

Bankstown Airport Aviation Hangar Project Major Development Plan

Approved

31-Jul-2024

Aviation Hangar Project MDP

Aeria Management Group (Bankstown Airport Proprietary Ltd)
ABN: 50 083 058 637

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The development concepts and projections presented in the MDP are based on information and assumptions which have been prepared, and adopted by BAPL, specifically to satisfy statutory requirements. These development concepts and projections should not be used or relied upon for any other purpose. Whilst all care has been taken in the preparation of the MDP, BAPL does not accept any liability whatsoever to any person who relies in any way on any information contained in this document.

GLOSSARY	
AAM	Advanced Air Mobility
ABC	Airport Building Controller
AEO	Airport Environment Officer
AEP	Annual Exceedance Probability
AEPR	Airports (Environment Protection) Regulations 1997
AFFF	Aqueous Film Forming Foam
AHIMS	Aboriginal Heritage Management System
Airports Act	Airports Act 1996 (Cth)
ALC	Airport Lessee Company
AMG	Aeria Management Group
ANAEER	Air Navigation (Aircraft Engine Emissions) Regulations 1995 (Cth)
ANEF	Australian Noise Exposure Forecast
BAPL	Bankstown Airport Pty Limited
BC Act	NSW Biodiversity Conservation Act 2016
BITRE	Bureau of Infrastructure and Transport Research Economics
CAPL	Camden Airport Pty Ltd
CASA	Civil Aviation Safety Authority
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DCCEEW	Department of Climate Change, Energy, the Environment and Water (Cth)
DCP	Development Control Plan
DITRDCA	Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Cth)
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Cth)
eVTOL	Electric Vehicle Take-off and Landing
GA	General Aviation
GFA	Gross Floor Area
HLS	Helicopter Landing Site
HMP	Heritage Management Plan
HRV	Heavy Rigid Vehicle
IWI	Illuminated Wind Indicator
LEP	Local Environmental Plan (LEP) 2023
LoS	Line of Sight
MDP	Major Development Plan
MRV	Medium Rigid Vehicles
NASF	National Airports Safeguarding Framework

GLOSSARY	
NASAG	National Airports Safeguarding Group
NDB	Non-Directional Beacon
NOTAM	Notice to Airmen / Notice of Air Mission
NSW	New South Wales
OLS	Obstacle Limitation Surfaces
OMP	Operational Management Plan
OSD	Onsite Detention
PANS-OPS	Procedures for Air Navigation Services – Aircraft Operations
PAPI	Precision Approach Path Indicator
PFAS	Per-and Polyfluoroalkyl Substances
PSI	Preliminary Site Investigation
PolAir	NSW Police Aviation Command
SAC	Site Assessment Criteria
SID	Standard Instrument Departure
SOHI	Statement of Heritage Impact
TEC	Threatened Ecological Communities
TfNSW	Transport for New South Wales
TIA	Transport Impact Assessment
TMP	Traffic Management Plan
Toll Aviation	Toll NSW Ambulance
WHMP	Bankstown Airport Wildlife Hazard Management Plan

Table of Contents

Executive Summary

1.0	Introduction	2
1.1	Background	2
1.2	Project Summary	4
2.0	Statutory Background	8
2.1	Bankstown Airport Master Plan 2019	8
2.2	MDP Approval Process	8
3.0	Need and Justification	13
3.1	Aviation White Paper – Towards 2050	13
3.2	Bankstown Airport General Aviation Activity	13
3.3	Development Objective	15
3.4	Broader Support for GA Facilities and Services	15
4.0	Project Details	19
4.1	Site Location	19
4.2	Site Description	20
4.3	Development Concept	20
4.4	Built Form	21
4.5	Hangar Use and Operations	27
5.0	Site Services	31
5.1	Electrical	31
5.2	Potable Water	32
5.3	Sewer	32
5.4	Telecommunications	33
5.5	Fire Safety	33
6.0	Construction Works and Scheduling	35
6.1	Staged Delivery	35
6.2	Temporary Works	35
6.3	Construction Management	35
7.0	Aviation Operations	37
7.1	National Airports Safeguarding Framework	37
7.2	Security	47
8.0	Transport and Traffic Management	49
8.1	Ground Transport Plan	49
8.2	Internal Road Network	49
8.3	Surrounding Road Network	50
8.4	Public Transport	51
8.5	Active Transport	51
8.6	Car Parking	52
8.7	Site Layout and Access	52
8.8	Construction Traffic	52
8.9	Operational Traffic	53
8.10	Summary	53

9.0	Environment and Sustainability	55
9.1	Environmental Management Overview	55
9.2	Sustainability, Climate Resilience and Decarbonisation	56
9.3	Stormwater and Flooding	59
9.4	Visual Impact/Building Massing	65
9.5	Noise and Vibration Management	68
9.6	Heritage	68
9.7	Site Contamination	72
9.8	Air Quality	73
9.9	Ecology	73
9.10	Waste Management	74
10.0	Consistency with the Bankstown Airport Master Plan 2019	76
10.1	Airport Master Plan Objectives	77
10.2	Land Use Planning	78
10.3	Development Program	80
10.4	Conclusion	81
11.0	Consistency with State and Local Planning Instruments	83
11.1	NSW State Government Strategic Planning Instruments	83
11.2	Local Government Strategic Planning Instruments	85
12.0	Consultation	89
12.1	Airports Act Consultation Requirements	89
12.2	Objectives of Consultation	90
12.3	Approach to Consultation	90
Appendix A	Consistency with the Airports Act	A
Appendix B	Architectural Drawings	B
Appendix C	Aviation Impact Assessment	C
Appendix D	Windshear and Turbulence Assessment	D
Appendix E	Demand and Market Analysis Memorandum	E
Appendix F	Ecological Constraints Assessment	F
Appendix G	Preliminary Site Investigation	G
Appendix H	Ecological Sustainable Development Report	H
Appendix I	Utility Plan Memorandum	I
Appendix J	Statement of Heritage Impacts	J
Appendix K	Geotechnical Investigation	K
Appendix L	Transport Impact Assessment	L

Executive Summary

This Major Development Plan (MDP) is for the development of aircraft hangar facilities at the heart of Bankstown Airport, designed to provide flexibility in responding to the growing needs of the general aviation sector, including emergency services and emerging aviation technology.

The MDP seeks approval for the general form and layout of the Aviation Hangar Project, which will consist of two hangar buildings and ancillary offices for multiple general aviation operations. Future tenant fit-outs and the detailed design of the buildings will be consistent with the concepts detailed in this MDP and will be subject to detailed assessment and approval by the Airport Building Controller.

The MDP was approved by the Minister for Infrastructure, Transport, Regional Development and Local Government on the 31st of July 2025.

Introduction

Bankstown Airport (the Airport) is a uniquely positioned metropolitan general aviation (GA) airport that is a significant employer within the region and home to most of NSW's emergency services aviation operations, major flying schools and GA facilities.

The Aviation Hangar Project (the Project) will be a significant GA facility within the Airport, complementing current and recent investments by Aeria Management Group (AMG), the Airport operator and manager, to develop and grow the GA sector.

The Project demonstrates AMG's commitment to supporting and enhancing existing GA activities and providing new infrastructure and high-quality facilities to support the development of emerging technologies and meet the changing needs of the GA sector.

The Site

The Project site is located within the core of the Airport and in proximity to runways and critical services. The site of the proposed Project is currently used as a hardstand, grassed aircraft parking and storage area with low utilisation levels.

The Project

The Project involves the construction of two hangar buildings that will comprise up to 10 separate aviation operations, with associated offices, new landside road access, a car parking area, hangar aprons, an open aircraft parking area and minor taxiway changes to accommodate the facilities.

The proposed hangars and aprons have been designed to accommodate up to Code C fixed-wing aircraft and vertical take-off and landing aircraft. The hangars have been designed to allow internal flexibility to respond to the current and future requirements of GA tenants. The northern hangars will be limited to accommodating up to Code B aircraft due to the current operational constraints of Taxiway C. Augmentation of Taxiway C would be required to facilitate the movement of Code C aircraft to the northern hangars.



Figure 1 Indicative 3D render of hangar buildings

Together, the two hangar buildings and associated offices will have a gross floor area of approximately 13,600 square metres (6600 and 7000 sqm gross floor area for the northern and southern buildings, respectively) and could be configured to accommodate up to 10 separate aviation operations. The southern building is also proposed to include a larger office space, which has been designed to be used as an office with a small passenger lounge (if there is a commercial tenant demand) or alternatively provide educational facilities for flight training.

Vehicle access to the Project site will be via Avro Street to the north, extended to provide landside access to a central car parking area accommodating up to 191 vehicle parking spaces between the two hangar buildings.

The Project requires minor modifications to the Airport's Taxiway K, realignment of Taxiway A3 and the relocation of the existing Illuminated Wind Indicator (IWI). The relocation of the IWI is a separate project being undertaken outside of the MDP.

Airport Planning

The Bankstown Airport Master Plan 2019 (Master Plan 2019) outlines the vision, objectives and aspirations for the Airport over the next 20 years. Master Plan 2019 divides the Airport into a number of land use zones, with the Project site being located within the Aviation Zone, which actively supports improvements to aviation infrastructure, including new hangar facilities.

The proposed Project triggers the requirements for an MDP pursuant to Section 89 (1)(e) of the *Airports Act 1996* (Airports Act), as the construction cost exceeds the \$25 million financial trigger for new buildings.

Need and Justification

The Project is key to supporting and growing GA activities and maintaining the Airport as a centre of excellence for aviation, supporting and enhancing existing aviation activities and providing new infrastructure and high-quality facilities to meet the evolving needs of the GA industry.

Demand for GA activity at the Airport is forecast to grow between 3.2% and 4.9% per year up to 2030, which is in line with the national trend. The Airport is also well positioned to support the emerging Advanced Air Mobility (AAM) industry – including the development of net zero electric and hydrogen-powered aircraft – due to its urban location and proximity to major business and population centres across Sydney.

The Airport is experiencing strong demand for aviation facilities, as evidenced by the existing and sustained full occupancy of all hangars at the Airport. This lack of vacancy hinders AMG's ability to further invest in refurbishment or reconstruction of hangar facilities to extend their useful life, as current tenants require alternative premises from which to conduct business. The Project will provide opportunities for existing tenants to temporarily relocate their operations to allow upgrading of existing hangars, thereby ensuring business continuity.

AMG is engaged with prospective tenants who have expressed interest in occupying several new hangars at the Airport. In aggregate, AMG is dealing with 5000sqm of hangar enquiries from a variety of user types, including emergency services, flight schools and aircraft maintenance operations. This demand further illustrates the requirement for new hangar facilities at the Airport, such as those proposed for the Project.

Aviation Considerations

Detailed aviation impact assessments have been undertaken for the Project against the National Airport Safeguarding Framework (NASF).

The design of the Project has regard to relevant NASF Guidelines:

- The proposed hangar buildings do not result in any penetration to the existing and future Bankstown Airport Obstacle Limitation Surface (OLS) or PANS-OPS surfaces.
- The impact of the Project on wind shear and turbulence is forecast to be minimal.
- The Line of Sight (LoS) from the Airport Control Tower to the aviation pavement (i.e. aprons, taxiways and runways) and the horizon is unimpeded, except for the proposed Taxilane K, on the northern side of the Project site, which will have a minor impairment.
- An existing IWI is located within the Project site and separate approvals are being sought from the Civil Aviation Safety Authority (CASA), Airservices Australia and the Commonwealth-appointed Airport Building Controller (ABC) for the relocation of this equipment in parallel to this MDP.
- The Project site is partially within the Master Plan 2019 Public Safety Area (PSA), including part of the southern end of the car park, part of the services zone and the southeast corner of the northern hangar. A risk assessment has been undertaken and concludes that the location and design of the hangar facilities poses minimal risk to public safety.

The airfield surrounding the Project site will be augmented to support the Project and ensure the proposed facilities remain relevant and useful in the future. The proposed airfield augmentation will result in improved airfield connectivity, a new aircraft parking area and desirable taxiing distances from the Project site. The northern hangars will be limited to accommodating up to Code B aircraft due to the current operational constraints of Taxiway C.

Aircraft Noise

The Project hangar facilities have been designed to accommodate up to Code C fixed-wing and vertical take-off and landing aircraft.

To ensure that the Project operates within the endorsed Bankstown Airport Australian Noise Exposure Forecast (ANEF 2039), an ANEF capacity study has been undertaken that compares an estimated expansion fleet mix associated with the Project against the ANEF 2039 fleet mix from Master Plan 2019. The study finds that the Project is expected to operate within the capacity of ANEF 2039 and will not result in any change to noise exposure contours.

To ensure continued compliance with the endorsed ANEF 2039, AMG will actively consider potential impacts to the ANEF when deciding on prospective tenants, to understand their aircraft operations and confirm they are consistent with the ANEF fleet mix and annual movements. Additionally, AMG will continue to promote its Fly Neighbourly Procedures in conjunction with Airport tenants and the broader aviation community, to minimise and mitigate aircraft noise impacts on residents and surrounding communities, where practicable.

Construction

The Project construction program is estimated to take approximately two years, following receipt of relevant approvals. Note that the development may progress in stages commensurate with market demand.

The Project site will be securely fenced and the Construction Environmental Management Plan (CEMP) will take into consideration all airport-specific procedures and risks, such as aviation security, height of construction equipment, communication and navigation surveillance and foreign objects debris management.

Transport and Traffic Management

A Transport Impact Assessment (TIA) has been undertaken that considers the expected transport and traffic impacts of the Project, during construction and operation.

The TIA concludes that the Project is consistent with the Master Plan 2019 Ground Transport Plan, is designed in accordance with relevant Australian Standards and will have minimal impact on the surrounding road network.

Environmental Management, Sustainability, Climate Resilience and Decarbonisation

Key sustainability and environmental initiatives and considerations for the Project include:

- **Sustainability** – The Project aligns with AMG’s Sustainability Framework/Strategy for the Airport and decarbonisation targets. The Project includes a number of sustainability design initiatives to reduce environmental impacts, such as on-site solar renewable energy production, energy efficient lighting and heat-pump hot water, water use metering and monitoring and rainwater harvesting and reuse. The Project is also designed to support emerging aviation technology and AAM, which will support the transition of the aviation industry and nation towards decarbonisation.
- **Flooding and stormwater management** – Existing stormwater management at the Airport, including the Project site, employs a comprehensive network of pipelines, box culverts, open drains, drainage channels and channelling runoff. The Project design has been considered within the wider Airport and Milperra Catchment. Finished floor levels and civil works for the Project buildings will address existing localised flooding and stormwater management issues for this part of the Airport.
- **Visual Impact/Building Massing** – The Project hangar buildings will be consistent with the height and scale of other hangar facilities within the locality, including the adjacent NSW Police Aviation Command (PoAir) development and existing hangars within the Airport Chevron.
- **Noise Management** – Noise from the construction and operation of the Project will comply with all relevant noise criteria. The Project will operate within the endorsed ANEF 2039.
- **Heritage** – No sites of Aboriginal and Torres Strait Islander significance have been recorded on or near the Project site. The Project will not adversely impact statutorily listed heritage items at the Airport. The Project will result in minor but acceptable impacts on existing view corridors across the Airport to the Chevron and minor changes to the setting of Building 131 (comprising hangars 638 and 679).
- **Contamination** – A Preliminary Site Investigation has confirmed that there are no unacceptable contamination risks associated with the Project site.
- **Ecology** – An Ecological Constraints Assessment has confirmed that there are no threatened ecological communities or threatened species recorded for the Project site.

The Project CEMP will form the basis for environmental management during the construction phase of the Project.

Consistency with Master Plan 2019 and State and Local Planning Instruments

Master Plan 2019 actively supports the growth and improvement of aviation facilities and infrastructure at the Airport, including the development of hangar facilities within the Airport Aviation Zone.

The Project is designed to provide flexibility in responding to the growing needs of the GA sector and accommodate emerging aviation technology, including AAM, the importance of which was highlighted by the Commonwealth Government’s Aviation White Paper – Towards 2050 (Aviation White Paper), released in 2024.

The Project is consistent with the level of aviation-related development within the Master Plan 2019 Development Program.

The Project is consistent with NSW Government and Local Government Planning Instruments, including the Greater Sydney Region Plan, South District Plan, Canterbury Bankstown Local Strategic Planning Statement and Canterbury-Bankstown Local Environmental Plan (LEP) 2023.

Disability Access

AMG is committed to ensuring equal access and opportunity for people with a disability at the Airport. This commitment includes relevant considerations raised in the Aviation White Paper (2024) and by the Minister for Infrastructure, Transport, Regional Development and Local Government (Minister), specifically whether the Airport's disability access arrangements comply with the *Disability Discrimination Act 1992* and relevant disability standards.

Key building features that may be used to accommodate people with disabilities at the Project include:

- Provision of accessible car parking spaces.
- Establishing a continuous accessible path of travel from the car park, to facilitate accessible access to and from the buildings.
- Provision of ramps or lifts to navigate stairs where required.
- Consideration for suitable accessways and exit path dimensions.
- Provision of braille and tactile signage, along with tactile ground indicators where applicable to guide users.
- Inclusion of accessible unisex sanitary compartments and ambulant facilities.
- Evaluation of areas where access may pose health and safety risks for individuals with disabilities such as building services rooms, waste rooms, hazard storage and cleaning rooms.
- Provision of hearing augmentation system to support access to quality audio.

Community Consultation, including with First Nations people

AMG is a proud and active member of the communities within which it operates and actively and regularly engages with residents and surrounding community members, community groups and other community representatives about Airport operations and developments.

In respect of the Project, consultation included briefings, presentations and discussions at multiple meetings of the Bankstown Airport Community Aviation Consultation Group (CACG), which enabled community members and groups to share information and feedback. AMG also provided briefings about the project to the City of Canterbury Bankstown and local business, tourism and retail industry groups.

As affirmed in the Aviation White Paper, First Nations people have a unique connection to the land, sea, waters and sky and have unique cultural interests regarding potential impacts of airport developments.

AMG is committed to authentic, open and respectful engagement and consultation with First Nations people and – as stated in the Aviation White Paper – to actively engage with First Nations people and communities as part of the design, assessment and consultation processes for the Project.

In respect of the Project, engagement included discussions with the City of Canterbury Bankstown First Peoples Advisory Committee and the Gandangara Local Aboriginal Land Council. Throughout the detailed design process, AMG will engage with the local First Nations' communities to develop and incorporate Indigenous knowledge and design.

AMG went beyond the statutory requirements of the Airports Act and undertook a significant engagement and consultation program, including publicly exhibiting the Preliminary Draft MDP for more than the required 60-business days to allow greater opportunity for public comment.

Aviation White Paper

In August 2024, the Commonwealth Government published the Aviation White Paper, which sets out the Government's vision for aviation towards 2050 and initiatives to ensure a safe, competitive, productive and sustainable sector.

The Aviation White Paper includes new and proposed planning and development expectations for leased federal airports, including:

- Proposed changes to the *Airports Regulations 2024* (Airports Regulations) to require airport master plans and MDPs to include information on several specific factors; and
- Additional factors the Minister will have regard to when making decisions about future airport master plans and MDPs.

The Project aligns with the commitment in the Aviation White Paper to regenerate GA and support and guide the next generation of growth and innovation across Australian aviation, particularly for essential operations such as emergency services, flight training and emerging aviation and aircraft technologies.

The table below sets out the factors that are relevant to the consideration and approval of this MDP and references the sections of the MDP that address each of these factors. This includes factors in the proposed changes to the Airports Regulations, which are not currently in force.

Table 1 Relevant factors raised by the Aviation White Paper

Factors	MDP consideration and response
The appropriateness of the airport's community consultation processes, including consultation with First Nations people (as stated by the Minister)	Section 12.0 Consultation
How the airport will build and maintain resilience to climate impacts (as stated by the Minister) How the airport's planning will address climate resilience (proposed Airport Regulations)	Section 9.0 Environment and Sustainability
The suitability of the airport's sustainability and decarbonisation initiatives (as stated by the Minister) How the airport's planning will address decarbonisation (proposed Airport Regulations)	Section 9.0 Environment and Sustainability Section 9.2 Sustainability, Climate Resilience and Decarbonisation
Whether the airport's disability access arrangements comply with the Disability Discrimination Act 1992 and relevant disability standards (as stated by the Minister) How the airport's planning will address disability access (proposed Airport Regulations)	Section 4.4 Built Form
The suitability of the airport's plans for noise mitigation (as stated by the Minister)	Section 7.0 Aviation Operations Section 9.5 Noise and Vibration
Whether appropriate access to the airport site has been provided for GA users, consistent with the requirements of the Airports Act and the extent to which carrying out the plan would meet present and future requirements of civil aviation users of the airport for services and facilities relating to the airport (as stated by the Minister)	Section 3.0 Need and Justification
How the airport's planning will address requirements of the National Airports Safeguarding Framework (NASF) (proposed Airport Regulations)	Section 7.1 National Airports Safeguarding Framework

1.0

Introduction



1.0 Introduction

This Major Development Plan (MDP) is for the development of aircraft hangar facilities at the heart of Bankstown Airport, designed to provide flexibility in responding to the growing needs of the general aviation sector, including for emergency services and emerging aviation technology.

The MDP seeks approval for the general form and layout of the Aviation Hangar Project, which will consist of two hangar buildings and ancillary offices for multiple general aviation operations. Future tenant fit-outs and the detailed design of the buildings will be consistent with the concepts detailed in this MDP and will be subject to detailed assessment and approval by the Airport Building Controller.

1.1 Background

Bankstown Airport (the Airport) was established in 1939 as a Royal Australian Air Force (RAAF) base and has since grown into NSW's premier general aviation (GA) airport.

The Airport is located approximately 26 kilometres from the Sydney CBD, 17 kilometres from Sydney Airport and 26 kilometres from Western Sydney International Airport, which is under construction (see Figure 2).



Figure 2 Bankstown Airport location map

The Airport is operated by Bankstown Airport Pty Limited (BAPL), which is the Airport Lessee Company (ALC) under the Head Lease from the Commonwealth Government, the owner of the Airport. BAPL trades under the name of Aeria Management Group (AMG), which also operates Camden Airport under a similar leasing arrangement with the Government.

The Airport is a uniquely positioned metropolitan GA airport that is a significant generator of economic and employment growth within the Western Sydney region and home to most of NSW's emergency services aviation operations, including the NSW Police Aviation Command (PoAir) facility, which was subject to successful MDP approval in 2019 and commenced operation in November 2020.

In addition to emergency services aviation operations, there are 10 flying schools that operate at the Airport and support about 500 new students each year. In total, there are more than 500 aircraft based at the Airport, operating across the three runways on a 24-hour basis.

The Airport is estimated to support more than 170 businesses, more than 8000 jobs (about half of which are on-site) and contribute more than \$1.7 billion to the NSW economy (see Figure 3).



Figure 3 Snapshot of Bankstown Airport

Source: AMG

Development of the Airport is undertaken in accordance with the current Bankstown Airport Master Plan 2019 (Master Plan 2019). A key objective of Master Plan 2019 is to create a centre of excellence for aviation. To achieve this, the Airport provides new and enhanced infrastructure and high-quality facilities to support current GA operations and emerging aviation technologies to meet the changing needs of the sector.

This MDP will allow AMG to continue to deliver on this objective, further enhancing the Airport's standing as NSW's premier GA airport and meeting the growing demand for GA facilities.

1.2 Project Summary

This MDP has been prepared for the development of the Aviation Hangar Project (Project) at the heart of the Airport, within proximity to runways and critical services (see Figure 4).



Figure 4 Aviation Hangar Project site Location within Bankstown Airport

The Project site is located in the Aviation Precinct at the heart of the Airport and is currently used as a hardstand, grassed aircraft parking and storage area with low utilisation levels and houses aviation infrastructure, including taxiways and an Illuminated Wind Indicator (IWI) (see Figure 5).



Figure 5 Project site context

Together with the Airport's existing aviation facilities and infrastructure – including the Toll Aviation/NSW Ambulance (Toll Aviation) and PolAir facilities – the Project will create a modern aviation precinct that is integral to meeting the Master Plan 2019 objectives to maintain and enhance aviation operations at the Airport.

The Project involves the construction of two hangar buildings that will comprise multiple tenancies with associated offices, new landside road access, car parking, hangar aprons and an open aircraft parking area. The proposed hangars and aprons have been designed to accommodate up to Code C fixed-wing aircraft and vertical take-off and landing aircraft; however, the northern hangars will be limited to accommodating up to Code B aircraft due to the current operational constraints of Taxiway C. Augmentation of Taxiway C would be required to facilitate the movement of Code C aircraft to the northern hangars.



Figure 6 Indicative 3D render of new hangars

The flexible design of the Project hangar buildings will meet the changing needs of the GA sector, including accommodating existing and emerging aircraft and new technologies that align with the Airport's Sustainability Framework/Strategy and decarbonisation targets.

The Project will support the long-term growth and development of the GA sector and ensure that Airport facilities remain relevant and useful in the future.



Figure 7 Indicative 3D render of the proposed southern hangars

2.0

Statutory Background



2.0 Statutory Background

2.1 Bankstown Airport Master Plan 2019

Master Plan 2019 was prepared in accordance with the requirements of the *Airports Act 1996* (Airports Act). The Airports Act requires BAPL to prepare a Master Plan every eight years. Master Plan 2019 provides a 20-year strategic vision for the Airport, including a detailed development strategy and guidance for aviation operations and environmental management.

Master Plan 2019 was approved by the Minister on 7 November 2019.

2.2 MDP Approval Process

The Airports Act requires an MDP to be prepared for any development classified as a “major airport development” under Section 89 of the Airports Act. MDPs require approval by the Minister prior to commencement of works.

The Project triggers the requirements for an MDP pursuant to Section 89 (1)(e) of the Airports Act, as the construction cost exceeds the \$25 million financial trigger for new buildings.

Section 91(1) of the Airports Act specifies that the contents of an MDP must cover the following items:

- The objectives of the proposed development
- An assessment of the extent to which the future needs of civil aviation users of the airport and other users of the airport will be met by the development
- A detailed outline of the proposed development
- Whether or not the proposed development is consistent with the airport lease
- Whether or not the proposed development is consistent with the final master plan
- Whether or not the proposed development could affect flight paths or noise exposure levels at the airport
- The likely effect of the proposed development on traffic flows at the airport and surrounding the airport
- The likely effect of the proposed development on employment levels at the airport
- The likely effect of the proposed development on the local and regional economy and community, including how the proposed development fits within the local planning schemes for commercial and retail developments in the adjacent area
- An assessment of environmental impacts and the plans for dealing with any such impacts.

A table summarising the consistency of the MDP with Section 91(1) of the Airports Act is provided in Appendix A.

