or deficiencies in control measures identified by inspections shall be tracked through an action register for rectification.

PAPL Inspections

The PAPL Environment team may undertake scheduled or ad hoc inspections of the works being undertaken by the contractor throughout the life of the project. The contractor will be notified of the inspections through the PAPL Representative.

The PAPL Environment team will carry out the inspections to observe areas of environment risk and determine the effectiveness of the contractor implemented mitigations and controls. Actions may be raised for the contractor to complete if areas of concern in relation to environmental management are observed, which will be required to be addressed by the contractor and evidence provided to the PAPL Representative for close out.

9.3. Environmental Audit

Environmental audits will be implemented for projects with higher environmental risk elements.

These audits may cover a variety of scopes, such as:

- CEMP establishment: scheduled within three months of site mobilisation to ensure processes outlined in CEMP are established and implemented effectively.
- CEMP compliance: can occur at any stage of the project life and will focus on environmental risks relevant to the scope of work and compliance with CEMP requirements.

The PAPL Environment team will carry out an audit prior to the contractor's demobilisation to ensure the contractor has not impacted the environment negatively or contaminated the site. The contractor will be notified by the PAPL Representative as to the timing of any environmental audits to be carried out and the contractor must ensure the PAPL Environment team is provided unimpeded access to all areas of site required for the audit. Environmental audits will focus on the implementation of the contractor's CEMP and associated management plans, and areas of environmental risk. Evidence will be required to be presented during the audit (i.e. waste tracking dockets) as well as for finding and action close out.

A report will be generated, with key findings and actions communicated to the contractor.

9.4. Contractor Environmental Monthly Reporting

For major projects, or where required by contract obligations, the contractor is to provide a monthly environmental report to the PAPL Environment team. The Monthly Contractor Environmental Report (PAPL-ENV-TMP-003) requires reporting on waste type, volume and destination, land disturbance activities, water usage, effluent disposal and energy consumption. The report is to be submitted monthly, within 10 days of end of month.

9.5. Demobilisation and Make Good Requirements

Upon completion of the works under Contract, the contractor must reinstate all disturbed areas to the condition they were found prior to the works commencing, or to a condition expressly stated in the Contract.

Prior to handover, the contractor may be responsible for a site demobilisation audit to be carried out upon demobilisation, where stated in the Contract. The demobilisation audit will assess all site environmental requirements, all open permits will need to be closed, all environmental documentation required for handover to PAPL operations will be identified and the required remediation and rehabilitation activities will be determined.

Depending on the site use, an Operational Environmental Management Plan (OEMP) may be required for implementation for ongoing use of the site. This is to be developed by the incoming tenant for operation of the site, or their nominated party.

9.6. Annual Environment Report

For major projects, or where required by contract obligations, the contractor is to provide an Annual Environment Report (AER) to the PAPL Environment team by the 31st of July each year. The AER is to be prepared in accordance with the AER Guidelines, available for download as part of the contractor resources on Perth Airport's corporate website Environmental Management Resources.

10. Appendix A – Documentation and Requirements

Phase	Document/ Requirement	Completed		
		Y	N	N/A
Planning	Environmental Risk and Opportunities Assessment development			
	Environmental Risk and Opportunities Assessment approved by PAPL			
	Surveys and monitoring (e.g.): Geotech Baseline environmental investigation Baseline water quality monitoring Vegetation Fauna Aboriginal Heritage Other			
	Environmental Impact Assessment			
	Aboriginal Heritage Due Diligence			
	Approvals: Major Development Plan (MDP) Section 18 and ACHMP Reg 7&10 / ACH permit Part 13			
	Identification of all additional management plans required			
	Project Environmental Management Plan development			
	Project Environmental Management Plan approved by PAPL			
Detailed Design	Environmental Risk and Opportunities Assessment development			
	Environmental Risk and Opportunities Assessment approved by PAPL			
	Consideration of Sustainability elements and rating scheme			
	Additional management plans (identified in Planning phase) developed			
	Additional management plans (identified in Planning phase) approved by PAPL			
	Construction Environmental Management Plan development *(only if Detailed Design consultant or contractor is also responsible for Construction phase of project)*			
	Construction Environmental Management Plan approved by PAPL			
Construction	Construction Environmental Management Plan development			
	Construction Environmental Management Plan approved by PAPL			
	Implementation of additional management plans and associated requirements			
	Implementation of monitoring and reporting requirements			
	Implementation of inspection and audit regime			
	Corrective actions raised and closed out			
	Demobilisation and make good of site			
	Demobilisation audit conducted			
	Permits and open items closed out, including all monitoring requirements			
	Operational Environmental Management Plan development *(only if Construction Contractor is also responsible for Operational phase of project)*			
	Operational Environmental Management Plan approved by PAPL			

