Bankstown Airport
Birdwood Road Mixed-Use Project
Major Development Plan

Preliminary Draft

Aeria Management Group

Bankstown Airport Birdwood Road Mixed-Use Project Major Development Plan

Preliminary DRAFT

05-Mar-2025

DISCLAIMER:

This Major Development Plan (MDP) has been prepared by Bankstown Airport Pty Limited (BAPL) ACN [083 058 637], trading as Aeria Management Group for the purpose of satisfying the statutory requirements of the Airports Act 1996 (Cth).

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.

Quality Information

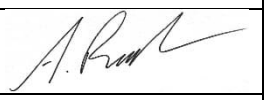
Document Bankstown Airport Birdwood Road Mixed-Use Project Major Development Plan

Date 05-Mar-2025

Originator Andrew Raeburn - Associate Director

Checker/s Brenton Burman - Technical Director

Revision History

Rev	Revision Date	Details	Approved	
			Name/Position	Signature
For Consultation	05/03/2025	Preliminary Draft for Consultation	Andrew Raeburn	

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
AHD	Australian Height Datum
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 Proprietary Limited
BC Act	NSW Biodiversity Conservation Act 2016
BGL	Below Ground Level
BITRE	Bureau of Infrastructure and Transport Research Economics
CAPL	Camden Airport Proprietary Limited
CASA	Civil Aviation Safety Authority
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CSS	Compass Swing Site.
CTMP	Construction Traffic Management Plan
DCCEEW	Department of Climate Change, Energy, Environment and Water (Cth)
DCP	Development Control Plan
DITRDCA	Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Cth)
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Cth)
eVTOL	Electric Vehicle Take-off and Landing
GA	General Aviation
GFA	Gross Floor Area
GLA	Gross Leasable Area
HLS	Helicopter Landing Site
HMP	Heritage Management Plan
HRV	Heavy Rigid Vehicle

GLOSSARY	
ILS	Instrument Landing System
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
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
PROJECT	Birdwood Road Mixed-Use Project, alternatively known as Link Road Mixed-Use Project, Birdwood Rd/Link Rd Mixed-Use Project or Bankstown Airport Birdwood Road Mixed-Use Project
PSI	Preliminary Site Investigation
PolAir	NSW Police Aviation Command
RL	Relative Level
SAC	Site Assessment Criteria
SID	Standard Instrument Departure
SOHI	Statement of Heritage Impact
SPR	Source, Pathway, Receptor
TEC	Threatened Ecological Communities
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
TMP	Traffic Management Plan
Toll Aviation	Toll NSW Ambulance Aeromedical Service/Toll ACE Training Centre
WHMP	Bankstown Airport Wildlife Hazard Management Plan

Table of Contents

Executive Summary

1.0 Introduction 1
1.1 Background 1
1.2 Project Summary 3

2.0 Statutory Background 7
2.1 Bankstown Airport Master Plan 2019 7
2.2 MDP Approval Process 7

3.0 Need and Justification 11
3.1 Bankstown Airport Master Plan 2019 Development Program 11
3.2 Development Objective 12
3.3 Economic Impact Assessment 12
3.4 Support for GA activities at the Airport 13

4.0 Project Details 15
4.1 Site Location 15
4.2 Site Description 16
4.3 Development Concept 16
4.4 Built Form 18
4.5 Landscaping 25
4.6 Site Services 26

5.0 Construction Works and Scheduling 30
5.1 Construction Program 30
5.2 Temporary Works 30
5.3 Construction Management 30

6.0 Aviation Operations 32
6.1 National Airports Safeguarding Framework 32
6.2 Aviation Security 37

7.0 Transport and Traffic Management 39
7.1 Ground Transport Plan 39
7.2 Surrounding Road Network 39
7.3 Public Transport 39
7.4 Active Transport 40
7.5 Site Layout and Access 41
7.6 Car Parking 42
7.7 Operational Traffic 43
7.8 Construction Traffic 43
7.9 Summary 44

8.0	Environment and Sustainability		46
	8.1	Environmental Management Overview	46
	8.2	Sustainability, Climate Resilience and Decarbonisation	47
	8.3	Stormwater/Hydrology	49
	8.4	Visual Impact/Building Massing	51
	8.5	Noise Management	54
	8.6	Heritage	55
	8.7	Soil Contamination and Geotechnical	56
	8.8	Air Quality	57
	8.9	Ecology	58
	8.10	Waste Management	58
9.0	Consistency with Bankstown Airport Master Plan and Head Lease		61
	9.1	Airport Master Plan Objectives	61
	9.2	Land Use Planning	64
	9.3	Development Program	66
	9.4	Consistency with Head Lease	66
	9.5	Conclusion	67
10.0	Consistency with Airports Act and State and Local Planning Instruments		69
	10.1	Airports Act	68
	10.2	NSW State Government Strategic Planning Instruments	69
	10.2	Local Government Strategic Planning Instruments	73
	10.3	Conclusion	75
11.0	Consultation		77
	11.1	Airports Act Consultation Requirements	77
	11.2	Objectives of Consultation	78
	11.3	Approach to Consultation	78

Appendices

Appendix A	Consistency with Airports Act 1996
Appendix B	Architectural Plans
Appendix C	Transport Impact Assessment
Appendix D	Aviation Safeguarding Assessment
Appendix E	Wind Shear and Turbulence Impact Assessment
Appendix F	Noise and Vibration Impact Assessment

Executive Summary

This Major Development Plan (MDP) is for the development of a new community-based mixed-use project at Bankstown Airport that will include a childcare centre, shops, offices and warehouses.

The project will provide services to the local community and general aviation (GA) operators, along with employment and economic benefits to South West Sydney.

The MDP presents the site layout, building design and visual impressions of the proposed development.

Introduction

Bankstown Airport (Airport) is a uniquely positioned metropolitan General Aviation (GA) airport that is a significant economic and employment generator and home to most of the State's emergency and aeromedical services aviation operations, as well as multiple flight training schools, GA operators and large commercial and industrial precincts.

The Airport is operated by Bankstown Airport Pty Limited (BAPL), which trades under the name of Aeria Management Group (AMG). AMG has made substantial investments in new and enhanced facilities and infrastructure across the Airport in support of multiple sectors – such as GA, manufacturing and distribution – and broader economic and employment generation for the people and businesses of South West Sydney.

The Bankstown Airport Birdwood Road Mixed-Use Project (Project) aligns with the Bankstown Airport Master Plan 2019 (Master Plan 2019) Development Program, by delivering a significant community-based commercial precinct that will provide opportunities for new shops, cafes, offices, a childcare centre and light industry/warehouse customers.

The Project will enhance the Airport's contribution to meeting the needs of local and regional communities, while maintaining the Airport's primary role of supporting GA operations and services.

The Site

Located at the northern periphery of the Airport, the Project site faces Birdwood Road to the north and Link Road to the south and is approximately 3.1 hectares in area. The site is an undeveloped land parcel that has been identified under Master Plan 2019 for the development of a mixed-use commercial precinct.

The Project

The Project will provide opportunities for community- and retail-based uses and services on the northern portion of the site fronting Birdwood Road and medium-scale light industrial warehousing to support local businesses and trades on the southern portion of the site, which is separately accessed from Link Road (within the Airport precinct).

Figure 1 Indicative renders of the Project looking from Birdwood Road (left) and Link Road (right)

This arrangement has been developed in response to the contextual constraints of the Project site and aims to enhance the public offering along Birdwood Road, complement the land use characteristics of the area, respond to the retail and service needs of the community and make use of the industrial character of Link Road and wider Airport precinct.

Need and Justification

Master Plan 2019 includes a Development Program to help achieve its objectives and identifies 21 development sites at the Airport, including 13 aviation-related projects and 8 non-aviation projects.

The Project site is identified as Site NA-2 under the Development Program and is set aside for the development of a "community-based retail (neighbourhood shopping centre)" of around 20,000m^2 in area.

The Project will occupy the eastern (vacant) half of development site NA-2 and is consistent with the intended development of the site, by delivering around 22,000m^2 of mixed-use development.

The Project will create employment opportunities and make a significant contribution to local, regional and State economies, including:

- Supporting approximately 255 full-time jobs and adding approximately $44.54 million to NSW Gross State Product during the construction phase
- Supporting approximately 488 full-time jobs and adding approximately $110.5 million annually to NSW Gross State Product when operational.

Aviation Considerations and Support for GA

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

The Project is located within the landside commercial area of the Airport, on a site specifically identified in Master Plan 2019 as suitable for commercial development. Given the significant distance of the Project site from the Airport runways (about 600 metres) and airport infrastructure, and the low heights of the proposed buildings, the Project will not impact aviation safety or flight paths at the Airport.

AMG is committed to the long-term sustainability of GA and broader economic and employment generation for the benefit of local, regional and State people and businesses. In respect of the Project, this includes offices and warehouses for use by aviation-related services and businesses.

AMG's commitment to GA includes complementary investments in aviation and non-aviation facilities and infrastructure at the Airport.

The Commonwealth Government's 2024 Aviation White Paper (Aviation White Paper) affirms the critical role of non-aviation developments in supporting the Australian aviation sector, stating that "non-aviation developments have become an important revenue stream to help fund maintenance and improvement of airports". As further noted in the Aviation White Paper: "The [non-aviation] developments diversify revenue sources for airport operators to ensure they remain viable."

The Project is being progressed in parallel with significant investments by AMG in GA, led by an Aviation Hangar Project MDP located within the heart of the Airport's aviation precinct. The proposed development of two aircraft hangar buildings will support up to 10 separate GA operations, with associated offices, hangar aprons and parking for aircraft and cars.

The flexible design of the hangar buildings will cater for diverse GA operations, such as emergency services and emerging electric- and hydrogen-powered aircraft. In February 2025, the Draft MDP was submitted to the Minister for Infrastructure, Transport, Regional Development and Local Government (Minister) for approval.

AMG is undertaking several other significant investments in GA services, facilities and infrastructure at the Airport. Such projects include:

- Aviation Microsites Development Program, to deliver new or enhanced aircraft hangars and related facilities
- Major upgrades to Airport taxiways, runways and pavements
- Enhancements to aviation safety infrastructure, including an Automatic Weather Information Broadcast System and upgrades to airfield lighting and beacons
- Substantial upgrades to Airport roads, major intersections and stormwater infrastructure
- Support for not-for-profit GA services and groups, such as AMG's partnership with Little Wings, which enables additional free aeromedical transports for seriously ill children in regional and remote areas, across NSW, Queensland and the Australian Capital Territory (ACT).

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 onsite car parking will be provided in accordance with, or in surplus to, the requirements prescribed in the City of Canterbury Bankstown Development Control Plan. The Project is also consistent with the Master Plan 2019 Ground Transport Plan, is designed in accordance with the relevant Australian Standards. The Project 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 and decarbonisation targets. The Project includes multiple sustainability design initiatives to reduce environmental impacts, such as on-site solar renewable energy production, electric vehicle charging, energy efficient lighting and heat-pump hot water, water-use metering and monitoring and rainwater harvesting and reuse
- Flooding and stormwater management – Flooding and stormwater are broader than the Project site and the design has been considered within the wider Airport and Milperra Catchment. The building finished floor levels and civil works will address existing localised flooding and stormwater management issues for this part of the Airport precinct. The Project will not result in any off-site flooding or stormwater impacts
- Visual Impact/Building Massing – The Project has been designed to respond to the site context and has been effectively laid out in two separate areas. The northern component – containing shops, offices and the childcare centre – will complement the scale and character of off-airport development and operate as a typical local centre development

The warehouses, located to the south, respond to the industrial characteristics of the Airport environment and have been positioned and designed to minimise impacts on non-airport land uses.

- Noise and Vibration – Construction impacts will be managed through a project-specific Construction Environmental Management Plan (CEMP). Operational impacts will be effectively mitigated to ensure the Project complies with all relevant noise criteria
- Heritage – No sites of Aboriginal and Torres Strait Islander significance have been recorded on or near the Project site. The proposed development will not adversely impact statutorily listed heritage items at the Airport
- 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.

A project-specific CEMP will be prepared by AMG and submitted for approval to the Airport Building Controller (ABC). The approved 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

The Project is located within the landside commercial area of the Airport, on a site that is specifically identified in Master Plan 2019 as suitable for mixed-use commercial development. As such, the Project is consistent with the objectives of Master Plan 2019 and will not compromise current or long-term aviation operations at the Airport.

The Project is consistent with NSW State 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.

Consistency with the Airports Act 1996 and Airport Head Lease

The MDP is consistent with all legislative provisions and requirements under the *Airports Act 1996* (Airports Act), including those relating to environmental matters. The specific chapters of the MDP demonstrate consistency with the requirements under Section 91 (Contents of a major development plan) of the Airports Act and a summary of this consistency is provided in Appendix A.

Furthermore, the MDP has been prepared in accordance with Clause 13 of the Airport Head Lease between the Commonwealth of Australia and Bankstown Airport Proprietary Ltd (BAPL), as required under Section 91 (1A) b) of the Airports Act.

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 requirements comply with the *Disability Discrimination Act 1992* and relevant disability standards.

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

- Provision of accessible car parking spaces
- Establishment of a continuous accessible path of travel from the car park to buildings, to facilitate accessibility
- Provision of ramps or lifts to navigate stairs where required
- Consideration of 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 people with a disability, such as building services rooms, waste rooms, hazard storage and cleaning rooms
- Provision of a 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 community members, community groups and other community representatives about Airport operations and developments.

In respect of the Project, consultation to date has 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
- Briefings to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Department), Airservices Australia, CASA, City of Canterbury Bankstown and local business, tourism and industry groups
- Letter box drop to surrounding streets and suburbs advising residents of the proposed development and inviting initial feedback
- Community pop-up stall outside the SUPA IGA Georges Hall, to provide information about the Project, answer questions and hear feedback.

AMG is similarly committed to authentic, open and respectful engagement and consultation with First Nations people. In respect of the Project, such engagement to date has included:

- Discussions with the City of Canterbury Bankstown First Peoples Advisory Committee
- Discussions with the Gandangara Local Aboriginal Land Council
- Engaging with First Nations' focused designers on the Project to potentially incorporate a Connecting to Country narrative and Indigenous knowledge and design.

AMG will build on such consultation and engagement throughout the MDP process, including the distribution of additional community newsletters and holding community pop-up sessions and information sessions, as well as briefings for key community and First Nations groups.

Aviation White Paper

In August 2024, the Commonwealth Government published the Aviation White Paper, which sets out the Government's policies for the aviation sector towards 2050.

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, as detailed in a letter from the Minister to Airport Lessee Companies (ALCs) at the time of release of the Aviation White Paper.

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 those factors. This includes factors in the proposed changes to the Airports Regulations, despite the fact that such changes 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 (Minister's expectation)	Section 11.0 Consultation
How the airport will build and maintain resilience to climate impacts (Minister) How the airport's planning will address climate resilience (proposed Airport Regulations)	Section 8.0 Environment and Sustainability Section 8.2 Sustainability, Climate Resilience and Decarbonisation
The suitability of the airport's sustainability and decarbonisation initiatives (Minister) How the airport's planning will address decarbonisation (proposed Airport Regulations)	Section 8.0Environment and Sustainability Section 8.2 Sustainability, Climate Resilience and Decarbonisation
Whether the airport's disability access arrangements comply with the *Disability Discrimination Act 1992* and relevant disability standards (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 (Minister)	Section 6.0 Aviation Operations Section 8.5 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 (Minister)	Section 3.0 Need and Justification
How the airport's planning will address requirements of the NASF (proposed Airport Regulations)	Section 6.1 National Airports Safeguarding Framework

1.0

Introduction

Aeria Management Group

1.0 Introduction

The Bankstown Airport Mixed-Use Project Major Development Plan (MDP) is for the development of a new community-based mixed-use project that will include a childcare centre, shops, offices and warehouses.

The Birdwood Road Mixed-Use Project (Project) will provide services to the local community and businesses and the general aviation (GA) sector, along with broader employment and economic benefits to South West Sydney.

The MDP presents the site layout, building design and visual impressions of the proposed development. Future customer fit-outs and the detailed design of the buildings will be consistent with the concepts detailed in this MDP and subject to detailed assessment and approval by the Airport Building Controller (ABC).

1.1 Background

Bankstown Airport (Airport) was established in 1939 as a Royal Australian Air Force base and has since grown into Sydney's major GA airport.

The Airport is a uniquely positioned metropolitan GA airport that is a significant employer within the region and home to most of the State's emergency and aeromedical services aviation operations, flying schools, GA operators and large commercial and industrial precincts.

The Airport is located approximately 26 kilometres from the Sydney Central Business District, 17 kilometres from Sydney Airport and 26 kilometres from Western Sydney International Airport (currently under construction).

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).

In the past five years, the Airport has undergone significant commercial investment on the periphery of the Airport site, including the development of the Altitude Premium Logistics Estate (under the approved South West Precinct Site Works and Warehouse MDP 2019) and 430 Marion Road Industrial Park. These developments are now thriving industrial estates that have attracted a range of employers into the region, who benefit from the connection to the Airport and the nearby strategic transport connections.

AMG is also progressing an MDP for the construction of a new aviation hangar facility to be located within the heart of the aviation precinct at the Airport. In February 2024, the Aviation Hangar Project MDP was submitted for approval to the Minister for Infrastructure, Transport, Regional Development & Local Government (Minister). The hangar project will be a significant and critical investment in the long-term viability of GA activities and growth at the Airport.

The Airport is estimated to support over 170 businesses, more than 8200 jobs and contribute over $1.7 billion a year to the NSW economy (see Figure 3 below).

Figure 3 Snapshot of Bankstown Airport Statistics

Source: AMG

Development of the Airport is undertaken in accordance with the current Bankstown Airport Master Plan 2019 (Master Plan 2019). The Development Program set out in Master Plan 2019 identifies the Project site as a future "community-based retail (neighbourhood shopping centre)", with potential envisaged uses being supermarkets, entertainment and clubs (subject to commercial demand).

This MDP is designed to align with the Master Plan 2019 Development Program and all other relevant objectives of Master Plan 2019, further enhancing the Airport's contribution to the local and regional community.

1.2 Project Summary

This MDP has been prepared for the development of the Project, located on vacant land adjacent to the north-west boundary of the Airport. The Project site has an approximate area of 31,200m^2 and is bounded by Birdwood Road to the north and Link Road to the south (see Figure 4).

Figure 4 Project site location

Source: Nearmap

Due to the location of the Project being on the periphery of the Airport and adjacent non-airport land uses, it has been designed to provide commercial land uses that will support and complement the local community and Airport users.

The Project has been laid out so that the smaller-scale, community-based activities (childcare centre, shops, offices) are located on the northern side of the Project site and adjacent to non-airport land. The medium-scale warehouse units are proposed to be located away from non-airport land on the southern side of the Project site and accessed separately via Link Road within the Airport precinct (see Figure 5).

Figure 5 MDP site boundary
Source: Nearmap

The Project site layout will effectively result in the northern and southern sections of the site operating independently of each other, thereby separating truck and car movements and distributing traffic volumes between Birdwood Road and Link Road.

As illustrated by Figure 6 and Figure 7, the proposed buildings have been carefully designed to respond to their contextual surroundings, with the northern commercial buildings complementing the scale and setbacks of surrounding non-airport related land uses and buildings and provided with significant landscaped areas and a mixed materials palette to soften the visual impact of the development.

