

> Airport Environment and Heritage

Bankstown Airport
Airport Environment Strategy
2005



> Airport Environment and Heritage

2.1 Location

Bankstown Airport is situated approximately 26 kilometres south west of the Sydney Central Business District, within the Bankstown Local Government Area (see Figure 2).

The Airport is bounded by:

- Henry Lawson Drive and Riverwood Golf course to the west;
- Milperra Road, Bankstown Golf Course and residential areas to the south;
- Marion Street and residential areas to the north; and
- Birch Street and a mixture of industrial, parkland and residential areas to the east.

The Airport covers an area of approximately 313 hectares. An aerial photograph showing the land surrounding the Airport as well as the general layout of the Airport is shown in Figure 3. A plan illustrating the detailed airport layout is provided in Figure 4. The land use zoning for the Airport, as determined by the MP is indicated in Figure 5.

The Georges River, a major waterway draining large parts of southwestern and southern Sydney, is located close to the southwestern corner of the Airport. In times of severe rainfall, the Georges River floods Milperra Road and the southern limits of the Airport. The Airport land elevation increases in a northeasterly direction. The majority of Airport buildings are located towards the northern boundary and are not affected by flooding. The runways are also unaffected by flooding.

The main access to the Airport is Airport Avenue located off Marion Street. The internal road system is centred on Airport Avenue with the majority of hangars and landside buildings spread to the east and west of this roadway.

