

Major Development Plan

Runway End Safety Area (RESA), Sydney Airport

(Sydney Airport Corporation Limited)

Conditions of Ministerial Approval

DEFINITIONS

In this document, unless the contrary intention appears:

acceptable construction noise levels means the levels specified in the following table:

Period	Time	Noise levels (dBA)
Morning Shoulder	0500hrs-0700hrs	48
Daytime	0700hrs-1800hrs	75
Evening	1800hrs-2200hrs	54
Evening Shoulder	2200hrs-2400hrs	49
Night Time	2400hrs-0500hrs	43

Act means the *Airports Act 1996* as amended from time-to-time.

Airport means Sydney (Kingsford-Smith) Airport.

AEO means an Airport Environment Officer for the Airport appointed under the AEPR.

AEPR means the Airport (Environment Protection) Regulations 1997 as amended from time to time.

CEMP means the Construction Environmental Management Plan for the Development required by condition 14.

construction period means the period beginning at the commencement of construction of the Development and ending on the day a certificate of use is issued for the Development under the Airports (Building Control) Regulations 1996.

DECC means the NSW Department of Environment and Climate Change

the Department means the Department administering the Act.

Development means the development proposed in the MDP.

IMC means the Implementation and Monitoring Committee referred to in Recommendation Nine of the Long Term Operating Plan for Sydney Airport and

Associated Airspace, which is chaired by Airservices Australia and comprises the Department, Airservices Australia, SACF and SACL.

Minister means the Minister for Infrastructure, Transport, Regional Development and Local Government.

MDP means the Major Development Plan: Runway Safety Enhancement Runway 25 – Runway Safety End Safety Area Sydney Airport.

NSW means the state of New South Wales

Runway 07 means Runway 07 at the Airport (also known as the East-West runway when operating with Aircraft arriving from the West and/or departing to the East).

Runway 25 means Runway 25 at the Airport (also known as the East-West runway when operating with Aircraft arriving from the East and/or departing to the West).

SACF means the Sydney Airport Community Forum.

SACL means Sydney Airport Corporation Limited and any future airport-lessee company for Sydney Airport

sensitive receptor has the meaning given in regulation 2.04 of the AEPR

Stakeholder means a person or organisation such as a member of the public, airport user, or a government department or agency that has an interest in, or may be affected by, the Development or by changes in aircraft noise distribution due to the Development.

INTERPRETATION

In this document, unless the contrary intention appears:

- (i) if a word or phrase is given a particular meaning above, other parts of speech and grammatical forms of that word or phrase have corresponding meanings; and
- (ii) a term that is defined in the Airports Act or in regulations made under the Act has the same meaning when it is used here.

CONDITIONS

- 1 SACL must make all reasonable endeavours to ensure:
 - a) Runway 07 is available for aircraft departures from at least Taxiway Yankee at all times during the construction period; and
 - b) Runway 25 is closed for no more than 8 months; and
 - c) Runway 07 and Runway 25 are open for both departures and arrivals without restriction by 1 April 2010.

For the avoidance of doubt, the *Sydney Airport Curfew Act 1995* and the *Sydney Airport Demand Management Act 1997* will continue to apply.

- 2 To ensure airport and occupational health and safety, SACL must provide and situate a temporary jet blast barrier to protect the worksite from the impact of jet blast from aircraft using Runway 07 for departures while Runway 25 is unavailable due to the Development.
- 3 SACL must prepare a revised construction program for the Development covering the period from 1 June 2009 until the anticipated end of construction period. The revised construction program must include a revised timetable for the Development and must identify measures to reduce the construction period. The revised construction plan must take account of the progress achieved in the development to 15 May 2009.
- 4 SACL must prepare the revised construction program in May 2009 and provide copies to the Department and SACF by 1 June 2009.
- 5 SACL must implement any measures identified in the revised construction program to reduce the construction period, provided those measures do not have a detrimental impact on safety, and do not increase the risk of environmental pollution or construction noise beyond levels specified in the AEPR.

Conditions about aircraft noise

- 6 SACL must cooperate with Airservices Australia to mitigate the impacts of changes in the pattern of aircraft noise exposure in areas beyond the boundary of Sydney Airport generated directly or indirectly by the Development.
- 7 SACL must report to the monthly meetings of the IMC during the construction period on opportunities relating to the Development that arise to facilitate the maximum use of the Runway 07 or Runway 25 for aircraft noise respite or aircraft noise sharing purposes.