The warehousing, in the southern section of the site, will have a uniform appearance and a relatively high degree of articulation and a mix of contemporary finishes and materials that will assist in minimising visual mass and reducing impacts on surrounding properties.

The Project has been designed to provide significant flexibility, with the internal arrangements of the individual buildings able to accommodate diverse future tenant requirements.

Figure 6 Indicative image of the Project viewed from Birdwood Road (community-based activities)

Figure 7 Indicative image of the Project viewed from the south (medium-scale warehouse units)

2.0

Statutory Background

Aeria Management Group

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 an Airport Master Plan every eight years. The Airport Master Plan includes a 20-year strategic vision for the Airport, along with a detailed development strategy.

Master Plan 2019 was approved by the Minister on 7 November 2019 and guides future development, including in relation to aviation operations, environmental management and commercial development.

Any development that is proposed on a Commonwealth-leased airport must align with the approved Airport Master Plan.

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, with the MDP requiring approval by the Minister prior to commencement of works.

The Birdwood Road Mixed-Use Project triggers the requirements for an MDP pursuant to Section 89 (1)(e) of the Airports Act, as the construction costs exceed the $25 million financial trigger for new buildings.

Section 89 of the Airports Act also states that "sensitive development'" which includes a "school", is classified as "major airport development". For clarity, the *Airports Amendment Bill 2010 Explanatory Memorandum* specifies that a "childcare facility", as proposed by this MDP, is not considered a "school" for the purpose of the Airports Act.

Section 91(1) of the Airports Act specifies the contents of an MDP. The contents 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, with Figure 8 providing a simplified overview.

Figure 8 Major Development Plan process

The preparation of an MDP is an iterative process, with the first stage being the preparation of the Exposure Draft version, supported by relevant investigations and technical studies. Whilst not a statutory requirement, the Exposure Draft provides the Commonwealth Government and key stakeholders the opportunity to provide input to the process prior to the public exhibition of the Preliminary Draft MDP.

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

For the public consultation process, an advertisement must be placed in a newspaper circulating within the State, stating:

- A draft MDP has been prepared
- That copies are available for public inspection and purchase for a minimum period of 60 business days
- The place(s) 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, AMG must submit to the Minister a summary of any comments received, together with the Draft MDP. This summary must contain the following:

- The names of persons or organisations that made comment
- A summary of the comments
- A statement declaring that AMG 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 AMG in respect to consultation with government agencies, the aviation industry and any other persons where 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, AMG 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 Officers of the surrounding local government area.

Once AMG 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
- The views of the Civil Aviation Safety Authority (CASA) and Airservices Australia with respect to safety aspects and operational aspects
- The consistency of the Draft MDP with the Master Plan
- Any other matters considered relevant.

3.0

Need and Justification

Aeria Management Group

3.0 Need and Justification

Bankstown Airport Master Plan 2019 provides the vision for the development of the Airport, plans for continued aviation operations and new commercial development opportunities.

This MDP will be located on land identified by Master Plan 2019 as suitable for the development of a community-based commercial centre.

3.1 Bankstown Airport Master Plan 2019 Development Program

Master Plan 2019 sets out the expected development program to help achieve its objectives. Master Plan 2019 identifies 21 developments within the program, including 13 aviation-related projects and eight non-aviation projects.

The Project site is located within a portion of a non-aviation-related development site, identified as Site NA-2 under Master Plan 2019, as shown in Figure 9. Development Site NA-2 also contains Georges River Grammar to the west of the Project site and the existing IGA supermarket on Birdwood Road.

Master Plan 2019 identifies Site NA-2 for the future development of a "community-based retail (neighbourhood shopping centre)" of around 20,000m^2 in area.

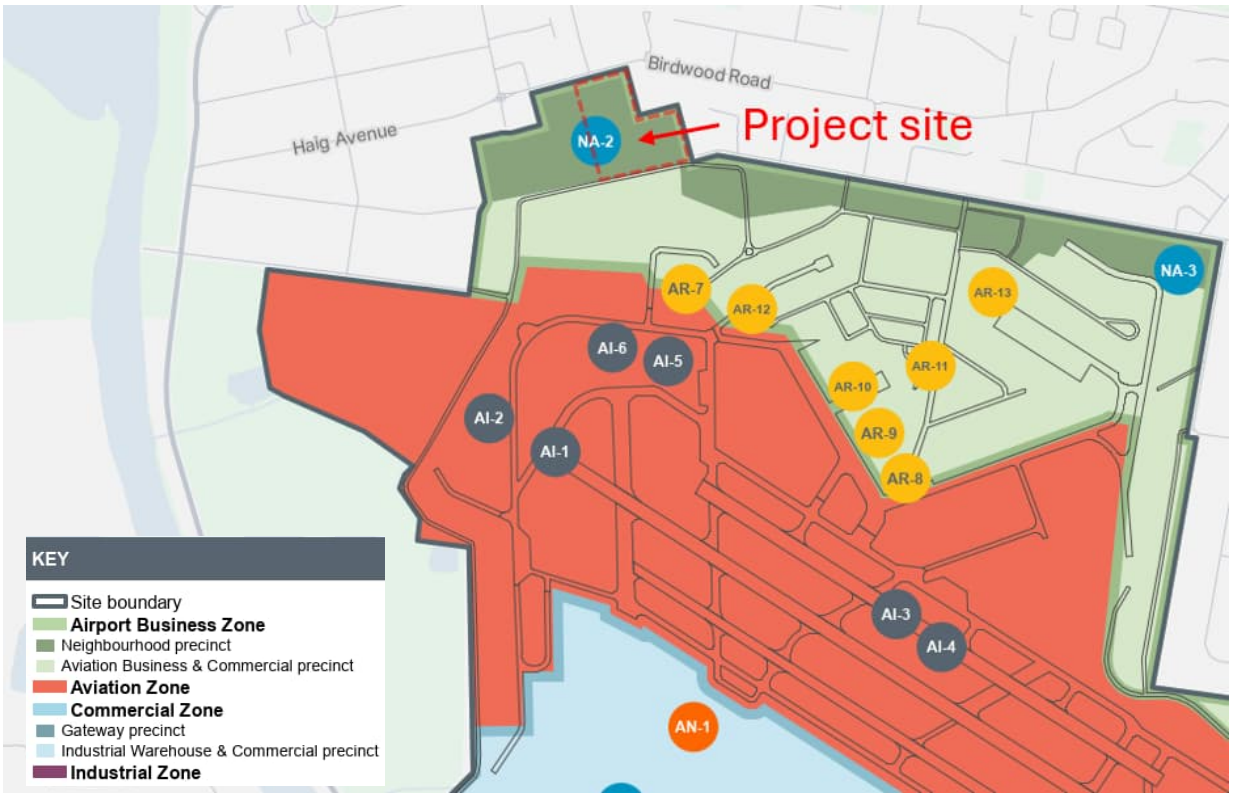


Figure 9 Master Plan 2019 Development Program Sites

Source: Bankstown Airport Master Plan 2019

The Project will occupy the eastern (vacant) half of development Site NA-2 and deliver around 22,000m^2 of mixed-use development. The Project is consistent with the envisaged development of Site NA-2 for the following reasons:

- The proposed retail units will enhance and complement the existing supermarket use directly abutting the site and within Site NA-2, along with the Georges Hall Local Centre (identified under the City of Canterbury Bankstown Local Environment Plan), located a short distance to the west
- The upper-level office spaces will accommodate employment-generating uses and provide opportunities for community-based services, such as medical consulting rooms, and aviation support services, such as an insurance broker
- The childcare facility located within the site's north-east corner will improve access to services within the local community, including servicing airport and non-airport uses
- The medium-scale warehouse units will provide opportunities for local/regional-scale businesses and local employment, including potential aviation support services, and, due to their positioning to the rear of the site and separately accessed from Link Road, will not compromise the functions of the proposed northern community-based activities.

3.2 Development Objective

The objective of the Project is to appropriately support and grow commercial development at the Airport by:

- Expanding non-aviation commercial opportunities at an appropriate scale
- Expanding employment opportunities at the Airport, further supporting the surrounding local and regional communities and economies
- Ensuring the commercial units are designed to allow internal flexibility and are easily adaptable to meet the needs of future tenants in response to commercial demands from airport and non-airport users
- Continuing to ensure that development at the Airport complements and integrates into the surrounding environment
- Providing an attractive, safe and appealing environment for the wider community
- Minimising impacts and disruption to aviation operations and surrounding land uses
- Aligning with the Airport's Sustainability Framework.

3.3 Economic Impact Assessment

Hudson Howells prepared an Economic Impact Assessment for the Project in December 2023. The assessment modelling was based on the proposed Gross Lettable Areas (GLA) for the intended land uses and identified the economic impacts at regional and State levels, including the impacts to the Canterbury Bankstown Local Government Area (LGA).

Construction Phase

The construction phase for the Project is anticipated to take approximately 18 months, with work commencing in 2025 (subject to obtaining all relevant approvals). The construction phase is expected to:

- Support approximately 255 full-time jobs in New South Wales, with around 182 of these jobs within the South West Sydney Region and 88 within the Canterbury-Bankstown LGA
- Add approximately:
  - $44.54 million to NSW Gross State Product
  - $31.39 million to the South West Sydney Region
  - $15.1 million within the Canterbury-Bankstown LGA.

Operational Phase:

It is expected that the Project will be fully operational (fully tenanted) approximately six to 12 months post-construction. Once fully operational, the Project is expected to:

- Support approximately 488 full-time jobs in NSW, with around 458 of these jobs within the South West Sydney Region and 435 within the Canterbury-Bankstown LGA
- Add approximately $110.5 million annually to NSW Gross State Product, with the majority of this (approximately $100 million) to be added within the Canterbury-Bankstown LGA.

The Economic Impact Assessment modelling demonstrates the potential of the Project to contribute significantly to the State and local economies, which will further enhance the importance of the Airport to the success of the South West Sydney Region.

3.4 Support for GA activities at the Airport

AMG is committed to the long-term sustainability of GA and broader economic and employment generation for the benefit of local, regional and State people and businesses. In respect of the Project, this includes offices and warehouses for use by aviation-related services and businesses.

AMG's commitment to GA includes complementary investments in aviation and non-aviation facilities and infrastructure at the Airport.

The Commonwealth Government's 2024 Aviation White Paper (Aviation White Paper) affirms the critical role of non-aviation developments in supporting the Australian aviation sector, stating that "non-aviation developments have become an important revenue stream to help fund maintenance and improvement of airports". As further noted in the Aviation White Paper: "The [non-aviation] developments diversify revenue sources for airport operators to ensure they remain viable."

The Project is being progressed in parallel with significant investments by AMG in GA, led by an Aviation Hangar Project MDP located within the heart of the Airport's aviation precinct. The proposed development of two aircraft hangar buildings will support up to 10 separate GA operations, with associated offices, hangar aprons and parking for aircraft and cars.

The flexible design of the hangar buildings will cater for diverse GA operations, such as emergency services and emerging electric and hydrogen-powered aircraft. In February 2025, the Draft MDP was submitted to the Minister for approval.

AMG is undertaking several other significant investments in GA services, facilities and infrastructure at the Airport. Such projects include:

- Aviation Microsites Development Program, to deliver new or enhanced aircraft hangars and related facilities
- Major upgrades to Airport taxiways, runways and pavements
- Enhancements to aviation safety infrastructure, including an Automatic Weather Information Broadcast System and upgrades to airfield lighting and beacons
- Substantial upgrades to Airport roads, major intersections and stormwater infrastructure
- Support for not-for-profit GA services and groups, such as AMG's partnership with Little Wings, which enables additional free aeromedical transports for seriously ill children in regional and remote areas, across NSW, Queensland and the Australian Capital Territory (ACT).

As such, the Project will achieve the commercial objectives of Master Plan 2019 while also enabling ongoing investments and support for GA operations and services.

4.0

Project Details

Aeria Management Group

4.0 Project Details

4.1 Site Location

The Project site is located in the northwestern part of the Airport and within the Airport Business Zone, as defined by Master Plan 2019.

The Project site has two road frontages, being Link Road to the south, which is a publicly accessible road located on the Airport site, and Birdwood Road to the north, which is a City of Canterbury Bankstown owned and maintained road (see Figure 10).

The land to the east and the north of the Project site is located outside of the Airport site and consists of residential and community land uses. Immediately to the west of the Project site is an IGA supermarket and Georges River Grammar. These properties are located within the Airport site.

Further to the west of the Project site, at the road intersection of Birdwood Road and Georges Crescent, is the Georges Hall shopping area, which is zoned under the Canterbury-Bankstown Local Environment Plan 2023 (LEP 2023) as a "Local Centre". This area comprises small scale shops and local services.

To the south of the Project site, on the opposite side of Link Road, is airside land consisting of helicopter training operations and aircraft hangars, including NSW Police Aviation Command (PolAir).

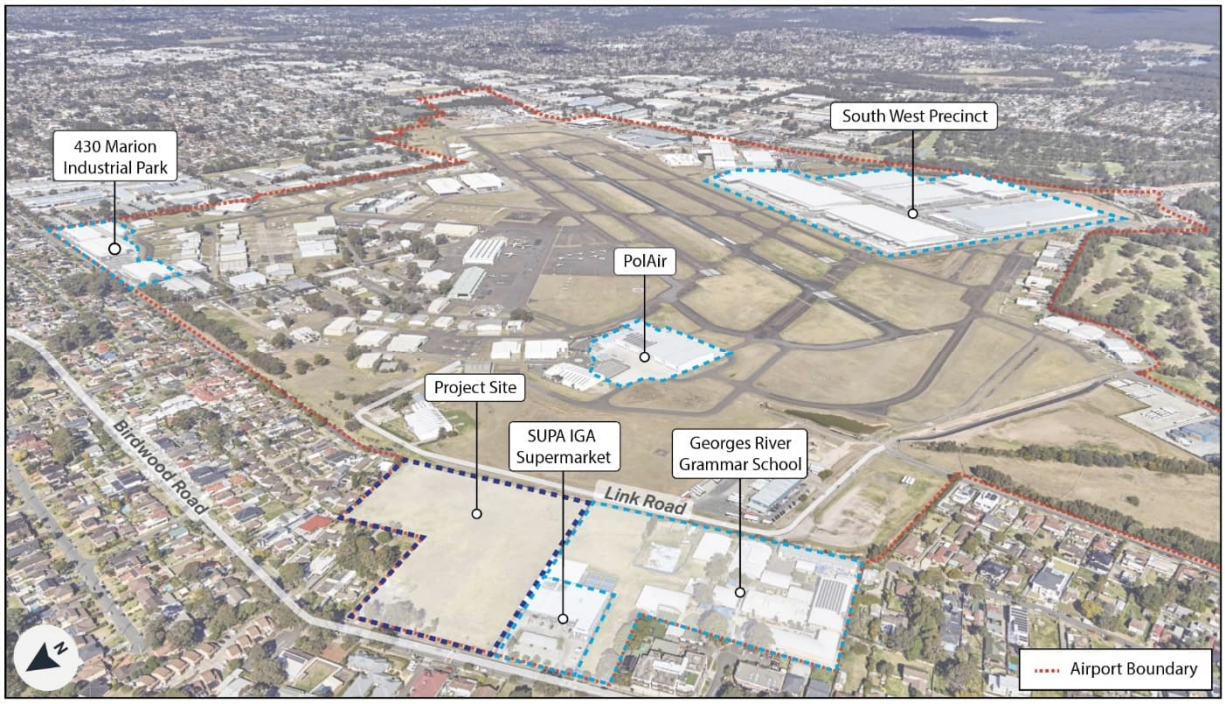


Figure 10 Project site location and context
Source: Aeria Management Group

4.2 Site Description

The Project site (see Figure 11) is a vacant parcel of land consisting of an open grassed area and a small unmade and informal car parking area adjacent to the Birdwood Road frontage, currently under an access licence by Bankstown Montessori Preschool. There are a small number of semi-mature trees located around the perimeter of the Project site, adjacent to the Birdwood Road frontage and eastern boundary.

The Project site has an approximate area of 3.1 hectares and the land has a fall from north to south of approximately 4.0 metres. The Project site is currently accessible by a single crossover from Link Road to the south and two crossovers from Birdwood Road to the north. There is an existing swale drain running along the southern boundary of the site, parallel to Link Road.

Figure 11 View of site looking south from Birdwood Road

Source: Google Streetview

4.3 Development Concept

The Project has been designed as a mixed-use precinct that will provide opportunities for community-based activities on the northern side of the site fronting Birdwood Road and medium-scale warehouses/light industrial development on the southern portion of the site (see Figure 12). This arrangement has been developed in response to the contextual constraints of the site. It aims to enhance the public realm along Birdwood Road, complement the land use characteristics of the area, respond to the retail needs of the local community and make use of the aviation/industrial nature of Link Road and the wider Airport site.

The buildings have been designed to provide a high degree of internal flexibility and adaptability to respond to the needs of future tenants, including aviation-related businesses and operations.

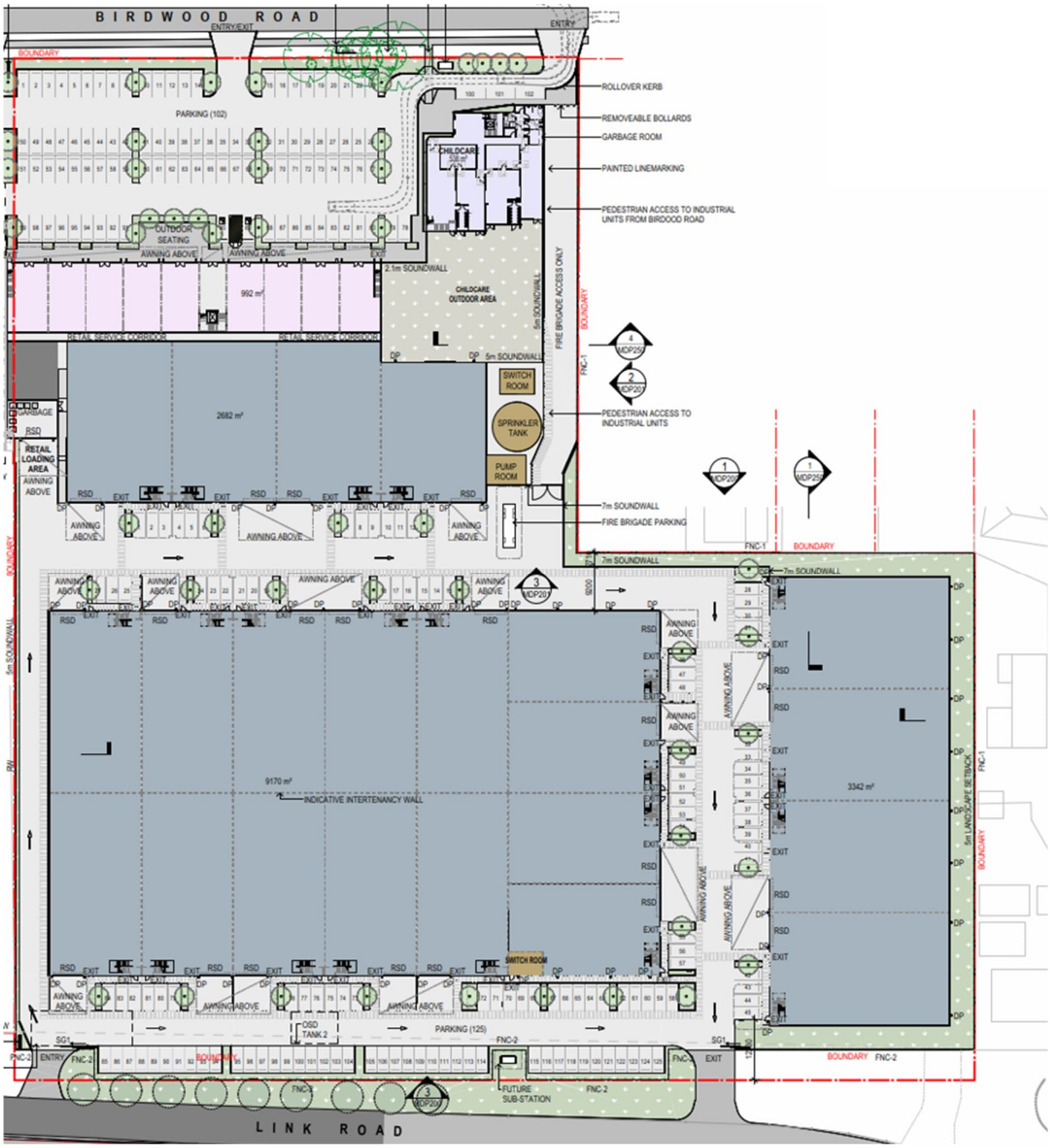


Figure 12 Project site plan

The Project will include the following elements:

- Two-storey commercial building facing Birdwood Road to the north and comprising a row of shops and office units
- Two-storey childcare facility fronting Birdwood Road, with an associated outdoor play area and drop-off area. The childcare facility will have a capacity of approximately 120 children.
- A northern shared car park comprising approximately 102 car parking spaces serving the commercial land uses. The car park will be accessed from Birdwood Road and will be integrated with the existing car park servicing the IGA supermarket to the west.