> Figure 2

Bankstown Airport Locality Plan



> Airport Environment and Heritage



Bankstown Airport
Airport Environment Strategy
2005



> **Figure 3**

Bankstown Airport Aerial Photo



LEGEND

 AIRPORT BOUNDARY



> Airport Environment and Heritage



Bankstown Airport
Airport Environment Strategy
2005









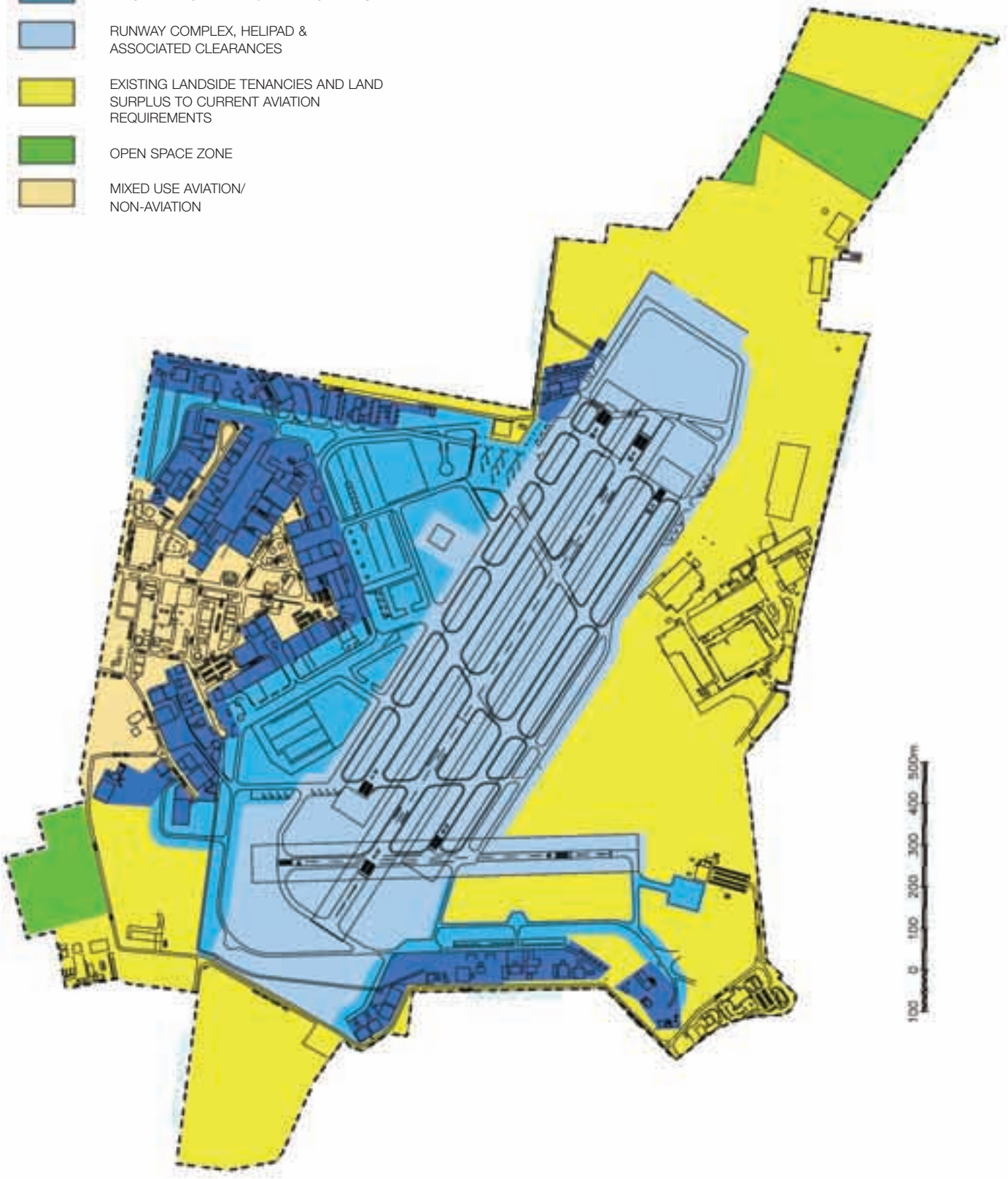
> Figure 4

Bankstown Airport Current Land Use



LEGEND

-  CURRENT AVIATION TENANCY BUILDINGS & ASSOCIATED TAXI WAYS
-  AIRCRAFT MOVEMENT & PARKING AREAS
-  RUNWAY COMPLEX, HELIPAD & ASSOCIATED CLEARANCES
-  EXISTING LANDSIDE TENANCIES AND LAND SURPLUS TO CURRENT AVIATION REQUIREMENTS
-  OPEN SPACE ZONE
-  MIXED USE AVIATION/ NON-AVIATION