The MDP process is described in detail below (see Figure 8).



Figure 8 Major Development Plan process

The preparation of an MDP is an iterative process. While not a statutory requirement, the Exposure Draft MDP provides the Commonwealth Government and key stakeholders – Civil Aviation Safety Authority (CASA), Airservices Australia, Department of Climate Change, Energy, the Environment and Water (DCCEEW) and local councils – with the opportunity to provide input to MDP prior to its public exhibition.

The Preliminary Draft MDP is the version used for public consultation. Public consultation requirements are described in Part 5, Division 4 of the Airports Act. The Preliminary Draft MDP must be published and generally made available for public comment for a minimum of 60 business days.

- An advertisement must be placed in a newspaper circulating within the State, stating that a draft MDP has been prepared
- Copies are available for public inspection and purchase for a minimum period of 60 business days
- Places where the copies are available, including the airport website
- The public is invited to make written comments on the draft MDP.

Once the public consultation period has concluded, the ALC must submit to the Minister a summary of any comments or submissions, together with the Draft MDP. The summary must contain:

- The names of persons or organisations that made comment
- A summary of the comments
- A statement declaring that the ALC has given due regard to the comments received
- Any other information relating to the comments that may be required by the Regulations. In addition to the public consultation requirements, Section 93 of the Airports Act places further requirements on the ALC with respect to consultation with government agencies, the aviation industry and any other persons with whom consultation occurred prior to the period of public consultation. In this case, the Draft MDP submitted to the Minister must also include a summary of that consultation, including:
 - The names of persons and organisations consulted
 - A summary of the views expressed

Prior to submitting the Draft MDP to the Minister for approval, the ALC must provide written advice and a copy of the Draft MDP to the following:

- NSW Minister for Planning
- The senior authority for Planning in NSW
- The Chief Executive Officer of the surrounding local government area

Once the ALC submits the Draft MDP to the Minister, the Minister has up to 50 business days to decide whether to approve (or refuse to approve) the Draft MDP. The Minister may approve the Draft MDP subject to conditions.

In deciding to approve (or refuse) the Draft MDP, the Minister must consider:

- The extent to which the document achieves the purpose of an MDP
- The extent to which the Draft MDP meets the needs of airport users
- The effect of the Draft MDP on the future capacity of the airport
- The impact of the proposed development on the environment consultation undertaken
- The views of CASA and Airservices Australia with respect to safety aspects and operational aspects
- The consistency of the Draft MDP with the airport Master Plan
- Any other matters considered relevant.

In addition to these requirements, the Commonwealth Government's Aviation White Paper – Towards 2050 (Aviation White Paper), published in August 2024, includes new and proposed planning and development expectations for leased federal airports, including:

- Proposed changes to the *Airports Regulations 2024* (Airports Regulations) to require airport master plans and MDPs to include information on several specific factors; and
- Additional factors the Minister will have regard to when making decisions about future airport master plans and MDPs.

Table 2 below sets out the factors that are relevant to the consideration and approval of this MDP and references the sections of the MDP that address each of these factors. This includes factors in the proposed changes to the Airports Regulations, which are not currently in force, and related statements by the Minister.

Table 2 Relevant factors raised by the Aviation White Paper

Factors	MDP consideration and response
The appropriateness of the airport's community consultation processes, including consultation with First Nations people (as stated by the Minister)	Section 12.0 Consultation
How the airport will build and maintain resilience to climate impacts (as stated by the Minister) How the airport's planning will address climate resilience (proposed Airport Regulations)	Section 9.0 Environment and Sustainability
The suitability of the airport's sustainability and decarbonisation initiatives (as stated by the Minister) How the airport's planning will address decarbonisation (proposed Airport Regulations)	Section 9.0 Environment and Sustainability Section 9.2 Sustainability, Climate Resilience and Decarbonisation

Factors	MDP consideration and response
Whether the airport's disability access arrangements comply with the Disability Discrimination Act 1992 and relevant disability standards (as stated by the Minister) How the airport's planning will address disability access (proposed Airport Regulations)	Section 4.4 Built Form
The suitability of the airport's plans for noise mitigation (as stated by the Minister)	Section 7.0 Aviation Operations Section 9.5 Noise and Vibration
Whether appropriate access to the airport site has been provided for GA users, consistent with the requirements of the Airports Act and the extent to which carrying out the plan would meet present and future requirements of civil aviation users of the airport for services and facilities relating to the airport (as stated by the Minister)	Section 3.0 Need and Justification
How the airport's planning will address requirements of the National Airports Safeguarding Framework (NASF) (proposed Airport Regulations)	Section 7.1 National Airports Safeguarding Framework

3.0

Need and Justification



3.0 Need and Justification

Master Plan 2019 seeks to create a centre of excellence for aviation. To achieve this, AMG will support and enhance existing aviation activities and provide new infrastructure and high-quality facilities to support the development of emerging technologies and meet the changing needs of the GA industry.

3.1 Aviation White Paper – Towards 2050

The Aviation White Paper highlights the importance of GA activities and airports across Australia and acknowledges the essential role they play in servicing communities across metropolitan, regional and remote areas, providing bases for emergency services, education and logistics operations and supporting local, regional and State economies.

Key findings from the Aviation White Paper that are relevant to the Project include:

- Emerging technologies such as Advanced Air Mobility (AAM), alongside the use of drones, will potentially lead to a significant increase in aircraft movements and changes in passenger and freight mobility
- Emerging propulsion technologies and aircraft, such as electric and hydrogen-powered aircraft, are likely to be a key part of the transition of the GA sector to net zero and unlocking new benefits for GA
- The diverse nature of the GA sector promotes flexibility, allowing businesses to pivot towards different services when demand changes
- Opportunities exist to expand the current flight training industry, attracting student pilots domestically and from overseas to fill long-term demand for new pilots

The Project has been designed to provide flexible hangarage and workspaces that will respond to market demand (including opportunities for the flight training industry) and support the development and uptake of emerging technologies identified by the Aviation White Paper.

3.2 Bankstown Airport General Aviation Activity

Key Facts:

- Demand for GA activity at the Airport is forecast to grow between 3.2% and 4.9% per year up to 2030.
- This increase is in line with the national trend that saw an average increase of 2% in the number of GA hours flown over the past nine years.
- Almost all GA sectors are projected to have a steady increase in demand at the Airport, with emergency services, corporate aviation and instructional flying sectors forecast to have the highest demand growth.
- Existing aviation hangars at the Airport are fully occupied.
- AMG has active enquiries from prospective GA operators.

To determine the most appropriate new aviation infrastructure to best support current and future GA activities at the Airport, AMG has undertaken analysis of GA activities across the Airport and Australia, between 2014 and 2022, and forecast expected aircraft movements and fleet mix for the Airport up to 2030.

This analysis identifies a strong and steadily growing demand for GA activities at the Airport. The analysis identifies that GA activity in Australia increased from 1.53 million to 1.72 million hours flown between 2014 and 2019. Further, despite the decline in GA activity in 2020, due to the COVID-19 pandemic, the annual hours flown have surpassed the level in 2019 in two years, reaching 1.79 million hours in 2022.

Demand for GA activity at the Airport is forecast to grow between 3.2% and 4.9% per year up to 2030. The Airport is also well positioned to support the emerging AAM industry due to its urban location and proximity to major business and population centres across Sydney.

Forecast growth in demand for GA activity at the Airport is consistent with the national trend, with the number of GA hours flown increasing by an average of 2% per annum for the past nine years across Australia. This growth was primarily driven by increases in non-scheduled charter services and own-use businesses, such as corporate aviation and sports/leisure flying.

Almost all GA sectors at the Airport are projected to have a steady increase in activity to 2030, with emergency services, corporate aviation and instructional flying sectors forecasted to have the highest growth.

Figure 9 below illustrates the percentage of hours flown by the various aviation industry sectors in Australia. The Airport is an important contributor to the top three sectors of Aerial Work, Corporate Aviation and Instructional Flying.

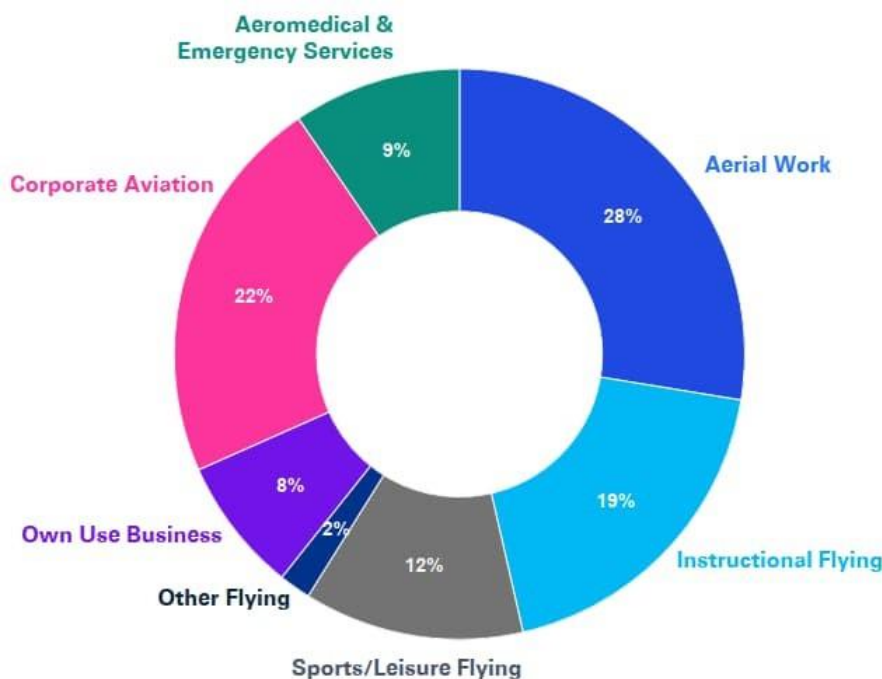


Figure 9 Percentage of hours flown by industry sector in Australia

Source: KPMG analysis of BITRE data (2022)

The Airport's strong demand for GA facilities is evidenced by the sustained full occupancy of hangars at the Airport. This lack of vacancy hinders AMG's ability to further invest in refurbishment or reconstruction of hangar facilities to extend their useful life, as operators require alternative premises during such works. The Project will provide opportunities for existing tenants to temporarily relocate their operations to allow upgrading of existing hangars, thereby ensuring business continuity.

AMG is engaged with prospective tenants who have expressed interest in occupying several new hangars at the Airport. In aggregate, AMG is dealing with 5000sqm of hangar enquiries from a variety

of user types, including emergency services, flights schools and aircraft maintenance operations. This demand further illustrates the need for new hangar facilities at the Airport.

Aircraft Fleet Mix

Code A (very light) aircraft have historically accounted for the majority of traffic movements at the Airport. These aircraft comprise about 80% of instructional flying movements and over 95% of sport/leisure flying movements. Code A aircraft also make up around 40% and 50% of corporate aviation and emergency services fleets, respectively. Code A aircraft movements are expected to increase each year between 2020 and 2030, in line with the national trend.

Code B (light) and Code C (mid-sized) aircraft are collectively forecast to experience the most growth among the aircraft fleet at the Airport. However, these aircraft will remain a small proportion of the total number of annual movements at the Airport.

3.3 Development Objective

The Project will support and grow GA facilities and infrastructure at the Airport by:

- Expanding existing GA facilities and infrastructure to meet forecast demand and expected fleet mix.
- Ensuring the new hangar facilities are designed to allow flexibility to meet current and future GA needs at the Airport, including emerging aviation technology.
- Providing opportunities for existing tenants to temporarily relocate to other hangar facilities at the Airport, including the proposed Project, to allow upgrading of existing hangars, thereby ensuring business continuity.
- Further enhancing the Airport's aviation precinct, complementing and integrating with the existing Toll Aviation and PolAir facilities.
- Providing an attractive, safe and appealing environment for users of the Airport.
- Aligning with the Airport's Sustainability Framework/Strategy.
- Minimising disruptions to aviation operations and tenants at the Airport.
- Expanding employment and commercial opportunities at the Airport, further supporting the local and regional communities.

3.4 Broader Support for GA Facilities and Services

In addition to the Aviation Hangar Project, AMG is undertaking several projects to improve and expand GA facilities and infrastructure at the Airport. Such projects include the Aviation Microsites Development Program and Airside Pavements Upgrade Program, which are aligned with AMG's investments in enhanced GA facilities and infrastructure and broader support for the GA sector in recent years.

Aviation Microsites Development Program

The Aviation Microsites Development Program consists of upgrading existing hangars and constructing new hangars at multiple sites across the core aviation precinct of the Airport (see Figure 10).

This program will create modern aviation facilities that will support existing and new Airport users. The program will facilitate the incubation and growth of aviation businesses by providing flexible hangar and office accommodation to suit a range of operation types and sizes.

The program will also facilitate the temporary relocation of tenants to the Project, to allow upgrade works to be undertaken on existing hangar facilities.

The first project to be delivered as part of the Aviation Microsites Program is at Site 606 (see Figure 10). The investment will include a new prime aviation hangar of about 1,200 sqm and related office and lounge spaces and is anticipated to reach practical completion in late 2025.

AMG is planning additional investments in GA at Camden Airport, including the first new aviation hangars at the airport for more than 20 years (see Figure 12).

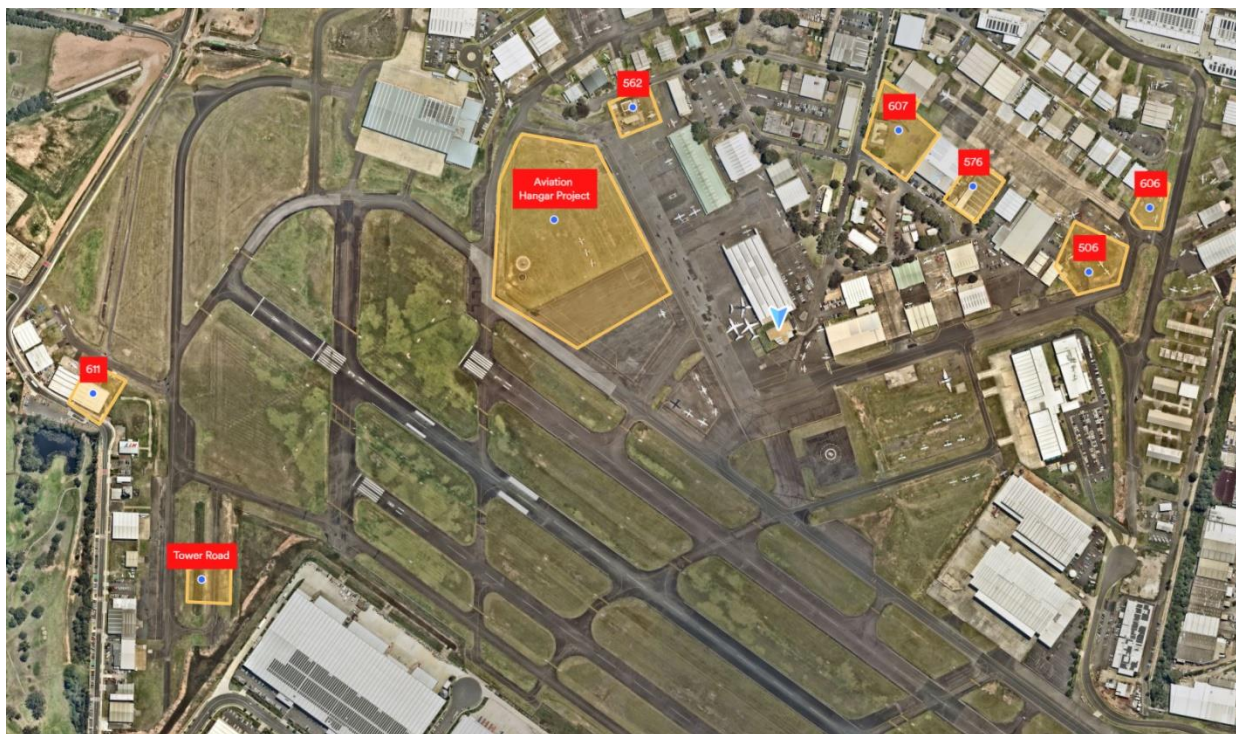


Figure 10 Sites included in the Microsites Development Program at the Airport



Figure 11 Aviation development sites at Camden Airport

Airside Pavements Upgrade Program

AMG is undertaking a major airside pavements upgrade program at the Airport. This significant, long-term commitment and investment in critical infrastructure will enhance the safety, amenity and conditions of the core aviation precinct for current and future users of the Airport.

Stage 1 of the program, completed in April 2024, included the reconstruction of the majority of Taxiway A and re-sheeting works on Taxiways C, L, M, M-1 and P.

AMG is planning further stages of the pavements upgrade program.

Additional Support for GA Sector

In addition to the programs and initiatives outlined above, other investments in GA services at the Airport include the planned installation of an Automatic Weather Information Broadcast system (AWIB).

Such investments align with significant recent enhancements to aviation infrastructure and high-quality facilities across the Airport, including:

- Airfield infrastructure upgrades to airfield lighting and beacons
- Major upgrade of the 14 Miles Street Hangar, for GA operators
- Substantial road and infrastructure upgrades.

AMG's support for the GA sector also includes a major partnership with non-profit organisation Little Wings, which is based at the Airport. The multiyear sponsorship of a Little Wings aircraft will enable an extra 65 missions each year to transport seriously ill children and their families from regional NSW, Queensland and the Australian Capital Territory to specialised medical care facilities.

AMG is also proud to support GA community groups and clubs at the Airport and Camden Airport, including the Royal Aero Club of NSW, Scouts Australia, Australian Air Force Cadets, Australian Army Cadets and Moorebank Air League.

4.0

Project Details



4.0 Project Details

4.1 Site Location

The Project site is located within the core of the Airport's Aviation Zone as identified by Master Plan 2019. The site is located on the northern side of the Airport runways and to the west of the historic centre of aviation operations for the Airport.

The site is bound to the east and north by Taxiway K, to the west by Taxiway C and to the south by Taxiway A.

The PolAir facility is located northwest of the site and separated by Taxiway C.

Site selection

The Airport is experiencing strong demand for GA facilities, as evidenced by the existing and sustained full occupancy of all hangars at the Airport. AMG is engaged with prospective tenants who have expressed interest in occupying several new hangars. In response to this demand, AMG has investigated potential sites for the development of new hangar space. The Project site is desirable due to its location within the heart of the Airport's Aviation Zone, its proximity to the airfield and the availability of critical service networks, such as an aviation fuel depot, electricity, storm water and potable water.



Figure 12 MDP Project site context

4.2 Site Description

The Project site is located in the Aviation Precinct at the heart of the Airport and is currently used as a hardstand, grassed aircraft parking and storage area with low utilisation levels and houses aviation infrastructure, including taxiways and an IWI.

4.3 Development Concept

The Project has been considered in the context of the wider Airport Aviation Zone and designed to be flexible and adaptable to meet the changing needs of the GA sector, including emerging net zero aviation technologies and aircraft – which aligns with the Sustainability Framework/Strategy and decarbonisation targets for the Airport.

The Project will utilise existing aviation infrastructure, minimise disruptions to current aviation operations and further enhance the Airport's modern aviation precinct, which includes the Toll Aviation and PolAir facilities.

The Project will include the following elements:

- New landside access road extending from Avro Street to the north of the site
- Centralised car park
- Two new hangar buildings for up to 10 separate aviation operations, accommodating a variety of aircraft types. The southern hangar also includes a larger office space, to accommodate a passenger lounge, training facility or office accommodation with views towards the airfield.
- Hangar aprons and a Taxilane off Taxiway C
- Closure of the Taxiway K link and conversion of the northern end of Taxiway K, between the Project site and existing hangars to the northeast, to a Taxilane
- Formalisation of a passing bay on Taxiway C to facilitate aircraft manoeuvring.
- Realignment of the taxiway link between Taxiway A and Taxiway K
- Relocation of the existing IWI, which is detailed in Section 7.1
- Service connection, stormwater management works, airside fencing and landscaping

Architectural drawings for the Project are included in Appendix B.



Figure 13 Indicative 3D perspective of site layout



Figure 14 Indicative 3D perspective of the Aviation Hangar Project

4.4 Built Form

4.4.1 Site Layout

Figure 15 provides details of the site location and layout of the Project. The proposed development has been designed to be accessed via a new landside access road extending from Avro Street to the north of the Project site, leading to a central car park serving the development.

The proposed hangar buildings have been arranged in a south-west to north-east alignment to minimise wind shear and turbulence impacts on current aviation operations. Each hangar building will have individual offices that face the central car park and the rear of the hangars will face the airside aprons.

The car park and landscaped areas will provide opportunities for outdoor amenity areas for tenant staff and individual tenancy fit outs will provide further staff amenity. End of trip facilities may be included within the amenity areas, commensurate with market demand. The design of these spaces will be developed during the detailed design of the Project and subject to approval by the Commonwealth-appointed Airport Building Controller (ABC).

The south-western end of the southern hangar building has been designed to accommodate a small passenger lounge, training facility or office accommodation (subject to tenant demand), with views towards the airfield.

All service connections are available nearby and, where possible, will be incorporated within the landside road corridor. To minimise wind shear and turbulence impacts, proposed on-site detention (OSD) storage and fire suppression storage tanks will be located below ground or above ground within a services zone at the south-western end of the northern hangar building (see Figure 15).

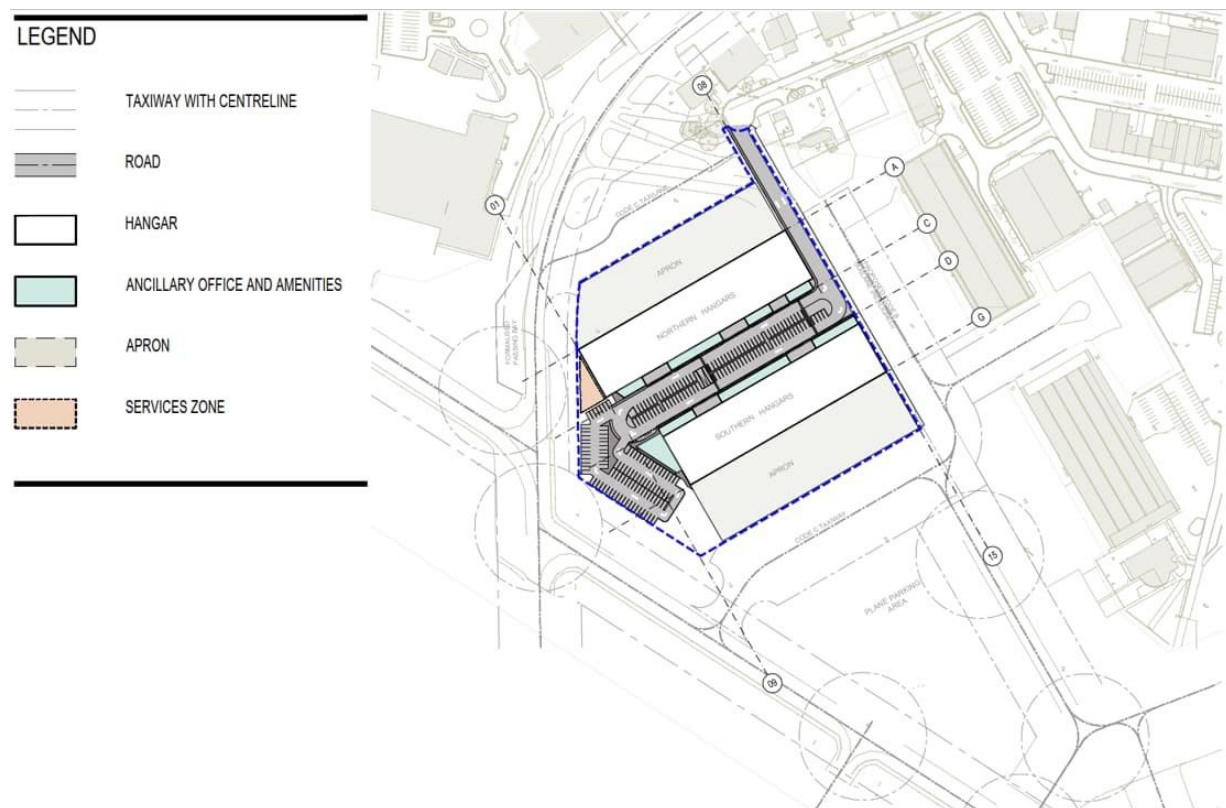


Figure 15 Site location and layout plan

4.4.2 Road Access and Parking

The Project will be accessed by a new extension of Avro Street immediately to the north of the site, providing landside access for vehicles and pedestrians, including an extended footpath. Avro Street is a two-way road that joins with Airport Avenue to the west, which is the gateway to aviation operations at the Airport.

The new access road will allow simultaneous two-way movement for cars and up to Heavy Rigid Vehicles (HRV) (see Figure 16). Vehicles will circulate through the Project site in a clockwise direction and around a central car park that divides the two hangar buildings. The new access road has been designed to accommodate emergency Fire Brigade vehicles.

The proposed car park will provide up to 191 spaces and three U-turn areas that will allow vehicles to turn and exit the Project site. Sufficient area has been provided within the car park and landscaped areas to allow for the provision of bicycle parking within proximity to the offices.



Figure 16 Simultaneous vehicle movement

AMG has undertaken a Transport Impact Assessment (TIA) that considers the expected transport and traffic impacts of the Project. It is expected that the largest vehicle to access the Project site will be an 8.8m Medium Rigid Vehicle (MRV), such as a waste collection truck. However, the internal road has been designed to accommodate up to 12.5m Heavy Rigid Vehicles (HRV) to enter the site in a forward direction, reverse into the proposed hangars and exit in a forward direction. Vehicles larger than a HRV, which may need infrequent access, will service the proposed hangars via the nearest airside access gate through controlled airside access.

Operational waste will be stored within the individual tenancies and collected by private contractors via the landside access road.

Aircraft refuelling will occur by truck delivery, which will access the hangar aprons via the nearest airside access gate. This is consistent with aircraft refuelling practices at the Airport.

Further details on transport and traffic management are provided in Section 8.

4.4.3 Building Layouts

The two buildings of the Project have hangar spaces fronting the aprons and ancillary two-storey offices that front the landside access road and central car park.

The building layouts allow a high degree of internal flexibility and will accommodate up to Code C aircraft. However, the northern hangars will be limited to accommodating up to Code B aircraft due to the current operational restrictions of Taxiway C. Augmentation of Taxiway C would be required to facilitate the movement of Code C aircraft to the northern hangars.

Additionally, the office spaces have been designed so that the internal room arrangement can be determined by tenant-specific requirements, including combining or separating office spaces.