- An emergency vehicle access along the eastern boundary of the Project site
- Medium-scale warehouses and light industrial tenancies located to the rear (south) of the Project site and accessed from Link Road
- Car parking around the warehouse buildings
- Associated service connections, landscaping, lighting, signage, fire services, retaining walls and acoustic boundary walls

4.4 Built Form

4.4.1 Site Layout and Access

The Project site has been laid out so that it will effectively operate as two separate sites, with the smaller-scale, community based childcare centre, shops and offices being located on the northern side of the Project site, adjacent to non-airport land, and presenting as a typical local centre commercial development.

The medium-scale warehouse units have been positioned to the rear (south) of the community-based land uses, away from non-airport land on the southern side of the Project site and accessed separately from Link Road within the Airport site.

The maximum Gross Lettable Areas for each of the proposed land uses are detailed in the table below.

Table 2 Gross Lettable Areas for each of the proposed land use.

Land Use	Gross Lettable Area (m2)
Warehouse	15,194
Warehouse offices	1107
Offices	999
Childcare centre	743
Shop / food and drink premises	992
Total	22,183

All shops and offices will be contained within a single row building positioned on an east-west alignment and the childcare centre will be contained within a separate building positioned in the north-east corner of the Project site. These community-based land uses will be served by a large car park fronting Birdwood Road and accessed via two vehicle crossovers. The car park will also be linked with the existing IGA supermarket car park. Deliveries and waste collection for the shops will occur within a dedicated loading bay and waste storage area that will be accessed from Link Road to the south.

The warehouse development, located to the rear (south) of the site, will consist of three large warehouse buildings that will be divided into individual tenancies. These buildings will be served by a one-way internal road that will allow cars and trucks to enter from the west side of the Link Road frontage, circulate through the site and exit on the east side of the Link Road frontage. Car parking spaces will be provided along the building frontages and adjacent to the ancillary offices. The internal road has been designed to allow up to a maximum 12.5m Heavy Rigid Vehicle (HRV) to enter the site and reverse into the warehouse buildings and to exit in a forward direction. Figure 13 demonstrates the position of the warehouse buildings and internal access road.

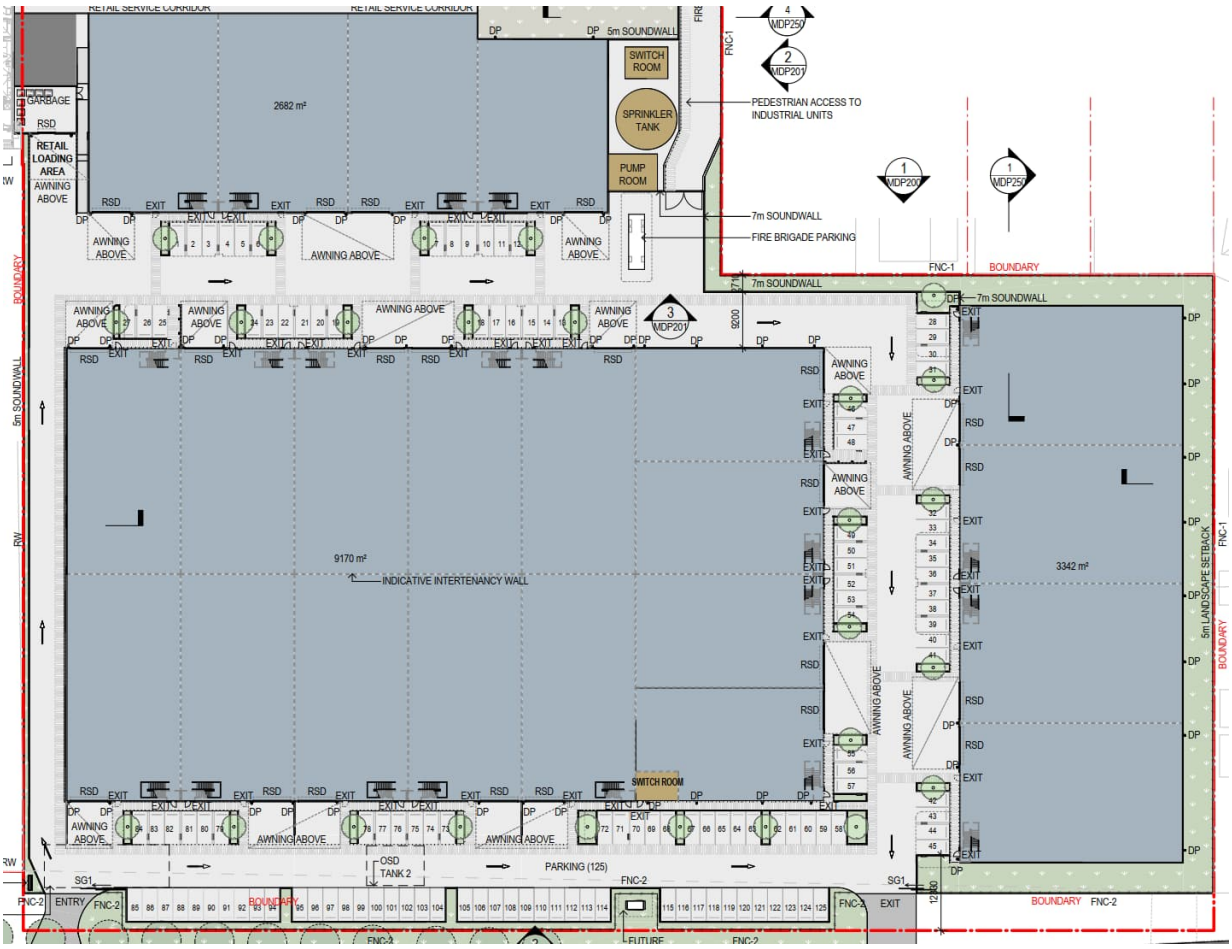


Figure 13 Warehouse arrangement and internal access road.

Vehicle access between the northern and southern sections of the site will be limited to emergency vehicles only. There will be pedestrian access between these areas for the general public during normal working hours.

In order to respond to market demands and tenant fit-out requirements, the internal arrangements of all the proposed buildings are conceptual only and have been designed to allow for internal flexibility in the number of tenancies and floor layouts. It is expected that the warehouse tenancies will be between 600m^2 and 1400m^2. However, internal tenancy arrangements and any fit-out requirements will be determined at the detailed design stage and will be subject to approval by the Airport Building Controller (ABC).

4.4.2 Building design and heights

Shops, Offices and Childcare Centre

The community-based land uses to the north of the Project site will be a maximum of two storeys in height and complement the general height and position of adjacent non-airport related development, including the existing IGA supermarket to the west, the mix of one and two storey community services buildings on the northern side of Birdwood Road and the mix of one and two storey residential dwellings to the east (see Figure 14).

Figure 14 Indicative elevations of the retail and office units

The retail units, located on the ground floor, will consist of large, glazed shopfronts that will provide an attractive and active frontage to Birdwood Road, while the cantilevered canopies will provide articulation to the facades, shelter and opportunities for outdoor dining/seating. Figure 15 provides an indicative illustration of the retail and office facades.

The facades of the office units, to be located on the upper level, will have a high percentage of glazing, a mixed palette of solid finished materials and vertical elements that will provide articulation and delineate the individual units.

Figure 15 Indicative image of the retail and office facades

The childcare centre will be positioned closer to the Birdwood Road site boundary and will be the most prominent feature of the Project when viewed from Birdwood Road (see Figures 16-18).

The childcare centre building will be of a high-quality architectural finish, with a high degree of articulation, large areas of glazing and a mix of solid finished materials, enhancing the streetscape character in the area. The final design of the building will be determined by tenant requirements and will be submitted to the ABC for approval.

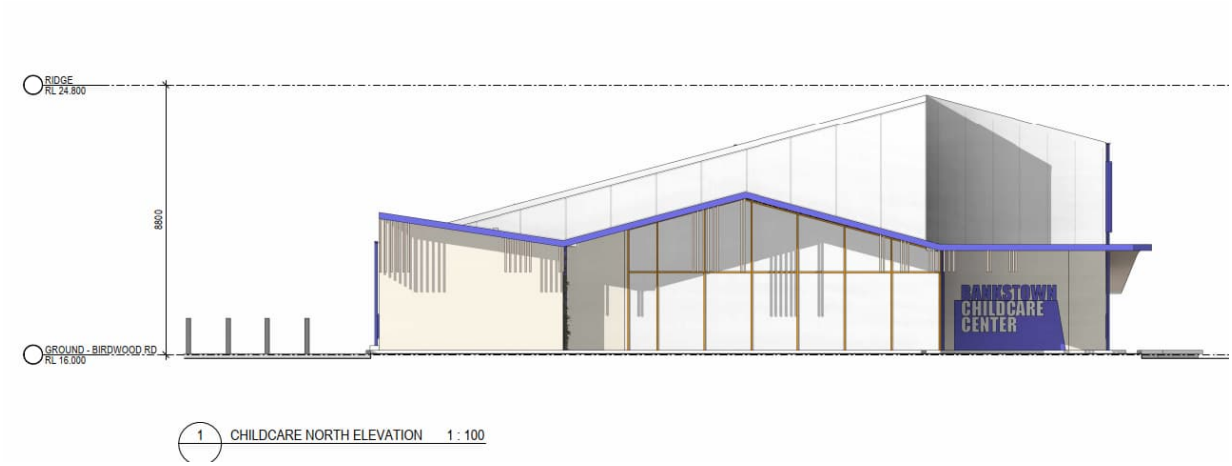


Figure 16 Indicative north elevation of the childcare centre

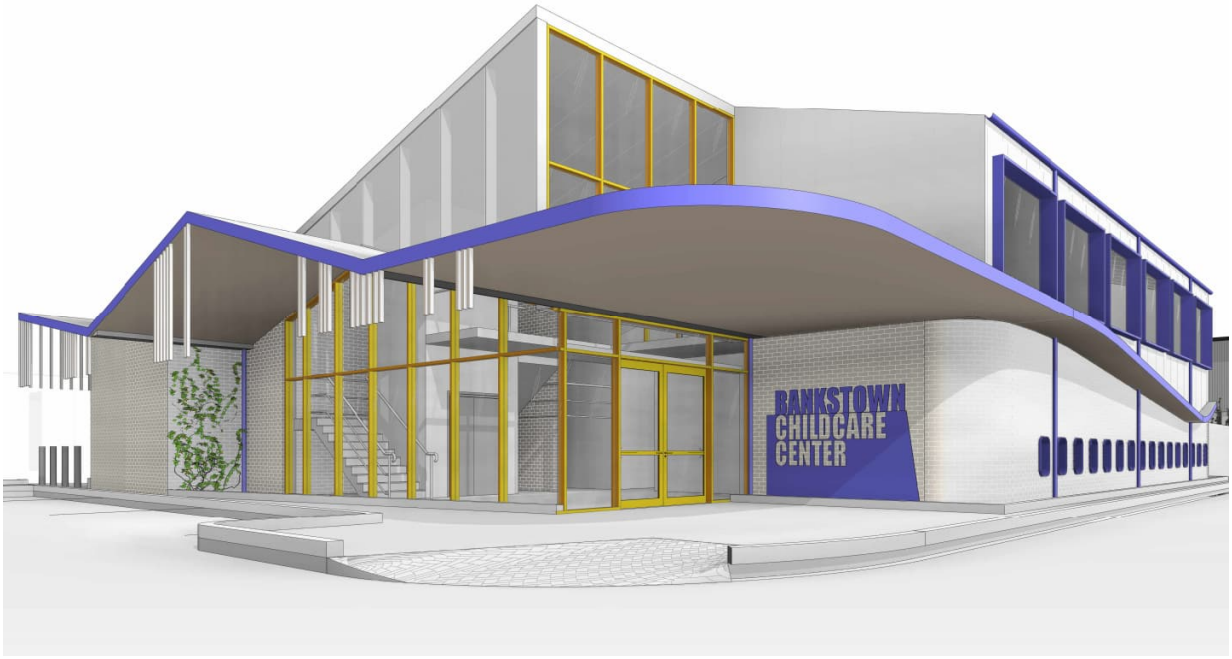


Figure 17 Indicative perspective of the childcare centre

Figure 18 Indicative image of the childcare centre

Warehouses

As demonstrated in Figure 13, the proposed warehouses have been laid out into three separate buildings that will have a uniform design and appearance.

The warehouses will be finished in a variety of external materials, including precast concrete panels, face brick, precoated metal cladding. Mezzanine level office areas with undercroft car parking will be symmetrically positioned along the elevations of the warehouses, finished with large areas of glazing, screening material and signage zones.

For the projecting mezzanine offices, the variety of materials and loading bay canopies will provide good articulation to the buildings and soften their visual impact when viewed from the surrounding land. An indicative image of a warehouse building is shown in Figure 19.

Additionally, warehouse elevations closest to the east and west side boundaries, which interface with neighbouring properties, will include sections of “timber look” screening and “green walls” to break up the mass of the buildings and complement the proposed adjacent landscaped areas. Indicative screening material and green walls are shown in Figure 20.

Sound walls will be positioned adjacent to sensitive receptors to appropriately mitigate acoustic impacts. This includes:

- A 5.0 metre wall surrounding the eastern side of the childcare centre play area, adjacent to the emergency access way
- A 7.0 metre wall to the northeast of the central warehouse building that will be positioned between 2.7 metres and 7.0 metres from the common boundary with 179A Birdwood Road, a City of Canterbury Bankstown site that is currently occupied by Bankstown Montessori Preschool.
- A 5.0 metre wall positioning on the common boundary with Georges River Grammar on the western side of the Project site.

Figure 19 Indicative image of warehouses and ancillary offices

Figure 20 Indicative screening material and green walls

The finished floor levels of the proposed warehouses will vary due to the natural fall of the land. However, the maximum height of the buildings will be typically around 10.3 metres from ground level to the ridge line, as shown in Figure 21.

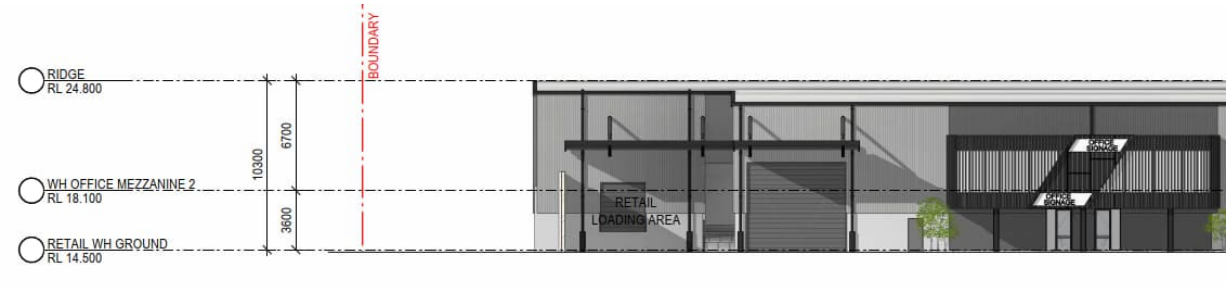


Figure 21 Indicative elevation of the warehouses and associated offices

4.4.3 Earthworks

The Project site falls approximately 4.0 metres from its highest point at the north-eastern boundary along Birdwood Road and the south-western corner of the site along Link Road.

The proposed childcare centre and commercial buildings facing Birdwood Road will have matching finished floor levels of approximately 16.0 RL. Retaining walls will be constructed through the middle of the site, as the site falls to the south. The majority of the warehouses will have a finished floor level of approximately 14.3m RL. Varying finished floor levels will be needed for the southeastern warehouses in order to minimise the extent of earthworks across the site.

4.4.4 Building Setbacks

Shops, Offices and Childcare Centre

The proposed row of two-storey shops and offices will face towards Birdwood Road and be set back approximately 41.0 metres from the front (north) boundary of the Project site, approximately in line with the adjacent supermarket to the west of the Project site. The row of shops and offices will be positioned on the western boundary and setback approximately 40.0 metres from the eastern (side) Project boundary.

The childcare centre will have a varied front boundary setback of between 9.0 and 16.0 metres, which is consistent with or greater than the residential properties located to the east. The east side boundary setback will be 7.3 metres.

Warehouses

Table 3 provides a summary of the boundary setbacks for the proposed warehouses.

Table 3 Warehouse boundary setbacks

Boundary	Setback distance
North (Birdwood Road)	Approximately 57.0 metres and set behind the retail/office building
East	5.0 metres
South	Between 5.0 and 15.0 metres
West	7.0 metres

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 2024 and by the Minister, specifically whether the Airport's disability access arrangements comply with the Disability Discrimination Act 1992 and relevant disability standards.

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 Disability Discrimination Act to ensure compliance with requirements.

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

- Provision of accessible car parking spaces
- Establishment of 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 of 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 a disability, 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 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 seek to create a consistent, high-quality and attractive airport environment.

The indicative landscaping design seeks to optimise the opportunity for tree canopy cover, 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 to aviation operations at the Airport.

The proposed site plan sets out the following landscaping areas:

- A 2.4m to 3.2m wide landscape strip along the northern boundary to Birdwood Road, providing sufficient space for tree planting to complement existing street trees
- Landscaped "islands" within the Birdwood Road car park for tree planting, which will provide shading, cooling and soften the visual impact of the buildings and car park
- Large outdoor play area associated with the childcare centre that will allow for landscaping and tree planting, subject to the requirements of the operator
- A 5.0m wide landscape strip around the perimeter of the eastern warehouse building that will allow significant screen planting to improve the amenity of neighbouring properties outside the Airport site and soften the visual impact of the buildings
- A narrow landscaping strip along the southern boundary of the Project site, adjacent to Link Road. It should be noted that there is a large verge area between the Link Road kerb and the site, providing opportunities for more extensive landscaping.