Conditions about consultations with the community

- 8 SACL must continue to make information available to Stakeholders about construction noise and changes to aircraft noise distribution resulting directly or indirectly from the Development for the duration of the construction period.
- 9 For the duration of the construction period SACL must:
 - a) arrange for a forecast to be placed on its website and updated on or by the last business day of each month about the type and footprint of construction noise likely to be experienced in the following month; and
 - b) provide detailed briefings to scheduled meetings of the SACF on the progress of the Development and any changes to the expected availability of Runway 07 or Runway 25.
- 10 Within 25 business days of the Minister's approval of the MDP, SACL must develop and submit to the Department for approval a Complaints Management System relating to the Development that is consistent with Australian Standard AS ISO 10002-2006 (*Customer Satisfaction – Guidelines for complaints handling in organisations*). The Complaints Management System must include:
 - a) a community complaints service including an e-mail address and phone service which must be staffed during standard business hours and have a telephone answering service after hours; and
 - b) a mechanism for the review of responses to complainants.
- 11 SACL must implement the Complaints Management System within 10 business days of receiving notification of its approval by the Department. The Complaints Management System must be operational throughout the construction period.
- 12 SACL must provide the Department and SACF with a report within 10 business days of the end of each month during which the Complaints Management System is in operation detailing all complaints received in that month and how each complaint was dealt with.

Conditions about the environment

- 13 For the duration of the construction period, SACL must undertake continuous monitoring of noise levels at the closest sensitive receptor to the Development and provide a report on noise levels for each calendar month in the construction period to the Department and SACF within 10 business days of the end of that month.
- 14 Within 25 business days of the Minister's approval of the MDP, SACL must prepare a CEMP and submit it to the AEO for approval.

15 SACL must provide a draft of the CEMP to the DECC. SACL must provide evidence to the AEO of consultation with the DECC and how any comments or recommendations of the DECC have been addressed in the CEMP submitted to AEO under condition 14.

16 The CEMP must include, but is not limited to:

- a) A Noise and Vibration Management Plan that identifies:
 - i) measures to prevent construction noise generated by the Development from exceeding acceptable construction noise levels at the sensitive receptor which is closest to the Development
 - ii) actions which will be undertaken if acceptable construction noise levels are exceeded; and
 - iii) construction noise control strategies developed in accordance with Australian Standard AS2436-1981 *Guide to Noise Control on Construction, Maintenance and Demolition Sites*, the NSW Government Industrial Noise Policy and the mitigation measures identified by Heggies Pty Ltd in their report provided to SACL dated 7 July 2008 titled *Runway 25 RESA Compliance Works Construction Noise Assessment – Sydney Airport*.
- b) An acid sulfate soil management plan consistent with the NSW Acid Sulfate Soil Manual addressing recommendations from the Acid Sulphate Assessment Report prepared by Douglas Partners (2007) referred to in the MDP;
- c) A contaminated soils management plan; and
- d) A construction traffic management plan to ensure, wherever possible, construction traffic associated with the Development uses main arterial roads and not residential streets. SACL must provide a draft of the construction traffic management plan to the City of Rockdale and provide evidence to the AEO of how any comments or recommendations of the City of Rockdale were taken into account in preparing the final construction traffic management plan.

17 SACL must implement the CEMP.

18 SACL must provide to the AEO a report on the last business day of each quarter on compliance with the CEMP.

19 SACL must seek approval from the AEO for any variation to the CEMP. If the AEO approves a variation to the CEMP the variation must be implemented.

20 SACL must continue to make information available to Stakeholders about construction noise resulting from the Development for the duration of the construction period.

Conditions about providing information

21 SACL must provide the Department and SACF with a status report on the Development within 10 business days of the end of each month during the construction period. The status report must include:

- a) details of any actual or anticipated delays to the Development, including reasons for the delays and the potential impact on the completion date for the Development;
- b) a written statement by the Chief Executive Officer of SACL stating compliance, or otherwise, with these conditions; and
- c) if instances of non-compliance have occurred, the report should include details of these instances and the measures taken or proposed to ensure compliance.

22 SACL must provide Airservices Australia with a comprehensive risk assessment of Perimeter Road tunnel operations including an assessment of emergency response risks. This assessment must be provided within 3 months of the Minister's approval of the MDP.