To allow consideration of site services, car parking demand, vehicle movements and waste management, the following approximate gross floor areas for the buildings (see Table 3) have been used:

Table 3 Aviation Hangar Project Buildings – Estimated gross floor areas

Element	Northern Building (GFA)	Southern Building (GFA)	Total (GFA)
Hangar	5,200 m ²	4,900 m ²	10,100 m ²
Office	1,400 m ²	2,100 m ²	3,500 m ²
TOTAL	6,600 m²	7,000 m²	13,600 m²

This MDP seeks approval for the general form and layout of the two hangar buildings and ancillary offices. Future tenant fit outs and detailed design of the buildings will be consistent with the proposed MDP concept, subject to detailed assessment and approval by the ABC, including compliance assessment with the relevant standards including the *Disability Discriminations Act 1992*. Further details on disability access are provided in section 5.4.5.

Note that the Project may progress in stages commensurate with market demand. Further details on the staged delivery are provided in Section 6.1.

Northern Building

The layout of the northern building is shown in Figure 17. While this building is designed to accommodate up to Code C aircraft, only up to Code B aircraft will be able to access the hangars due to the operational limitations of Taxiway C. Augmentation of Taxiway C would be required to facilitate the movement of Code C aircraft to the northern hangars.

It is expected that the building will contain up to five individual hangars used for a variety of aircraft types.

**Figure 17 Northern building Indicative layout option**

The ancillary office components will be up to two storeys and accessed from the central access road and car park. The building has been arranged to allow HRVs to enter the site and reverse into the individual hangars from the central access road, either between or under the proposed offices (see Figure 18).



Figure 18 Indicative 3D perspective of northern building offices.

Southern Building

The layout of the southern building is shown in Figure 19. This building is designed to accommodate up to Code C aircraft and it is expected that the building will contain up to five individual hangars to accommodate a variety of aircraft types.



Figure 19 Southern building Indicative layout option

The building has been designed with up to two storey offices facing the central access road and central car park. At the southern end of the building, the space ancillary to the end hangar has been designed to overlook the airfield, as illustrated in Figure 20. Subject to demand, this space could accommodate an office, small passenger lounge or flight school training rooms. A car layby area within the central car park adjacent to the end hangar would provide a drop-off area, with direct access to the hangar and ancillary office/lounge/school space.



Figure 20 Indicative 3D perspective of the southern building with ancillary office/passenger lounge.

Similar to the northern building, this building has been arranged to allow HRVs to enter the site and reverse into the individual hangars from the central access road, either between or under the proposed offices.

4.4.4 Landscaping

Indicative landscaping details are included in the architectural drawings provided in Appendix B. The

landscaping concept has been developed in accordance with the Bankstown Airport Landscape Master Plan and Guidelines 2022, which create a consistent, high-quality and attractive airport environment.

The indicative landscaping design seeks to optimise tree canopy cover, increase the net number of trees on the site, use native species, provide visual relief that softens the proposed built form and provide amenity spaces for users of the Project. These objectives are balanced with the requirement to reduce wildlife attraction and minimise wildlife hazard risk around the Airport.

Planting and landscaping within the Project site will be further refined through detailed design stages and will be subject to approval by the ABC. The final planting and landscaping design will apply the Bankstown Airport Landscape Master Plan and Guidelines 2022.

4.4.5 Disability access

AMG is committed to ensuring equal access and opportunity for people with a disability at the Airport. This commitment includes relevant considerations raised in the Aviation White Paper and by the Minister, specifically whether the Airport's disability access arrangements comply with the *Disability Discrimination Act 1992* and relevant disability standards.

This MDP seeks approval for the general form and layout of the two hangar buildings and ancillary offices. Future tenant fit-outs and the detailed design of the buildings will align with the proposed MDP concept, subject to detailed assessment and approval by the ABC, including compliance with relevant standards such as the Disability Discrimination Act (DDA) 1992.

During the detailed design stage and at the time of submission to the ABC for design/construction approvals, an Access Report will be undertaken. This report will review the design in accordance with the latest National Construction Code (NCC), Disability Standards, relevant Australian Standards and the DDA to ensure compliance with the requirements.

Key building features that may be used to accommodate people with a disability at the Project include:

- Provision of accessible car parking spaces.
- Establishing a continuous accessible path of travel from the car park, to facilitate accessible access to and from the buildings.
- Provision of ramps or lifts to navigate stairs where required.
- Consideration for suitable accessways and exit path dimensions.
- Provision of braille and tactile signage, along with tactile ground indicators where applicable to guide users.
- Inclusion of accessible unisex sanitary compartments and ambulant facilities.
- Evaluation of areas where access may pose health and safety risks for individuals with disabilities such as building services rooms, waste rooms, hazard storage and cleaning rooms.
- Provision of hearing augmentation system to support access to quality audio.

4.5 Hangar Use and Operations

Hangar Design Flexibility

The proposed hangars and aprons have been designed to achieve maximum flexibility to accommodate up to Code C fixed-wing aircraft but can be reconfigured to accommodate Code A and B fixed-wing and vertical take-off aircraft.

While the northern hangars have been designed to accommodate up to Code C aircraft, Taxiway C only allows movement of up to Code B aircraft. The northern hangars will be operationally limited to a maximum of Code B aircraft and augmentation of Taxiway C would be required to facilitate the movement of Code C aircraft to the northern hangars. Any future augmentation of Taxiway C to support Code C aircraft would be subject to a separate approval process.

Figure 21 provides an illustration of the flexibility of the northern and southern hangar buildings to accommodate 10 Code B hangars, 8 Code C hangars or a combination of Code B and Code C hangars, depending on market demand.



Figure 21 Hangar design flexibility

Airfield Alterations

The airfield surrounding the Project will be augmented to support the proposed development and ensure that the proposed facilities remain relevant and useful in the future. The airfield augmentation will result in improved airfield connectivity, a new aircraft parking area and desirable taxiing distances from the Project site.

The airfield alterations are necessary to accommodate the Project and include:

- Closure of the northern taxiway link between Taxiway K and Taxiway C to allow for the construction of the new landside road access.
- Reconstruction and realignment of the taxiway link between Taxiway A and Taxiway K to facilitate a new aircraft parking area.
- Change to the northern section of Taxiway K (adjacent hangars 638 and 679) to a Taxilane and alterations to the aprons of hangars 638 and 679. The Taxilane will accommodate up to Code B aircraft.
- Construction of a new Taxilane to the north of the Project site, which will accommodate up to Code C aircraft and therefore be able to respond to the requirements of future tenants.
- Formalisation of a passing bay on Taxiway C to facilitate aircraft manoeuvring

Figure 22 below illustrates the existing taxiway alignment and proposed taxiway alterations.



5.0

Site Services



5.0 Site Services

Site servicing investigations were undertaken to ensure that feasible servicing arrangements were available to meet the expected demands of the Project. The investigations did not consider services reticulation within the development itself, as this will form part of the detailed design stage to be considered and approved by the ABC.

5.1 Electrical

AMG operates an embedded electricity network that manages and supplies electricity to individual tenancies at the Airport. The Airport also generates electricity from solar arrays located throughout the precinct, which feed into the embedded network.

The Bankstown Airport Electrical Master Plan (EMP) takes into account the expected electrical demand for the Project of approximately 1,040 kVA.

The Project site is located near the North Precinct identified in the EMP, with substation 15, 2, and 7 being situated nearest to the site (see Figure 23).

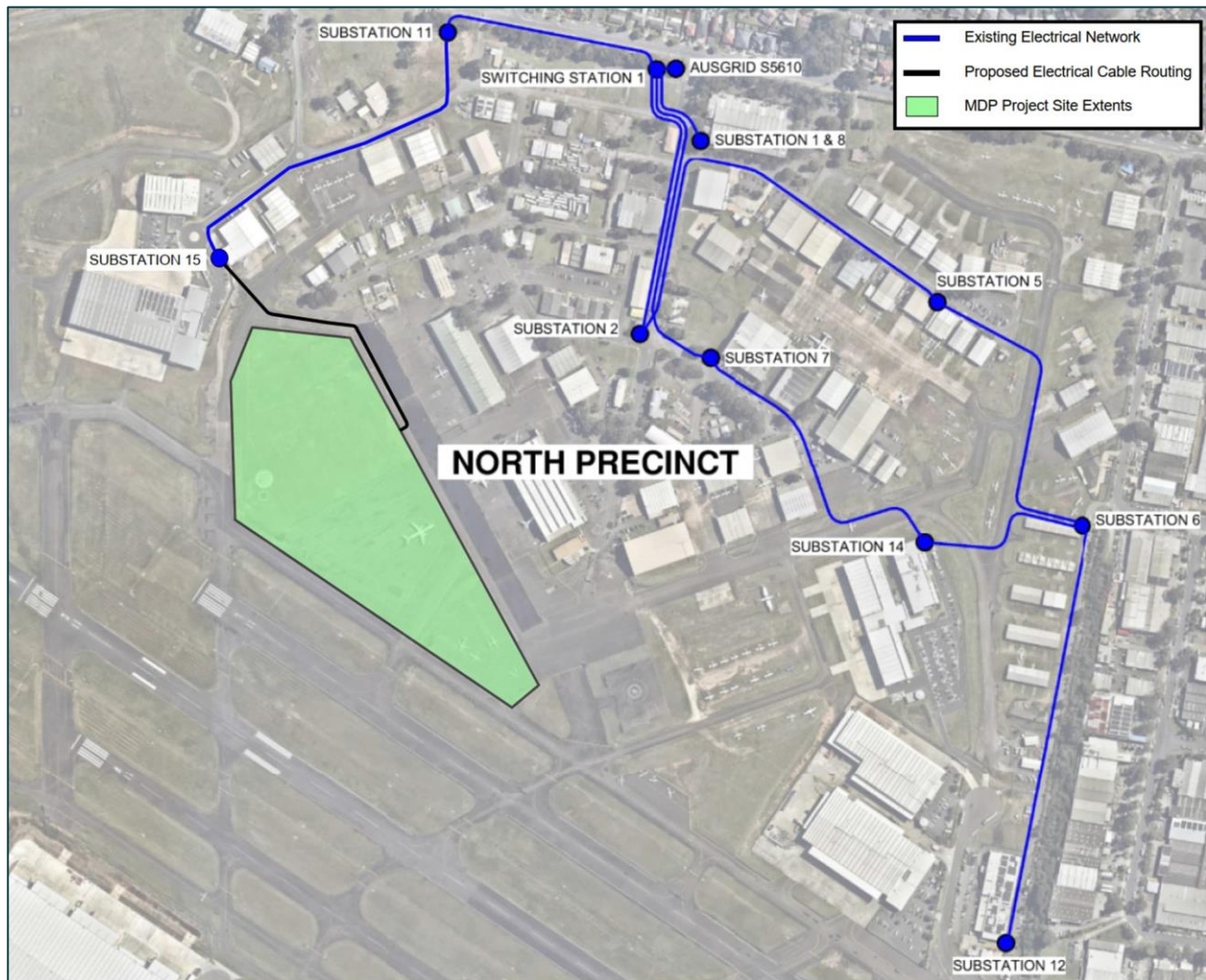


Figure 23 North Precinct substation locations and proposed connection

A new pad-mounted substation will be required to supply electricity to the Project, along with an extension of the 11kV feeder network from substation 15.

The existing external electrical feed to the North Precinct is provided by Ausgrid and is nearing capacity. AMG is in negotiations to upgrade this feed but it is not expected to be an obstacle to servicing the Project.

Electrical servicing of the Project site will be finalised in the detailed design stage and will be subject to approval by the ABC.

5.2 Potable Water

Potable water demand from the Project has been estimated using rates taken from analysis of demands across a range of airports for similar developments. The assessment of potable water demand is presented in Table 4, with the potable water demand for the Project site expected to be in the range of 11.7 to 20.8 kL/day. A lower and upper limit has been provided to account for such forecasting.

Table 4 Potable Water Estimated Demand for the Aviation Hangar Project

Development Type	Lower (kL/m ² /day)	Upper (kL/m ² /day)	Estimated GFA (m ²)	Total Demand (kL/day)
Office	2.7	5.25	3,582	9.7 to 18.8 kL/day
Hangar	0.2	0.2	9,978	2.0 kL/day

An existing 250 uPVC Sydney Water pipeline runs immediately north of the Project site and provides a potable water supply to all the development north of the runways.

The Project will connect to this existing Sydney Water main located at the western end of Avro Street. The connection location proposed is close to the northern extent of the Project site and has a stop valve and hydrant just upstream from the proposed connection point.

5.3 Sewer

The estimated sewer demand from the Project has been determined by applying a Sewer Usage Discharge Factor (SUDF), developed from an analysis of loading factors from a range of airports, with a potable water return factor of 90% being adopted. Combining this factor with the estimated potable water demand of 11.7 to 20.8 kL/day results in an estimate Average Dry Weather Flow (ADWF) of 10.5 to 18.7 kL/day.

The Project will be connected to the existing sewer connection point located within the Taxiway K, to the north-east of the Project site (see Figure 24).

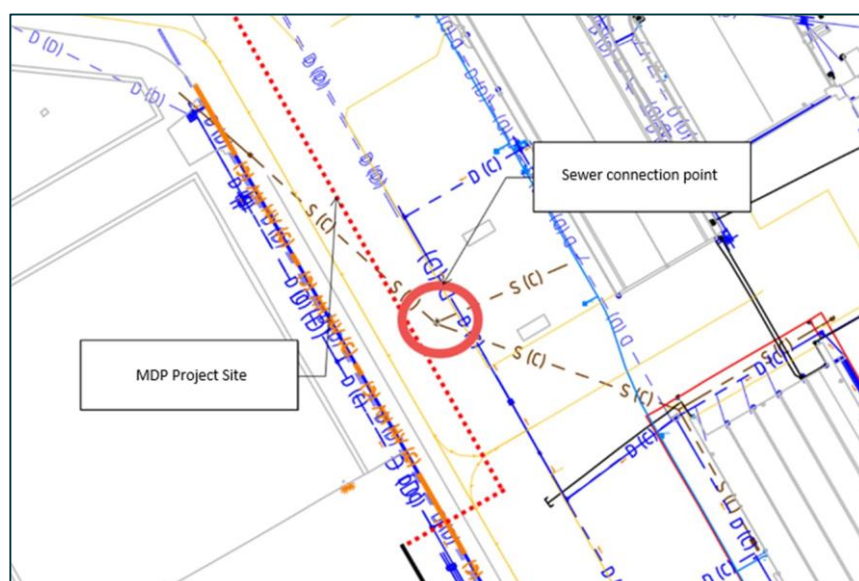


Figure 24 Proposed sewer connection point

5.4 Telecommunications

There is an extensive existing telecommunications network (Telstra and NBN) servicing the northern area of the Airport. This existing network provides an opportunity for the establishment of a telecommunications connection point for the Project.

5.5 Fire Safety

Investigations into site services have considered the required supply of water for the Project's fire-fighting purposes, as well as access for emergency Fire Brigade vehicles. Internal fire protection and engineering for the Project will be developed at the detailed design stage and will require approval by the ABC.

On-site Water Storage Requirements

Hydrants and associated storage tanks are required on the Project site to address network-based fire safety requirements. The requirements for the Project have been determined using AS2419:2021 – Hydrant Installations (tables 2.2.5(B) and 2.2.6, and clause 4.2.6.3) and are summarised in Table 5. The tanks have been sized for servicing an area of greater than 10,000 m², requiring three (3) hydrants.

Table 5 Tank Sizing Requirements

No. of Hydrants	Hydrant Flow per Hydrant	Total Flow time	Volume required
3	10 L/s	4 hours	432 kL

A compliant storage configuration will need to meet the minimum 432 kL volume required, such as two tanks configured as follows:

- 7.5 m diameter and 5 m height – 220.8 kL
- 6.5 m diameter and 7 m height – 232.2 kL

The Project buildings have been designed so that a Building Code of Australia compliant sprinkler system and necessary containment tanks can be provided if needed. These details will be developed through the detailed design stage and will be subject to assessment and approval by the ABC.

Fire Emergency Vehicle Access Routes

The external fire safety provisions also include consideration of emergency vehicle access to the Project site. Based on the proposed building layout and security gate locations, the Project is accessible for emergency Fire Brigade vehicles from two access points: Avro Street to the north and Airport Avenue to the east.

NSW Fire and Rescue will be consulted during the detailed design stage and the final fire access routes will require approval by the ABC.

6.0

Construction Works and Scheduling



6.0 Construction Works and Scheduling

6.1 Staged Delivery

It is expected that the delivery of the Project will be undertaken in two stages, commencing with site infrastructure delivery and the construction of the northern hangar, followed by the southern hangar (subject to tenant demand).

Each hangar building is expected to take up to 12 months to construct, from civil works to construction and fit-out.

An indicative total construction program of two years is expected, assuming the second stage is started prior to the completion of the first stage (subject to demand).

6.2 Temporary Works

Temporary construction works are expected to include:

- Site access for trucks, plant and equipment
- Construction compound
- Parking areas for site staff
- Erosion and sediment control
- Foreign Object Debris (FOD) barrier

The above works will be managed through the project-specific Construction Environmental Management Plan (CEMP) and subject to approval by the ABC.

6.3 Construction Management

Construction Vehicles

A detailed Traffic Management Plan (TMP) will be prepared as part of the CEMP during the detailed design stage and once a contractor has been appointed.

The TMP will include guidelines, general requirements and protocols for when activities or areas of work have a potential impact on existing traffic arrangements.

A construction staff parking area will be provided on or adjacent to the Project site prior to the commencement of work and will be included in the CEMP.

Plant and Equipment

Construction plant and equipment requirements will be detailed and managed through the CEMP. Any construction impacts will be managed through the Notice To Airmen (NOTAM) Protocols.

7.0

Aviation Operations



7.0 Aviation Operations

An Aviation Assessment Report and a Wind Shear and Turbulence Impact Assessment Report have been prepared for the Project. A copy of these reports is included in Appendices C and D, respectively.

This section summarises the key aspects of these reports under the headings of the National Airports Safeguarding Framework (NASF).

7.1 National Airports Safeguarding Framework

The National Airports Safeguarding Advisory Group (NASAG), comprising Commonwealth, State and Territory Government planning and transport officials, the Commonwealth Government Department of Defence, CASA, Airservices Australia and the Australian Local Government Association (ALGA), has developed the NASF, a land use planning framework that aims to:

- Improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines on various safety-related issues being adopted by jurisdictions.
- Improve community amenity by minimising aircraft noise-sensitive developments near airports, including through the use of additional noise metrics and improved noise-disclosure mechanisms.

The NASF Guidelines are aimed at safeguarding airports and surrounding communities by implementing appropriate planning schemes around airports and providing guidance to decision-makers at all levels of Government.

The NASF Guidelines are referenced in Master Plan 2019. Since then, the NASF Guidelines have been reviewed and further updated.

The NASF Guidelines include nine guidelines for the operation of airports and related land use planning measures associated with airports in Australia (see Figure 25).



Figure 25 NASF Guidelines

An assessment of the development against the relevant NASF Guidelines was undertaken by L&R Consulting and a Wind Shear and Turbulence Assessment was undertaken by SLR Consulting. This section is a summary of these assessments.

NASF Guideline A: Managing Aircraft Noise

The Australian Noise Exposure Forecast (ANEF) is a predictive tool used to assess and manage the potential impact of aircraft noise on communities surrounding airports. It calculates noise exposure levels over a specific period and presents them as contours on a map, indicating areas of varying noise exposure.

An ANEF considers factors such as aircraft types, flight paths, the frequency of flights and the time of day, when estimating noise impacts. The ANEF informs land-use planning and design, land-use decision and noise mitigation strategies to minimise the effects of aircraft noise on surrounding communities.

The Bankstown Airport ANEF 2039 (ANEF 2039) was endorsed by Airservices Australia on 17 October 2018 and included in Master Plan 2019. The ANEF 2039 is for a 20-year planning horizon based on forecasts and assumptions on the type of aircraft likely to be using the Airport over that time.

ANEF 2039 contours are shown in Figure 26. The proposed northern hangar building is in the ANEF 30 to 35 and the southern hangar building is partially within the ANEF 35 and greater.

Australian Standard AS2021-2015 *Acoustics – Aircraft Noise Intrusion – Building Siting and Construction* provides details of building types and their acceptability (or otherwise) in various ANEF contours.

Commercial development is conditionally acceptable in the 25 to 35 ANEF, while light industrial development is conditionally acceptable in the 30 to 40 ANEF.

Hangar development is appropriate within an airport environment. Each hangar building of the Project includes a small office component. During the detailed design stage, the acoustic treatment of the proposed office components will be considered to ensure they are fit for the use of the intended occupants. These details will be subject to assessment and approval by the ABC.

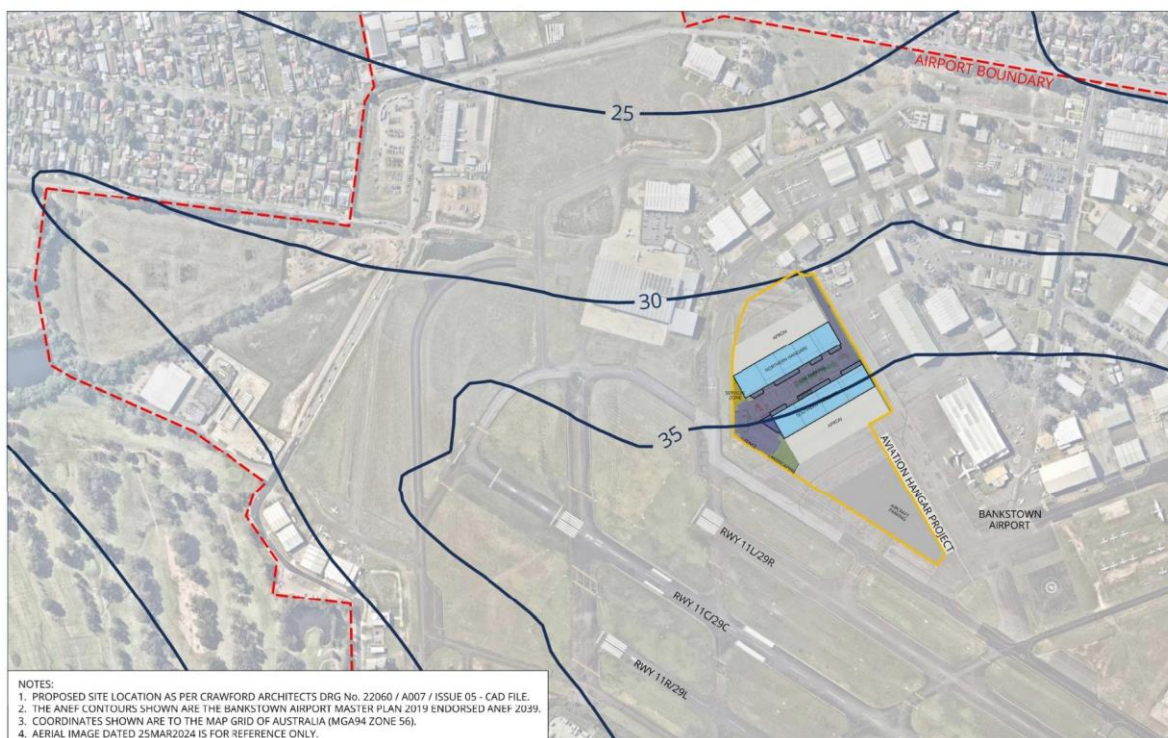


Figure 26 Bankstown Airport 2039 ANEF

Source: L&R Consulting – NASF Assessment

The Project's proposed hangar facilities have been designed to accommodate up to Code C fixed-wing and vertical take-off aircraft.

To ensure that the Project operates within the endorsed ANEF 2039, an ANEF capacity study has been undertaken that compares an estimated expansion fleet mix associated with the Project against the ANEF 2039 fleet mix from Master Plan 2019. The comparison indicates that there would be an increase in the estimated movement allocation of Small Turboprop, Large Turboprop and Small Turbofan aircraft but no increase in movement allocation of GA, Large Piston and Large Turbofan or helicopter movements.

As 95% of aircraft movements at the Airport are associated with GA, and specifically circuit training, the indicated increase in Small Turboprop, Large Turboprop and Small Turbofan aircraft is not expected to have a notable impact on ANEF 2039. As a result, the Project is expected to operate within the capacity of ANEF 2039 and will not result in any change in noise exposure contours.

While aircraft noise is inevitably generated at airports, AMG recognises that aircraft noise is an important issue for residents and the community. AMG is committed to working with Airport operators, the GA sector and broader community to manage and mitigate the impacts of aircraft noise, while continuing to ensure the delivery of aviation safety and essential services.

To ensure continued compliance of the Project with the endorsed ANEF 2039 and further minimise and mitigate aircraft noise exposure and impacts, AMG will:

- Actively consider potential impacts to the ANEF when deciding on prospective tenants, to understand their aircraft operations and confirm they are consistent with the ANEF fleet mix and annual movements
- Continue to promote the Airport's Fly Neighbourly Procedures in conjunction with Airport tenants and the broader aviation community, to ensure operators are considerate of residents and surrounding communities
- Work with airport operators to address noise concerns under the Airport's Noise and Vibration Management Plan
- Continue to share information and welcome feedback relating to aircraft noise at AMG's Bankstown Airport Community Aviation Consultation Group (CACG), which brings together the aviation community, residents and broader community members.

NASF Guideline B: Managing Building Generated Wind Shear and Turbulence

The Airport's wind shear assessment envelopes, as shown in Figure 27, identify an "envelope" at the end of each runway where structures situated close to the runway may impact wind flow and cause the crosswind speed to vary along the runway.

The Project site is within the assessment trigger areas for Runways 11L, 11C and 11R. For development within the assessment trigger areas, NASF Guideline B refers to the mitigation risk by use of a "height multiplier", a 1:35 surface. That is, the distance from the runway centreline or extended centreline to the closest point of the building should be more than 35 times the height (above runway level) of the building. If buildings exceed the 1:35 surface, further analysis is required.

The proposed Project buildings, at a maximum elevation of 21.6 metres Australian Height Datum (AHD), will be within the 1:35 surface for Runways 11L, 11C and 11R (by approximately 5.6 metres) and therefore require further assessment.