A final landscaping plan will be developed during the detailed design stage and submitted for approval by the ABC.

4.6 Site Services

4.6.1 Electrical

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

The expected electrical maximum demand for the Project is 892kVA, 1,287Amps, which is proposed to be serviced from a new 1,000kVA kiosk style substation. The new substation is to be located adjacent the Link Road frontage of the site and connected into the existing Airport electrical High Voltage embedded network.

The Project will be electrically reticulated from the new 1,000kVA substation to the main switchrooms for each individual building. Each separate unit and tenancy will be metered from the local switchroom by the embedded network operator.

Each building will be provided with rooftop solar panels that will feed into the Airport's embedded network. The concept plans currently demonstrate indicative areas for solar panel installation. The solar array design will be refined through the detailed design stage and a glint and glare assessment will be undertaken and provided to the ABC, CASA and Airservices Australia for approval.

4.6.2 Potable Water

The estimated potable water demand for the Project is 52.64kL per day and sufficient supply will be provided by a DN100 connection to the Sydney Water mains infrastructure located on Birdwood Road. All necessary approvals from Sydney Water and the ABC will be obtained once the detailed design has been completed.

4.6.3 Sewer

There are two existing sewer mains that pass through the site (DN600 and DN150 sized pipes) that must be realigned to allow the construction of the warehouses. The pipes will be realigned around the perimeter of the Project site and positioned within the internal road alignment or landscaped areas to meet the access requirements of Sydney Water. Figure 22 shows the existing sections of the DN600 and DN150 sewer pipes that will be removed and the new sewer alignment.

The Project will be connected to these realigned sewer mains via a DN150 tap-in connection. All necessary approvals from Sydney Water and the ABC will be obtained once the detailed design has been completed.

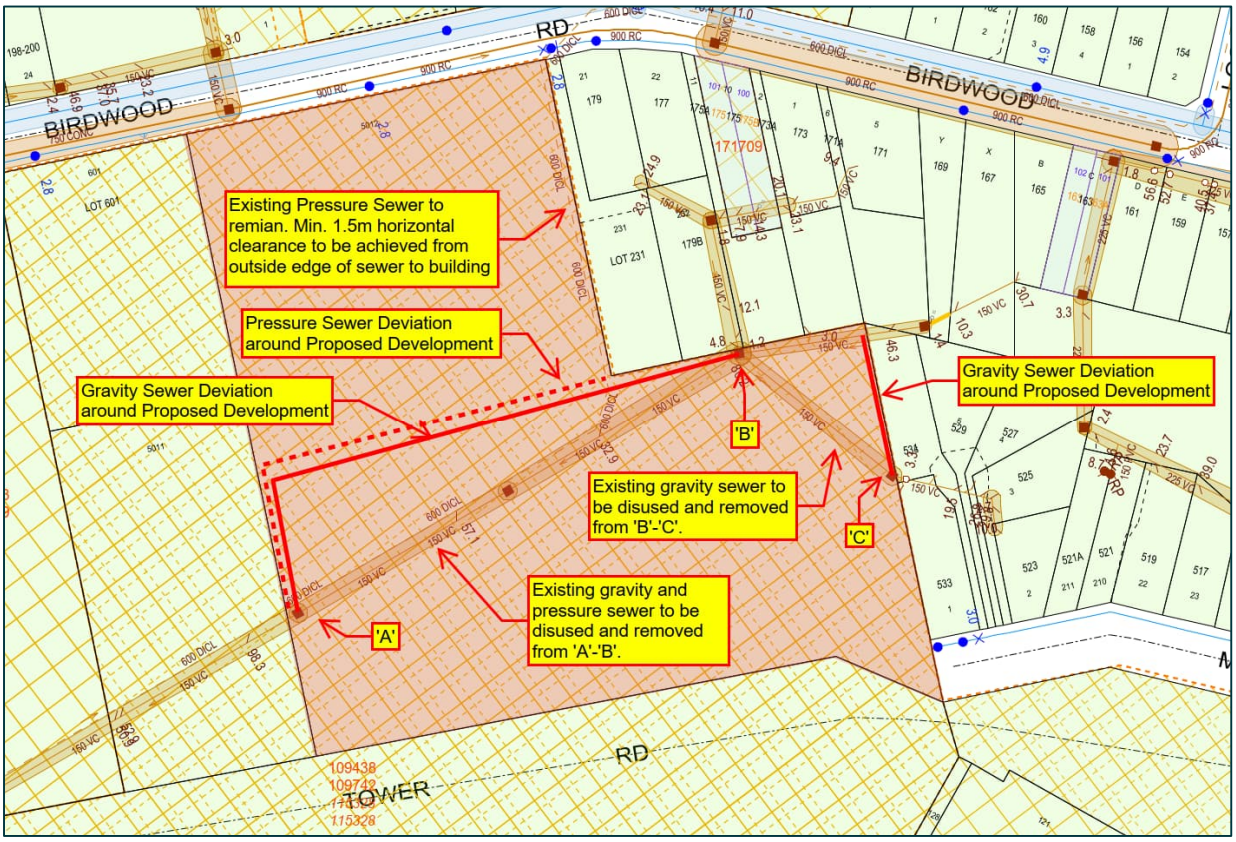


Figure 22 Existing and proposed sewer alignment

4.6.4 Gas

The estimated gas load for the Project is 9,000 MJ / hr and will be supplied by an existing 210kPa gas main infrastructure located on Birdwood Road. Amplification for this gas main may be needed and will be confirmed with Jamena (service provider) once the detailed gas load has been established. All necessary approvals from Jemena and the ABC will be obtained once the detailed design has been completed.

4.6.5 Communications

There is an extensive existing telecommunications network (Telstra and NBN) currently servicing the northern area of the Airport.

This existing network provides an opportunity for the establishment of a telecommunications connection point for the Project.

4.6.6 Fire Safety

Investigations into site services have considered the required supply of water for site firefighting purposes, as well as access for emergency NSW Fire and Rescue 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-site to address network-based fire safety requirements. The requirements for the Project have been determined using *AS2419 – Hydrant Installations* (clause 4.2 and tables 2.1 - 2.3).

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 Birdwood Road to the north and Link Road to the south. The emergency accessway along the eastern boundary and the internal road within the warehouse component of the Project will provide the required access to all proposed buildings.

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

5.0

Construction Works and Scheduling

Aeria Management Group

5.0 Construction Works and Scheduling

5.1 Construction Program

Construction is estimated to start in the second half of 2025 (subject to approvals) and be completed by the end of 2026 (approximately 18 months).

5.2 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
- Temporary parking for Bankstown Montessori Preschool.

The above works will be managed through the project-specific Construction Environmental Management Plan (CEMP) that will be submitted to the ABC for approval.

5.3 Construction Management

Construction Vehicles

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

The CTMP 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 works and will be included in the CEMP.

Vehicle access to the site will be prioritised through the Airport site via Link Road to the south of the Project site, to minimise impacts on local roads.

Plant and Equipment

Construction plant and equipment requirements will be detailed and managed through the CEMP. Any construction impacts will be managed through the NOTAM Protocols.

6.0

Aviation Operations

Aeria Management Group

6.0 Aviation Operations

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

This section summarises the key aspects of these reports under the headings of the National Airports Safeguarding Framework (NASF) and concludes that the Project will have no impact on airport operations or flight paths at the Airport.

6.1 National Airports Safeguarding Framework

The National Airports Safeguarding Advisory Group (NASAG), comprising Commonwealth, State and Territory Government planning and transport officials, the Australian 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, as shown in Figure 23.

Figure 23 NASF Guidelines

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 decisions and noise mitigation strategies to minimise the effects of aircraft noise on surrounding communities.

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

As the Project is a non-aviation development, it will not increase aircraft noise at the Airport or surrounding area.

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

Table 4 below provides a summary of building types and their acceptability against the relevant ANEF Contours, as specified under AS2021-2015.

Table 4 Table of Land Use Acceptability Based on ANEF Contours

Land Use	ANEF Contour		
	Acceptable	Conditionally Acceptable	Unacceptable
Public Building (Childcare facility)	Less than 20 ANEF	20-30 ANEF	Greater than 30 ANEF
Commercial (shop and office)	Less than 25 ANEF	25-35 ANEF	Greater than 35 ANEF
Light industrial (warehouse)	Less than 30 ANEF	30-40 ANEF	Greater than 40 ANEF

As shown in Figure 24, the Project site falls within the 20-25 ANEF contour. As detailed above, the proposed childcare centre is Conditionally Acceptable, while shops, offices and warehouses are all Acceptable.

As described in Section 2.2, a childcare centre is not considered a “school” for the purposes of the Airports Act and would fall under the land use category of “Public Building” for the purpose of an assessment against AS2021-2015.

During the detailed design stage, the acoustic treatment of the Project’s proposed buildings 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.

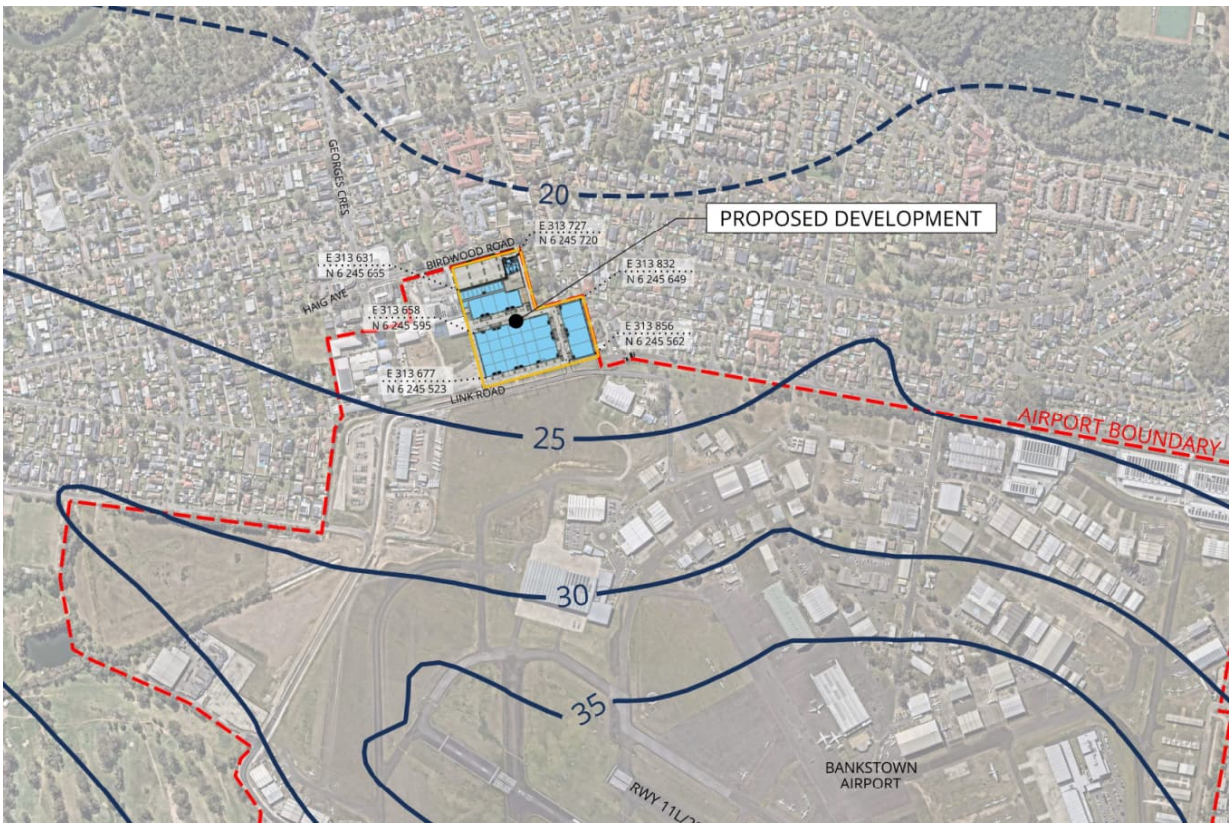


Figure 24 ANEF Contours map

Guideline B: Managing Building Generated Wind Shear and Turbulence

The purpose of Guideline B is to assist land use planners and airport operators in their planning and development processes to reduce the risk of building generated wind shear and turbulence at airports near runways.

Based on Guideline B, the Airport has identified wind shear assessment envelopes 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 proposed Project warehouses lie within the assessment trigger areas for Runways 11L, 11C and 11R.

For developments within the assessment trigger areas, Guideline B then refers to the mitigation of risk by use of a "height multiplier" (the 1:35 surface), confirming that if buildings do not exceed the 1:35 surface they will not create unsafe wind effects. 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.

The proposed building, at a maximum elevation of 24.8m AHD, would infringe the 1:35 surface for Runways 11L, 11C and 11R by a maximum of approximately 5.7m. Therefore, in accordance with Guideline B, further assessment is required.

SLR Consulting has been engaged to undertake this further assessment, including a Computational Fluid Dynamics (CFD) modelling assessment on the wind shear and wake turbulence effects of the Project. A copy of this report is included in Appendix E.

The SLR Consulting study concludes the following:

- The NASF Guideline B wind shear criterion would not be exceeded
- There would be a minor impact on the peak turbulence levels but the number of exceedances for the current and post development scenarios is similar taking into account all analysed wind directions.

The SLR Consulting study was referred to CASA, which advised that no additional operational risk mitigation measures were necessary.

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.

Guideline C: Managing Wildlife Strike Risk

A key aspect of reducing the wildlife hazard risk around airports is building design, appropriate waste management strategies and ensuring that new landscaping is appropriately designed, including use of plant species that reduce the attractiveness of the Airport to wildlife and, in particular, birds.

The Project site is located within the 3-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) that has been approved by the Commonwealth-appointed Airport Environment Officer (AEO).

Planting, landscaping and waste storage within the Project site will be designed in accordance with the Bankstown Airport Development Guidelines 2019, the Bankstown Airport Landscape Guidelines and the Bankstown Airport WHMP. Detailed landscaping and waste management plans will be submitted to the ABC for approval.

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.

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 Project is partially within Light Control Zone C and the remainder is within Zone D. Any lighting associated with the proposed development should therefore meet the restrictions associated with Zone C. Zone C allows for 150 cd intensity of light sources measured 3 degrees above the horizontal.

The lighting design will be developed at the detailed design stage, privately certified for compliance with Guideline E, and will require approval by the ABC.

The Project includes the installation of roof top solar arrays. Therefore, a solar glare hazard analysis will be undertaken at the detailed design stage and will be subject to the satisfaction of CASA and Airservices Australia and approval by the ABC.

Guideline F: Managing Protected Airspace Intrusion

Guideline F is intended to address the issue of intrusions into the operational airspace of airports by tall structures, such as buildings, cranes or activities that could cause air turbulence affecting aircraft in flight in the prescribed airspace.

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

Existing and Proposed OLS

The Project lies within the extents of the existing and future OLS at the Airport.

The proposed development, at a maximum elevation of 24.8 metres AHD, will not infringe the existing OLS inner horizontal surface – set at 51.0 metres AHD.

The OLS inner horizontal surface remains the critical surface over the Project site, whether assessed with Runway 11R/29L strip width of 80 metres (as is published in Master Plan 2019) or a 90-metre runway strip (as currently marked on the ground).

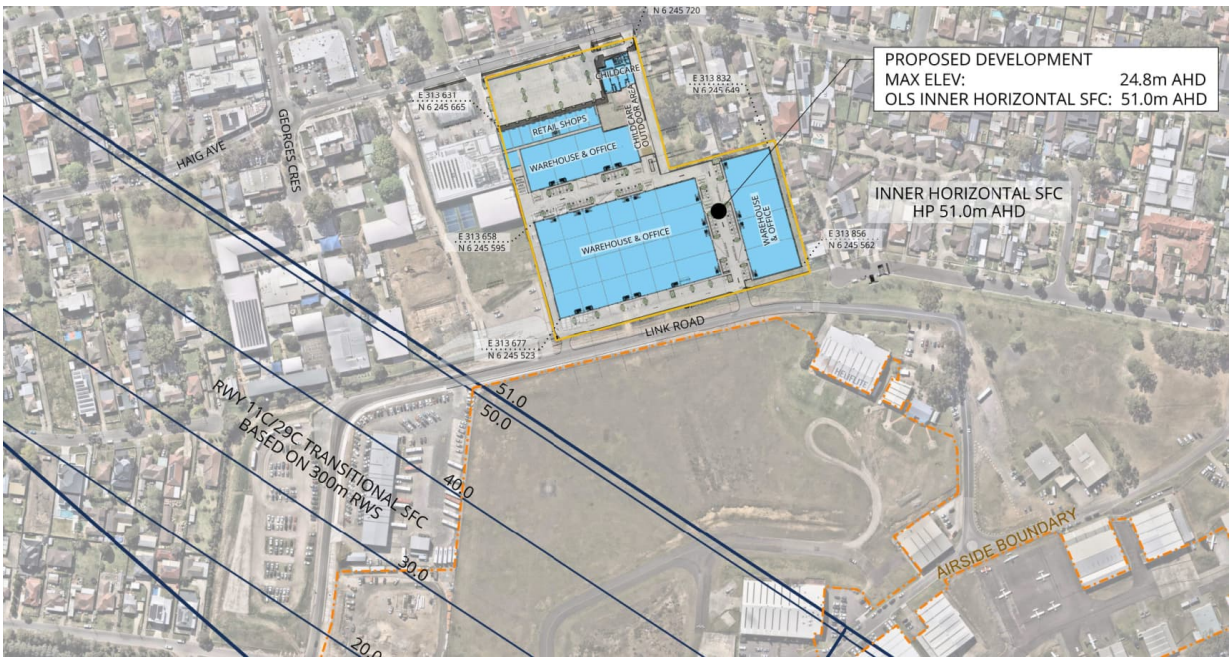


Figure 25 Existing OLS

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. The proposed development, at a maximum elevation of 24.8 metres AHD, will not infringe the Master Plan 2019 OLS inner horizontal surface – set at 51.0 metres AHD.

Existing and Proposed PANS-OPS

The Project lies within the extent of the existing Airport PANS-OPS Runway 11C and 29C Standard Instrument Departure (SID) turn area (Area 3). The proposed development's maximum elevation at 24.8 metres AHD should remain below the SID Area 3 protection surface, which is estimated to be a minimum of 88.5 metres AHD.

The future Airport prescribed airspace includes an ILS (precision) approach for Runway 11C. The Project, at a maximum 24.8 metres AHD, would remain below the future Runway 11C Basic ILS surface elevation – estimated at approximately 62.2 metres AHD.

Construction

It is not expected that construction activities for the Project, such as the use of cranes, will penetrate the prescribed airspace. However, any penetration into the Airport's prescribed airspace will be considered during the development of the construction methodology and approval will be sought in accordance with *Airports (Protection of Airspace) Regulations 1996*.

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.

The Project has been considered with respect to the guidance on Building Restricted Areas (BRA) for Instrument Landing System (ILS) installations provided in NASF Guideline G, for the scenario of a possible ILS installed on an extended Runway 11C/29C. The Project is outside the lateral extents of the BRAs associated with a possible future ILS.