Phase	Document/ Requirement	Completed		
		Y	N	N/A
Operations	Operational Environmental Management Plan development			
	Operational Environmental Management Plan approved by PAPL			
	Implementation of ongoing monitoring and reporting requirements			
	Implementation of ongoing inspection and audit regime			
	Implementation of and reporting against Sustainability rating			

11. Appendix B – Environmental Control Plan

The following list of topics must be considered when developing an environmental control plan for minor construction works, that have deemed to have a level 1 Environmental and Heritage Risk Consequence, following completion of PAPL risk assessment, and which therefore do not require a full CEMP:

- Construction Activity - Description of works to be undertaken, including, personnel involved, location and planned duration.
- Dust and Noise - Assessment statement on the potential for noise or dust generation associated with the works area. Planned actions required to ensure that nuisance noise or dust is appropriately managed.
- Soil Management -Description of any planned excavation, including estimated volume of excavation, plant requirements and duration and any other relevant control measures.
- Water Management - Confirm if construction dewatering or interactions with surface water is required. Identify potential impacts on water quality and hydrology and present control measures. Where applicable, outline measures to prevent pollution of surface water bodies during construction activities. This could involve implementing sediment controls, managing stormwater runoff, and establishing buffer zones near water bodies.
- Vegetation Management – describe any planned interactions with existing site vegetation and identify required control measures. Provide details on the extent of vegetation removal or disturbance. Ensure compliance with any relevant permits or regulations regarding vegetation management.
- Contamination and Soil Quality -Verify that works are not located near known or suspected contaminated sites or areas with acid sulfate soils to prevent potential contamination or adverse effects.
- Environmental Receptors Confirm that works are not within 100m of sensitive environmental, heritage, or built receptors to minimize potential impacts.
- Waste Management – identify all potential waste streams and confirm management measures including waste minimalisation and waste tracking as appropriate.
- Dangerous goods and hazardous materials – identify all potential or actual hazardous materials or substances proposed to be utilised. Confirm control measures. Confirm that personnel are trained in handling hazardous substances and that emergency response procedures are in place.

The above list is intended to be the minimum considerations and is not intended to be exhaustive. Contractors proposing to undertake construction works on the Perth Airport estate, must ensure that due care and attention is given to identify any potential environmental impacts and ensuring suitable control measures are in place to mitigate potential impacts.

12. Appendix C – Perth Airport Environment Policy

Environment & Sustainability Policy

Perth Airport

Perth Airport is Australia's Western Hub – connecting lives, businesses and communities to a world full of possibilities. Integral to our success is an ongoing commitment to environment and sustainability, ensuring that we exceed the expectations of our stakeholders and wider community.

By focusing on the efficient use of resources, minimising environmental impact and considering sustainability in our decision making, we will deliver positive environmental outcomes for today whilst we plan for a better future.

Perth Airport Pty Ltd is committed to:

- Continually improving sustainability performance within our airport community and the aviation industry.
- Recognising the importance of energy, waste and water management and ensuring ongoing efficient use of resources in our developments and operations.
- Understanding and, where practicable, reducing our greenhouse gas emissions intensity across all operations, whilst also supporting business and industry partners to reduce their carbon impacts.
- Operating and managing our activities and assets in a manner consistent with sound environmental management principles.
- Managing pollution and contamination in accordance with relevant legislation to protect our surrounding community and environment.
- Always achieving regulatory compliance for environmental and sustainability matters.

Perth Airport Leaders are committed to:

- Considering environmental and sustainability costs and benefits in our business value decisions.
- Developing initiatives, providing resources and demonstrating responsibility and accountability for our environmental and sustainability objectives.
- Communicating environmental and sustainability performance to our relevant internal and external stakeholders.

Perth Airport expects all employees:

- Will support Perth Airport's commitment to sustainable development and responsible environmental management – incorporating sustainable practices into our everyday activities, helping us make sustainability and environmental best practice integral to the way we do business.