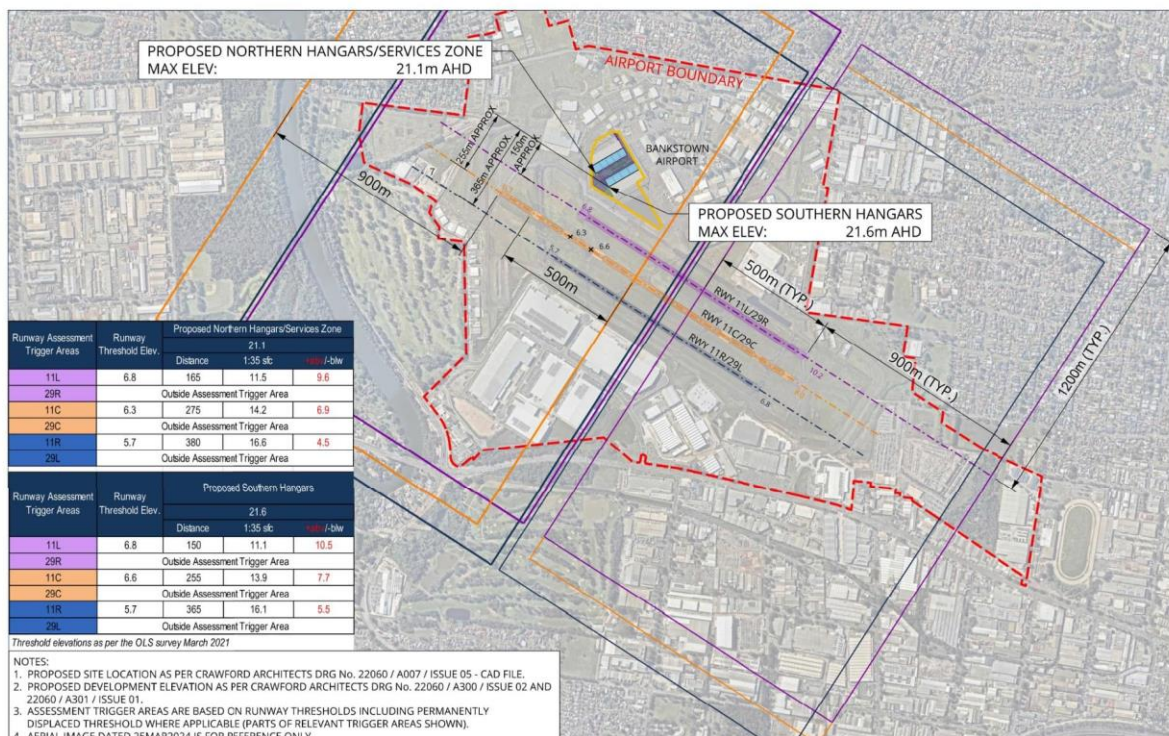


Figure 27 Building Generated Windshear and Turbulence

Source: L&R Consulting – NASF Assessment

SLR Consulting was engaged to prepare Computational Fluid Dynamics (CFD) modelling assessment on the windshear and wake turbulence effects of the Project. A copy of this report is included in Appendix D.

The CFD assessment concludes that the Project will result in a minor increase of 2.6 hours per year that the turbulence criterion is exceeded for Runway 11L (between 6am and 6pm). The assessment recommends AMG implement operational risk measures, acceptable to AMG and CASA, to mitigate building-induced wake turbulence. This recommendation is consistent with existing operational constraints in place at the Airport.

Wind shear and turbulence impacts will be considered further should the Project progress in stages; and will be continually reviewed through the detailed design stage. Any final operation mitigation strategies will be developed in consultation with CASA.

NASF Guideline C: Managing Wildlife Strike Risk

Key aspects of reducing wildlife hazard risk around airports are building design, appropriate waste management strategies and ensuring landscaping is appropriately designed and uses plant species that reduce the attractiveness of the Airport to wildlife and, in particular, birds.

The Project site is located within the three-kilometre wildlife buffer zone of the Airport runways, as specified by Master Plan 2019.

AMG and CASA have well-established safety requirements for wildlife management on-airport. In collaboration with CASA, AMG has prepared a Wildlife Hazard Management Plan (WHMP) for the Airport that has been approved by the Commonwealth-appointed Airport Environment Officer (AEO).

Planting and landscaping within the Project site have been designed in accordance with the Bankstown Airport Development Guidelines 2019 and Bankstown Airport Landscape Guidelines, to reduce wildlife attraction and minimise the risk of wildlife strikes. When the landscaping proposal is developed in detail, it will be submitted to AEO for review and approval against the Bankstown Airport WHMP.

NASF Guideline D: Managing Wind Turbine Risk to Aircraft

Guideline D provides guidance on the development of wind farms to manage the risk to civil aviation. This guideline is not applicable to the Project.

NASF Guideline E: Managing Pilot Lighting Distraction

Guideline E provides guidance on managing the risk of lighting or light fixtures near airports that may distract pilots. CASA Manual of Standards 139 sets out standards for the maximum intensity of light sources around airports.

The Lighting Plan (see Figure 28) has been prepared to highlight the maximum lighting intensities in areas surrounding the Airport. Lighting zones shown are for Runway 11C/29C, as this is the only night operating runway.

The Project is partially within light control Zones A and B. Any lighting associated with the Project should, therefore, meet the restrictions associated with Zone A. Zone A does not allow for any (0 cd) intensity of light sources measured 3 degrees above the horizontal. The lighting design of the Project will be developed at the detailed design stage, privately certified for compliance with Guideline E and will require approval by the ABC.

Solar panel installation is a particular consideration in relation to glare/reflectivity affecting aircraft in various stages of flight, as well as Air Traffic Control (ATC) operations. Any solar panels proposed for the Project will be subject to separate approval by CASA and Airservices Australia and will require a solar glare hazard analysis to satisfy CASA that the safety of aircraft and ATC operations will not be affected.

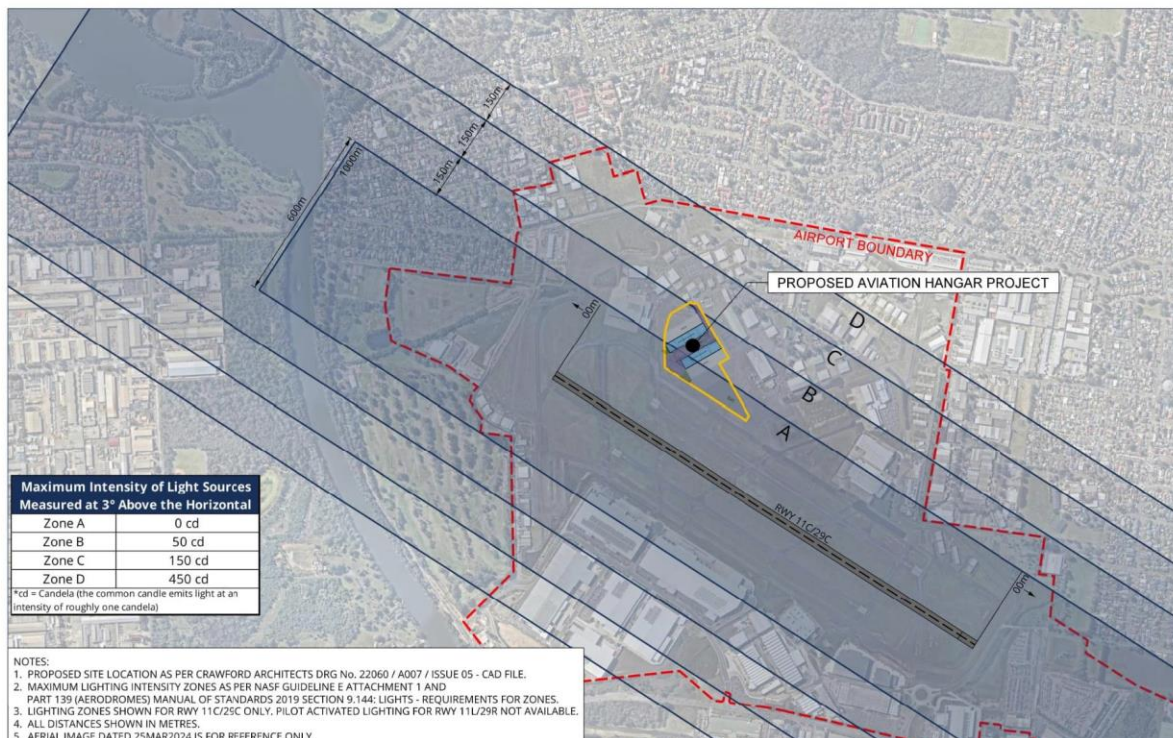


Figure 28 Bankstown Airport 2039 – Maximum Lighting Intensity Zones

Source: L&R Consulting – NASF Assessment

NASF Guideline F: Managing Protected Airspace Intrusion

Prescribed Airspace is the airspace above either an Obstacle Limitation Surface (OLS) or Protocols for Air Navigational Services – Aircraft Operations (PANS-OPS) surface.

Obstacle Limitation Surfaces (OLS)

The current and future Bankstown Airport OLS are shown in Figure 29 and Figure 30, respectively. The Project lies within the extent of the existing and future OLS at the Airport.

The Project is below the Airport's existing OLS Runway 11C/29C transitional surface and Runway 11L/29R transitional surface.

The Project, at a maximum elevation of 21.6 metres AHD, will not be within the OLS:

- Runway 11L/29R transitional surface at 28.1 metres AHD; and
- Runway 11C/29C transitional surface at 32.6 metres AHD.

The apron area's OLS limit is 21.7 metres AHD, which will allow for aircraft tail heights up to approximately 13 metres high.

The Project is also within the extent of the Master Plan 2019 future OLS, which allows for Runway 11C/29C to be extended and provided with a precision instrument approach. As shown in Figure 30, the proposed hangars, at a maximum elevation of 21.6 metres AHD, will not be within the Master Plan 2019 future OLS.

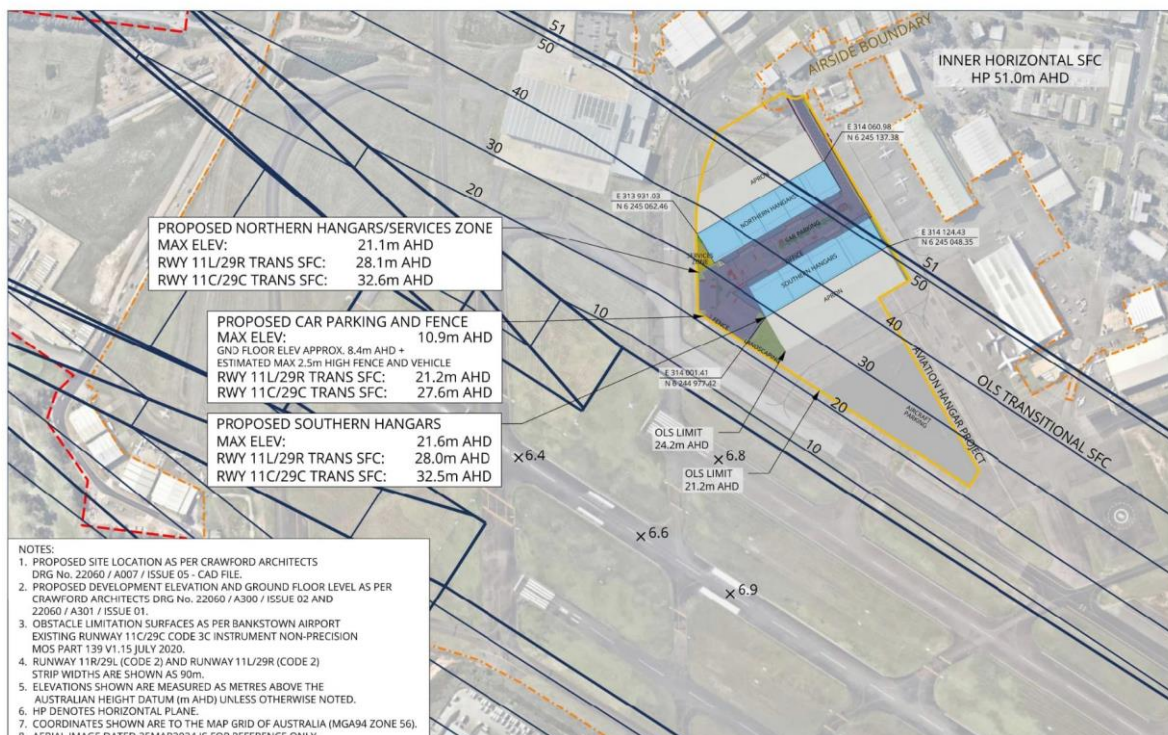


Figure 29 Bankstown Airport – Existing Obstacle Limitation Surface

Source: L&R Consulting – NASF Assessment

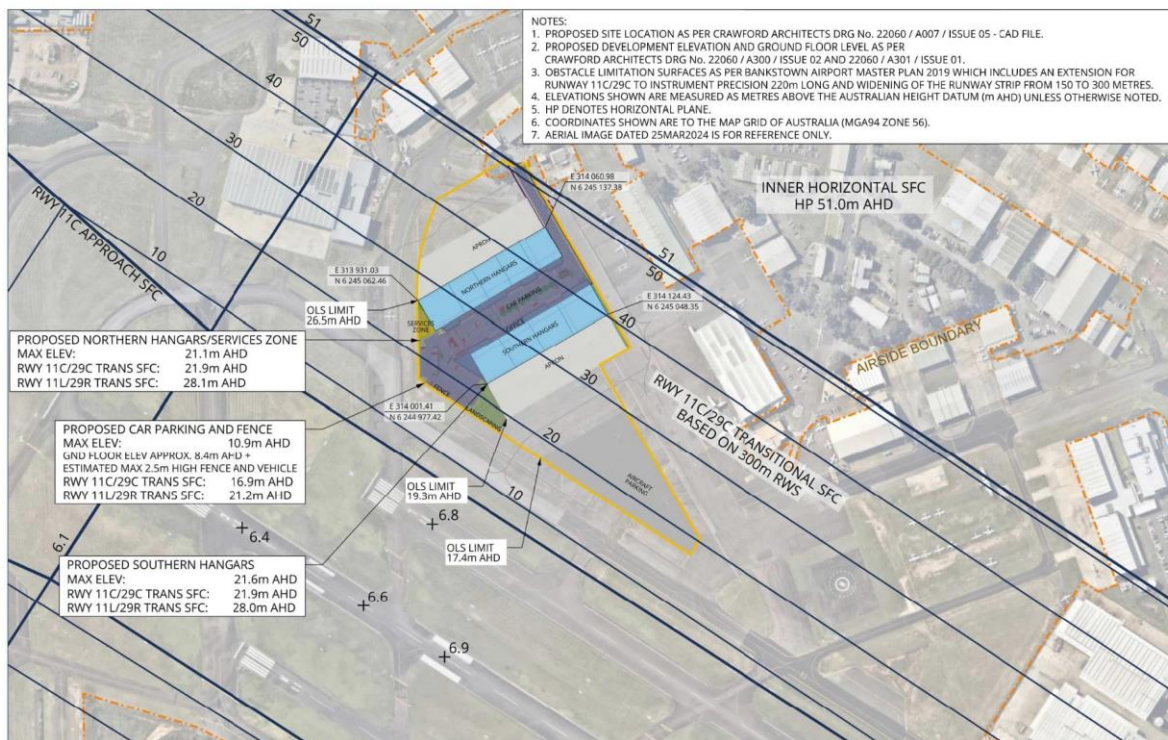


Figure 30 Bankstown Airport – Future Obstacle Limitation Surface

Source: L&R Consulting – NASF Assessment

The Airport has a Main Helicopter Landing Site (HLS) located centrally to the runway environment and north of Runway 11L/29R. There are also two helicopter aiming points provided on Taxiway N2 and west of Taxiway N1, both to the northeast of the Project site (see Figure 31).

The proposed Project hangar buildings, at a maximum elevation of 21.6 m AHD, would remain below the Main HLS at 47.6 m AHD and outside the lateral extents of both aiming points.

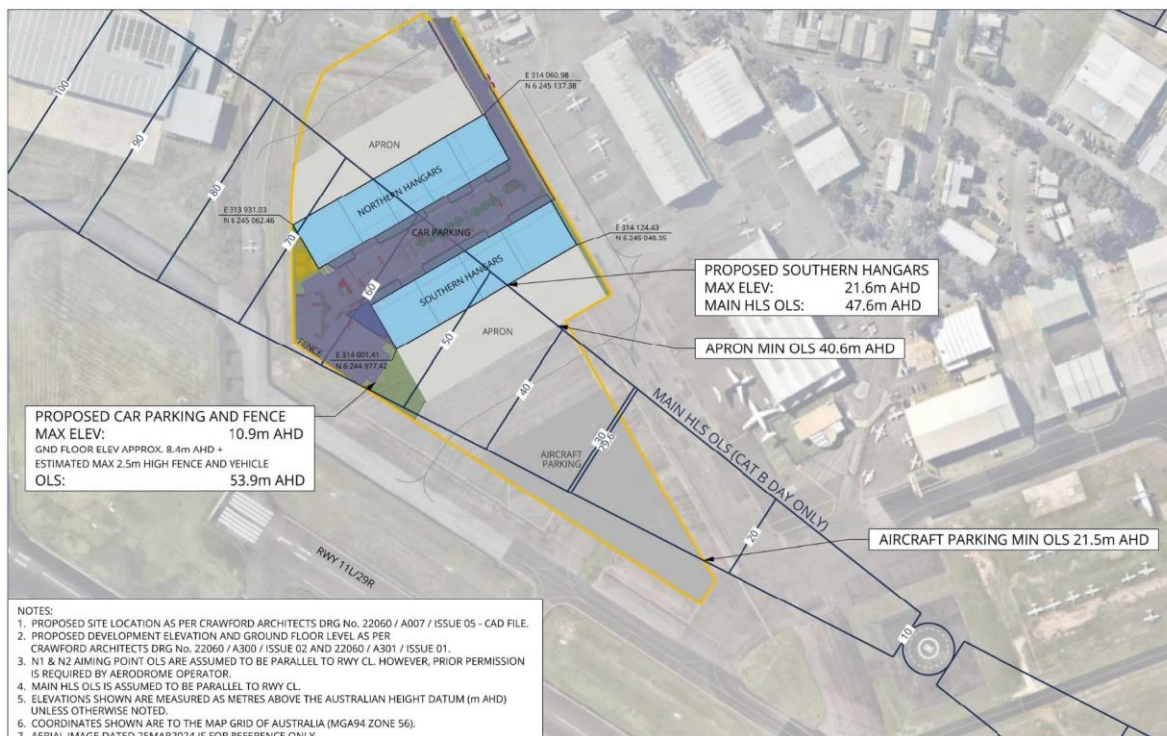


Figure 31 Bankstown Airport – Helicopter Obstacle Limitation Surface

Source: L&R Consulting – NASF Assessment

PANS-OPS

Airspace associated with aircraft instrument approach and departure procedures is defined by the PANS-OPS protection surfaces for an aerodrome.

An assessment of the PANS-OPS surfaces indicates that the Project will not penetrate any existing or future PANS-OPS surfaces (see Figure 32). The Project's maximum elevation at 21.6 metres AHD will remain below the Standard Instrument Departure (SID) Area 3 protection surface, which is estimated to be at a minimum of 80.9 metres AHD.

The Project is below the future Runway 11C Basic ILS surface elevation for the future extension of Runway 11C.

The above assessment is subject to formal verification and confirmation by Airservices Australia of any impacts on its procedures and facilities.

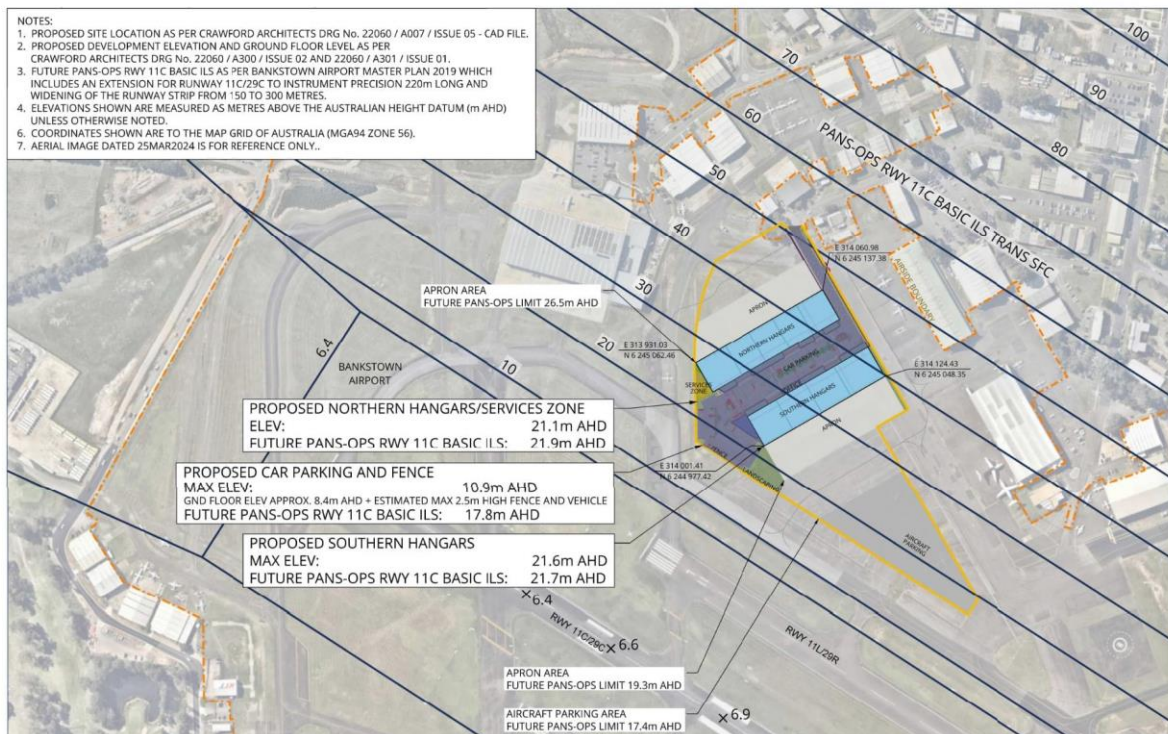


Figure 32 Bankstown Airport – PANS-OPS SID (Nine Departure Runway 11C/29C)

Source: L&R Consulting – NASF Assessment

NASF Guideline G: Communications, Navigation and Surveillance

Communication, navigation and surveillance (CNS) facilities are crucial to aviation safety and Airservices Australia relies on these to ensure the safety of aircraft operations.

NASF Guideline G provides land use planning guidance to better protect such facilities. These include the control tower and wind indicators.

The existing CNS facilities at the Airport include a Non-Directional Beacon (NDB) and a Precision Approach Path Indicator (PAPI). The Project has been assessed based on the guidance provided in NASF Guideline G for both facilities.

The Project is beyond the lateral limits of the obstacle assessment surfaces associated with Runway 11C/29C PAPI and the NDB located on the south side of the Airport runways.

The Project will be submitted to Airservices Australia to ensure there is no impact on procedures and any other facilities.

An existing IWI is located within the Project site. AMG is currently working with Airservices Australia to relocate the IWI, which is a separate process to the MDP.

NASF Guideline H: Protecting Strategically Important Helicopter Landing Sites

Guideline H provides guidance on protecting strategically important HLS from proposed development. The guideline defines an HLS as “... an area (not located on an aerodrome) wholly or partly used for the arrival or departure of helicopters”.

There are no strategically important HLS' within the vicinity of the Airport that need to be considered.

NASF Guideline I: Managing the Risk in Public Safety Areas at the Ends of Runways

Public Safety Areas (PSAs) are areas of land at the end of a runway within which development should be restricted, to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing. These generally cover an area where the risk per year resulting from an aircraft crash to a representative individual ('individual risk') is in the order of 1 in 100,000 or greater.

NASF Guideline I, Managing the Risk in Public Safety Areas at the Ends of Runways, includes two methods suitable for a planning-led approach to the assessment of PSAs:

- UK NATS Methodology
- Queensland State Planning Policy

Master Plan 2019 identifies the PSAs at the end of each Airport runway based on the Queensland State Planning Policy PSA Model. This PSA model forms the shape of an isosceles trapezoid – 1000 metres long, 350 metres wide closest to the runway end, tapering to a width of 250 metres furthest from the runway.

The Queensland Policy states that development within PSAs should not increase the risk to public safety from an aircraft accident near the ends of the airport runways. As such, the following should be avoided:

- Increases in the numbers of people living, working or congregating in the PSAs; or
- The use of noxious or hazardous materials.

A small area of the Project site is within the Master Plan 2019 PSA (Queensland model). This includes part of the southern end of the car park, part of the services zone and the southeast corner of the northern hangars (see Figure 33).

In response, the level of risk has been calculated based on the Airport's endorsed ANEF 2039 breakdown of aircraft types and movement distributions by runway. The estimated individual risk has been calculated at an acceptable level of a maximum of 0.6 in 100,000 per year.