> Airport Environment and Heritage



Bankstown Airport
Airport Environment Strategy
2005











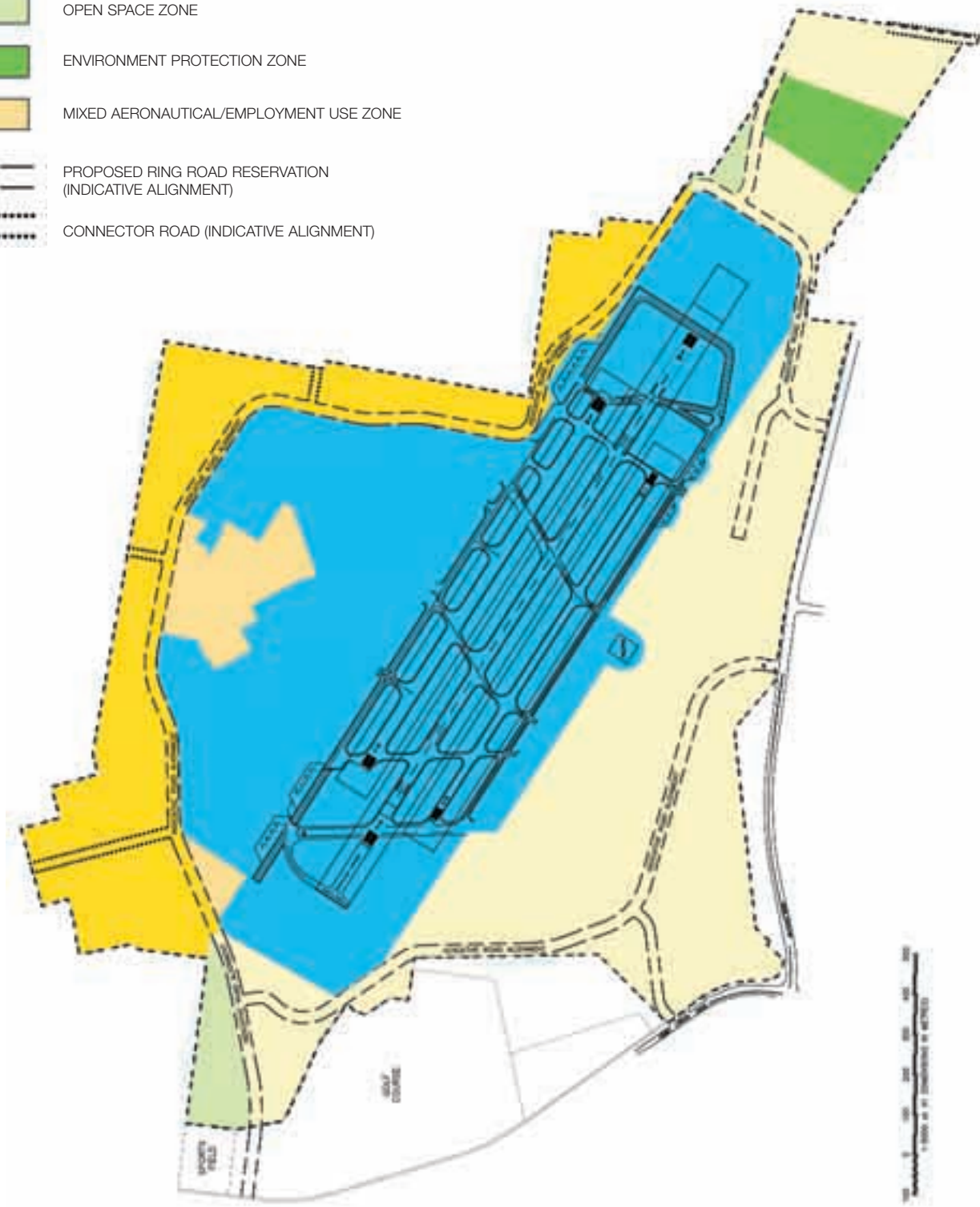
> Figure 5

Bankstown Airport Zoning Plan



LEGEND

-  AERONAUTICAL ZONE
-  BUSINESS – BANKSTOWN AIRPORT ZONE
-  EMPLOYMENT ZONE
-  OPEN SPACE ZONE
-  ENVIRONMENT PROTECTION ZONE
-  MIXED AERONAUTICAL/EMPLOYMENT USE ZONE
-  PROPOSED RING ROAD RESERVATION (INDICATIVE ALIGNMENT)
-  CONNECTOR ROAD (INDICATIVE ALIGNMENT)



> Airport Environment and Heritage

2.2 Airport Operations

Full details of Airport operations are provided in the MP which presents the vision for the development of the Airport over the 20 year period 2005 to 2025.

The number of General Aviation (GA) movements at Bankstown Airport in 2003/04 was estimated at 249,000 while in 2002/03 there were 337,000 aircraft movements. These numbers of movements are considerably below AirServices Australia's estimate of the operational capacity of 480,000 to 500,000 movements per year.

The MP forecasts an initial air traffic rebound in the two years 2005/2006 plus air traffic growth of 2.5% over the five year period to 2010/11 as detailed in Section 12.4 of the MP.

Four runways are currently in operation at Bankstown Airport. Three are closely spaced, parallel runways and one is a short, cross-wind runway that is used infrequently. The layout of the runways is shown in Figure 4. In total, the Airport has around 70,600m² of paved aircraft parking aprons and approximately 45,000m² of designated grass surfaced small aircraft parking.

Operational facilities include runway and taxiway lighting systems, an air traffic control tower (ATCT), general aviation airport procedures control zone system and other navigational aids. The ATCT operates from 6:00 am to 9:00 pm on weekdays and from 6:00 am to 8:00 pm on weekends.

Other aviation facilities at the Airport include refuelling and fuel storage depots, aircraft spares and sales services, and aircraft maintenance facilities.

2.3 Tenants

In 2004, there were approximately 180 tenants on the Airport, which carry out a diverse range of aviation and non-aviation activities. Non-aviation tenants include a school, a golf 'putt-putt' course, motor auction premises, offices, retail outlets, a service station, a hardware centre (Bunnings Warehouse opened in 2004) and manufacturers (Hawker de Havilland). Aviation related tenants include flying schools, charter operators, air freight services, aircraft sales and services, aircraft spare parts, maintenance and restoration centres, aircraft storage hangars and flight training schools.

Tenants are currently in three main areas within the site. The primary area is located in the northern sector, intersected by Airport Avenue, the main Airport access road. The secondary area is adjacent to the western and southwestern sector boundary. The third area, which consists of Hawker de Havilland, Bunnings Warehouse, the golf 'putt-putt' course and the motor auctioneers, is located adjacent to Milperra Road along the southern boundary.

The MP discusses future development of the Airport, and provides details of proposed land use at the Airport for both developed and undeveloped land. Airport tenant numbers may increase in the future and the mix of tenants may change during the period of this AES. The AES accommodates this change.

Hawker de Havilland is the major tenant of the Airport and is located on the southern fringe of the Airport (see Figure 2). Hawker de Havilland manufactures aircraft parts for a range of major aircraft manufacturers and generates significant export earnings. Hawker de Havilland sublets part of its facility to Qantas Heavy Maintenance (QHM) who use the facility for maintenance of aircraft components.