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 sites within the vicinity of the Airport that need to be considered.

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 of the order of 1 in 100,000 or greater.

The Project site is not located within the Airport's Public Safety Areas.

6.2 Aviation Security

The Project site is located on landside land and will not require any changes to the Airport's airside boundary during construction or operation.

Prior to construction, AMG will conduct a site-specific aviation security and safety risk assessment to ensure the construction accords with the International Civil Aviation Organization airport security guidelines and NSW work, health and safety regulations.

7.0

Transport and Traffic Management

Aeria Management Group

7.0 Transport and Traffic Management

A Traffic Impact Assessment (TIA) has been prepared for the Project that considers the site context, site access, active transport, car parking, traffic generation and impacts on the surrounding road network.

7.1 Ground Transport Plan

Master Plan 2019 is the principal planning document for the Airport and describes future aviation operations, land use, facilities and infrastructure and the management of environmental and noise impacts. Specific to traffic infrastructure, the Ground Transport Plan is a subsection of Master 2019 and has been prepared to support the aims and objectives of Master Plan 2019.

Importantly, the Project site was identified in the five-year Development Program set out in Master Plan 2019 and was included in traffic modelling undertaken to assess the traffic impacts of Airport development on the surrounding road network. The Ground Transport Plan indicates that the five-year Development Program for the Airport will result in minor increases in traffic on roads surrounding the Airport.

7.2 Surrounding Road Network

Birdwood Road

Birdwood Road functions as a collector road and is managed by the City of Canterbury Bankstown. The road is aligned in an east-west direction along the northern boundary of the Project site.

The road connects to the State road of Henry Lawson Drive to the west and provides connectivity to the Bankstown Railway Station to the east. Within the vicinity of the Project site, it is a two-way road with one lane configured in each direction, set within a carriageway of approximately 12 metres in width. Directly adjacent to the site, the road is designated as a school zone with a posted speed limit of 40 kilometres per hour during school zone hours (but otherwise has a posted speed limit of 50 kilometres per hour), with kerbside parking on both sides of the road subject to various restrictions.

Link Road

Link Road is a local road aligned in an east-west direction along the southern boundary of the Project site. The road is within the Airport site and serves as an airport perimeter road, providing connectivity between the north and south sides of the Airport. It is a two-way road with one lane configured in each direction, set within a carriageway of approximately eight metres in width. The road has a posted speed limit of 40 kilometres per hour, with no kerbside parking allowed.

Link Road at the Airport recently underwent a significant upgrade that included resurfacing, stormwater capacity improvements, landscaping, new vehicle crossovers and the introduction of a shared pedestrian and cycle path on the airfield (southern) side of the road.

7.3 Public Transport

One bus stop is located on Birdwood Road directly fronting the Project site, with another bus stop on the opposite side of Birdwood Road. These bus stops service the 905 bus route (see Figure 26).

Route 905 connects Fairfield to Bankstown, via Villawood, Chester Hill and the north of the Airport. This route connects the north of the Airport with Bankstown Railway Station and its train services. The bus service follows Marion Street, along the Airport's northern boundary. Route 905 runs every 30 minutes outside peak times and every 15 minutes during the morning and afternoon/early evening peak periods.

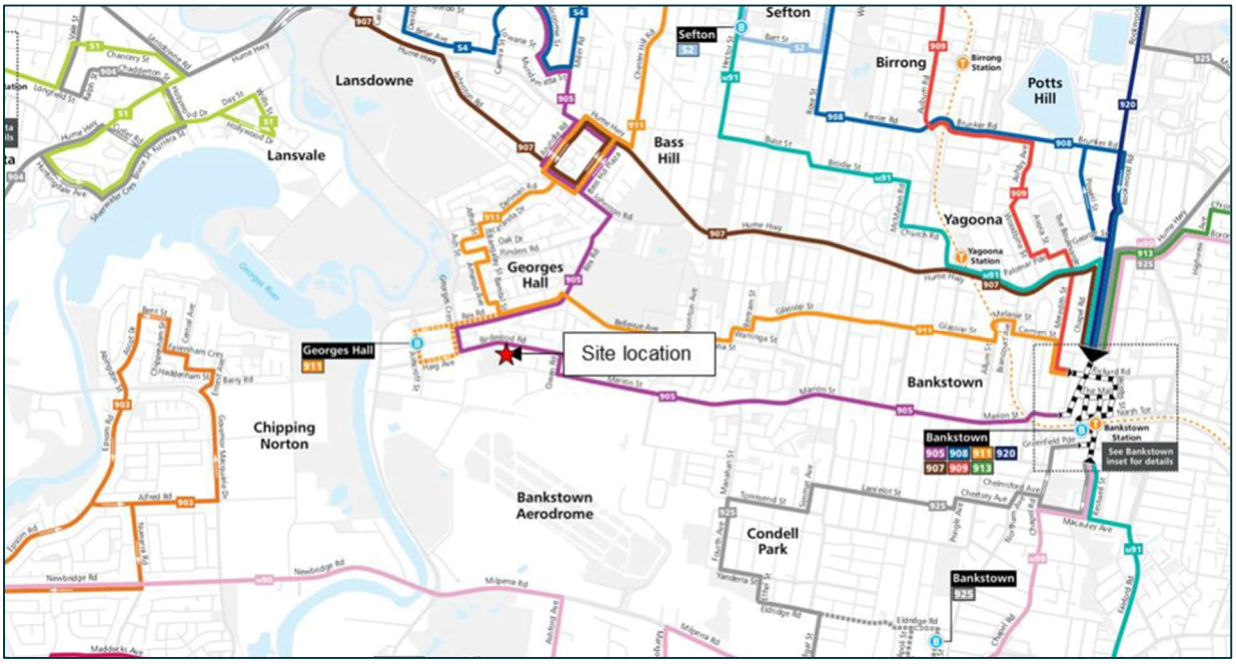


Figure 26 Bus Route Map

7.4 Active Transport

Pedestrians Infrastructure

A continuous pedestrian footpath is located on the northern side of Birdwood Road. On the southern side of Birdwood Road, in the locality of the Project site, the footpath is limited and only runs between the IGA supermarket to the west of the Project site and the Georges Hall local centre.

As part of the Project, the footpath on the southern side of Birdwood Road will be extended along the full width of the Project site, providing access to the site and the existing bus stop directly adjacent to the Project site.

The detailed design of the new footpath and verge adjacent to the Project site will be developed in consultation with the City of Canterbury Bankstown.

Within the Airport site, there has historically been limited pedestrian paths available. 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, completed in 2025.

Cycling Infrastructure

A regional off-road cycleway runs along the western side of Henry Lawson Drive and can be accessed via Birdwood Road, as shown in Figure 27. The recent upgrade to Tower Road/Link Road provided a shared pedestrian cycle path that will improve access around the Airport site and a link between Birdwood Road in the north with Henry Lawson Drive in the southwest.

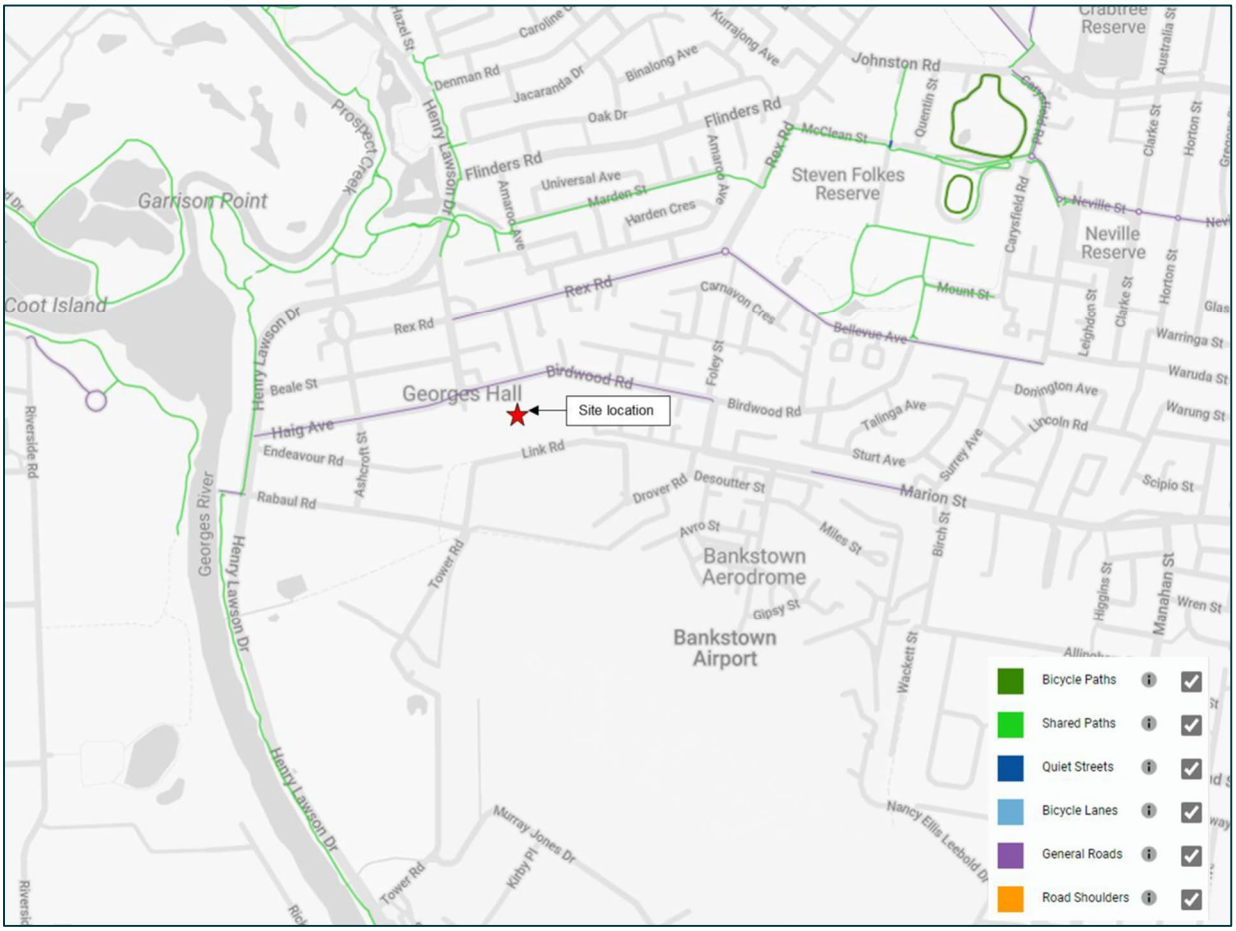


Figure 27 Cycleway Map

Base image source: Transport for NSW Cycleway Finder, accessed 23 November 2023

7.5 Site Layout and Access

Childcare Centre, Shops and Offices

The northern section of the Project site, containing the childcare centre, shops and offices will be accessed from two new crossovers from Birdwood Road and via the existing IGA supermarket car park. Such site access arrangements are described below:

- A new one-way vehicular crossover will be positioned in the northeastern corner of the site and will provide light vehicle access to the childcare centre drop-off area, as well as providing access for emergency vehicles accessing the eastern boundary service road
- A new two-way vehicular crossover will be centrally positioned and provide entry and exit to the site for light vehicles to the shared car park
- Additional internal access will be provided from the existing IGA car park, which will improve circulation and connect to existing infrastructure.

It is anticipated that most delivery vehicles (vans or smaller) accessing the Project site in association with the childcare centre, shops and offices will occur via the Birdwood Road crossovers and shared car park. However, a service corridor, loading bay and waste storage area have been provided to the rear of the row of shops and offices to allow up to 12.5 metre Heavy Rigid Vehicles (HRV) to service the site. This area will be accessed from Link Road via the internal road within the warehouse area.

Warehouses

The southern section of the Project site containing the warehouses will be accessed from two new one-way crossovers that will allow vehicles to enter from the western side of the Link Road frontage, circulate through the site in a one-way direction using the internal road network and exit the site at the eastern end of the Link Road frontage.

The accesses and internal roads have been designed to accommodate up to a maximum 12.5 metre HRV. The internal road and warehouses have been designed to allow trucks to reverse into the warehouses and exit in a forward direction.

The TIA in Appendix C provides further detail of the proposed access arrangement and swept paths and demonstrates that the Project will achieve compliance with relevant standards, achieving the safe movement of vehicles and pedestrians accessing the Project site.

7.6 Car Parking

An assessment of the required car parking for the Project has been undertaken, having regard to the City of Canterbury Bankstown Development Control Plan 2023 (DCP 2023), which sets out the recommended number of car parks for each intended land use. Table 5 and Table 6 provide a summary of the car parking requirements for the Project, for each intended land use. Note that for this assessment it has been assumed a small amount of food and beverage offerings (café) will be provided within the ground floor shops.

Table 5 Northern Car Park

Proposed Land Use	Gross Floor Area (m^2)	DCP Car Parking Rate	Recommended Number of Car Parks
Office	999	1 space per 40 m2 gross floor area of the premises	25
Childcare	120 children	1 space per 4 children	30
Café	298	0.15 car space per square metre in excess of 100m2	30
Retail Shop	694	1 space per 40 m2 gross floor area of the premises	17
Total			102

The northern car park will provide a total of 102 car parking spaces, therefore aligning with the requirements of the DCP 2023 and meeting the car parking needs of the proposed development.

To support the operation of the Bankstown Montessori Preschool, four parking spaces will be signposted for their exclusive use during pick-up and drop-off peak periods. The provision of these spaces and related agreements are separate to the approval process of this MDP.

Table 6 Southern Car Parking Area

Proposed Land Use	Gross Floor Area (m^2)	DCP Car Parking Rate	Recommended Number of Car Parks
Warehouse (including ancillary offices)	16,301 140 estimated staff	1 car space per 300m^2 GFA or 1 space for 2 staff	54 (based on GFA) Or 70 (based on staff)
Total			54 (based on GFA) Or 70 (based on staff)

The southern car park off Link Road will provide 125 spaces, which, as detailed in Table 6, is a maximum surplus of 55 spaces above the recommended DCP car parking rate. Sufficient on-site car parking is therefore proposed to meet the needs of the Project.

Disability Access

Accessible parking will be provided by the rates determined by the *Building Code of Australia* (BCA). The northern portion of the Project site will require three accessible parking spaces and the southern portion two parking spaces. The BCA requirements align with DCP 2023.

7.7 Operational Traffic

Traffic generating rates for the Project site were developed in accordance with *Transport for NSW (TfNSW) Guide to Traffic Generating Developments 2002.* Estimates of peak hour traffic volumes resulting from the Project are detailed below.

Table 7 Traffic Generation

Land Use	Gross Floor Area (m^2)	AM peak Hour	PM Peak Hour
Birdwood Road			
Office	999	16	12
Childcare	120 children	96	84
Retail Shop	694	16	32
Café	298	15	7
Total		143	135
Link Road			
Warehouse (including office)		82	82
Total		82	82

Master Plan 2019 assumed a total of 20,000 m^2 of commercial land use (neighbourhood shopping centre) development on the Project site. When developing Master Plan 2019, detailed modelling using VISSIM microsimulation software was undertaken to assess the implications of the potential development of the Airport. The Project is expected to have no additional impacts on the findings of the Master Plan 2019 traffic and transport assessment.

A detailed Operational Traffic Management Plan will be developed during the design stage of the Project that will consider the movement of vehicles accessing the site and any interactions with surrounding land uses, including the TfNSW bus depot on the south side of Link Road and the proposed school bus drop off area at Georges River Grammar to the west of the Project site.

7.8 Construction Traffic

Site Access

Construction vehicle access is anticipated to be from Link Road and all loading is expected to take place within the bounds of the Project site. Some construction traffic access may be required from Birdwood Road and, in these instances, any traffic management measures will be undertaken in accordance with the requirements of the City of Canterbury Bankstown.

As part of the detailed CTMP, Traffic Guidance Schemes will be prepared in accordance with the principles of the Traffic Control at Work Sites manual (TfNSW, 2022). The Traffic Guidance Schemes primarily show where

construction signs will be located at specific locations (such as uncontrolled intersections) along the approved truck routes to warn other road users of the increase in construction vehicle movements.

Parking

It is expected that there will be up to 50 workers on-site at any given time during peak activities. Parking for workers will be generally provided on site. Workers will be strongly encouraged to use public transport or carpool. During site induction, workers will be informed of the existing bus network servicing the site. Any overflow car parking will be contained within the Airport site and controlled through the CTMP.

Traffic Generation

There will be various types of construction vehicles accessing the site during construction. The largest of these vehicles will include:

- Concrete trucks
- Concrete pump and boom vehicles
- Mobile cranes
- Excavators and bulldozers
- Rigid trucks, truck and dog combinations and articulated vehicles.

Most construction traffic will be associated with the removal of spoil, concrete pours and general delivery of materials and equipment. These activities will occur within the designated construction zone during each stage.

It is expected that works could generate up to five construction vehicle movements per hour during any peak period. This equates to one vehicle every 12 minutes. Construction vehicle movements will be minimised/avoided during peak hours where possible.

Given the expected low construction traffic volumes and the proximity of the Project site to the arterial road network, it is anticipated that the construction traffic will not have a significant impact on the surrounding road network.

7.9 Summary

The TIA concludes that:

- The northern car park will provide the recommended number of car parking spaces to align with the requirements of the DCP 2023 and meet the car parking needs of the Project
- The warehouses will be provided with sufficient car parking to exceed the requirements of the DCP 2023 and meet the car parking needs of the Project
- All internal roads and parking bays are designed in accordance with the relevant Australian Standards (AS2890.1-6) and to accommodate the relevant largest vehicles
- The Birdwood Road access associated tenancies are anticipated to generate up to 143 vehicle trips in the morning peak and 135 vehicle trips in the afternoon peak. The Link Road Access associated tenancies are anticipated to generate up to 82 vehicle trips in the morning and afternoon peak.
- Master Plan 2019 assumed a total of 20,000 m^2 of commercial land use (neighbourhood shopping centre) development on the Project site. The Master Plan 2019 assessment included detailed traffic modelling using VISSIM microsimulation software to assess the implications of the potential development of the Airport. Based on the TIA, it is considered that the Project will operate within the Master Plan 2019 traffic and transport assessment.
- Overall, the Project is well-considered and can be supported from a transport and parking perspective.

8.0

Environment and Sustainability

Aeria Management Group

8.0 Environment and Sustainability

8.1 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 prepared the Bankstown Airport Environment Strategy (AES), forming part of Master Plan 2019, as the management framework to ensure that Airport operations and new development are managed to avoid or appropriately mitigate impacts on the Airport environment and its surrounds. Figure 28 illustrates the Bankstown Airport Environmental Management Framework.