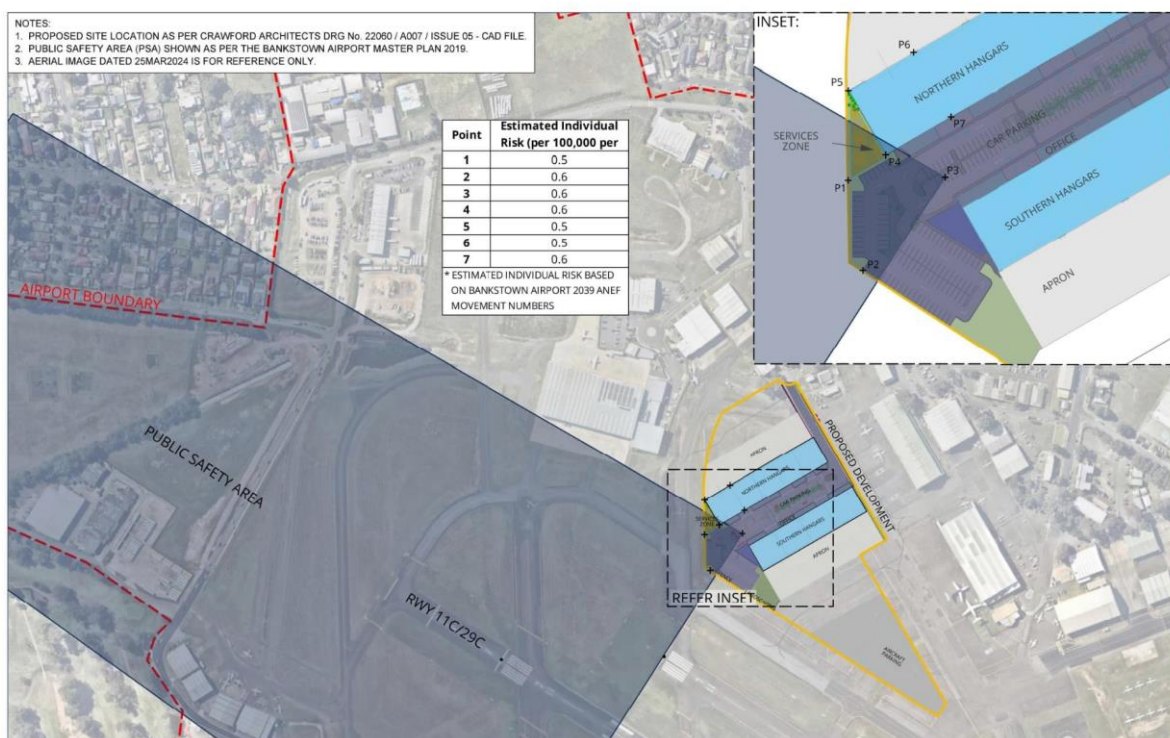


Figure 33 Bankstown Airport – Public Safety Area (Master Plan 2019)

Source: L&R Consulting – NASF Assessment

7.2 Security

AMG security policies align with aviation transport security recommendations, International Civil Aviation Organisation airport security guidelines and NSW work, health and safety regulations. AMG identifies airport security and safety risks through site-specific risk assessments, which inform and direct the implementation of appropriate security controls to mitigate potential threats, protect assets and deliver safety outcomes. AMG is committed to the provision of a safe and secure airside working environment through the following four key elements:

- Security policy and objectives
- Security risk management
- Security assurance and oversight
- Security promotion

An effective method to manage risks for new developments on airport sites is to integrate protective security measures into project design prior to construction commencement. The security-through-design approach can deliver cost-effective security outcomes through site-specific risk and control identification. Physical security components implemented at the Airport to reduce overall risk ratings include but are not limited to:

- Airside perimeter protection
- Access control
- CCTV surveillance; and
- Perimeter monitoring capabilities

The airside boundary fence at the Airport demarcates the airside perimeter from publicly accessible landside areas, while preventing unauthorised airside access. As such, the airside perimeter fence should meet the following specifications:

- Minimum height requirement of 2.44m to deter scaling.
- No gaps between the fence base and ground surface to prevent tunnelling or burrowing.
- Designed in a manner that restricts animals from passing through.
- Fence posts erected facing airside to deter climbing or scaling.
- When feasible, a three-metre exclusion zone on either side of the fence line, which is clear of obstructions that may assist an intruder to climb the fence or impede perimeter inspections, e.g. lamp or signposts, equipment, vehicles and trees.
- Securable pedestrian and vehicle access gates and appropriate access control.

All newly designed and installed security measures associated with the Project will be required to integrate with current security systems and processes.

8.0

Transport and Traffic Management



8.0 Transport and Traffic Management

The transport impact of any development within the Airport is guided by the Ground Transport Plan contained within Master Plan 2019.

A detailed TIA has been undertaken that considers the expected transport implications of the proposed Project. This includes consideration of the following:

- Existing traffic and parking conditions surrounding the site.
- Suitability of proposed parking arrangements.
- Traffic-generating characteristics of the proposed development.
- Suitability of proposed access arrangements for the site.
- Transport impact of the proposed development on the surrounding road network.

8.1 Ground Transport Plan

The Ground Transport Plan within Master Plan 2019 indicates that the five-year development program on the Project site will result in minor increases in traffic on roads within and surrounding the Airport.

To inform the Ground Transport Plan, AMG has developed a traffic model using VISSIM software to assess the implications of potential development at the Airport during the first five years of the current Master Plan 2019. The traffic modelling identifies the opportunities to optimise the use of existing transport infrastructure and increase capacity, where necessary, to support the Airport's growth.

Most of the Airport's traffic growth during the period has resulted from the development of the Altitude Industrial Precinct. The Altitude Precinct included significant upgrades to the internal road network and connections to Milperra Road.

There has also been a significant works program for the upgrade of the internal road network at the Airport, with the main northern entrance to the Airport, Airport Avenue, being transformed through a major public realm improvement program. The western internal road, Tower Road/Link Road, is also in the process of being upgraded.

The timing and triggers for upgrade works identified in the Ground Transport Plan are dependent on the scale and location of development and through ongoing discussions with Transport for NSW (TfNSW) and the City of Canterbury Bankstown.

8.2 Internal Road Network

Airport Avenue/Avro Avenue

The main entrance to the Airport and to the Project site will be via the Marion Street/Airport Avenue intersection.

The junction of Avro Street with Marion Street is located approximately 200 metres from the Airport entrance. Avro Street is approximately 400 metres in length, culminating at a cul-de-sac at its western end. It is proposed that Avro Street be extended from the cul-de-sac to the south to provide access to the Project site (see Figure 34).



Figure 34 Vehicular Access to Aviation Hangar Project

8.3 Surrounding Road Network

Marion Street

Marion Street is an unclassified Regional Road (Road Number 7121) that is aligned in an east-west direction along the northern boundary of the Airport. It is a two-way road with two lanes in each direction set within a 13-metre-wide carriageway. Drover Road and Airport Avenue connect with Marion Street at T-intersections to provide access to the Airport.

Near the Airport, kerbside parking is permitted along the northern side of the road outside the weekday AM peak period of 6:30am to 9:30am and along the southern side of the road outside the weekday PM peak period of 3:00pm to 6:00pm. Marion Street has a posted speed limit of 60 kilometres per hour.

Milperra Road

Milperra Road is a classified State Road (Road Number 167) that is aligned in an east-west direction along the southern boundary of the Airport. It is a two-way road with generally three lanes in each direction, plus additional turning lanes at intersections. Murray Jones Drive and Nancy Ellis Leebold Drive connect with Milperra Road at signalised intersections to provide access to the Airport.

Clearway restrictions are active on both sides of the road between 6:00am and 7:00pm Monday to Friday and between 9:00am and 6:00pm on weekends and public holidays. Milperra Road has a posted speed limit of 70 kilometres per hour.

Henry Lawson Drive

Henry Lawson Drive is a classified State Road (Road Number 508) that is aligned in a north-south direction to the west of the Airport. It is a two-way road with generally one lane in each direction plus additional through and/or turning lanes at intersections.

Near the Airport, kerbside parking is not permitted on either side of the road. Henry Lawson Drive has a posted speed limit of 60 kilometres per hour.

The NSW Government, with funding from AMG, is currently upgrading Henry Lawson Drive to reduce congestion and improve safety and connectivity. The upgrade is being carried out in stages to minimise the impact on road users, with Stage 1A spanning from Auld Avenue to just north of Tower Road near the Airport.

Once complete, Stage 1A will provide more capacity for vehicles travelling through the Henry Lawson Drive/Milperra Road intersection. Completion of Stage 1A is expected by mid-2026.

8.4 Public Transport

The Project site is serviced by public transport, with bus services operating along Marion Street and Milperra Road. These bus services provide connections to nearby centres, including Bankstown, Fairfield, Burwood and Liverpool. A summary of the bus routes available near the Project site is provided in Table 6 and shown in Figure 35.

Table 6 Bus Routes Adjacent the Aviation Hangar Project

Service	Route number	Route description	Location of stop	Frequency on/off-peak
Bus	905	Bankstown to Fairfield	Marion Street at Airport Avenue	15 mins/ 30 mins
	M90	Burwood to Liverpool	Milperra Road at Murray Jones Drive	10 mins/ 15 mins

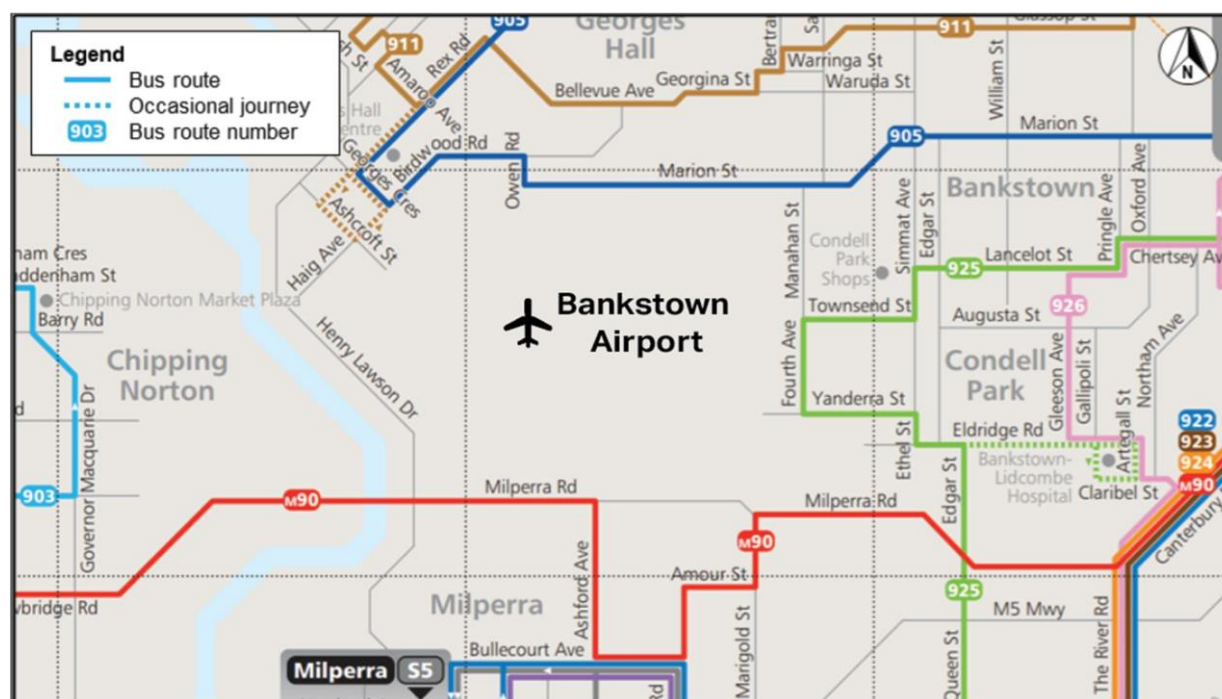


Figure 35 Surrounding public transport network

Source: Base image source: https://transportnsw.info/document/5885/22210_tdev_nsw_network_map_13.pdf

8.5 Active Transport

There are currently limited pedestrian and cycling facilities in the vicinity of the Airport.

Footpaths are provided along the northern side of Marion Street and other local roads north of the Airport.

Historically, there have been limited pedestrian paths within the Airport. However, recent road and streetscape improvements by AMG have resulted in a new pedestrian spine on both sides of Airport Avenue, along with a new pedestrian/cycle network along the upgraded Tower Road/Link Road. Additionally, AMG is developing an active transport strategy that envisions active transport connectivity around the airfield perimeter with links to the Project site.

8.6 Car Parking

The Bankstown Airport Development Guidelines provide recommendations for the provision of off-street car parking for particular forms of development. Table 2 specifies a car parking rate for commercial premises of 1 space per 40 sqm of gross floor area.

This car parking rate aligns with the car parking rates included in the Canterbury-Bankstown Development Control Plan 2023 (DCP 2023).

While there is an estimated floor area of approximately 13,600 sqm for the Project, it is generally accepted that the office component will be the main generator of any car parking demand, as such offices service the hangar facilities. Therefore, the car parking calculation has been applied to the office component only, which is consistent with typical hangar developments.

Based on the estimated 3500 sqm GFA for offices, this equates to a recommended minimum provision for 88 off-street car parking spaces.

DCP 2023 also recommends accessible parking for office buildings be provided at a rate of one space per 50 standard spaces.

The Project will include up to 191 off-street car parking spaces, including up to 6 accessible parking spaces, thereby meeting the minimum parking provisions recommended in the Bankstown Airport Development Guidelines and the DCP 2023.

8.7 Site Layout and Access

The car park and access arrangements have been designed in accordance with the requirements of the Australian Standard for Off-Street Car Parking (AS/NZS2890.1:2004 and AS2890.6:2022).

Overall, the Project site is expected to operate satisfactorily. Staff car parking spaces have been designed appropriately to exceed the minimum dimensional requirements of a Class 1A facility of 2.4 metres in width and 5.4 metres in length, with a minimum of 5.8-metre-wide parking aisles. Accessible parking spaces also include an adjacent 2.4-metre-wide and 5.4-metre-long shared area in accordance with AS2890.6:2022.

It is expected that the largest vehicles utilising the Project's landside access will be an 8.8 metre length medium rigid vehicle (MRV). However, the Project has been designed to accommodate infrequent access for up to 12.5-metre-long heavy rigid vehicles (HRVs).

The access road from Avro Street has been designed with a width of around 9.0 metres, which is more than sufficient to provide safe and convenient access to the proposed hangars and car parking areas.

The car park will operate under a one-way clockwise arrangement to minimise conflict points and simplify vehicle circulation throughout the Project site. The access road connects with the existing cul-de-sac at the end of Avro Street, with appropriate sight lines being available at this junction.

A swept path assessment has been completed, confirming that vehicles up to 12.5 metres in length (HRVs) are able to adequately circulate through the Project site and access the hangars.

8.8 Construction Traffic

Construction of the Project is expected to generate, on average, around 40 vehicles (80 vehicle trips) per day or around 4 vehicles per hour (eight vehicle trips). Overall, this increase in traffic is considered minor and is not expected to compromise the function of the surrounding road network.

A detailed Traffic Management Plan (TMP) will be prepared by the Appointed Contractor during the detailed design phase and prior to the commencement of construction of the Project, pending approvals. The TMP will include the guidelines, general requirements and procedures to be used to minimise the impact of construction works on the surrounding road network and other road users.

8.9 Operational Traffic

Traffic generation rates for the Project have been sourced from the TfNSW Guide 2002 and Technical Direction TDT 2013/04a (Technical Direction). The Technical Direction recommends traffic generation rates of 1.6 and 1.2 vehicle trips per 100 sqm of Gross Floor Area for commercial office uses in the weekday AM and PM peak hours, respectively. Based on the estimated of 3,500 sqm GFA of office space, it is expected the Project will generate around 57 vehicle trips in the AM peak hour and 43 vehicle trips in the PM peak hour.

The proposed hangar buildings are expected to generate occasional deliveries only (i.e. no more than one or two deliveries per day, on average), noting their primary function is for aircraft storage/maintenance. Similarly, the potential small passenger lounge to the end of the southern hangar building will generate minimal traffic, with up to five vehicle trips per hour expected (noting that the passenger lounge would be associated with small passenger aircraft only).

Deliveries and traffic associated with the hangars will likely occur outside peak periods.

Vehicle access to the Project site is proposed via Avro Street, which links with Airport Avenue and Marion Street to provide a connection to the surrounding road network. As such, it is expected that all traffic associated with the Project would access the Airport via the Marion Street/Airport Avenue intersection.

The five-year Development Program outlined in Master Plan 2019 was estimated to generate between 1350 and 1825 vehicle trips during the weekday peak hours, resulting in a minor increase in traffic on roads surrounding the Airport. The Project will generate a relatively low volume of traffic and is consistent with the level of development expected by the Development Program and the Ground Transport Plan.

8.10 Summary

The TIA concludes that:

- The Bankstown Airport Development Guidelines and the Canterbury-Bankstown DCP 2023 recommend a minimum provision of 88 car parking spaces, including 4 accessible spaces. The Project exceeds the recommended extent of off-street car parking required, providing up to 191 off-street car parking spaces, including 6 accessible parking spaces.
- The proposed Project site layout is consistent with the dimensional requirements as set out in the Australian Standard for Off-Street Car Parking (AS/NZS2890.1:2004 and AS2890.6:2022).
- Construction of the Project is expected to generate around 40 vehicles (80 vehicle trips) per day on average or around 4 vehicles per hour (8 vehicle trips). Overall, this increase in traffic is considered minor and is not expected to compromise the function of the surrounding road network.
- Once operational, the Project is expected to generate around 57 and 43 vehicle trips in the weekday AM and PM peak hours, respectively, and is consistent with the level of development expected by the Development Program and the Ground Transport Plan outlined in Master Plan 2019.
- Marion Street and the surrounding road network are expected to have sufficient capacity to accommodate the expected traffic growth from the Project and other planned developments within the Airport.

9.0

Environment and Sustainability



9.0 Environment and Sustainability

9.1 Environmental Management Overview

Environmental compliance at the Airport is governed by the Airports Act and the *Airports (Environment Protection) Regulations 1997* (AEPR), which provide the central legislation that enables AMG to manage all environmental matters arising from the operation and ongoing development of the Airport.

In accordance with the Airports Act and the AEPR, AMG has prepared the Bankstown Airport Environment Strategy (AES), forming part of Master Plan 2019, as the management framework to ensure that airport operations and new developments are managed to avoid or appropriately mitigate any impacts on the airport environment and its surrounds. Figure 36 illustrates the Airport AES.

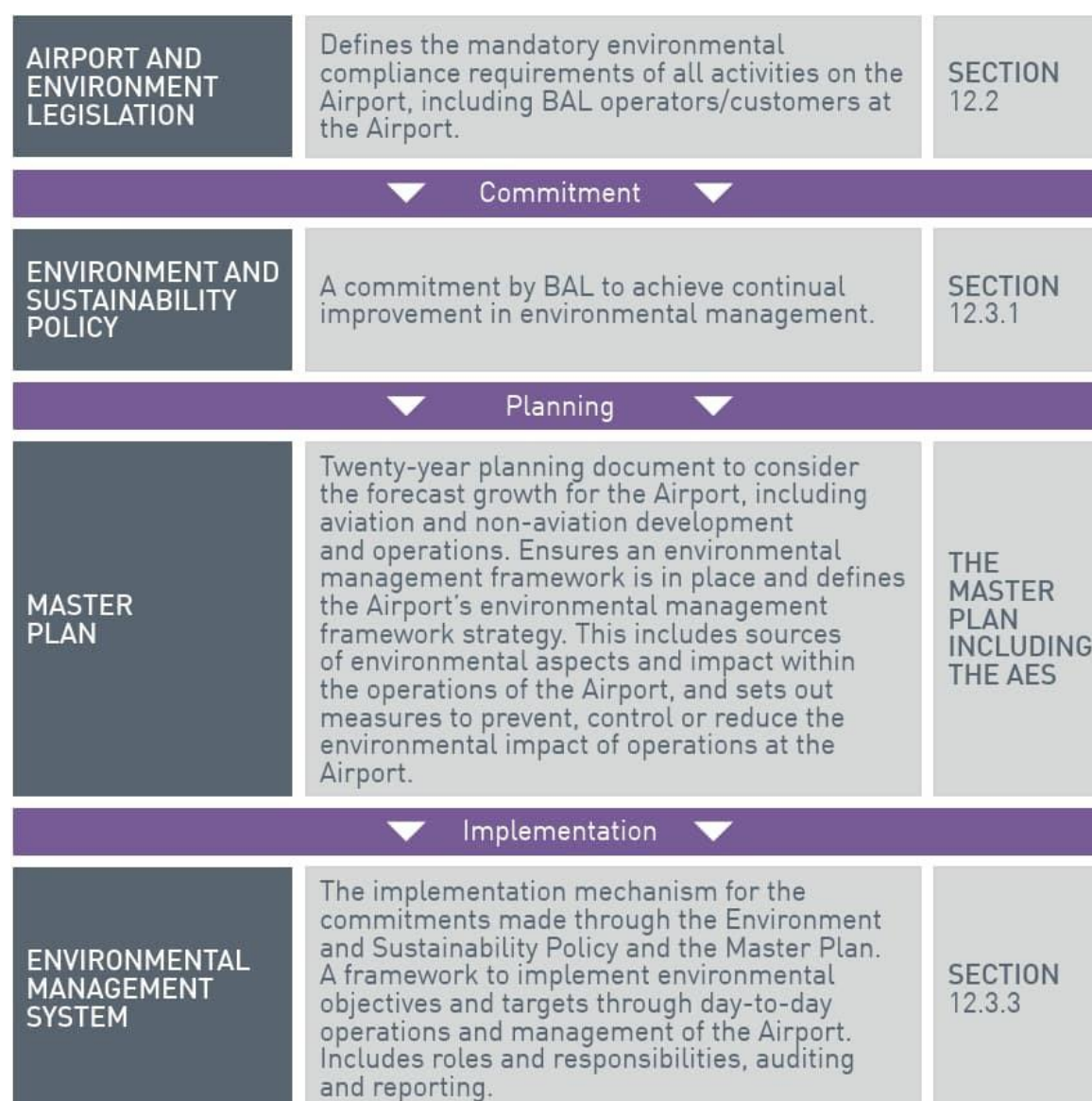


Figure 36 Bankstown Airport Environmental Management Framework

Source: Bankstown Airport Master Plan 2019

Potential environmental impacts associated with the Project have been considered and a strategy will be put in place to mitigate any identified impacts. Environmental impacts are assessed in relation to stormwater and hydrology, visual impact and massing, sustainability, noise and vibration, heritage, geology, hydrogeology and soil contamination, air quality, ecology and waste management.

Assessment of environmental matters will continue through the detailed design stages of the Project and any appropriate mitigation measures will be documented as part of submissions to the ABC. Additionally, a photographic archival recording of the Project site will be undertaken prior to the commencement of construction.

Any environmental mitigation measures related to the construction phase of the Project will be identified and managed through a project-specific CEMP.

As part of the MDP approval process, the Airports Act requires the Minister to have regard to “... *the impact that carrying out the plan would be likely to have on the environment*”. To inform this decision, the draft MDP will be referred to the Commonwealth Department of Climate Change, Energy, Environment and Water (DCCEEW) for advice under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Under Section 160 of the EPBC Act, the Minister for Infrastructure, Transport, Regional Development and Local Government must consider advice from the Minister for the Environment and Water.

9.2 Sustainability, Climate Resilience and Decarbonisation

Sustainability Framework

AMG has developed a Sustainability Framework/Strategy for the Airport that focuses on environmental, social and governance criteria. Figure 37 sets out the three “pillars” of the framework and six key factors to be considered for each pillar.

Environmental Stewardship	
01 Climate Risk, Energy Consumption and Efficiency	02 Biodiversity
Achieve net zero emissions and strengthen resilience to climate related impacts.	Protect and restore natural environments and biodiversity.
Community & Wellbeing	
03 Customer & Community engagement	02 Health and Wellbeing
Engage and consult with stakeholders.	Build and strengthen an engaged and diverse workplace.
Resilient Operations	
05 Safety and Environmental Management	06 Governance
Ensure safe and environmentally compliant precincts.	An ethical, sustainable and secure business.

Figure 37 AMG's Sustainability Framework Pillars and Factors

Aviation White Paper

The Sustainability Framework/Strategy will guide the design, community engagement, construction and operation of the Project. This includes additional relevant factors, detailed in the Aviation White Paper, that the Minister will have regard to when making decisions about future airport master plans and MDPs:

- How the Airport will build and maintain resilience to climate impacts; and
- The suitability of the Airport's sustainability and decarbonisation initiatives.

Sustainability, Climate Resilience and Decarbonisation Achievements at the Airport

AMG's Sustainability Framework/Strategy guides decision making across the Airport and has resulted in measurable achievements, as reported in AMG's 2023 Sustainability Report, including:

- Achieving 4 and 5 Star Green Star ratings for 11 buildings.
- Commencing installation of 4.5MW of rooftop solar.
- Installing 10 EV charging stations with new electrical infrastructure catering for future EV chargers.
- Upgrading hangars and the airfield to LED lighting.
- Planting over 130,000 trees, shrubs and groundcovers.
- Supporting and partnering with community groups, including: AMG's sponsorship of a Little Wings aircraft to enable greater services for seriously ill children in regional and remote areas; support for Little Wings Return and Earn program; and support for the Camp Quality Camden Classic Cruise.
- Embedding sustainability into procurement and aligning with human rights and anti-modern slavery commitments.
- Mapping carbon footprint for Scope 1 and 2 emissions.

Such achievements align with AMG's vision to be a leader in the sustainable growth of GA. In support of that vision, AMG is on track to deliver ongoing sustainability, decarbonisation and climate resilience initiatives, including:

- Achieve net zero Scope 1 and 2 emissions by 2030 and Scope 3 by 2050
- Source 100% renewable energy for AMG
- Source a minimum 30% renewable energy for airport customers on AMG's embedded electricity networks
- Develop AMG's Reflect Reconciliation Action Plan
- Ongoing rollout of solar panel installation program
- Ongoing support for emerging electric- and hydrogen-powered aircraft.

The Project's Sustainability, Climate Resilience and Decarbonisation Features

Consistent with recent developments at the Airport, the Project design allows for the incorporation of sustainable design, climate change resilience and decarbonisation features and initiatives.

The Project aims to deliver the following initiatives, subject to detailed design, consultation and approvals by the ABC, CASA and Airservices Australia:

- The Project's as-built environmental performance is expected to be equivalent to an appropriate **Green Star** project, based on the Green Star Buildings tool or similar.
- **On-site Solar Renewable Energy Production** will be designed to minimise the utilisation of energy from the grid system and operational carbon footprint. The system will be designed so that renewable energy is prioritised for use. The implementation of the solar system will be subject to a Glint and Glare Assessment, to be approved by CASA and Airservices Australia.
- **Electric vehicle charging** infrastructure and charging bays included within the Project to encourage the use of low-emissions vehicles.
- **Energy-efficient and controlled lighting** systems will be used to reduce electrical consumption, maintenance and waste.
- Where required, the building envelope **thermal performance** will be designed to comply with the Section J requirements applicable at the time (conditioned spaces). This will reduce reliance on mechanical cooling and heating and reduce energy consumption.
- **Energy-efficient heat-pump hot water** will be used to reduce energy consumption.
- **Water use metering and monitoring** are proposed, along with **rainwater harvesting and reuse**.
- **Embodied energy reduction** will be achieved through construction material selection.
- **Pollution management equipment** will be used to capture and treat stormwater runoff from apron areas, which is further detailed in Section 9.2.
- **Enhancing resilience to climate-related flooding** through measures such as on-site water detention and connection of the Project to the Airport's comprehensive network of pipes, box culverts, open drains, drainage channels and channelling runoff.
- A **waste generation, recovery and diversion monitoring** process will be established for the Project.

9.3 Stormwater and Flooding

The Airport is located within the Georges River catchment, which covers around 1890 square kilometres. The Project site is subject to main river flooding and flooding from a local upstream catchment to the north east.

Existing stormwater management at the Airport employs a comprehensive network of pipelines, box culverts, open drains, drainage channels and channelling runoff to several points along the Airport boundary. The Airport acts as a prominent contributor to the Milperra Sub-catchment, with rainfall within the Project site area being directed into one of two distinct catchments, one flowing south to the Milperra Drain and the other westward to Georges River (see Figure 38).