Airport tenants are divided into three Tiers based on their potential environmental risk. Tier 1 tenants are considered to have a potential for significant environmental risk. Tier 2 tenants are considered to have potential for moderate environment risk. Tier 3 tenants are considered to have a potential for minimal environmental risk.

Generally, occupants belonging to each Tier are as shown below (by industry type):

- **Tier 1:** BAL, aircraft parts manufacturers (Hawker de Havilland and Qantas Heavy Maintenance) and all fuel storage companies (including BP, Shell, Mobil, 7-Eleven).
- **Tier 2:** Tenants who store in excess of 200 litres of hazardous substances or dangerous goods, aircraft repair/maintenance workshops, aircraft spare parts and restoration centres, spray paint booths, etc.
- **Tier 3:** Remaining tenants, including schools, retail outlets (including food and beverage), offices, 'putt-putt' golf course, etc.

Tier 1 and Tier 2 tenants are required to prepare tenant Environmental Management Plans (EMPs) for their operations.

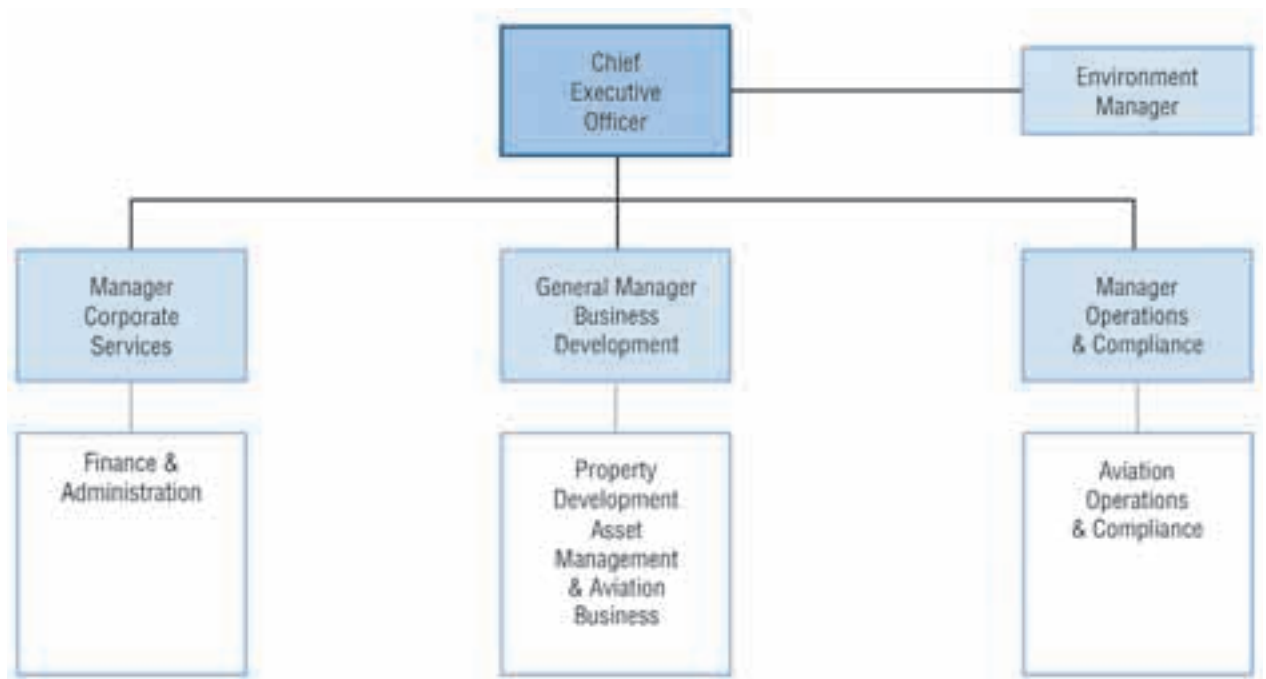
> Airport Environment and Heritage

Aviation and non-aviation tenants and their employees, contractors and agents will be required to comply with the AES by regulatory, lease and audit means. Tenants are responsible for their contractors and for the environmental training of their staff, including actions to prevent, report and monitor environmental incidents and/or pollution events and compliance with the Airports Act 1996 and Airports (Environment Protection) Regulations 1997.

2.4 Management Structure Overview

The organisational structure of BAL is in keeping with the size and complexity of the Airport and is shown in Figure 6.

Figure 6
BAL Management Structure



> Airport Environment and Heritage

At the top of the structure is BAL's Chief Executive Officer (CEO). The CEO reports directly to the BAL Board of Directors. The Board expects a high standard of environmental performance at Bankstown Airport and is committed to providing sufficient resources, including trained personnel, financial support and equipment.