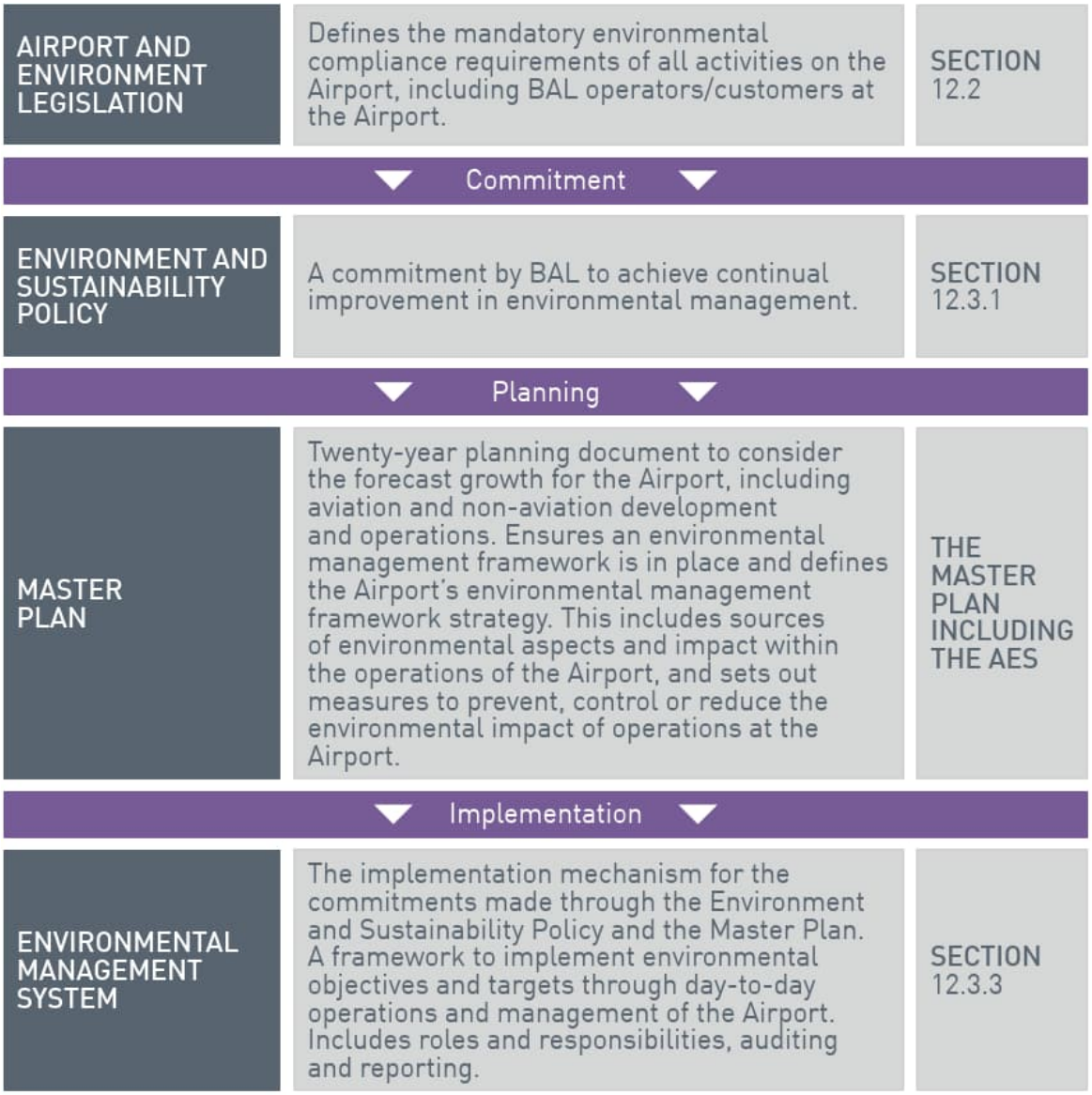


Figure 28 Bankstown Airport Environmental Management Framework

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 mitigation measures will be documented as part of submissions to the ABC.

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 must consider advice from the Minister for the Environment and Water.

8.2 Sustainability, Climate Resilience and Decarbonisation

AMG has developed a Sustainability Framework for the Airport that focuses on environmental, social and governance criteria. Figure 29 below sets out the three pillars of the framework and eight key factors to be considered.

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	0n Governance
Ensure safe and environmentally compliant precincts.	An ethical, sustainable and secure business.

Figure 29 AMG's Sustainability Framework Pillars and Factors

The Sustainability Framework will guide the design, community engagement, construction and operation of the Project. This includes 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 guides decision making across the Airport and has resulted in measurable achievements, as reported in AMG's 2023 and 2024 Sustainability Reports, 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
- Developing the vision for AMG's first "Reflect" Reconciliation Action Plan (RAP)
- Supporting and partnering with community groups, including: AMG's sponsorship of a Little Wings aircraft to enable an extra 65 missions a year for seriously ill children in regional and remote areas; support for the 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 AMG's carbon footprint for Scope 1 and 2 emissions and baselining Scope 3 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
- Increase solar infrastructure by 60% by 2030
- Develop AMG's Reflect RAP
- Demonstrate leadership in providing a physically and mentally safe work environment
- Become an Employer of Choice for staff through a broad range of employee support initiatives
- Achieve zero environmental fines, prosecutions and incidents
- Ongoing support and incubation of emerging aviation technologies, including net-zero 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 will be 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
- Enhanced 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.

8.3 Stormwater/Hydrology

Civil engineering concept plans have been developed to verify the current architectural concept proposed by this MDP. Detailed engineering plans and reports will be developed through the detailed design stage and submitted for approval to the ABC.

8.3.1 Site Drainage

The piped stormwater drainage (minor) system concept design for the Project has been designed to accommodate the 20-year ARI storm event (Q20).

Overland flow paths (major), which will convey all stormwater runoff up to and including the Q100 event, have also been provided, which will limit major property damage and any risk to the public in the event of a piped system failure. Overland flows are directed to roadways, open drains and basins generally, as set out in the South West Precinct stormwater management strategy.

The stormwater runoff from the Project site is proposed to be collected via pits and pipes and discharge into one of two onsite OSD tanks, prior to being discharged into the Tower Road infrastructure.

The drainage system will be designed to adequately protect buildings, public areas and neighbouring properties from stormwater runoff.

The detailed stormwater management design will be submitted to the ABC for approval.

8.3.2 Stormwater Quantity

The majority of the Airport is managed as part of the Precinct Stormwater Management Strategy. Management of local runoff (to limit post-development flows to pre-development) and regional considerations (flood storage in Georges River flooding) have been included in the Precinct Stormwater Management Strategy.

The Project site was excluded from the Management Strategy and, therefore, a site-specific on-site detention (OSD) solution is proposed and includes the provision of one or two OSD tanks located on the boundary of the site with Link Road, near the two proposed discharge points. Storage capacity will be sufficient to ensure that post-development flows do not exceed pre-development flows.

8.3.3 Stormwater Quality

Similar to water quantity management, water quality management has been excluded from the precinct infrastructure works – therefore, an on-site solution is proposed. This solution will align with the Bankstown Airport Site-Wide Flood and Stormwater Management Strategy, which 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%

The components of the on-site treatment strategy to achieve the above targets are expected to include:

- Primary treatment to the grated surface inlet pits is to be performed via two Ocean Protect Offline GPTs and one supplementary Ocean Protect Pit Basket. Pre-treatment of stormwater will assist in mitigating the potential for early onset sedimentation of the two OSD tank systems
- Tertiary treatment of roof water via rainwater reuse and settling within a rainwater tank
- Tertiary treatment of the stormwater run-off via filtration located in the two OSD tanks.

A detailed stormwater management strategy will be developed through the detailed design stage and submitted to the ABC for approval.

8.3.4 Flooding

The finished floor levels of the Project's proposed buildings, as shown on the concept plan, will achieve a 300mm freeboard above the 1% AEP to provide appropriate flood immunity.

Flood modelling and mitigation design of the Project will be refined through the detailed design stages and a Flood Impact Assessment Report that demonstrates there will be no offsite flood impacts as a result of the Project, which will be submitted to the ABC for approval.

8.4 Visual Impact/Building Massing

8.4.1 Existing Environment

The Project is located on the northern extent of Airport land and adjoins non-airport land to the north and east (see Figure 30).

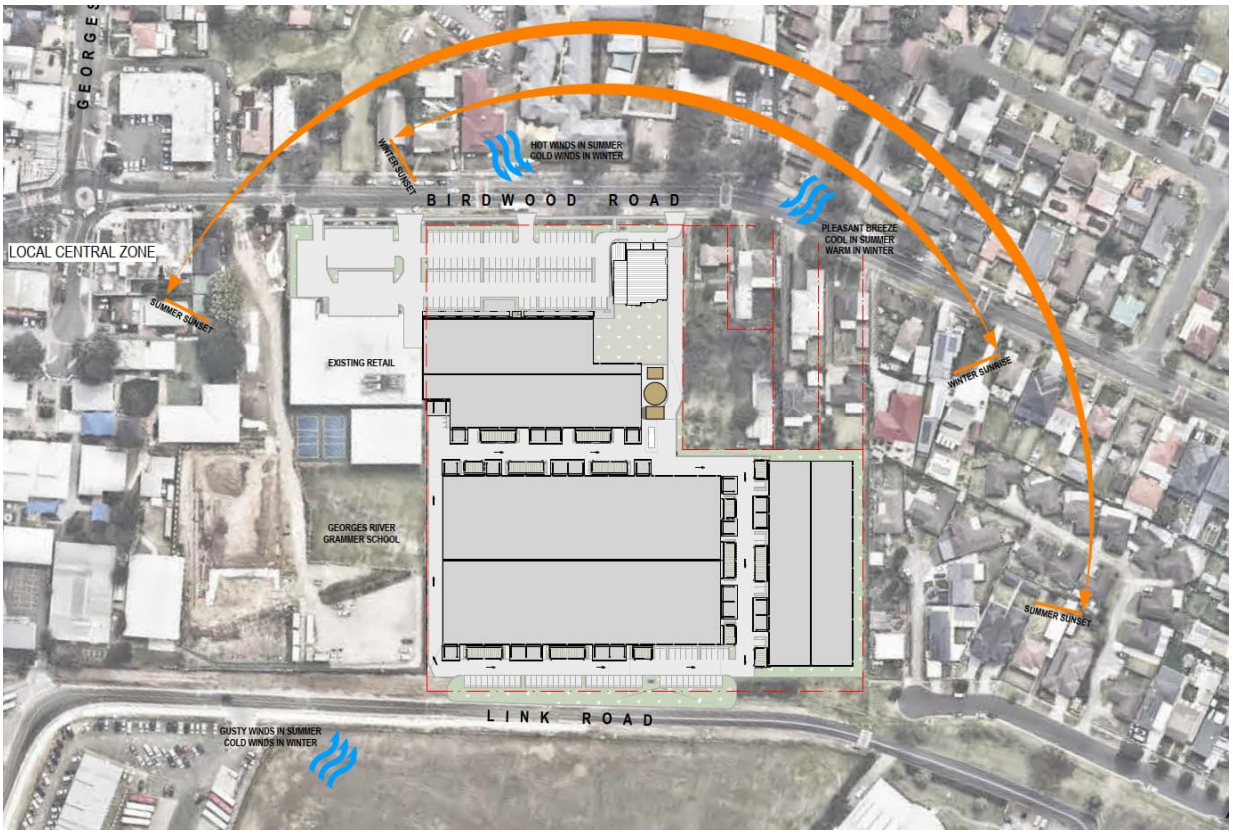


Figure 30 Site context plan

The Project site is currently a vacant parcel of land bound by the following development:

- Residential properties to the east that are located off the Airport site and consist of a mix of detached single and two-storey dwellings of relatively uniform size and consistent boundary setbacks
- Community and residential properties to the north, on the opposite site of Birdwood Road, which consist of single and two-storey buildings. These properties are less uniform and of a greater density than the properties to the east of the Project site
- Educational and commercial properties to the west, comprising generally taller and larger buildings associated with Georges River Grammar and the IGA supermarket
- Aviation-related development to the south, consisting of open airfield (runways, taxiways and aprons) and aircraft hangars.

8.4.2 Building Scale and Form

The Project has been designed to respond to the site context. It has been effectively laid out in two separate areas, with the childcare centre, shops and offices located to the north – and appearing and operating as a typical local centre development. The warehouses located to the south are designed to respond to the more

industrial character of the Airport environment. Section 4.4 provides a detailed description of the built form and design of the proposed buildings.

Childcare Centre, Shops and Offices

The proposed built form within the northern section of the Project site, containing the childcare centre, shops and offices, will complement the general height, form and position of buildings within the locality and will present as a contemporary, well designed local shopping centre that is typically located within a suburban context.

The buildings will be a maximum of two storeys in height and positioned away from neighbouring properties outside the Airport site, so that they will not be visually intrusive. The visual impact of the built form will be further softened by the well positioned and large landscaping areas located within the shared car park and adjacent to the road verge.

Figure 31 Indicative image of the childcare centre, shops, offices, car park and landscaping

The buildings will provide a high degree of articulation and architectural interest that will enhance the streetscape character in the area and will not result in any detrimental impact on the visual amenity of the area.

Warehouses

The proposed Project warehouses, within the southern section of the Project site, are of a conventional shape and size. However, they have been carefully designed and positioned to minimise visual impacts on surrounding properties.

The warehouses will be finished in a variety of external materials, including precast concrete panels, face brick and precoated metal cladding. Mezzanine level office areas with undercroft car parking will be symmetrically positioned along the elevations of the warehouses and finished with large areas of glazing, screening material and signage zones.

The projecting mezzanine offices and the variety of materials and loading bay canopies will provide good articulation to the buildings and soften their visual impact, when viewed from surrounding land.

The proposed eastern most warehouse will share a boundary with single storey dwellings located outside the Airport site, at 533 and 531 Marion Street and 171A, 173A and 175A Birdwood Road.

To mitigate noise impacts on the sensitive receptors within the locality, a 7.0 metre high sound wall is proposed to be installed approximately 2.7 metres from the shared boundary with 179A-179B Birdwood Road. This City of Canterbury Bankstown property is outside the Airport site and is occupied by Bankstown Montessori Preschool.

A new 2.1 metre high fence will be constructed along the boundaries with 533 and 531 Marion Street and 171A, 173A, 175A and 179A-179B Birdwood Road (see Figures 32-33).

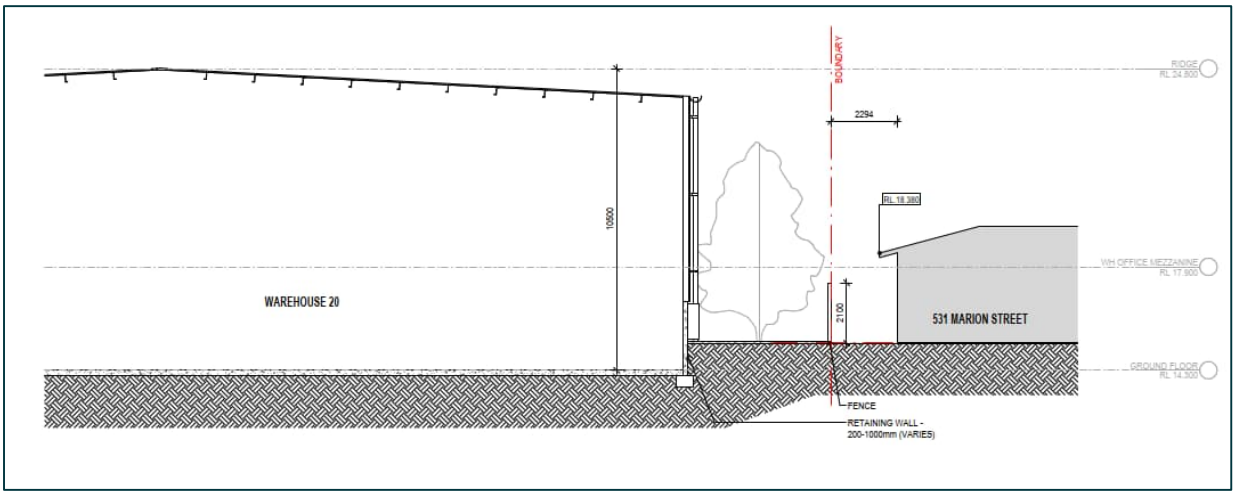


Figure 32 Interface between the eastern warehouse and 531 Marion Street (east-west section)

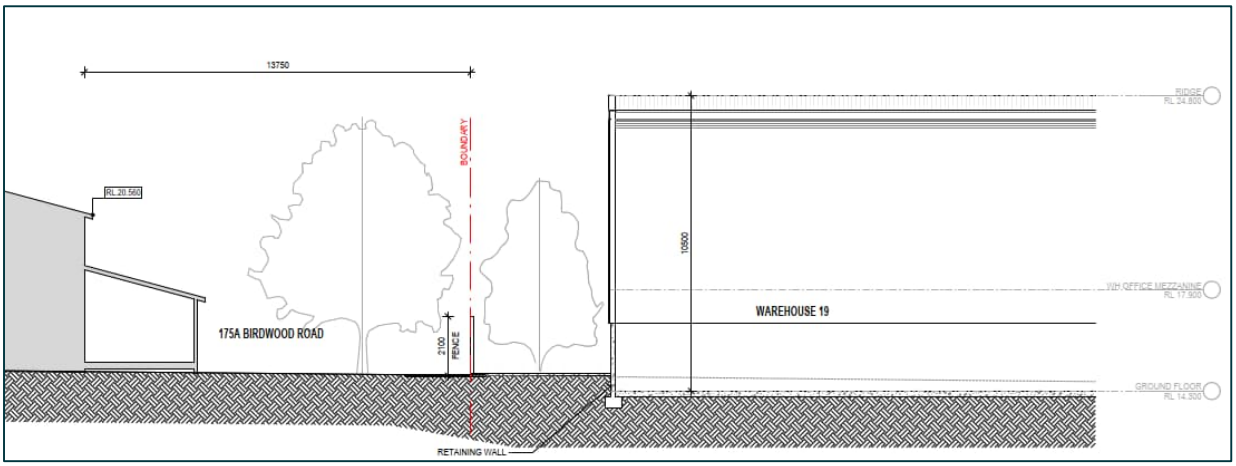


Figure 33 Interface between eastern warehouse and 175A Birdwood Road (north-south section)

To appropriately mitigate the visual impact of the proposed eastern warehouse on nearby properties, the following measures have been included:

- The eastern warehouse has been set back a minimum distance of 5.0 metres from the boundaries of all adjoining properties outside the Airport site
- A landscaped area ranging between 2.71 metres and 5.0 metres in width will be provided at the interface with all properties outside the Airport site. Semi-mature trees will be planted within such landscaped areas to provide screening and soften the appearance of the warehouse building
- A mixed palette of materials will be used to break up the appearance of the building
- “Timber look” screens and “green walls” will be positioned along the western and northern elevations of the eastern warehouse

- The finished floor level of the eastern warehouse has been set approximately 1.0 metre lower than the ground level of the adjoining properties outside the Airport site, which will assist in reducing the overall height of the building when viewed from these properties
- Shadow diagrams have been prepared and provided in Appendix B that demonstrate there will be minimal shadowing impacts on adjoining properties outside the Airport site throughout most of the year.

With respect to the interface with Georges River Grammar, located to the west of the Project site and within the Airport site, the centrally positioned warehouse will be set back approximately 7.0 metres from the common boundary with the school and will adjoin a sports field within the school grounds.

To mitigate operational noise impacts from the Project, a 5.0 metre high sound wall will be constructed on the boundary with the school. Given the use of a sports field within the school grounds, the construction of the wall will assist with containing sports activities and provide an effective visual and acoustic barrier between the two land uses.

8.5 Noise Management

A Construction and Operational Noise and Vibration Impact Assessment was undertaken by AECOM and the findings of the assessment are summarised below. The report is provided in Appendix F.