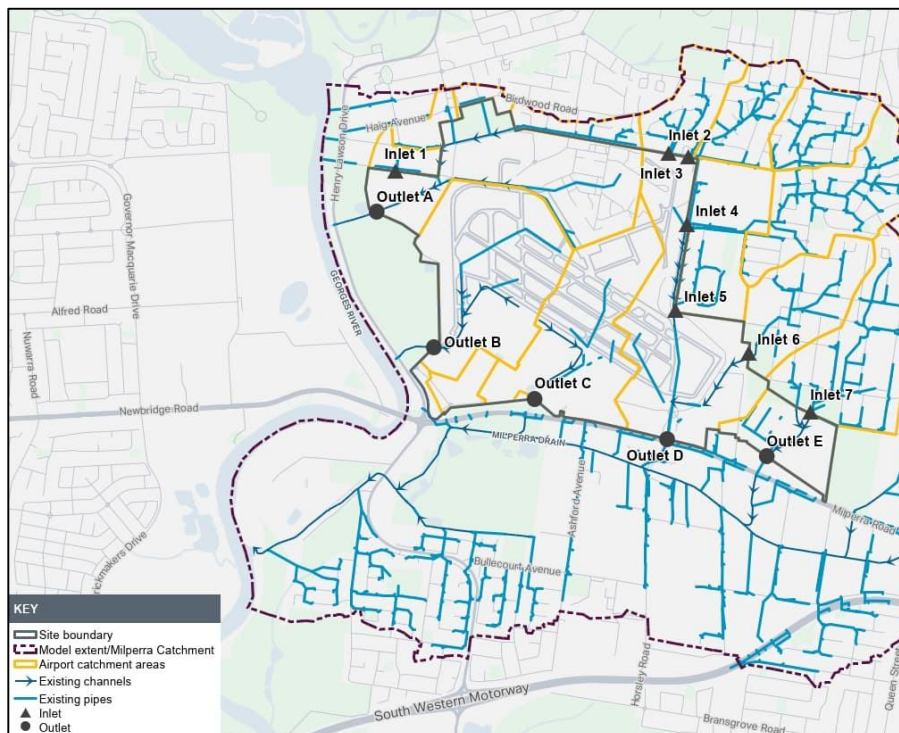


Figure 38 Bankstown Airport Catchment and Drainage Plan

Source: Bankstown Airport Master Plan 2019

9.3.1 Flooding

Due to the proximity of the Georges River, a large part of the southern and western areas of the Airport are susceptible to mainstream river flooding. This usually occurs over significant, prolonged rainfall with a duration of 24 to 48 hours.

However, this main river flooding does not generally extend beyond the runways and the main flooding mechanism at the Project site is from the local catchment extending to the northeast.

Under existing site conditions, flooding at the Project site is limited to the southwestern corner, where water enters the underground drainage network. When the capacity of the drainage network is exceeded, ponding occurs prior to the overtopping of the adjacent taxiway. The Project site is part of the catchment that drains to Outlet B (and discharges directly to Georges River, bypassing the Milperra Drain).

The pre-development 1% Annual Exceedance Probability (AEP) flooding depth in the area where the proposed hangars will be located ranges from 0mm-250mm, as seen in Figure 39. The deepest flood depth within the Project site is 750mm and is located within the southwest corner of the site, well away from the proposed hangars.

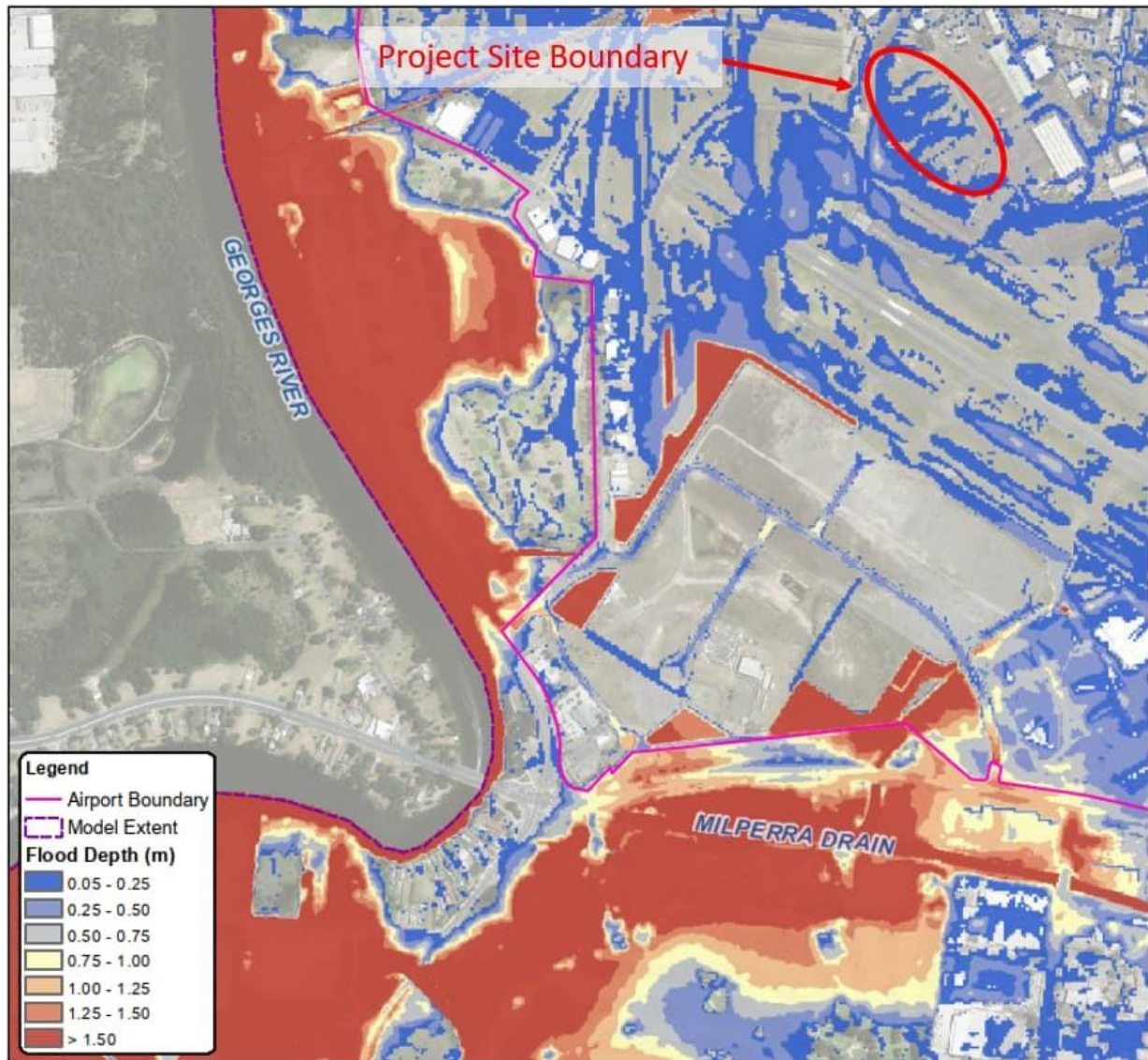


Figure 39 1% AEP with 5% AEP Tailwater Conditions

Source: Bankstown Airport Flood Assessment Model – Pre-development Flood Conditions

The location of the proposed hangars has an approximate natural ground level of 6.7m AHD and a peak flood depth of approximately 6.95m AHD.

As stated in Master Plan 2019, a 300mm freeboard is required for all new buildings and development. As such, the finished flood level of buildings within the Project will be at a minimum of 7.25m AHD.

The architectural drawings show the lowest building finished floor level as 7.9m AHD, therefore achieving sufficient freeboard.

9.3.2 Drainage

Existing drainage infrastructure at the Project site consists of three sag pits and respective stormwater pipes, which are situated at the southwest corner of the site, northeast of Taxiway A.

The existing grading conveys water flows from the Project site area to these sag pits, which are connected to the final outlet pit. The discharge outlet pipe from the Project site conveys the flows under Taxiway A in a southwest direction towards Altitude Precinct, before ultimately draining to Georges River at Outlet B.

Such site drainage is illustrated in Figure 40, which depicts the location of the pits within the Project site (circled in red) and the blue lines indicatively showing the existing drainage network.

These pits will provide a point of connection for discharge from the Project site. Figure 41 provides an indicative layout of pits and drainage pipes within the Project site. The design of the stormwater management system will continue to be developed through detailed design and subject to assessment and approval by the ABC.

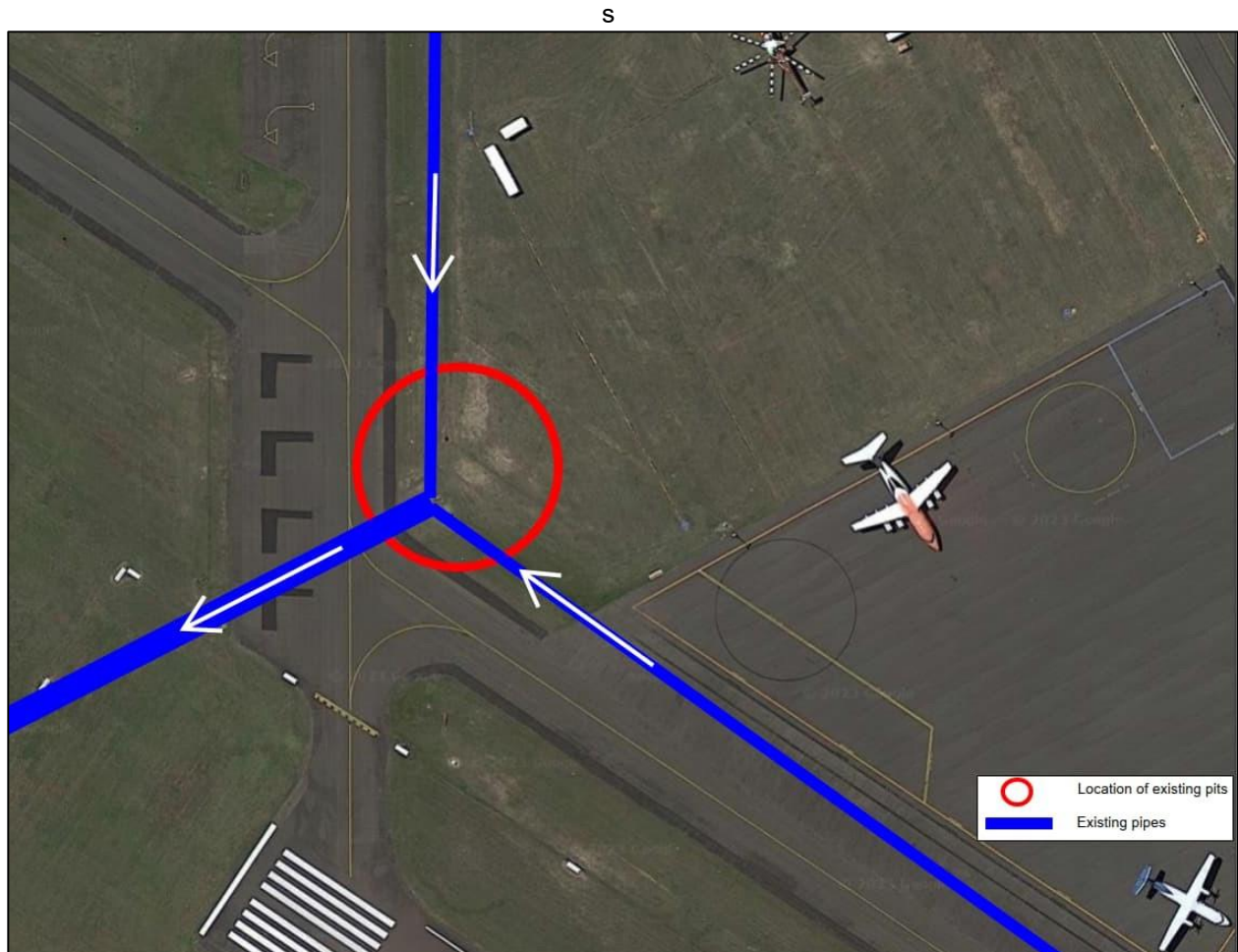


Figure 40 Aerial image of existing pits within the Project site and indicative drainage pipes

Source: AECOM

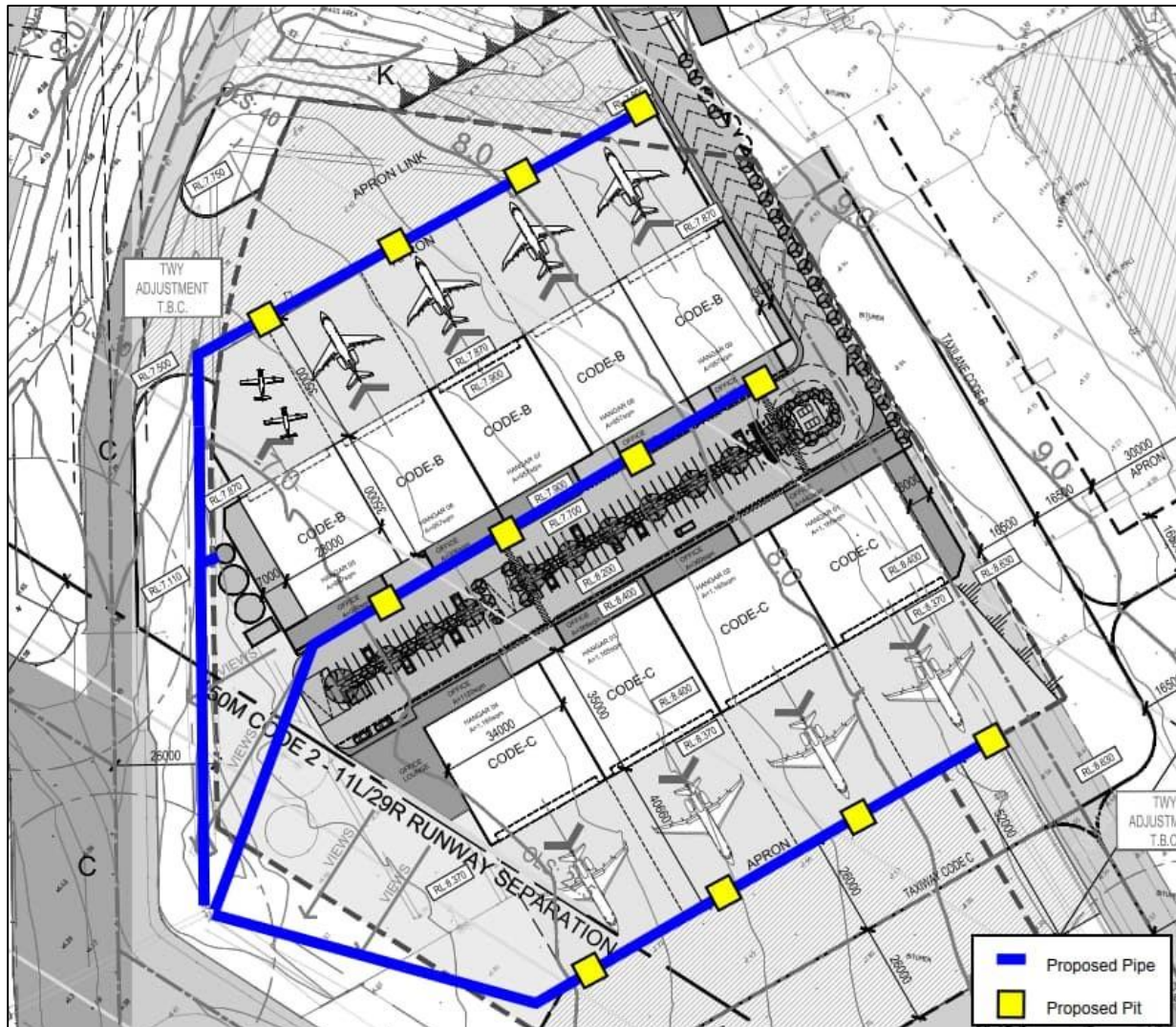


Figure 41 Indicative site layout of pits and drainage pipes within the site

Source: AECOM

9.3.3 Stormwater Quantity Management

The Bankstown Airport Site-Wide Flood and Stormwater Management Strategy 2018 stipulates several requirements for the management of stormwater and flooding for new development at the Airport. Key requirements relevant to the Project include:

- Maintaining or improving the existing peak flows discharging from the site in the design storm event (1% AEP).
- Demonstrating that no adverse flooding effects are created as a result of the Project, on the Project site or downstream from the site, in the 1% AEP storm event.

A catchment assessment has been undertaken for the local catchment for the Project site, using DRAINS (drainage design software) to determine the discharge from the site under pre- and post-development conditions.

The Project site has a total area of approximately 50,050 sqm, with a breakdown of this area into pervious and impervious areas for pre- and post-development conditions provided in Table 7. This differentiates between the proposed building footprint and proposed external areas to provide flexibility in the configuration of any required on-site detention storage.

Table 7 Pre- and Post-Development Conditions – Pervious Area

Pre-Development	Pervious (%)	Impervious (%)
Building	100%	0%
External Areas	51%	49%
Post Development	Pervious (%)	Impervious (%)
Building	0%	100%
External Areas	9%	91%

Source: AECOM

Assessing the pre- and post-development conditions in DRAINS, the increase in impervious area from the Project (increasing imperviousness by approximately 28,000 sqm) results in increased stormwater runoff. The estimated pre-development peak flow is 1.97 m³/s (for the critical 25-minute 1% AEP storm), which the model was configured to not exceed after development.

This increased runoff requires on-site detention storage to manage the post-development flow rates and ensure that they do not exceed the existing discharge flow rate.

To minimise the extent of below-ground excavation, thereby minimising the potential for encountering contamination, reducing spoil and limiting wildlife attraction, OSD storage tanks are proposed to be above ground and reduce the peak flows generated from the Project's building roofs, leaving the remainder of the site's catchment areas to flow without discharge rate control. This requires the roof catchment drainage discharge rate to be reduced sufficiently so that the existing overall site discharge is not exceeded.

To reduce the volume of required storage, a High Early Discharge pit arrangement will likely be incorporated to mitigate the volume of storage required.

Future flood modelling will determine if there are any adverse impacts on the on-site or downstream flooding, as a result of the Project.

A range of conceptual storage configurations have been assessed to ensure that post-development flows do not exceed existing flows, as summarised in Table 8. These configurations have been developed to allow optioneering within the architectural scheme and in the wind shear analysis.

This stormwater assessment is based on the concept plan presented in the Exposure Draft MDP. The concept plan has since evolved to include an expanded car park area. The stormwater management design will be further refined through the detailed design stages of the Project and will be subject to assessment and approval by the ABC.

Table 8 On-Site Detention Tank Options

Option No.	No. of Tanks	Tank Diameter (m)	Tank Height (m)
1	2	5	3
2	3	5	2.5
3	4	5	1.9
4	3	4	3
5	4	3.5	3

Source: AECOM

9.3.4 Flood Impact Assessment

Flood modelling has been undertaken to understand the flood implications arising from the development of the Project, within the Project site and downstream. The model-generated outputs include afflux (change in depth) and depth maps.

The modelling reveals that there are minimal differences between existing and proposed conditions and that no noteworthy adverse effects on both the on-site and downstream regions leading to the Georges River will occur as a result of the Project.

As shown in Figure 42, there is a minor increase in flood depth along to the south of the Project site, which may impact the functionality of the proposed taxiway link between Taxiway A and Taxiway K. However, this will be resolved through the detailed design stage and may require an increase in the number and size of stormwater pits and pipeline capacity.

This flood impacts assessment is based on the concept plan presented in the Exposure Draft MDP. The concept plan has since evolved to include an expanded car park area. The flood modelling and mitigation design will be refined through the detailed design stages of the Project. A Flood Impact Assessment Report that demonstrates there will be no offsite flood impacts as a result of the Project, will be subject to assessment and approval by the ABC.

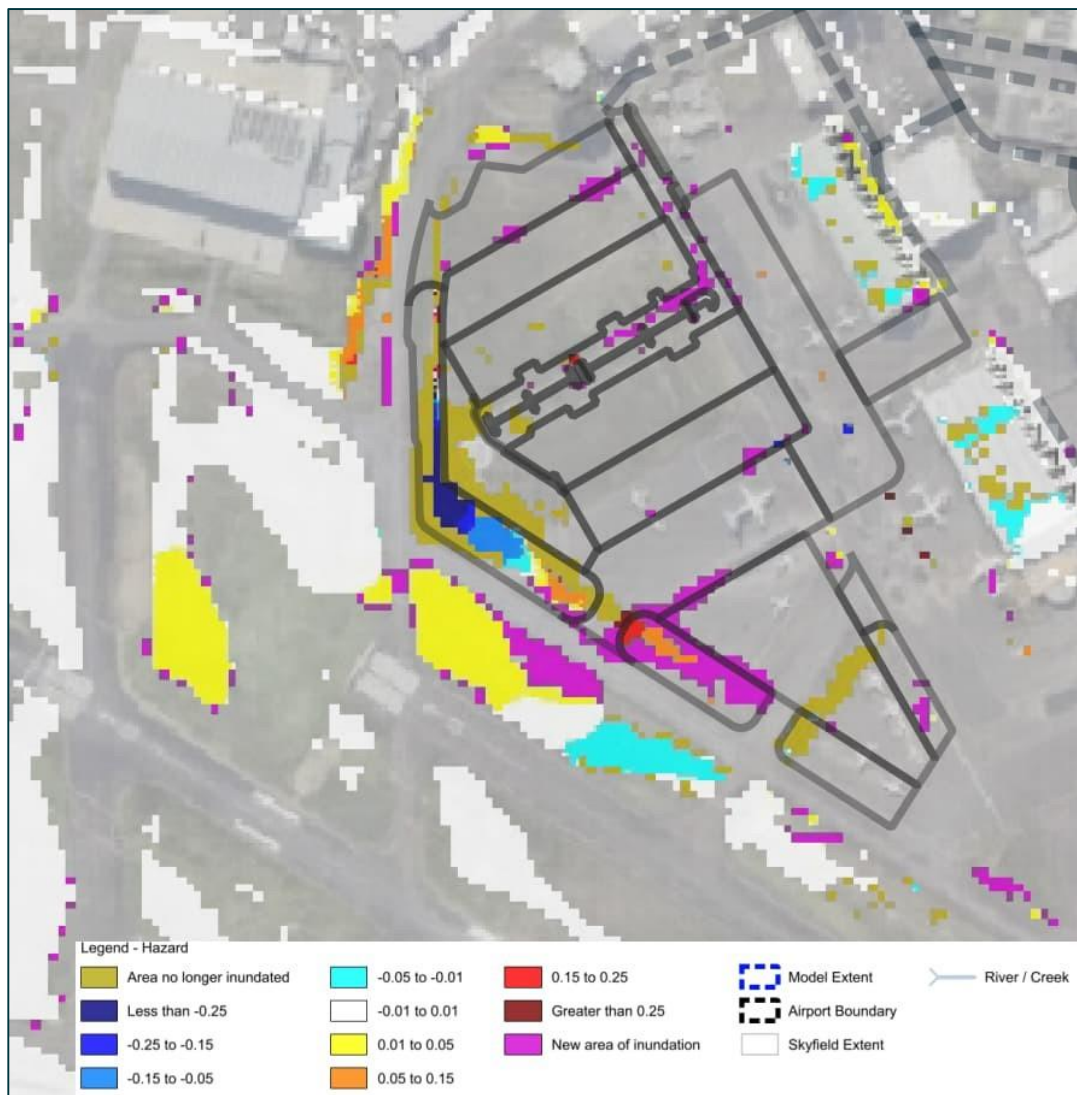


Figure 42 Flood Afflux (Proposed Vs Existing) for 1% AEP
Source: AECOM

9.3.5 Water Quality

The Bankstown Airport Site-Wide Flood and Stormwater Management Strategy was developed in consultation with the City of Canterbury Bankstown and includes meeting the following pollutant load reduction targets for new development:

- Gross pollutants 90%
- Total suspended solids 80%
- Total phosphorus 55%
- Total nitrogen 40%

Due to an increase in impervious areas and the use proposed by the Project, pollutant discharge will increase. The Project site currently discharges to the southwest into the same catchment as Altitude Precinct. Basins that were installed as part of that southwest sector development are substantial and result in additional water quality improvement beyond that required for the development itself.

Aside from Total Suspended Solids (TSS), all pollutant loads can achieve the target removal within the current design of the Project. Additional gross pollutant traps or other mechanisms will be required to achieve the target removal of TSS, which will be documented during the detailed design stage.

9.3.6 Stormwater and Flooding Summary

Stormwater and flooding assessments demonstrate that the Project will not result in any detrimental impacts on the wider environment in this regard. The assessments conclude that:

- The Project site is subject to limited flooding in the 1% AEP event, limited to an area in the southwest corner of the site where water stores prior to overtopping Taxiway A. Any impacts will be mitigated through the detailed drainage design stage
- The finished floor levels of the Project hangar buildings will have sufficient freeboard above the peak 1% AEP flood level to prevent inundation
- The Project will increase impervious areas, requiring above-ground on-site detention storage to be provided to mitigate impacts in peak flow discharge. The final OSD tank design will be determined during the detailed design stage and submitted to the ABC for consideration and approval.
- Project site stormwater drainage can connect to the existing downstream piped drainage network that currently passes under Taxiway A.
- Basins at the downstream end of the overall site catchment installed as part of the Altitude Precinct have the capacity to achieve the Gross Pollutant, Total Phosphorus and Total Nitrogen reduction requirements
- Gross Pollutant Trap(s) will be required to treat Total Suspended Solids from the Project.

9.4 Visual Impact/Building Massing

Existing Environment

The Project site is located in the Aviation Precinct at the heart of the Airport and is currently used as a hardstand, grassed aircraft parking and storage area with low utilisation levels and houses aviation infrastructure, including taxiways and an IWI.

The Project site is positioned to the west of Sites 521, 638 and 679 within the Airport Chevron and to the east of the PoIAir facility. Because of this, the Project site is not readily visible from landside areas within the Airport or land outside of the wider Airport site.

Building Scale and Form

The scale of the Project hangar buildings is consistent with existing hangars within the immediate surroundings, including Hangars 521, 638, and 679 and the PolAir facility. The Project site has also been purposely arranged so that the central car park provides separation between the buildings, breaking up the mass of the development and providing visual relief by allowing views through the site.



Figure 43 Illustrative view looking north of the Aviation Hangar Project.

The hangars will have a conventional form with functional facades facing the airfield and offices and accessways facing the landside access.



Figure 44 Indicative 3D image of the southern hangar.

The Project's office facades will provide a transition in scale and mass from the main hangar components, including a higher degree of articulation and a mix of materials that will create a visually appealing and welcoming environment, when viewed from the landside access road and car park.



Figure 45 Indicative 3D image of the offices of the northern building.



Figure 46 Indicative 3D image of the offices of the southern building.