BAL's CEO has the responsibility of ensuring compliance with the Environment Policy, maintaining the relevance of the Policy and ensuring the required standard of environmental performance is achieved by all tenants and staff.

The Environment Manager reports directly to the CEO and has the responsibility for the day-to-day implementation of the Environmental Management System (EMS), of which the AES is one component.

By reporting to the CEO, the Environment Manager function is separated from the business units. This allows the Environment Manager role to perform both service and governance functions. In terms of a service function, the Environment Manager works with the business unit managers to assist them to improve the environmental performance of their business. In terms of governance however, a reporting line to the CEO allows the Environment Manager to independently audit and review the environmental performance of business units and report any variances, inconsistencies and failures to the CEO for remedial action.

More specifically, the Environment Manager's duties include:

- liaising with tenants and providing advice;
- commissioning environmental studies and responding to study findings/ recommendations;
- identifying and organising training and/or awareness programs for BAL staff, contractors and tenants;
- conducting environmental audits of tenants' operations;
- reviewing tenant EMPs;
- implementing, reviewing, amending and improving the Airport's EMS;
- responding to environmental emergencies;
- maintaining environment records including the Environmental Sites Register; preparing BAL's Annual Environment Report, Annual Public Environment Report, Quarterly Reports and Monthly Reports;
- assessing development applications from existing and prospective tenants for environmental impacts associated with the development;
- distributing copies of the AES to all tenants or other Airport users;
- implementing the AES; and
- preparing future AESs.

2.5 Environmental Regulatory Regime

2.5.1 Airport Operations in General

Bankstown Airport is subject to the Airports Act 1996 and the Airports (Environment Protection) Regulations 1997.

This legislation aims to establish a cooperative approach to environmental management on airports, promote awareness of environmental issues and to ensure that management systems are in place to deal with water pollution, soil contamination, biota, heritage sites, air pollution and noise produced on airports, with a view to minimising these environmental impacts.

In addition to the Airports Act 1996's objective of promoting awareness of environmental issues and management of pollution, the Airports (Environment Protection) Regulations 1997:

- set standards and impose duties in relation to environmental pollution (dealing with water and soil quality, and ground-based air and noise emissions);
- authorise the monitoring and remediation of breaches of environmental standards; and
- support better environmental outcomes on leased Commonwealth airports.

The main environmental elements of the Airports Act 1996 include the implementation of an AES, and the monitoring and remediation of pollution.

The 2000 AES was approved by the Minister in March 2000 and was valid till March 2005. This AES has been prepared in accordance with the requirements of Part 6 of the Airports Act 1996 to update and replace the 2000 AES and covers the period 2005 to 2010.

> Airport Environment and Heritage

The Minister, who is responsible for regulating all commercial airports under the Airports Act 1996, determines whether to approve an AES, following an extensive review process.

2.5.2 Pollution Control

The Airports (Environment Protection) Regulations 1997 specify acceptable limits for pollution across all Commonwealth leased airports in all States and define a framework for monitoring, reporting and remediating pollution. The Airports (Environment Protection) Regulations 1997 are largely equivalent to the relevant State Regulations.

Aircraft engine emissions are addressed by the Air Navigation (Aircraft Engine Emissions) Regulations and aircraft noise emissions are addressed by the Air Navigation (Aircraft Noise) Regulations and are regulated directly by the Commonwealth Government through AirServices Australia.

BAL recognises these as important environment issues, and will provide AirServices Australia assistance with the management of aircraft noise and engine emissions as required under the Airports Act 1996. BAL will also facilitate discussions on aircraft noise and engine emissions through the BACCF. Additional information on aircraft noise management is provided in Section 4.4 of this AES and in Section 24 of the MP.

Noise and emissions generated by the ground running of aircraft engines associated with maintenance as well as non-aviation ground-based activities are addressed by the Airports (Environment Protection) Regulations 1997 and are considered within this AES.

2.5.3 Development Planning and Approvals Process

Future development at the Airport will be undertaken in accordance with the Bankstown Airport Master Plan. The development principles and concepts for the next 20 years are detailed in the MP. BAL is focused on developing a profitable and sustainable business and BAL's Environment Manager will work on future developments at the Airport to identify risks and opportunities with respect to sustainable development through the development planning and approvals process.

It is recognised by BAL that sustainable business initiatives have the potential to add value to the future development of the Airport and will make an important contribution to the sustainable growth of the Bankstown district as well as the Sydney region as a whole.