Construction Noise Management

Construction scenarios for the Project were developed and three distinct construction stages were used in a computer-based noise model, to determine potential construction noise generation. Construction impacts were then assessed at all receivers at various locations across the Project site. The Interim Construction Guidelines 2009 (ICG) noise management levels (NMLs) are more stringent than the construction noise criteria outlined in the *Airports (Environment Protection) Regulations 1997*, therefore, ICNG's NMLs have been utilised as the design criteria for the Project.

A conservative assessment predicts that 49 receivers within Georges Hall will experience noise levels above the NML for the Foundations construction scenario. Of these receivers, eight are expected to be highly affected. For the Site Establishment scenario, 28 receivers are expected to experience noise levels above the NML, with six of these expected to be highly affected. For the Frame and Façade construction scenario, 32 receivers are expected to experience noise levels above the NML, with eight of these expected to be highly affected.

Fourteen non-residential receivers are expected to exceed the construction NMLs for the highest impact construction scenario (Foundations). These receivers include Bankstown Montessori Preschool, Georges River Grammar, IGA Georges Hall, Georges Hall Community Centre and St Martin's Anglican Church.

An assessment of the likely construction traffic movements cannot be conducted at this stage as existing traffic volumes along access routes are not yet available. A construction traffic assessment will be conducted at the detailed design stage and form details for approval by the ABC.

The main source of vibration during construction is likely to be the use of piling rigs during earthworks and structural works. Minimum working distances for vibration intensive construction work have been presented. Equipment size would be selected by the construction contractor accounting for the minimum working distances and the distance between the area of construction and the most affected sensitive receiver. If work needs to be carried out within minimum working distances, vibration monitoring would be carried out to manage potential structural damage.

A project-specific CEMP will be developed and submitted for approval by the ABC, which will seek to minimise construction noise and vibration impacts.

Operational Noise Management

An operational noise assessment was carried out in accordance with the NSW Environment Protection Authority (EPA) *Noise Policy for Industry, 2017*, as required under the Bankstown Airport Noise and Vibration Management Plan (NVMP). Likely operational scenarios during the daytime, evening and night-time were assessed at representative receiver locations near the Project site, against the project noise trigger levels. In addition, likely

maximum noise events from operational activities within the proposed warehouse area were used to assess sleep disturbance at all nearby residential assessment receivers.

Results show predicted operational noise emissions from the Project site are compliant with the project noise trigger levels, provided that the maximum equipment noise levels, traffic movements, noise barriers (sound walls) and plans of management detailed in the architectural drawings and Construction and Operational Noise and Vibration Impact Assessment are implemented. The noise mitigation strategies detailed in the Construction and Operational Noise and Vibration Impact Assessment, including the proposed sound walls, should be verified at the detailed design stage and form part of the detailed design submitted to the ABC for approval.

A noise assessment of likely operational road traffic was not conducted at this stage, as existing traffic counts along access routes are not yet available. This operational road traffic noise assessment should be conducted at the detailed design stage in accordance with the EPA's Road Noise Policy.

Operation of the Project is not predicted to generate any adverse vibration to nearby sensitive receivers.

Aircraft Noise Management

Based on the location of the Project site with respect to the most up-to-date Bankstown Airport 2039 ANEF chart, the light industrial (warehouses) would be an "acceptable" use and the childcare centre, shops and offices would be "conditionally acceptable" uses, in accordance with the Australian Standard *AS2021-2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction* (AS2021-2015)

A maximum aircraft noise level of LAsmax 72 dB has been predicted from GA aircraft to the Project site. Indicative sound reduction values and construction detail have been recommended in the Construction and Operational Noise and Vibration Impact Assessment for the proposed childcare centre, to ensure compliance with AS2021-2015. These recommendations will be verified during the detailed design stage and submitted to the ABC for approval.

8.6 Heritage

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

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

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

As the Project site borders non-airport land regulated under State Planning Legislation, a review has also been undertaken of the *Canterbury-Bankstown LEP 2023* and DCP 2023.

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

8.6.1 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 within the northern extent of the Airport Business Zone. A search of the Aboriginal Heritage Management System (AHIMS) database has shown that no sites of Aboriginal significance have been

recorded in or near the Project site. The potential for Aboriginal heritage items to be located in or near the Project Site is considered low.

Notwithstanding such minimal risk, AMG has implemented an "Unexpected Finds Protocol" that is required to be followed for all developments at the Airport.

8.6.2 Non-Aboriginal Heritage

The Airport has historical significance as the location of a Royal Australian Air Force (RAAF) Base from the 1940s to 1960s. The Airport has transitioned through several significant phases, including:

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

The Airport is a Statutory Listed Heritage Item of local significance (Item No. I18) under the Canterbury-Bankstown LEP 2023. However, this listing is of no statutory relevance as the Airport is located on Commonwealth land and not subject to local planning systems.

The Airport Control Tower is a Commonwealth Heritage Listed Place (Place ID: #106118) that consists of an operating control tower dating from the first phase of World War II. There are no other statutory listed items on or near the Project Site.

The Project will not have any material impact on the heritage significance of the Airport, given the proposed development will occupy a relatively small area of the Airport on its periphery. The Project will also not have any discernible impact on the visual form or character of the wider Airport.

With respect to the Commonwealth-listed Airport Control Tower, the Project is located approximately 1.0 kilometres from the Airport Control Tower and will not be readily visible within the context of the tower or obscure any view from inside or outside the Airport. Because of this, the Project will not impact on the heritage importance of the Airport Control Tower.

8.6.3 Heritage Management Plan 2018

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

The 2018 HMP defines the built, landscape and archaeological elements at the Airport that are considered to contribute to the overall heritage values of the Airport site. None of these elements are located within the Project site or in the immediate vicinity and, therefore, are unaffected by the proposed development.

8.6.4 Canterbury Bankstown Local Environment Plan 2023

As the Project site is located on the periphery of the Airport site and adjoins land within the City of Canterbury Bankstown, a review of the *Canterbury-Bankstown LEP 2023* was undertaken and concluded that the Project site is not within the setting of any state or local heritage items.

8.7 Soil Contamination and Geotechnical

Soil contamination and geotechnical investigations were undertaken in 2023 and the following sections provide a summary of these investigations and findings.

8.7.1 Soil Contamination

The soil contamination works consisted of a site inspection and intrusive investigation (test pits) at 22 locations across the Project site. During the works, several small stockpiles and mounds were encountered on the surface of the site. An elongated mound in the northern portion of the site was identified to include visible asbestos containing materials (ACM) and an undulating area in the eastern portion of the site was observed to contain ACM beneath grass cover. All laboratory analysis results were reported within the site adopted criteria, with the exception of asbestos identified in the northern and eastern area of the site, discussed above.

The following is a summary of the soil contamination investigations and assessment:

- No gross or significant contamination was identified during the investigations that would preclude the Project site from being developed for commercial/industrial purposes, including associated landscaped areas and childcare
- Mounded materials identified to be impacted with asbestos should be removed from the Project site prior to development works occurring. Until such time as the asbestos risks are removed, asbestos impacts should be managed consistent with WHS Regulations
- Due to the presence of general rubbish and building rubble in small mounds and stockpiles within the site, removal of these materials should also be considered prior to development works
- An unexpected finds (asbestos) management plan, including unexpected find protocol, and asbestos management procedures, should be developed for the Project site for implementation during development works.

Subject to the removal of the general rubbish and stockpiles, the Project site is suitable for the proposed development.

8.7.2 Geotechnical

Geotechnical Investigations included the excavation of seven test pits and associated assessment and laboratory analysis. The report provided design advice based on the proposed mixed-use commercial/industrial development, including on grade car parking and potential warehouses. The works included advice on foundations, slabs, pavements, slopes and excavation support. A bulk earthworks specification appropriate for the Airport was also provided.

8.8 Air Quality

8.8.1 Construction Impacts

A project-specific 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-specific CEMP will be developed in line with *Bankstown Airport Air Quality Management Plan 2023*.

8.8.2 Operational Impacts

The following legislative framework relates to potential air quality impacts:

Air quality impacts associated with ground-based operations – on Airport	*Airports (Environment Protection) Regulations 1997 (AEPR)*
Air quality impacts on land outside the Airport site	*NSW Environment Protection Authority Air Quality Framework*

The precise air quality and odour impacts associated with the operation of the Project are not known at this stage, as tenants have not been secured for the buildings and any related operational requirements considered. However, future tenant fit outs will be subject to approval by the ABC and will include compliance with the

relevant standards and legislation (detailed above), to ensure air quality and odour impacts are appropriately mitigated.

8.9 Ecology

A flora and fauna assessment of the Project site was completed in January 2024 and included a field survey undertaken in December 2023.

The conclusions of the assessment are summarised below:

- The report assessed the potential impacts of the proposed works on flora and fauna species listed under the Commonwealth EPBC Act
- No threatened flora or fauna species were recorded within the study area during the field survey. However, the proposed works have the potential to impact upon small patches of Cumberland Red Gum Riverflat Forest (Plant Community Type (PCT) ID 4025), which is listed as a threatened ecological community (TEC). This TEC may also provide potential foraging habitat for some highly mobile threatened fauna species, such as the Grey-headed Flying-fox
- The PCT exists in two small, highly degraded patches with some connectivity with a larger patch immediately north of the Airport northern boundary fence, along the roadside
- An Assessment of Significance was not undertaken as this species did not meet the definition of a TEC under the EPBC Act, due to the patch size threshold and the biotic threshold (vegetation condition) being low. Therefore, the Project is unlikely to result in a significant impact on the existing PCT 4025 within the study area
- It was determined that the habitat proposed for removal within the Project site is unlikely to provide significant foraging habitat for Grey-headed Flying-fox. The affected vegetation amounts to less than 0.01 ha and is unlikely to cause significant impact to this species, given the similar foraging resources in proximity to the study area, including vegetation immediately north of the boundary that will remain
- The impacts of the Project will not trigger entry into the Biodiversity Offset Scheme (BOS) and the preparation of a Biodiversity Development Assessment Report (BDAR) or Species Impact Statement (SIS) is not recommended
- The mitigation measures and recommendations as detailed in the report will be adopted.

8.10 Waste Management

A Construction and Demolition Waste Management Plan (CDWMP) has been prepared for the Project. The initiatives set out in the CDWMP will be implemented where practicable and will be used to guide the detailed design of the Project and the construction and operational phases.

The development of the CDWMP has been guided by local, state and federal policy and frameworks, including:

- Canterbury Bankstown Development Control Plan 2023 - Chapter 3: General Requirements
- Australian Government, Department of Sustainability, Environment, Water, Population and Communities. *Construction and Demolition Waste Guide - Recycling and Re-use Across the Supply Chain*. (2014, November).
- NSW Waste Avoidance and Resource Recovery (WARR) Strategy 2014-2021
- NSW Waste Classification Guidelines 2014
- Australia's National Waste Policy 2018

Where possible, the construction and operational phases of the Project will implement the following waste management initiatives:

- Reuse of excavated material on-site and disposal of any excess to an approved site
- Green waste mulched and reused on-site as appropriate, or recycled off-site
- Bricks, tiles and concrete reused on-site as appropriate, or recycled off-site
- Plasterboard waste returned to supplier for recycling
- Framing timber reused on site or recycled off-site
- Windows, doors and joinery recycled off-site
- All asbestos, hazardous and/or intractable wastes are to be disposed of in accordance with WorkCover Authority and EPA requirements. Plumbing, fittings and metal elements will be recycled off site
- Ordering accurate quantities of materials and prefabrication of materials where possible
- Reuse of formwork
- Careful source separation of off-cuts to facilitate reuse, resale or recycling.

A final CDWMP will be submitted to the ABC for approval and any future fit outs of individual tenancies will have regard to the approved CDWMP.

8.11 Consistency with Airports Act

As demonstrated in Section 8 above, the MDP has been prepared in accordance with the requirements of the Airports Act, including the following requirements under Section 91 (1) relating to environmental matters:

(1) A major development plan, or a draft of such a plan, must set out:

(h) the airport - lessee company's assessment of the environmental impacts that might reasonably be expected to be associated with the development; and

(j) the airport - lessee company's plans for dealing with the environmental impacts mentioned in paragraph (h) (including plans for ameliorating or preventing environmental impacts).

9.0

Consistency with Bankstown Airport Master Plan and Head Lease

Aeria Management Group

9.0 Consistency with Bankstown Airport Master Plan and Head Lease

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 development is consistent with the Master Plan for the airport.

This section of the MDP provides an assessment of the Project against the current Master Plan 2019, 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.

9.1 Airport Master Plan Objectives

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

Table 8 details the key objectives of Master Plan 2019 and describes how the Project responds to these objectives.

Table 8 Key Master Plan Objectives

Objective	How the project relates
Airport Forecasts Maintain Bankstown Airport's standing as the State's pre-eminent GA airport	The Project is located on land within the landside commercial area of the Airport, on a site specifically identified in Master Plan 2019 as suitable for commercial development. The Project will provide shops and services to the local community and airport users and will provide opportunities for aviation-related commercial users to occupy the proposed office and warehouse spaces. The proposal has been designed with regard to the NASF Guidelines and will not compromise aviation safety or operations at the Airport.
Aircraft Noise Actively work with airport users, government agencies and community representatives to manage noise impacts for aircraft operations.	The Project is a non-aviation related development that will not impact aircraft noise.
Airport Safeguarding Long-term and effective protection and safeguarding of the Airport to ensure its ongoing operation and potential to grow for changing aviation needs and to deliver social and economic benefits to the wider community.	The Project is located on land within the landside commercial area of the Airport, on a site specifically identified in Master Plan 2019 as suitable for commercial development. The proposal has been designed with regard to the NASF Guidelines and will not compromise aviation safety or operations at the airport. The Project will make a significant contribution to local, regional and State economies, including adding approximately $44.54 million to NSW Gross State Product during the construction phase and $110.5 million annually when operational.

Objective	How the project relates
	The Project will respond to the retail and social needs of the wider community, including for childcare places.
Aviation Infrastructure Investment in aviation facilities to support continued growth in air traffic.	The Project is located on land within the landside commercial area of the Airport, on a site specifically identified in Master Plan 2019 as suitable for commercial development. The Project will provide opportunities for aviation-related commercial users to occupy the proposed office and warehouse spaces. The Project is being progressed in parallel with a significant new aviation hangar development at the Airport located within the heart of the aviation precinct (subject to MDP approval). The Aviation Hangar Project is a significant investment in aviation facilities that will support future aviation operations and growth in air traffic.
Land Use Planning Provide the overall planning intent for the Airport and provide consistency with the NSW State planning system.	The Project is located on land within the landside commercial area of the Airport, on a site specifically identified in Master Plan 2019 as suitable for commercial development. The Project has been designed with regard to the NSW State planning system, as detailed in Section 10. Significant effort has been made to integrate the Project into the local environment, complement the streetscape and land use characteristics of Birdwood Road and minimise amenity impacts to properties outside the Airport site that interface with the Project.
Development Program Consider a development program that will increase the level of economic activity and employment generated by the Airport and meet the forecast aviation and non-aviation demand.	The Project is located on a development site specifically identified in the five-year Development Program within Master Plan 2019. The site is identified as suitable for commercial development and the Land Use and Ground Transport chapters of Master Plan 2019 anticipate the development of the site. The Project will provide shops and services to the local community and airport users and will provide

Objective	How the project relates
	opportunities for aviation-related commercial users to occupy the proposed office and warehouse spaces. The Project will create employment opportunities and make a significant contribution to local, regional and State economies, including: • Supporting approximately 255 full-time jobs and adding approximately $44.54 million to NSW Gross State Product during the construction phase • Supporting approximately 488 full-time jobs and adding approximately $110.5 million annually to NSW Gross State Product when operational.
Ground Transport Optimise existing transport infrastructure and services and consider the impacts on traffic on roads surrounding the Airport.	The development of the Project site was included in traffic modelling that informed the Ground Transport Plan and no detrimental increase in traffic on the surrounding road network is anticipated. The site benefits from two road frontages and traffic movement associated with the Project site has been split so that light vehicles will access the site from Birdwood Road, which is controlled by the City of Canterbury Bankstown, and trucks associated with warehouses will use Link Road within the Airport site.
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 the 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 an established 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 8.0 considers relevant environmental matters and demonstrates that the Project will not result in any detrimental environmental impacts and that the construction and operation of the proposed development will be appropriately managed. Section 8.0 also sets out environmentally sustainable design initiatives that will be incorporated as part of the Project.

9.2 Land Use Planning

Master Plan 2019 divides the Airport into four land use zones, being the Airport Business, Aviation, Commercial and Industrial Zones. These zones have been divided further into precincts that provide detailed guidance on envisaged development.

Each zone sets out 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 and possible, based on characteristics such as established airport infrastructure and proximity to surrounding uses.

9.2.1 Airport Business Zone and Neighbourhood Precinct

The Project site is located within the Airport Business Zone and Neighbourhood Precinct, as shown in Figure 34.

The Airport Business Zone classifies the following land uses as "permissible" with consent:

- Childcare facilities
- Community facilities
- Recreation facilities
- Business premises
- Retail premises
- Office premises
- Warehouse or distribution centres
- Specialised retail premises (in Neighbourhood Precinct only)
- Light industries.

Figure 34 Site location within the Airport Business Zone and Neighbourhood Precinct
Source: Bankstown Airport Master Plan 2019

Airport Business Zone Future Character

As stated in Master Plan 2019, the desired future character of the Airport Business Zone is:

The Airport Business Zone will continue to develop as the 'heart' of activities at the Airport, providing the interface between airside and landside development, accommodating aviation operations, and related services, commercial and business activities.

This zone will include buffer activities between the aviation/commercial development and the residential areas to the north of the Airport.

Development in the zone will consist of a high level of amenity and quality built form.

The Project aligns with the desired future character of the Airport Business Zone, as it will provide opportunities for services, commercial and business activities to be located within the site. The design of the Project also responds well to its interface location adjacent to non-Airport land, by providing local centre type commercial uses facing Birdwood Road that will service the local community and airport users.

The Project also presents a high quality built form that will integrate well with surrounding properties and enhance the level of services and amenity within the locality.

Airport Business Zone Objectives

Table 9 sets out the objectives of the Airport Business Zone and Neighbourhood Precinct and how the Project meets each of these objectives.

Table 9 Objectives of the Airport Business Zone

Airport Business Zone	
Objective	**Assessment**
Provide primarily for the accommodation of aviation operations and aviation-related activities.	The Project site is not required for aviation operations or aviation-related activities. However, the Project will create a mixed-use commercial precinct that will provide opportunities for aviation-related uses, particularly within warehouses accessible from Link Road within the Airport site. The proposed offices within the northern section of the Project will also provide opportunities for aviation-related support services.
Provide neighbourhood uses in areas of the Zone that interface with land surrounding the Airport.	The Project has been specifically designed to respond to its location at the interface with non-airport land and will improve access to shops, offices and services for the local community and Airport users.
Provide for commercial and business uses.	The Project will provide opportunities for commercial and business uses.
Enhance the amenity of the zone by improving built form and landscaping, and creating a gateway and boulevard to the zone along Airport Avenue.	The Project will present a high quality built form that will integrate well and complement the surrounding built form and enhance the level of services and amenity within the locality. The Project site is not located within the locality of Airport Avenue.