Landscaping

An indicative landscaping concept has been developed that will maximise tree canopy cover, provide visual relief, soften the proposed built form and provide amenity spaces for users of the Project. These objectives are balanced with the requirement to reduce wildlife attraction and minimise wildlife hazard risk around the Airport.

9.5 Noise and Vibration Management

Construction Impacts

The nearest non-commercial sensitive receptors to the Project site include:

- Residential properties on Marion Road, located approximately 400 metres to the north of the Project site
- Georges River Grammar School, located approximately 475 metres to the north-west of the Project site
- Residential properties on Rabaul Road and Endeavour Road, located approximately 540 metres to the west of the Project site.

Due to the significant distances of these receptors from the Project site and the separation provided by existing commercial buildings, it is expected that any noise and vibration impacts during construction will be minimal and will be adequately managed by the Project CEMP.

All other receptors are located within the Airport and are primarily aviation-related uses. Impacts on these receptors during construction will be managed through the Project CEMP.

Operational Impacts

The Project's proposed hangars have been designed to accommodate a range of aircraft types, including vertical take-off and landing aircraft and piston and jet fixed-wing aircraft up to Code C. The expected range of aircraft to be accommodated within the Project hangars is aligned with the aircraft mix used to prepare the Airport's endorsed ANEF 2039, which is further detailed in Section 7.1 of the MDP.

Aircraft noise

Aircraft noise exposure and impacts are detailed in Section 7.1 of the MDP.

9.6 Heritage

Heritage is generally regulated through State legislation and planning instruments at a Local Government level. However, the Airport is located on Commonwealth Government land and therefore subject to Commonwealth legislation.

The Airports Act requires AMG to take all reasonable measures to ensure that there are no adverse consequences for existing heritage items and to consult with a suitably qualified person regarding these items, particularly in relation to significance and conservation.

Natural, Aboriginal and non-Aboriginal and Torres Strait Islander heritage values at the Airport are protected under the EPBC Act. Further, the *Commonwealth Australian Heritage Council Act 2003* requires airports to conserve structures listed on the National and Commonwealth Heritage Lists.

The Bankstown Heritage Management Plan 2018 (HMP 2018) provides the basis for decision-making in relation to non-Aboriginal and Torres Strait Islander heritage values of the Airport. Policies for appropriate development of the Airport are outlined in the HMP 2018, along with conservation measures for individual items.

Potential impacts to Aboriginal and non-Aboriginal and Torres Strait Islander heritage values as a result of the Project have been assessed. The following section provides a summary of the findings of that assessment.

A photographic archival recording of the Project site will be undertaken prior to commencement of construction.

Aboriginal Heritage

As stated in Master Plan 2019, the “*Airport has been extensively modified since initial preparations in 1940 and the potential for Aboriginal sites and artefacts to be located on the site is considered low*”.

The Project site is located at the heart of the Airport’s aviation precinct and has been extensively modified since 1940. A search of the Aboriginal Heritage Management System database has shown that no sites of Aboriginal significance have been recorded in or near the Project site. The potential for Aboriginal and Torres Strait Islander heritage items in or near the Project site is considered low.

Notwithstanding the above, AMG has implemented an “Unexpected Finds Protocol” for all developments at the Airport.

Non-Aboriginal Heritage

The Airport has historical significance as the location of a RAAF Base from the 1940s to the 1960s. The Airport has transitioned through several significant phases of usage and management, including:

- Military period (1940-1948)
- Department of Civil Aviation (1948-1988)
- Federal Airports Corporation (1988-1998)
- Sydney Airports Corporation Limited (1998-2001)
- Privatisation from 2003 to the present day.

A Statement of Heritage Impact (SOHI) has been prepared for the Project and has determined that the site is within the vicinity of two statutorily listed heritage items. The impacts of the Project on these items are summarised in Table 9.

Table 9 Statutory Listed Items of Heritage Significance

Item	Location	Significance	Impact
Airport Control Tower	Approximately 650 metres to the south-west of the Project site	Commonwealth Heritage Place (Place ID: #106118). Consisting of an operating control tower dating from the first phase of World War II, managed by Airservices Australia.	Project will have a neutral direct (physical) impact on the Airport Control Tower, as the structure will not be physically altered. Project will have a negligible direct (visual) impact, as the wider setting and visual catchment of the item would be altered.
Bankstown Aerodrome	Entire airport site.	Under Bankstown Local Environment Plan (Item No. 118), Bankstown Airport is listed as a locally significant item.	Project will have a negligible direct (physical) impact on the Bankstown Aerodrome heritage item. Project would affect only a small area of the heritage item, resulting in a minor adverse indirect (visual) impact on the Bankstown Aerodrome heritage item.

The HMP 2018 for the Airport was prepared in accordance with the Commonwealth heritage management principles of the EPBC Act and Regulations. HMP 2018 complements and updates the Airport's Heritage Management Strategy prepared by Godden Mackay Logan in 2005 and an HMP completed by Dawbin Architects in 2016.

The HMP 2018 divides the Airport into three operational areas. The Project site is within Area 2, which encompasses the three parallel runways, associated taxiways and hangars on the southern boundary of the Airport, which have been assessed as not being of heritage significance. While Area 2 includes the Commonwealth Heritage Listed Air Traffic Control Tower (Place ID. 106118), a separate HMP was prepared for that site by Lovell Chen in 2017 and it is approximately 650 metres to the southwest of the study area.

The only feature within the study area that HMP 2018 identified was: "Views Corridors across the site: open space of Area 2 (runways) and views and vistas across Areas 1, 2 and 3." However, this feature was assessed as being of little heritage significance and does not contribute to a historical understanding of the site.

The HMP 2018 defines the built, landscape and archaeological elements at the Airport that are considered to contribute to its overall heritage value.

None of these elements are located within the Project site, however, there are several individual heritage elements that are within the wider vicinity of the Project site, as shown in Figure 47. The impact of the Project on these individual heritage elements is discussed in Table 10 and is a summary of the finding from the SOHI.

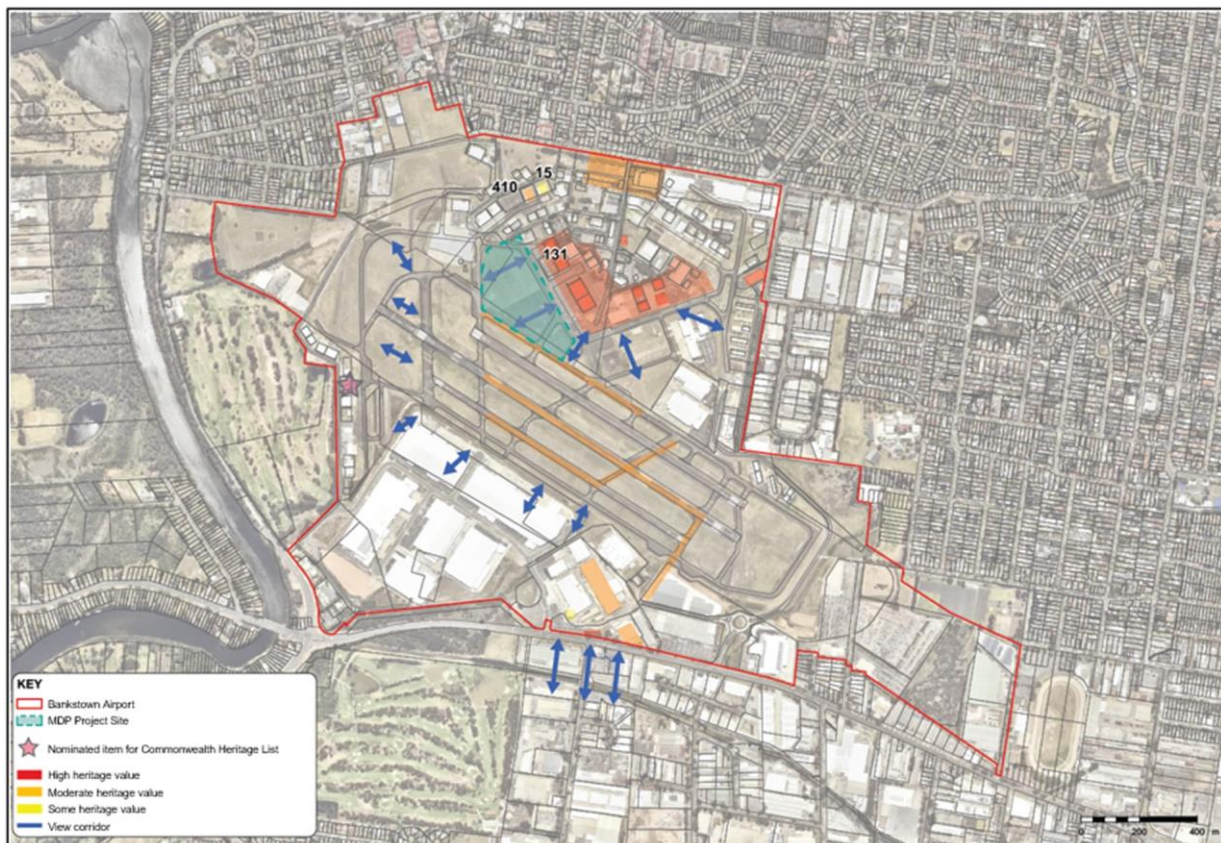


Figure 47 Bankstown Airport Heritage Values

Source: AECOM

Table 10 Impact on HMP items

Element	Significance	Impact
Chevron Pattern	High heritage value The distinctive Airport Chevron form of the Airport was established in 1941. The formation marks the location of the wartime barracks and demonstrates the wartime form and function of the Airport.	The Project is located approximately 70 metres from the southern edge of the Airport Chevron and will be separated by a new taxilane (formerly Taxiway K) and the existing Building 131 apron. The Project will have a minor impact on views of the Airport Chevron from the southwest; however, these views are generally only achievable from airside land. No significant impact on heritage views and vistas.
Building 131	High heritage value Building 131 is located on the western side of the Airport Chevron created by the intersection of Airport Avenue with the airside buildings. The building is approximately 110 metres long and 37 metres wide. The axis of the building is oriented northwest to southeast. Historic significance is associated with its use for the erection, repair and service of aircraft during WWII.	The Project will be located approximately 70 metres from Building 131 and separated by a taxilane and existing apron. The Project will change the setting of Building 131. However, sufficient separation will remain such that views of the building will be maintained and the building form and function will remain appreciable from surrounding land. No significant impact on the setting of the building.
Building 410	Moderate heritage value Loose associations with Sir Charles Kingsford Smith and Charles Ulm's Australian National Airways. Relocated from Mascot Airport after WWII for the Royal Aero Club. Historic and associative significance.	The Project site is approximately 150 metres from Building 410 and separated by existing hangars along the northern side of Avro Street. No impact on the heritage value of the building.
Building 15	Little heritage value The first building was erected on site but has been relocated subsequently. Holds historical significance associated with its use for the erection, repair and service of aircraft during WWII.	The Project site is approximately 180 metres from Building 15 and separated by existing hangars along the northern side of Avro Street. No impact on the heritage value of the building.

9.7 Site Contamination

A Preliminary Site Investigation (PSI) was undertaken by JK Environments, which included a review of historical information, soil sampling from 26 boreholes and groundwater sampling from 5 groundwater monitoring wells.

A review of historical information indicated the following:

- The Project site was vacant bushland and potentially used for agricultural (grazing purposes) until sometime between 1930 and 1943. Redevelopment of the site for use as part of an airport occurred prior to 1943 and it is understood that the Airport was used as an airfield during World War II. The Project site appeared primarily to be an undeveloped area of the Airport that did not include any buildings and was used to park planes and as a taxiway.
- Previous investigations identified historically imported fill, which was found to depths of approximately 1.0 metres below ground level or less. Limited soil investigation undertaken previously did not identify contamination that was considered to pose a risk in the Airport land use setting.
- Per- and Polyfluoroalkyl Substances (PFAS) source zones associated with fire incidents and the use/storage of Aqueous Film Forming Foam (AFFF) were identified by others in the Project's surrounding area. Elevated PFAS concentrations have historically been reported in groundwater at the site and in the wider Airport surrounds.
- A fuel storage/refuelling facility is in relative proximity to the north of the Project site.

The PSI identified the following potential contamination sources:

- Fill
- Aviation/airport use
- Historical agricultural use
- Hazardous building materials
- Off-site areas within the wider Airport

The boreholes encountered fill generally to depths ranging from 0.5 to 1.0 metres. The fill contained little to no building/demolition rubble inclusions and no odours or staining were observed. The fill was underlain by natural silty clay soil. Groundwater was identified at depths ranging from approximately 2.0 metres to 5.5 metres below ground level and was inferred to be flowing towards the west and southwest.

All soil contaminant concentrations were below human health and ecological-based Site Assessment Criteria (SAC). The pH was outside the acceptable range in groundwater and heavy metals were also detected in groundwater at concentrations that exceeded the ecological SAC. The nickel concentration in one groundwater sample exceeded the human health (recreational) SAC.

The PSI did not identify any unacceptable contamination risks associated with complete Source, Pathway, Receptor linkages. The soil contamination and subsurface conditions were consistent across the Project site. However, as the soil sampling density was relatively low based on the Project site area and that sampling occurred from boreholes, which limits field observations of the occurrence of asbestos materials (i.e. fibre cement fragments) in soil, there is a potential risk from contamination that could be discovered as an unexpected find. As such, higher density soil sampling will be undertaken prior to tendering the Project construction contract and a robust unexpected finds process will be developed and implemented, which will form part of the documentation submitted for approval by the ABC.

9.8 Air Quality

Construction Impacts

A Project CEMP will be developed prior to construction that will provide the management approach and requirements (including environmental mitigation measures, controls, monitoring and reporting) for managing air quality during the construction of the Project. The Project CEMP will be developed in line with the Bankstown Airport Air Quality Management Plan 2023.

Given the significant separation of the Project site from sensitive receptors, any impacts are expected to be negligible and will be effectively mitigated.

Operational Impacts

The following legislative framework relates to potential air quality impacts:

Air quality impacts associated with ground-based operations – on Airport	<i>Airports (Environment Protection) Regulations 1997 (AEPR)</i>
Air quality impacts on land outside the Airport site	NSW Environment Protection Authority Air Quality Framework
Air quality impacts associated with emissions from aircraft (excluding aircraft ground-running and idling on aprons)	<i>Air Navigation (Aircraft Engine Emissions) Regulations 1995 (ANAEER)</i>

Due to the scale and proposed location of the Project hangar facilities, being centrally located within the Airport and well separated from any sensitive receptors, air quality impacts associated with ground-based operations are likely to be minimal. Future tenant fit-outs and any associated air quality and odour impacts will be managed through the ABC building permit assessment process.

In relation to air quality impacts associated with emissions from aircraft (excluding aircraft ground-running and idling on aprons), the Project has been designed to accommodate aircraft types that are consistent with the aircraft fleet mix and movements used to inform Master Plan 2019 and ANEF 2039. As such, the Project is not expected to cause any material change in air quality associated with aircraft movements at the Airport.

9.9 Ecology

An Ecological Constraints Assessment has been undertaken to identify and quantify the ecological values that are present within the Project site and to identify the ecological constraints and opportunities for future development, including the presence of threatened species, populations and threatened ecological communities (TECs) listed under the NSW *Biodiversity Conservation Act 2016* (BC Act) and/or the Commonwealth EPBC Act.

The assessment is based on a desktop assessment and field surveys conducted in November 2023.

The field survey determined that the Project site is predominantly comprised of exotic grassland, tarmac and a small area of planted native trees, that there is minimal habitat for native species and that these occur only within the small stand of planted native trees in the north of the site.

The assessment concluded that there are no threatened ecological communities or threatened species recorded from the Project site and, due to its high level of degradation, none are expected to occur.

9.10 Waste Management

Construction Impacts

Waste generated during the Project construction process will be managed by the Project CEMP and include the following key objectives:

- Minimise waste generation on-site
- Segregate waste on-site to maximise recycling
- Store waste on-site appropriately to prevent cross-contamination and/or mixing of different waste
- Segregate hazardous waste for appropriate treatment and disposal, where applicable
- Where appropriate, set targets for demolition and construction waste diversion from landfill
- Where appropriate, analyse potential operational waste generation profile from the Project and propose best practice Waste Management Strategies

Operational Impacts

AMG prioritises waste management in accordance with the resource management hierarchy embodied in the *Waste Avoidance and Resource Recovery Act 2001*. AMG has confirmed, through existing tenancy audits, that recycling is generally being implemented and is working with Airport tenants to identify new ways to reduce waste and increase recycling.

An Operational Management Plan (OMP) will be developed for the Project that will include procedures to manage waste generated by tenant operations. The OMP will aim to:

- Minimise waste generation
- Require the segregation of waste to maximise recycling
- Require the segregation of hazardous waste for appropriate treatment and disposal

It is expected that waste will be stored within individual tenancies and specific requirements incorporated into the internal fit-out design and will be subject to further assessment and approval by the ABC. Waste collection will be undertaken by a private EPA-licensed waste contractor that will service all tenancies.

Wastewater from the Project will be discharged to the Airport sewerage system and subject to assessment and approval by Sydney Water.

Consistent with AMG's Sustainability Framework/Strategy, documented in the AMG 2023 Annual Sustainability Report, a waste generation, recovery and diversion monitoring process will be established for the Project.

10.0

Consistency with the Bankstown Airport Master Plan 2019



10.0 Consistency with the Bankstown Airport Master Plan 2019

Part 4 Section 91 of the Airports Act prescribes the contents of an MDP, with subsection (1)(d) requiring an assessment that considers whether the proposed development is consistent with the Master Plan for the airport.

This section of the MDP provides an assessment of the Project against Master Plan 2019, the current Master Plan for the Airport, which was approved by the Minister on 7 November 2019. The Airports Act requires AMG to prepare a Master Plan every eight years and the next Master Plan for the Airport must be submitted to the Minister for approval by no later than 7 November 2027.

Master Plan 2019 divides the Airport into a number of Land Use Zones, with the Project site being located within the Aviation Zone (see Figure 48).

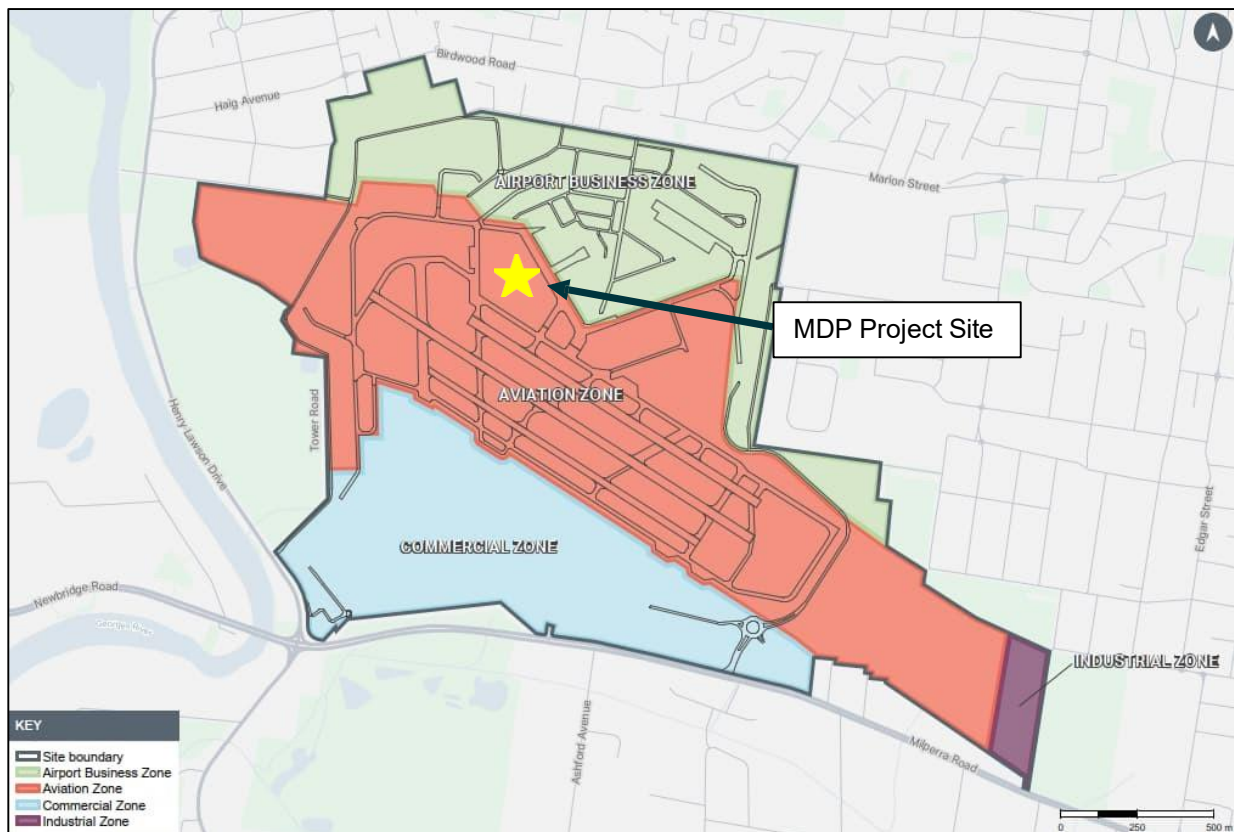


Figure 48 Bankstown Airport Zone Plan

Source: Bankstown Airport Master Plan 2019

10.1 Airport Master Plan Objectives

Master Plan 2019 provides objectives relating to aviation operations, infrastructure, land use planning, development, ground transport and the environment.

Table 11 details the key objectives of Master Plan 2019 and describes how the Project responds to these objectives.

Table 11 Key Master Plan 2019 Objectives

Objective	How the project relates
Airport Forecasts Maintain the Airport's standing as the State's pre-eminent GA airport.	The Project represents a significant investment in GA operations at the Airport, providing opportunities for new and existing aviation users. The Project has been designed to meet the current needs of the GA sector and provide flexibility and adaptability to respond to emerging aviation technologies.
Aircraft Noise Actively work with airport users, government agencies and community representatives to manage noise impacts from aircraft operations.	The Project has been designed to accommodate up to Code C aircraft (jet and piston engines) and helicopters. The expected range of aircraft to be accommodated within the Project hangars is aligned with the aircraft mix used to prepare the endorsed ANEF 2039. The endorsed ANEF 2039 has a 20-year planning horizon and factors in an increase in aircraft movements at the Airport over this time. The noise impacts of additional movements associated with the Project are expected to be within the capacity of the endorsed ANEF 2039.
Airport Safeguarding Long-term and effective protection and safeguarding of the Airport to ensure its ongoing operation, potential to grow for changing aviation needs and to deliver social and economic benefits to the wider community.	The Project supports the growth of GA at the Airport, supports the changing needs of the sector and provides social and economic benefits to the local and regional community during construction and operation. The Project will align with the NASF Guidelines.
Aviation Infrastructure Investment in aviation facilities to support continued growth in air traffic.	The Project supports the growth of GA at the Airport and will support the changing needs of the sector.
Land Use Planning Provide the overall planning intent for the Airport and provide consistency with the NSW state planning system.	The Project will be located within the Airport's Aviation Zone specified under Master Plan 2019 and will be consistent with the desired character, objective and envisaged land uses for that zone. The Project also aligns with the NSW planning system (see Section 11.0).
Development Program Consider a development program that will increase the level of economic activity and employment generated by the Airport and	While the Project is not expressly identified in the Master Plan Development Program (Chapter 9.0 of Master Plan 2019), the proposed development is consistent with expected land uses and the scale of

Objective	How the project relates
meet the forecast aviation and non-aviation demand.	development within the Airport's Aviation Zone (see Section 10.3) and is expected to generate additional economic and employment activity.
Ground Transport Optimise existing transport infrastructure and services and consider the impacts on traffic on roads surrounding the Airport.	The Project will utilise the existing internal road network and create a new landside access road. The expected type and frequency of vehicles utilising the Project will not detrimentally impact the Airport or surrounding road network.
Services and Infrastructure Invest in services infrastructure that improves reliability and redundancy in utility networks, improves sustainability and supports growth at the Airport.	A utility supply study has been undertaken and the Project will be accommodated within existing services networks without compromising the future growth of the Airport. Electrical supply upgrades will be required to support the Project, as detailed in Section 5.0. The Airport has established an embedded electrical network and significant investment has been made in solar power generation to support Airport users.
Environment Continually improve environmental management in all areas of Airport operations.	Section 9.0 considers relevant environmental matters and demonstrates that the Project will not cause any detrimental environmental impacts and that the construction and operation of the proposed development will be appropriately managed. Section 9.0 also sets out Environmentally Sustainable Design initiatives that will be incorporated as part of the Project

10.2 Land Use Planning

Master Plan 2019 divides the Airport into four land use zones, namely the Airport Business, Aviation, Commercial and Industrial Zones. Within these zones, there are specific precincts that provide further detailed guidance on development.

The Land Use Plan for the Airport encourages aviation-related operations. Each zone in Master Plan 2019 provides relevant objectives and a desired character statement to reflect land use differences across the Airport. The spatial locations of the different Airport zones influence the types of land uses that are suitable based on characteristics, such as established airport infrastructure and proximity to surrounding uses.

10.2.1 Aviation Zone

The Project is located within the Aviation Zone at the Airport, as shown in Figure 49.

The Aviation Zone has an area of approximately 155 hectares and is situated in the central spine of the Airport. It is the location of runways, taxiways, aircraft movements and aircraft parking areas, along with significant airside tenancy buildings.

The Aviation Zone encourages development that maintains and enhances aviation activities, while maintaining safe operation. Relevant to the Project, the Aviation Zone classifies the following land uses as permissible with consent:

- Airport-related support industries
- Aviation educational facilities
- Fixed base operations
- Business premises
- Research and development facilities
- Emergency services facilities

The Project aligns with and will facilitate the establishment of the above permissible land uses.

Aviation Zone Desired Future Character

Master Plan 2019 states the desired future character of the Airport's Aviation Zone:

The Aviation Zone is an area of the Airport that will continue to develop for the operation and movement of aircraft and associated activities.

Development within the zone will continue to focus on the aviation needs of the Airport, with ancillary and related support facilities developed to enhance Airport operation. This will involve continued maintenance and improvement of aviation infrastructure.

The Project aligns with the desired future character of the Aviation Zone, as it will create new aviation facilities at the heart of the Airport that will accommodate new and existing aviation users, providing modern and adaptable facilities capable of responding to future aviation industry trends.

The Project will minimise disruption to existing aviation operations at the Airport and will not limit future development within the Aviation Zone.

Aviation Zone Objectives

Table 12 sets out the objectives of the Aviation Zone and how the Project meets each of these objectives.