Development proposals at Bankstown Airport are subject to a planning and environmental impact assessment process. A flowchart of the development planning and approvals process is provided in Figure 7. Proponents require the concurrent approval of BAL and the Airport Building Controller (ABC) and in some cases DoTaRS and /or the DEH prior to commencement of developments. The Airport Environment Officer (AEO) acts as an advisor to the ABC with respect to environmental issues during the development assessment process.

Role of BAL

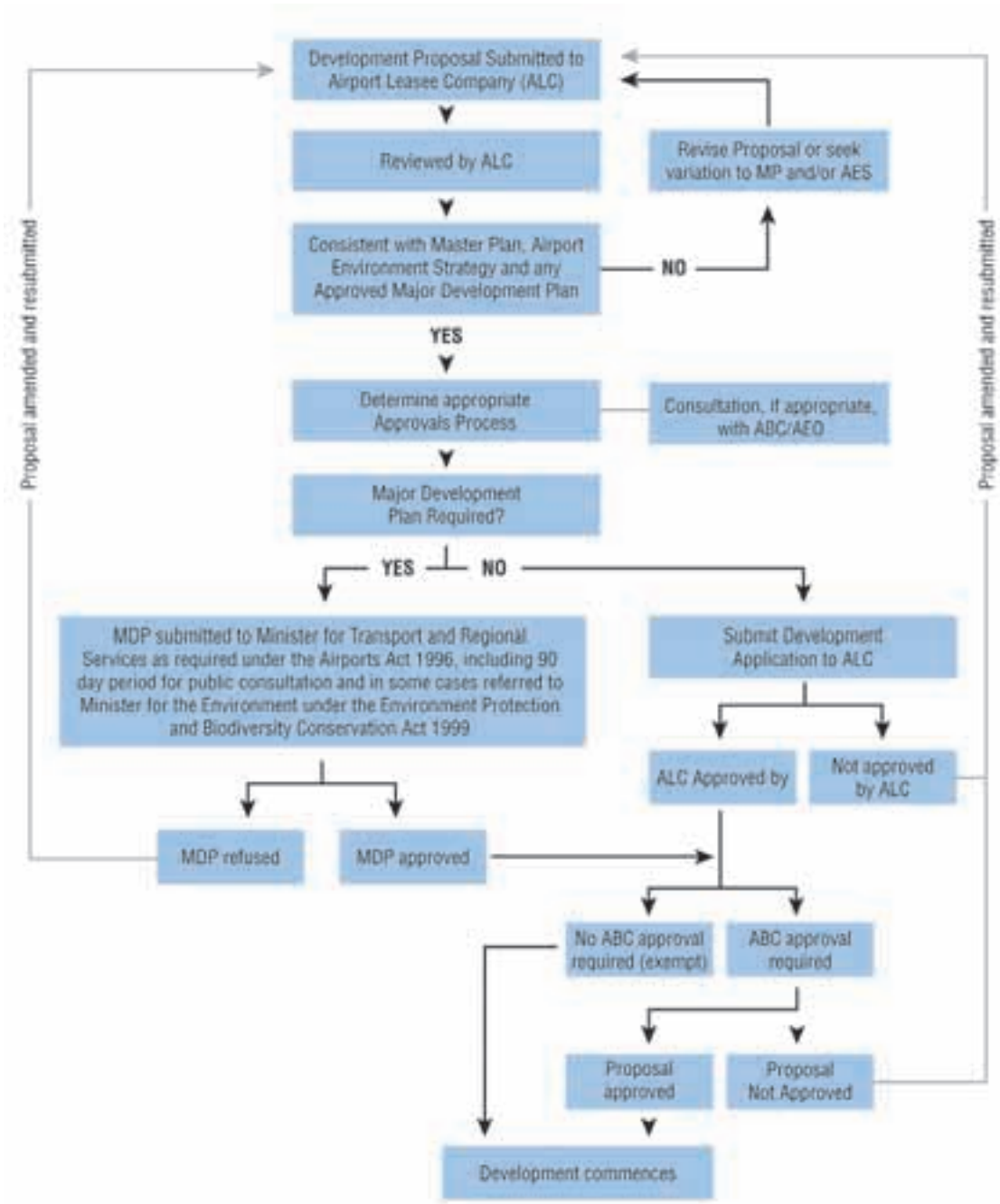
For new developments a proponent must obtain Development Application (DA) forms and a template Statement of Environmental Effects (SEE) from BAL. The DA and SEE are completed by the proponent and submitted to BAL for approval. The objectives of this AES are reflected in the template SEE. A copy of the template DA & SEE is included in Appendix B of this AES.