Table 12 Aviation Zone Objectives

Objective	Assessment
Provide an area accommodating: – Safe aircraft landing, take-off and taxiing operations for fixed-wing and rotary aircraft – Aircraft navigation aids, radar and communications equipment, including air traffic control – Aviation rescue, emergency services, firefighting and meteorological services – Aviation-related support industry – Airport terminals	The Project will provide modern and adaptable facilities to support a range of GA activities, including fixed-wing and rotary aircraft. The hangar buildings have been designed to accommodate emergency services facilities, should the demand arise.
Provide safe and efficient access and operation of all aircraft movements, areas recognising aircraft types, numbers of aircraft movements and surrounding development infrastructure.	The Project hangars, aprons and taxiways have been designed to allow aircraft to operate safely while minimising the impact on existing aviation tenants. The impact on Airport operations is discussed in detail in Section 7.0 of this MDP.

Objective	Assessment
Provide a safe and enhanced environment, through: - Protection of aircraft operations - Controlled access and secure operational areas and movement - Management of environmentally significant areas to the north-west and south-east of the Airport runways, including minimising bird attraction.	The proposed taxiway alterations to facilitate the Project will integrate the development into the airfield network and will protect existing aircraft operations. Airside access will be controlled by the fencing along the new landside access road and the hangar buildings within the central car park. The Project site is not located within an environmentally significant area, as identified in Master Plan 2019. Bird attraction within the Project site will be managed through the use of non-bird-attracting plants and detaining on-site stormwater within enclosed tanks.

Source: Bankstown Airport Master Plan 2019

10.3 Development Program

Chapter 9.0 of Master Plan 2019 provides a development program to guide the growth of aviation operations and deliver property development opportunities at the Airport. Section 9.2 of Chapter 9.0 identifies several possible projects to be undertaken within the five-year planning horizon. This includes aviation infrastructure development, non-aviation development and infrastructure improvements (road transport, flooding and stormwater management).

The Project is consistent with the level of development expected by the Airport Development Program and Master Plan 2019. Additionally, and as discussed in Section 3.0 of the MDP, existing hangar facilities at the Airport are fully tenanted and there is demand for new, modern aviation hangar facilities at the Airport.

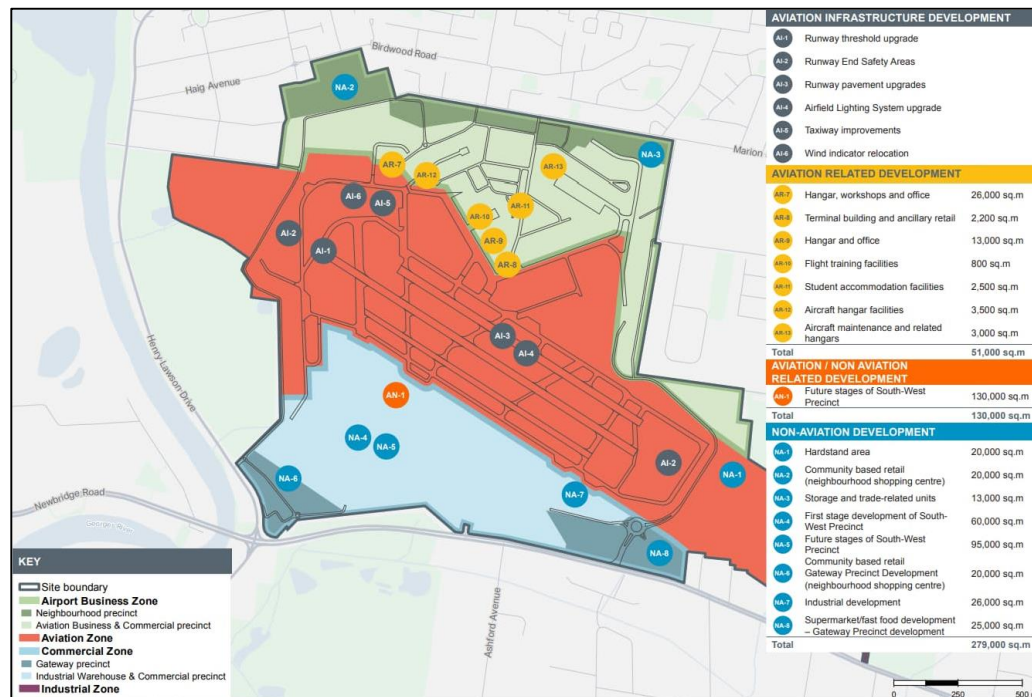


Figure 49 Bankstown Airport five-year development program

Source: Bankstown Airport Master Plan 2019

10.4 Conclusion

The Project is consistent with the objectives of Master Plan 2019 and aligns with the objectives and desired future character of the Airport Aviation Zone.

The Project is key to supporting and growing GA activities and affirming the Airport as a centre of excellence for aviation.

11.0

Consistency with State and Local Planning Instruments



11.0 Consistency with State and Local Planning Instruments

The Airport is located on Commonwealth land and subject to the planning and approvals framework set by the Airports Act and associated regulations. State and local government planning policy and approval systems do not apply. Despite this, Section 91(1) of the Airports Act requires an MDP to be generally consistent with State and local planning systems.

The following section describes how the Project aligns with relevant NSW State and local government strategic planning policies.

11.1 NSW State Government Strategic Planning Instruments

In undertaking strategic planning processes and/or preparing and considering planning proposals to amend Local Environment Plans (LEP), planning authorities must give effect to the Greater Sydney Region Plan and South District Plan.

Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan “A Metropolis of Three Cities” (the Region Plan) is the overarching strategic plan for growth and change in Sydney. The Region Plan sets out a 40-year vision (to 2056) for Greater Sydney and creates a metropolis of three cities – the Western Parkland City, Central River City and Eastern Harbour City. The Airport is located within the Central River City (see Figure 50).



Figure 50 Vision of a Metropolis of Three Cities

Source: Greater Sydney Commission: Greater Sydney Region Plan

The Greater Sydney Region Plan includes objectives relating to infrastructure and collaboration, liveability, productivity and sustainability.

The Project is consistent with the following relevant objectives of the Greater Sydney Region Plan.

Table 13 Greater Sydney Regional Plan Objectives

Objective	Assessment
Objective 3 Designing infrastructure to be adaptable – future-proofing assets.	The Project has been designed to support the current and future needs of the GA sector. The buildings have been designed to be adaptable and respond to future aviation needs. The internal arrangements of the buildings are flexible and will support a range of large and small tenancies. The Project will be appropriately serviced to support current aviation user requirements and, if necessary, support upgrades to services to facilitate emerging aviation technologies, such as AAM and vertical take-off and landing aircraft.
Objective 4 Asset management of infrastructure – getting more out of existing assets.	The Project will make efficient use of existing airside land and will integrate with airfield activities, without compromising existing Airport users. The Project will also support the upgrading of existing hangars at the Airport, by providing permanent and temporary tenancy opportunities for tenants of those hangars.
Objective 16 Freight and logistics network is competitive and efficient. <i>“Bankstown Airport currently caters to fixed-wing and helicopter flight training, charter flights, air freight, and emergency services. The airport is also the location of significant aviation and non-aviation-related businesses within its 313 hectares. Up to 130 hectares of the site are occupied by a mix of industrial, commercial and retail tenancies, vacant sites, or have been identified as suitable for release for development. Protecting the site’s operational activities is important.”</i> <i>Source: Objective 16 Greater Sydney Region Plan 2018</i>	The Project is not designed for high-volume freight and logistics movements. However, the Project will provide opportunities for specialist air freight should the demand arise. Any such land use would be considered against the endorsed ANEF 2039 to ensure consistency. More broadly, as the Project site is located within existing airside land, it will not compromise the non-aviation-related freight and logistics opportunities on the wider Airport site.
Objective 22 Investment and business activity in centres	The Project will provide significant construction and operational employment opportunities and long-term economic benefits that will support the Central River City and Greater Paramatta metropolitan centre.

Our Greater Sydney 2056: South District Plan

The South District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters. The South District Plan includes objectives relating to infrastructure and collaboration, liveability, productivity and sustainability and is a guide to implementing the Greater Sydney Region Plan at a district level.

The South District Plan identifies the Airport as a trade gateway that fulfils a significant State-wide role. It also identifies that the Airport has great potential to further benefit the economies of the District and State. It notes that the Airport's future must be strategically planned in the context of the Western Sydney Airport and Badgerys Creek Aerotropolis, the need to manage airspace and the future distribution of regional and freight aviation services.

To achieve these aims, the South District Plan sets out 20 strategic Planning Priorities. The table below considers the Project against the relevant strategic Planning Priorities.

Table 14 Greater Sydney South District Plan – Planning Priorities

Planning Priorities	Assessment
Planning Priority S1 Planning for a city supported by infrastructure.	The Project will make efficient use of existing infrastructure and will be a significant investment in the long-term viability of the Airport, which will continue to contribute to the economic prosperity of the South District.
Planning Priority S8 Growing and investing in health and education Hangar Projects and the Bankstown Airport trade gateway are economic catalysts for the District.	While the Project does not specifically include health and education facilities, it has been designed to accommodate these uses, such as emergency services and flight schools, if demand arises. This outcome will reinforce the role of the Airport as an economic hub and catalyst for growth in the South District.
Planning Priority S9 Growing investment, business opportunities and jobs in strategic centres.	The Project has an estimated cost of approximately \$70 million and is a significant and beneficial investment in aviation infrastructure and the South District economy. The Project will support a range of new aviation-related business opportunities that will provide employment to the local and regional communities.

11.2 Local Government Strategic Planning Instruments

The Airport is located within the City of Canterbury Bankstown. The following section provides an assessment of the Project against the Strategic Planning Statement and Local Environmental Plan for the City of Canterbury Bankstown.

11.2.1 Canterbury Bankstown Local Strategic Planning Statement

Connective City 2036: Canterbury Bankstown Local Strategic Planning Statement (CB LSPS) is a 20-year vision and framework to guide land use planning and decision-making for the future of the City of Canterbury Bankstown LGA.

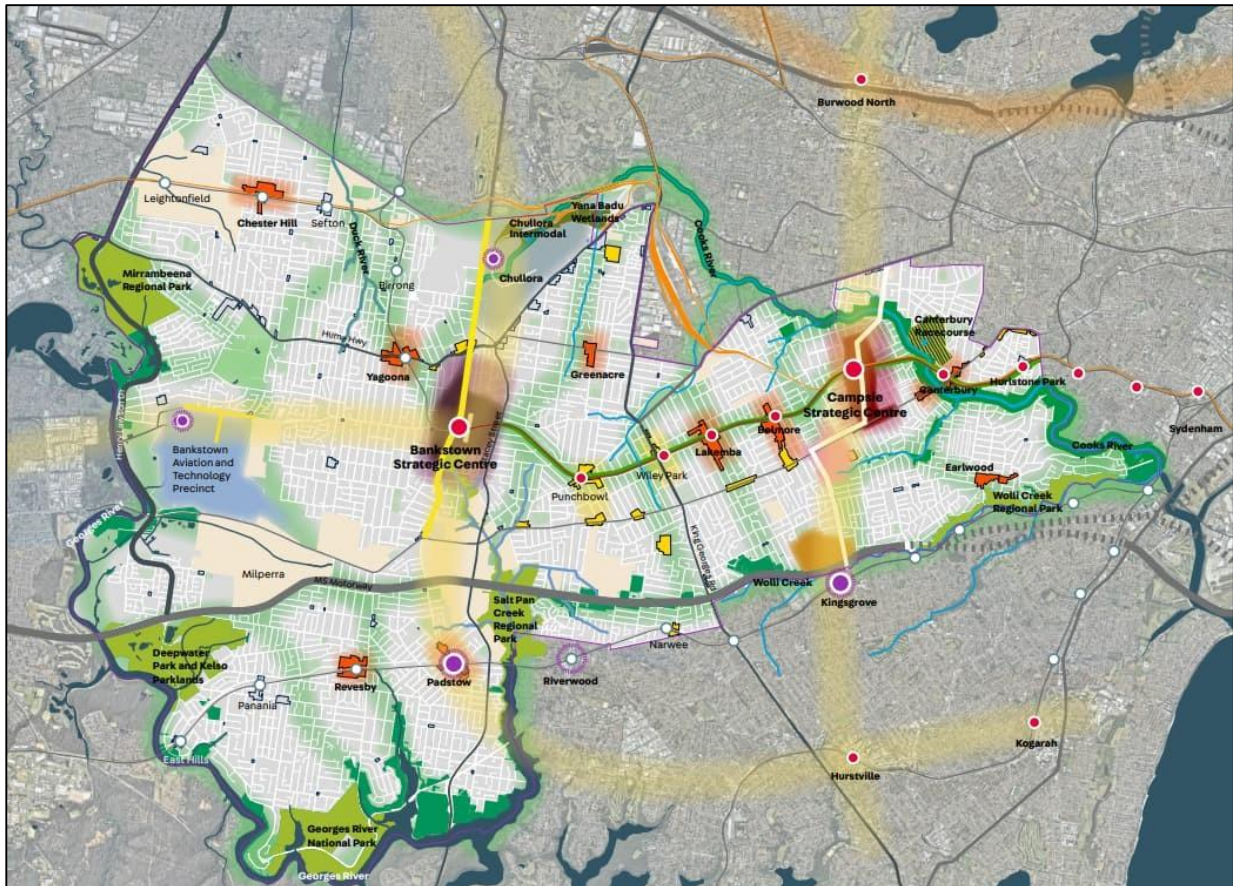


Figure 51 Strategically important sites identified by Connective City 3036

Source: *Connective City 2036: Canterbury Bankstown Local Strategic Planning Statement*

As illustrated in Figure 51, the Airport is identified as the Bankstown Aviation and Technology Precinct, which seeks to:

- Retain, manage and optimise assets and industrial land around the Airport
- Build on the Airport's specialised aviation, advanced manufacturing and emergency services role

The Project represents a significant investment in GA infrastructure at the Airport and will provide new, flexible and adaptive facilities that will meet the current and future needs of the GA sector. The Project has the capacity to meet the needs of specialist aviation users and expand the existing emergency services operating at the Airport.

11.2.2 Canterbury-Bankstown Local Environmental Plan 2023

The Canterbury-Bankstown Local Environmental Plan (LEP) 2023 sets out planning zones that guide the expected form of development within the zone and identifies specific designations and matters that must be considered when proposing development on land within the Council area.

Under the Canterbury-Bankstown LEP, the Airport site is located within the SP2 Infrastructure (Air Transport Facility) zone. The Airport is also listed as a local heritage item (I18 Bankstown Aerodrome) for its regional strategic importance during WWII.



Figure 52 LEP Zone map

Source: NSW Planning Portal Spatial Viewer

The objectives of the SP2 Infrastructure (Air Transport Facility) zone are to:

- Provide for infrastructure and related uses
- Prevent development that is not compatible with, or that may detract from the provision of infrastructure zone

The Project closely aligns with the objectives of this zone.

While the Airport adjoins land in other zones, it is not considered necessary to assess consistency with these zones given that: the Project closely aligns with the strategic objectives of the SP2 Infrastructure Zone; the Project site is located near the centre of the Airport and more than 400 metres from non-airport land; and the site is separated by existing Airport land uses.

Any impact of the Project on the local heritage item (118 Bankstown Aerodrome) is considered under Section 9.6 of this MDP.

12.0

Consultation



12.0 Consultation

Genuine and authentic engagement and consultation with stakeholders is fundamental to AMG's management of the Airport and the delivery and success of the Project.

AMG actively and regularly engages with the community, aviation operators and other stakeholders regarding Airport operations and development. This approach and commitment to consultation applied equally to the Project. Engagement and consultation on the Project commenced in 2023 and included briefings and discussions with multiple stakeholder groups, community information sessions, newsletters, detailed website information and updates, community pop-up sessions and letter box drops.

AMG engaged and consulted with stakeholders about the Project for more than 12 months, including representatives of the Bankstown Airport CACG and Airport operators. Additional briefings and discussions have been held with representatives of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA), CASA, Airservices Australia, the City of Canterbury Bankstown, Canterbury Bankstown Chamber of Commerce, South West Sydney Tourism Taskforce, General Aviation Advisory Network (GAAN), Regional Aviation Association of Australia (RAAA), Aircraft Noise Ombudsman, First Nations groups and other stakeholders, including local education institutions, Rotary groups and Members of Parliament at the state and commonwealth levels.

AMG is committed to ongoing, extensive and authentic engagement and consultation throughout the MDP process and construction of the Project.

AMG is also committed to actively considering and responding to community and stakeholder feedback about the Project, including relevant and practicable measures to mitigate any potentially adverse impacts and to maximise positive impacts during the planning, construction and operational phases of the Project.

Additional details on engagement and consultation for the MDP, including feedback and submissions, are provided in the Supplementary Report to this document.

12.1 Airports Act Consultation Requirements

Section 92 of the Airports Act specifies the consultation process that must be undertaken in relation to a Draft MDP.

Specifically, the ALC must publish in a newspaper circulating within the State and on the airport's website a notice stating:

- A Preliminary Draft MDP has been prepared
- The consultation period
- Where copies of the Preliminary Draft MDP are available for inspection during this consultation period
- Where copies are available for purchase and inspection and that copies are available free of charge on the airport's website throughout the consultation period.

As part of the consultation process on the Preliminary Draft MDP, the ALC must advise the following persons of its intention to undertake an MDP:

- The Minister of the State in which the airport is situated, with responsibility for town planning or use of land
- The authority of that State with responsibility for town planning or use of land
- Each local government body with responsibility for an area surrounding the airport.

The Airports Act specifies a minimum consultation period of 60 business days after the publication of the notice.

The Project met the above requirements and included an extended public exhibition period of 79 business days – more than the required 60 business days – to provide a greater opportunity for public comments on the Project.

AMG received 12 submissions to the Preliminary Draft MDP, all of which are supportive of the Project. Further details, including a copy of all written submissions, are provided in the Supplementary Report to this document.

12.2 Objectives of Consultation

The key objectives of AMG's consultation for the Project were to:

- Meet and exceed all statutory obligations under the Airports Act, as well as factors relating to consultation in the Aviation White Paper
- Undertake early and ongoing engagement with stakeholders, Airport operators, the GA sector and broader community that goes beyond the requirements of the Airports Act
- Provide stakeholders, Airport operators, the GA sector and broader community with accurate and consistent information about the proposed development
- Present information in a clear and consistent manner to ensure stakeholders, Airport operators, the GA sector and broader community have a clear understanding of the proposed development
- Provide stakeholders, Airport operators, the GA sector and broader community with opportunities to engage and provide feedback on the proposed development
- Ensure responses and feedback from stakeholders, Airport operators, the GA sector and broader community are documented, considered and, where practicable, responded to and acted upon.

The consultation on the Project adhered to these objectives to ensure proactive, meaningful and authentic engagement with the community, Airport operators, the GA sector and other stakeholders.

12.3 Approach to Consultation

The consultation approach adopted by AMG for the Project met all statutory requirements under the Airports Act and any other relevant requirements or expectations. This includes relevant considerations in the Aviation White Paper, specifically the appropriateness of community consultation processes, including consultation with First Nations people.

AMG delivered additional activities and initiatives to ensure authentic and open engagement and to facilitate discussion, engagement and genuine consultation with all stakeholders.

Airport operators and GA sector

Engagement with Airport operators and GA representatives has been critical to the delivery and operations of new and enhanced facilities and infrastructure at the Airport in recent years. AMG's ongoing commitment to engagement and consultation is embedded in the consideration and delivery of the Project.

Consultation and engagement on the Project has included meetings, briefings, presentations and discussions about the Project with Airport operators and GA industry groups, such as the GAAN and RAAA. AMG also provided customer briefings and information sessions about the Project.

Consultation initiatives that were undertaken are detailed in tables 15-18 below.

Community Consultation

Community consultation on the Project included briefings, presentations and discussions at multiple meetings of the Bankstown Airport CACG, which enabled community members and groups to share information and feedback. AMG also provided briefings about the project to the City of Canterbury Bankstown and local business, tourism and retail industry groups.

AMG also distributed community newsletters, held community pop-up and information sessions, and provided briefings for key community groups.

Community consultation initiatives that were undertaken are detailed in tables 15-18 below.

Consultation with First Nations people

As affirmed by the Aviation White Paper, First Nations people have a unique connection to the land, sea, waters and sky and have unique cultural interests regarding potential impacts of airport developments.

AMG is committed to authentic, open and respectful engagement and consultation with First Nations people and – as stated in the Aviation White Paper – to actively engage with First Nations people and communities as part of the design, assessment and consultation processes for the Project.

In respect of the Project, engagement included discussions with the City of Canterbury Bankstown First Peoples Advisory Committee and the Gandangara Local Aboriginal Land Council. Throughout the detailed design process, AMG will engage with the local First Nations' communities to develop and incorporate Indigenous knowledge and design.

First Nations consultation initiatives that were undertaken are detailed in tables 15-18 below.

Engagement and consultation activities and initiatives

Table 15 to Table 18 describe the consultation and engagement activities that were undertaken by AMG during the development of the Project, across multiple stakeholder groups.

Further details, including details of feedback and submissions received, are provided in the Supplementary Report to this document.

Pre-Exposure Draft MDP consultation and engagement

Table 15 Pre-Exposure Draft MDP Consultation and Engagement Activities

Stakeholder	Consultation/Engagement/Communications	Platform
Airport customers, GA sector, community members, business groups, aviation regulators, Department representatives and local, state and federal government representatives	Discussions, briefings and feedback on the Project at several Bankstown Airport CACG meetings – including August 2023, November 2023, March 2024 and July 2024	In person and via Teams
Federal Government & Regulators	Detailed briefings to DITRDCA, CASA and Airservices Australia	In person
Local Government	Detailed briefings to City of Canterbury Bankstown Executive Leadership team representatives	In person
Aviation customers and operators	Briefing sessions with Airport customers across key GA sectors, including emergency services, flight training and aeromedical transfers	In person
Aviation industry	Briefings to the GAAN and RAAA	In person
General	Publication of Project webpage on AMG website with detailed information and updates	Digital

Exposure Draft MDP consultation and engagement

Table 16 Exposure Draft MDP Consultation and Engagement Activities

Stakeholder	Consultation /Engagement/Communications	Platform
Aviation customers, community, government, business groups and regulators	Bankstown Airport CACG meeting July 2024 detailed briefing and discussion	In person

First Nations groups	Engagement with City of Canterbury Bankstown First Peoples Advisory Committee, Gandangara Local Aboriginal Land Council	Digital and phone
Federal Government and aviation regulators, Local Council	Provision of Exposure Draft MDP to: • DITRDCA • DCCEEW • CASA • Airservices Australia City of Canterbury Bankstown	Digital letter and Exposure Draft MDP

Preliminary Draft MDP

Table 17 Preliminary Draft MDP Consultation and Engagement Activities

Stakeholder	Consultation / Communications	Platform
General	• Established a Project-dedicated email address and phone number for feedback, information and updates • Updated Project webpage on AMG website with detailed information and documents, including PDF of Preliminary Draft MDP • Briefing and detailed discussion at Bankstown CACG meeting in November 2024	Digital and in-person
Community	• Published public notices in <i>The Sydney Morning Herald</i> and local Arabic-language and Vietnamese-language newspapers • Made copies of Preliminary Draft MDP available online and for viewing at: – The Airport Passenger Terminal – Bankstown Library and Knowledge Centre – Panania Library and Knowledge Centre • Community newsletter hand delivered to 5600 homes in the streets and suburbs around the Airport and Project site, including details of Project features and information and feedback events and opportunities • Community pop-up information session outside local supermarket SUPA IGA Georges Hall, engaging approximately 66 community members and residents • Drop-in community information and engagement session at the Airport Passenger Terminal	• Newspaper notice and digital / printed copies of Preliminary Draft MDP • Printed community newsletter • In person community pop-up session • In person community drop-in information session
Airport operators and GA sector	• Details were published in AMG quarterly e-newsletter to Airport operators • Publication of additional e-newsletter to customers with further information on Project • Information/briefing session undertaken for all Airport customers (aviation and non-aviation), attended by approximately 18 Airport operators	• Digital newsletter • In person information and feedback session
First Nations groups	Discussions on the Project with: • City of Canterbury Bankstown First Peoples Advisory Committee • Gandangara Local Aboriginal Land Council	Digital letter and telephone discussions
Federal Government & Regulators	Provided the Preliminary Draft MDP and offered further briefing to: • DITRDCA • DCCEEW • CASA	Digital letter and Preliminary Draft MDP, plus proposed in-person briefings

	Airservices Australia	
NSW Government	Provided the Preliminary Draft MDP and offered detailed briefing to: • Minister for Planning and Public Spaces • Department of Planning & Environment • Minister for Transport • Minister for Emergency Services • Minister for Western Sydney Transport for NSW	Digital letter and Preliminary Draft MDP, plus proposed in-person briefings
Local Government	Provided the Preliminary Draft MDP and offered further briefing to City of Canterbury Bankstown	Digital letter and Preliminary Draft MDP, plus proposed in-person briefings
Members of Parliament	Provided the Preliminary Draft MDP and offered detailed briefing to: • The Hon. Jason Clare MP, Member for Blaxland • The Hon. Tony Burke MP, Member for Watson • Kylie Wilkinson MP, Member for East Hills • The Hon. Jihad Dib MP, Member for Bankstown • Mayor Bilal El Hayek (City of Canterbury Bankstown) Subsequent in-person briefing to the Hon. Jihad Dib MP, Member for Bankstown and NSW Emergency Services Minister	Digital letter and Preliminary Draft MDP, plus in-person briefings

Final Draft MDP

Table 18 Final Draft MDP Consultation and Engagement Plan

Stakeholder	Consultation / Communications	Platform
General	• Update the webpage copy and information about Project and MDP process • Deliver a Supplementary Report on MDP feedback and submissions for the Minister	Digital
Community	Distribute community newsletter, detailing feedback received and any related changes to Project design	Distribution of community newsletter
Federal Government and aviation regulators	Submit the Final Draft MDP and Supplementary Report to Minister and DITRDCA for review and approval	Digital letter and Draft MDP
Airport customers, GA sector, community members, business groups, aviation regulators, Department representatives and local, state and federal government representatives	Discussion and update at Bankstown Airport CACG meeting March 2024	In person

Appendix A

Consistency with the Airports Act

Appendix B

Architectural Drawings

Appendix C

Aviation Impact Assessment

Appendix D

Windshear and Turbulence Assessment

Appendix E

Demand and Market Analysis Memorandum

Appendix F

Ecological Constraints Assessment

Appendix G

Preliminary Site Investigation

Appendix H

Ecological Sustainable Development Report

Appendix I

Utility Plan Memorandum

Appendix J

Statement of Heritage Impacts

Appendix K

Geotechnical Investigation

Appendix L

Transport Impact Assessment