Prior to approving a DA, BAL must consider the Airport Master Plan, the AES, the Airports Act 1996, the Airports (Environment Protection) Regulations 1997 and the Commonwealth Environment Protection and Biodiversity Conservation Act 1999. BAL uses the DA and the SEE to identify potential impacts, provide prompts for assessment and suggested instructions for inclusion in the approval granted. Issues covered include air, soil, water, noise, waste, dangerous goods/hazardous substances, vegetation, heritage and resource use.

BAL may grant approval to, or may refuse, the DA. BAL may apply conditions of approval to developments to ensure that they are designed, constructed and managed in an environmentally responsible manner and ensure comprehensive compliance with the AES, the Airports Act 1996 and relevant environmental legislation.

> Airport Environment and Heritage

Figure 7
Development Planning and Approvals Process Flowchart



> Airport Environment and Heritage

Role of the Airport Building Controller and Airport Environment Officer

Concurrent with BAL's assessment of the DA, the proponent is required to submit a Works Permit Application (for earthworks, engineering works, electrical works or hydraulic works) or a Building Permit Application (for the construction or alteration of a building) to the ABC. These applications are also referred to the AEO. The applications for Tier 1 and Tier 2 tenants must be accompanied by an EMP, detailing the actions that the applicant proposes to take to control pollution emissions. The ABC, with the assistance of the AEO, assess the application and may approve it with or without conditions, or may refuse the application.

Major Development Plans

Under the Airports Act 1996, certain types of development, referred to as a "major airport development", require the preparation and approval of a Major Development Plan (MDP) prior to commencement of the development. The definition of a "major airport development" is provided in Part 5, Division 4, Section 89 of the Airports Act 1996. In summary, it includes developments such as runways, taxiways, terminals, major roadworks, and developments that exceed a defined cost threshold or add significantly to airport capacity; or developments of a kind that are likely to have significant environmental or ecological impact, or which affect an area identified as environmentally significant in the AES. An MDP must be approved by the Minister prior to the development proceeding.

All MDPs are referred by the Minister to the DEH for advice in relation to appropriate environmental assessment.

To assist BAL in deciding whether a proposal is environmentally significant, BAL would refer to the SEE submitted with the DA by the proponent, which will detail potential impacts, and measures to be undertaken to mitigate the impacts.

Development Approval

The DA approvals also require compliance with the AES, and may include such matters as preparation of an EMP to detail how the applicant intends to control issues such as dust, noise and water quality during construction works and other ongoing operation and maintenance measures.

The EMPs are reviewed by BAL's Environment Manager and the AEO. BAL will provide a Statement of Compliance with the AES once the DA has been approved by BAL. Building and works approvals are determined by the ABC on behalf of DoTaRS, in consultation with the AEO. The ABC provides approval for engineering or building works prior to the commencement of building activity, in accordance with the provisions of the Airports Act 1996, and the Airports (Building Control) Regulations 1996.

Some types of building activity are exempt from requiring approval, however, they require notification to the ABC prior to commencement (refer to Regulation 2.24 of the Airports (Building Control) Regulations 1996).

Liaison with Council and other Stakeholders

BAL will continue to liaise with Bankstown City Council on relevant DAs. Developments likely to be of significance to Council will also be discussed at the BACCF.

BAL will also identify other stakeholders who may be impacted by proposed developments, and continue to consult with these stakeholders prior to granting development approval.

2.5.4 Flora, Fauna and Heritage

In addition to the Airports Act 1996 and the Airports (Environment Protection) Regulations 1997, Commonwealth laws, (such as the Environment Protection and Biodiversity Conservation Act 1999) which protect endangered species (biota and habitat protection), national heritage, and matters of Aboriginal and Torres Strait Islander heritage have an effect on airport sites.

State laws dealing with biota, habitat, heritage sites and sites of indigenous significance generally do not apply to airports.

2.5.5 Application of State Legislation

The Airports Act 1996 and Airports (Environment Protection) Regulations 1997 apply to the exclusion of State legislation, other than where State law is applied as Commonwealth law, most particularly in the following areas:

- pollution from a motor vehicle;
- occupational health and safety matters;

> Airport Environment and Heritage

- disposal or storage of waste at airport sites;
- emissions of substances that deplete stratospheric ozone; and
- the use of pesticides.

BAL will, as a matter of practice, take into account relevant State legislation, policies, practices, and standards, where they are not inconsistent with Commonwealth laws.

2.5.6 Airport Environment Officer

AEOs have been appointed by DoTaRS to be the regulator's environmental representative in administering the Airports Act 1996 and the Airports (Environment Protection) Regulation 1997 as well as monitoring compliance by BAL and its tenants with the AES.

Duties of the AEO include:

- the issuing of authorisations to carry out activities at airports;
- the issuing of infringement notices for non-compliances with the Airports (Environment Protection) Regulation 1997 such as failure to comply with the pollution limits specified in the Regulations;
- the issuing of environment protection orders directing persons undertaking an activity on an airport to undertake particular action to:
 - prevent, or mitigate the effects of, pollution;
 - minimise the generation of excessive noise; or
 - avoid or minimise a particular adverse consequence with respect to flora, fauna, ecological communities and sites of indigenous significance at the Airport site; and
- liaising with BAL, Airport tenants and Airport users on environmental management issues. The AEO provides regulatory advice to the Environment Manager and reports to DoTaRS via written quarterly reports.

2.6 Environmentally Significant Areas

The Airports (Environment Protection) Regulations 1997 require BAL to identify in the AES areas of environmental significance at the Airport. The Airports (Environment Protection) Regulations

1997 do not define what constitutes an "area of environmental significance". However, the Airports (Environment Protection) Regulations 1997 require BAL, in specifying an area as environmentally significant, to address:

- any relevant recommendation of the DEH regarding biota, habitat, heritage or kindred matters; and
- any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or kindred matters.

Relevant State bodies established in NSW include DEC, which includes NPWS and EPA, DIPNR and the Department of Energy Utilities and Sustainability (DEUS), as well as Bankstown Council.

DEH made a recommendation that environmentally significant areas be identified in the AES, particularly in relation to heritage values.

There are no sites identified by BAL as being "environmentally significant". However, based on current information, it seems possible that some items with heritage significance discussed in Section 4.6 of this AES may be suitable for identification as "environmentally significant" following completion of further studies which are in the course of preparation by BAL during the period of this AES.

As indicated in Section 2.5.3 of this AES, development proposals are subjected to separate formal environmental impact assessments that consider whether a proposed development is likely to affect an area identified as environmentally significant in this AES.

2.7 Sites of Indigenous Significance

The Airports (Environment Protection) Regulations 1997 require BAL to identify "sites of indigenous significance". The Airports (Environment Protection) Regulations 1997 do not define what constitutes a "site of indigenous significance", however, require consultation with:

- any relevant indigenous communities and organisations; and
- any relevant Commonwealth or State body.

> Airport Environment and Heritage

Relevant indigenous communities and organizations include the Gandangarra Local Aboriginal Land Council (LALC). Relevant State and Commonwealth bodies include:

- DEH, which includes the Australian Heritage Council; and
- DEC, which includes the NPWS.

As discussed in Section 4.6.1 of this AES, no sites of indigenous significance have been identified on, or adjacent to, the Airport. As indicated in Section 2.5.3 of this AES, development proposals are subject to separate formal environmental impact assessments that consider whether a proposed development is likely to affect an area which has potential to contain a site of indigenous significance.

2.8 Environmentally Sensitive Sites

The 2000 AES made reference to the concept of “sensitive sites”, with respect to flora, fauna and heritage. “Environmentally sensitive” sites are not referenced in the Airports Act 1996 or associated Regulations and are not subject to any specific statutory provisions.

Only one site on the airport, the bushland adjacent to the Deverall Park recreation area (formally referred to as Deverall Park), has been recognised by BAL as being “environmentally sensitive”.

This bushland is located on the eastern side of the Airport as shown on Figure 4. The bushland has been identified as containing Cooks River/Castlereagh Ironbark Forest and Sydney Coastal River Flat Forest, which are both listed as an Endangered Ecological Community under the Threatened Species Conservation Act 1995 (NSW). The bushland is also considered to be of local value or interest.

No significant fauna has been identified and although the bushland is not considered to be “significant”, within the meaning of the Regulations, BAL will aim to conserve and protect this site. The site has been identified as an environment protection zone in the MP (refer Figure 5). BAL is considering a Heads of Agreement arrangement with Bankstown City Council to lease and manage the bushland as an environmental reserve.

It is also noted that Airport Reserve, which is a narrow reserve located between the southern boundary fence of the Airport and the eastbound carriageway

of Milperra Road, has been identified as containing Cooks River/Castlereagh Ironbark Forest, which is listed as an Endangered Ecological Community under the Threatened Species Conservation Act 1995 (NSW).

In the 2000 AES, Airport Reserve was also considered by BAL to be a sensitive site. However, Airport Reserve is not on Airport land and is not under the control of BAL. Airport Reserve is owned by the State Government and managed by Bankstown City Council.