Airport Business Zone	
Objective	Assessment
Ensure safe and convenient pedestrian access and car parking throughout the zone.	The Project has been laid out to be highly accessible and will provide safe access for pedestrians and vehicles. The number of car parks provided accords with the recommendations of the City of Canterbury Bankstown DCP and has been designed in accordance with the relevant Australian Standards.
Neighbourhood Precinct	
Objective	Assessment
Provide an area accommodating neighbourhood uses, including education, retail and entertainment services, particularly in locations that interface with the surrounding community.	The Project has been specifically designed to respond to its location at the interface with non-airport land and will improve access to shops, offices and services for the local community and Airport users.
Provide for a range of commercial, light industry and aviation-related activities.	The Project will create a mixed-use commercial precinct that will support commercial, light industry and aviation-related activities, subject to demand.
Deliver an integrated landscape theme throughout the precinct.	Large areas of landscaping have been integrated into the Project, particularly at the interface with non-Airport land. Detailed landscaping plans will be developed through the detailed design stage of the Project that will accord with the Bankstown Airport Landscape Master Plan and Guidelines 2022. These details will be submitted to the ABC for approval.

9.3 Development Program

Section 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 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).

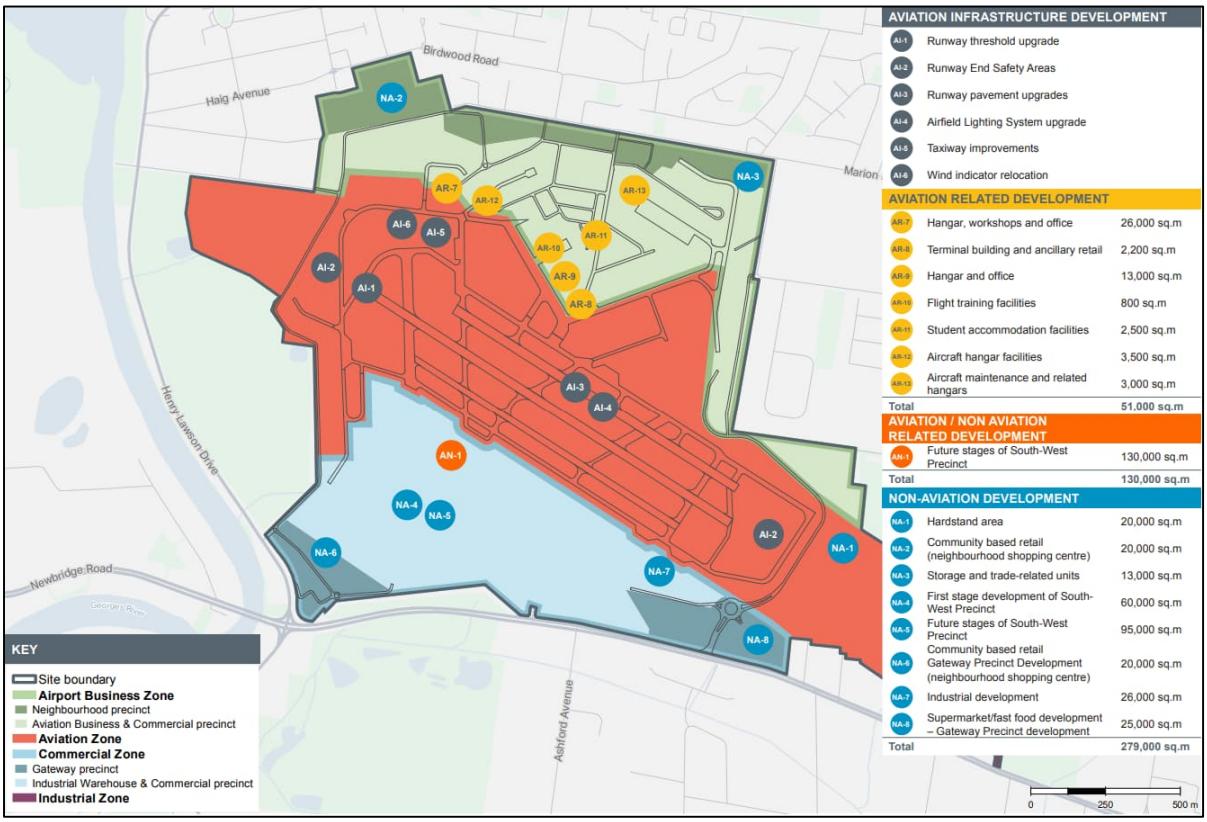


Figure 35 Bankstown Airport five-year development program
Source: Bankstown Airport Master Plan 2019

The Project site is identified as Site NA-2 in the Development Program set out in Master Plan 2019, as detailed in Figure 35. Site NA-2 is identified as a "non-aviation" development site that is suitable for "community-based retail (neighbourhood shopping centre)", with potential envisaged uses being supermarkets, entertainment and clubs, subject to approvals and commercial demand.

The Project will deliver a mixed-use commercial precinct that will present to Birdwood Road as a typical neighbourhood shopping centre, providing shops and services to the local community and airport users.

9.4 Consistency with Head Lease

The MDP has been prepared in accordance with Clause 13 of the Airport Head Lease between the Commonwealth of Australia and BAPL, as required under Section 91 (1A) b) of the Airports Act.

Specifically, the Project aligns with the requirement in Clause 13.1 of the Head Lease for AMG to develop the Airport, having regard to the quality standards reasonably expected of such an airport in Australia and "good business practice" – including the requirement to provide "appropriate facilities for the comfort, ease of access, expeditious movement and efficient use of the Airport site by passengers and other users".

9.5 Conclusion

The Project is consistent with the objectives of Master Plan 2019 and aligns with the objectives and desired future character of the Airport Business Zone and Neighbourhood Precinct and is consistent with the development of Site NA-2 as set out in the five-year Development Program.

The Project is also consistent with the requirements and objectives of the Head Lease.

10.0

Consistency with Airports Act and State and Local Planning Instruments

Aeria Management Group

10.0 Consistency with Airports Act and 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. As such, 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 the relevant NSW State and local government strategic planning policies and how the Project is consistent with such policies.

10.1 Airports Act

The MDP is consistent with all legislative provisions and requirements under the *Airports Act 1996* (Airports Act), including those relating to environmental matters. The specific chapters of the MDP demonstrate consistency with the requirements under Section 91 (Contents of a major development plan) of the Airports Act and a summary of this consistency is provided in Appendix A.

10.2 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 the 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 36).

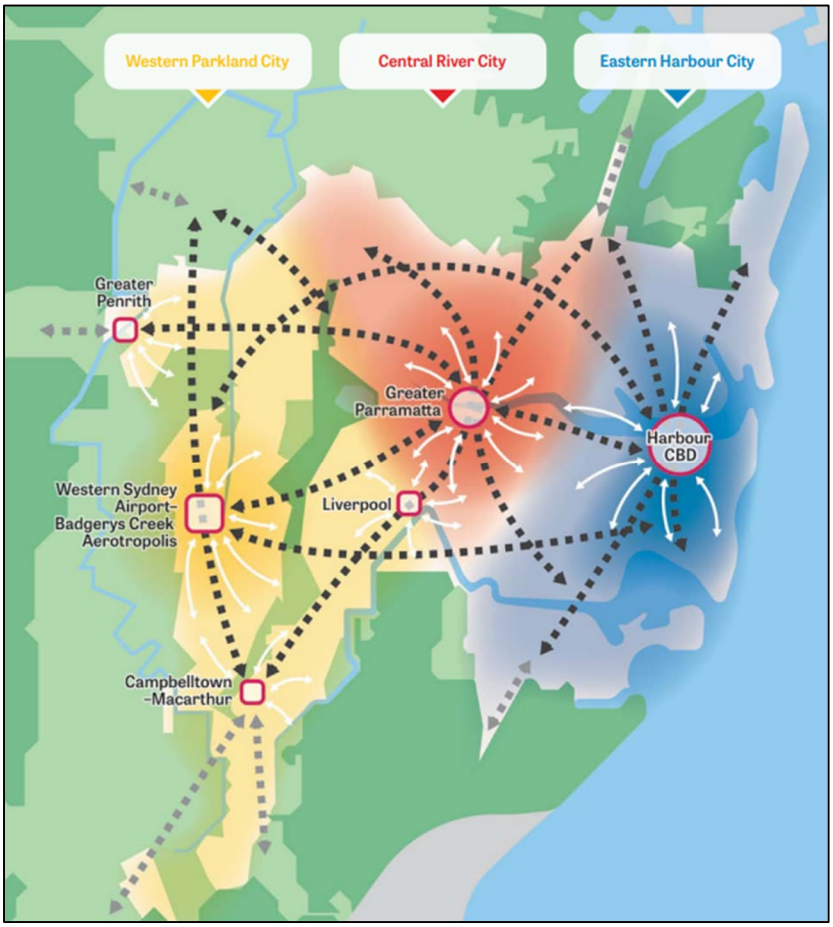


Figure 36 Vision of a Metropolis of Three Cities
Source: *Greater Sydney Commission: Greater Sydney Region Plan*

The Region Plan includes objectives relating to infrastructure and collaboration, liveability, productivity and sustainability. The table below details how the Project aligns with those objectives.

Table 10 Greater Sydney Regional Plan Objectives

Objective	Assessment
Objective 3 Designing infrastructure to be adaptable – future proofing assets.	The Project has been designed to be adaptable and respond to future commercial and business needs for the local community and Airport users. The internal arrangements of the Project buildings are flexible and will support a range of large and small tenancies. The Project will be appropriately serviced to support current user requirements and, if necessary, can support upgrades to services to support new technologies and requirements.
Objective 4 Asset management of infrastructure – getting more out of existing assets.	The Project will make efficient use of vacant land at the Airport that is zoned for commercial non-aviation and aviation-related uses.

Objective	Assessment
	The Project will enhance the Airport, which is an important infrastructure asset for South West Sydney, without compromising aviation operations or safety.
Objective 16 Freight and logistics network is competitive and efficient. *'Bankstown Airport currently caters for 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.'*	The Project will align with this objective by providing new opportunities for light industrial, commercial and retail tenancies within vacant Airport land that has been identified for such development. The Project has been carefully designed to accord with the NASF Guidelines and will not compromise aviation oerations and safety at the Airport.
Objective 22 Investment and business activity in centres. Objective 22 provides direction for the development of local centres and states: *'Local centres are important for access to day-to-day goods and services. These centres create a strong sense of place within the local community. Local centres are collections of shops and health, civic or commercial services. Larger local centres, such as those anchored by a supermarket, can form the focus of a neighbourhood. Supermarket-based centres also provide local employment, accounting for close to 18 per cent of all Greater Sydney's jobs. While local centres are diverse and vary in size (as measured by floor space), they play an important role in providing access to goods and services close to where people live. Increasing the level of residential development within walking distance of centres with a supermarket is a desirable liveability outcome.'*	The Project will complement its contextual surroundings and present as a typical local centre to Birdwood Road. The northern component will provide tenancies for future retail, office, childcare and other local services within walking distance of the local population. The Project will provide significant employment opportunities to South West Sydney and local community. The Project will create employment opportunities and make a significant contribution to local, regional and State economies, including: • Supporting approximately 255 full-time jobs and adding approximately $44.54 million to NSW Gross State Product during the construction phase • Supporting approximately 488 full-time jobs and adding approximately $110.5 million annually to NSW Gross State Product when operational.

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 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 the State.

It notes that the Airport's future must be strategically planned in the context of the Western Sydney International Airport and Badgerys Creek Aerotropolis and 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*. Table 11 considers the Project against the relevant strategic Planning Priorities.

Table 11 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 S3 Providing services and social infrastructure to meet people's changing needs.	The northern component of the Project will provide tenancies for future retail, office, childcare and other local services within walking distance of the local population, in line with the growing population of South West Sydney. The buildings have been designed to allow significant flexibility with the internal tenancy arrangements and infrastructure services can be upgraded to meet future market demands.
Planning Priority S6 Creating and renewing great places and local centres, and respecting the District's heritage	The Project will enhance the visual amenity of Birdwood Road and will complement the general form, character and position of existing development within the locality. The Project will activate this area of Birdwood Road and present as an inviting and attractive local centre.
Planning Priority S8 Growing and investing in health and education precincts and Bankstown Airport trade gateway as economic catalysts for the District.	The Project is a significant commercial investment in the Airport and region that will support this Planning Priority to grow the Airport's importance as a trade gateway and economic catalyst for the District.
Planning Priority S9 Growing investment, business opportunities and jobs in strategic centres.	The Project will provide significant employment opportunities to the District and local community. The Project will create employment opportunities and make a significant contribution to local, regional and State economies, including: • Supporting approximately 255 full-time jobs and adding approximately $44.54 million to NSW

Planning Priorities	Assessment
	Gross State Product during the construction phase • Supporting approximately 488 full-time jobs and adding approximately $110.5 million annually to NSW Gross State Product when operational.

10.3 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.

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 Canterbury Bankstown LGA.

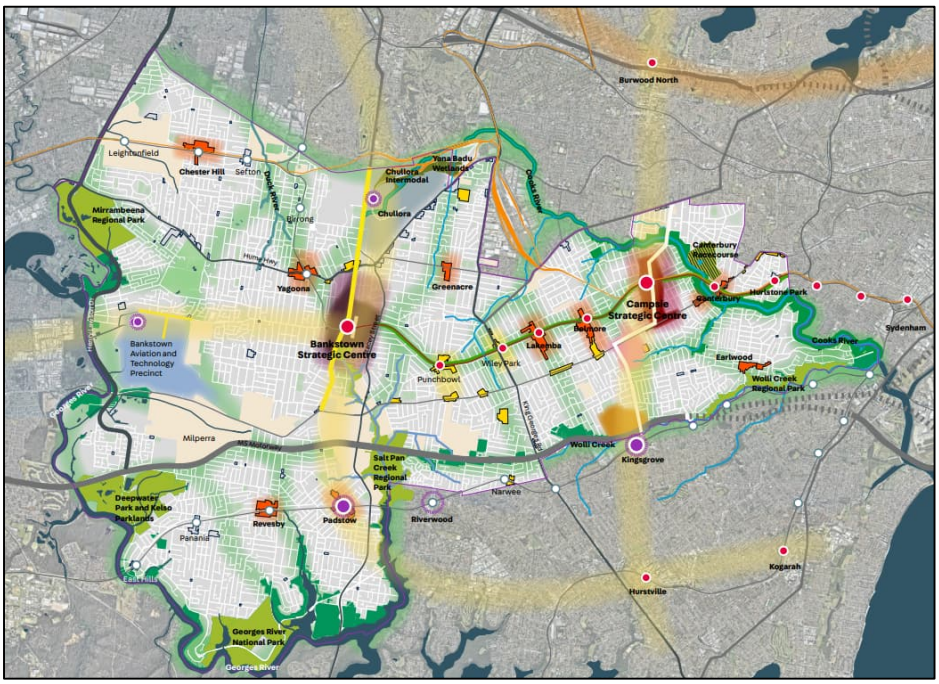


Figure 37 Strategically important sites identified by Connective City 3036

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

As illustrated in Figure 37, 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 specialised aviation, advanced manufacturing and emergency services role of the Airport.

The Project will optimise the Airport's assets by developing vacant land that has been strategically identified as suitable for commercial development, which supports the strategic importance of the Airport and provides commercial and business opportunities for the region and local communities.

The buildings within the Project will allow for a variety of shops, offices and services to meet market demands and the needs of the local community.

Canterbury-Bankstown Local Environmental Plan 2023

The Canterbury-Bankstown 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 LGA.

Under the Canterbury-Bankstown LEP, the entire 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.

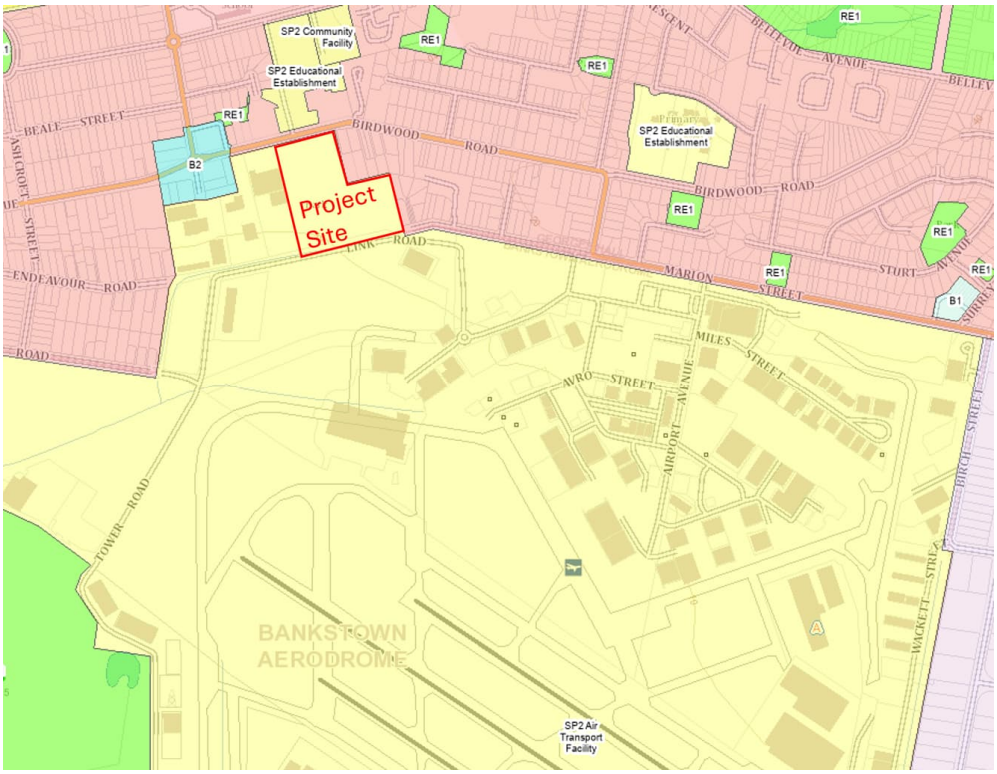


Figure 38 LEP Zone map

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 the infrastructure zone.

The Project will complement surrounding development and properties and will be in accordance with NASF guidelines, so that it will not compromise aviation operations and safety at the Airport. As such, the Project is consistent with the objectives of the SP2 Infrastructure (Air Transport Facility) Zone.

The Project site adjoins land to the east and north that is within the R2 Low Density Residential Zone. The objectives for this zone are:

- To provide for the housing needs of the community within a low-density residential environment
- To enable other land uses that provide facilities or services to meet the day-to-day needs of residents

- To allow for certain non-residential uses that are compatible with residential uses and do not adversely affect the living environment or amenity of the area
- To ensure suitable landscaping in the low density residential environment
- To minimise and manage traffic and parking impacts
- To minimise conflict between land uses within this zone and land uses within adjoining zones
- To promote a high standard of urban design and local amenity.

The scale, position, building height and composition and intended land uses of the Project will complement the residential nature of the adjoining properties with the R2 Low Density Zone.

The buildings have been set back and provided with wide landscaped buffers, green walls and a mix of finished materials to minimise impacts on non-Airport land uses.

The intended land uses fronting Birdwood Road will provide facilities and services that meet the day-to-day needs of residents within the R2 Zone.

Sufficient car parking provision will be provided so that car parking conditions on surrounding roads and car parks within the locality will not be detrimentally impacted.

The Project will deliver high-quality landscaping surrounding the site that will enhance the streetscape appearance of Birdwood Road, provide shading and amenity to users of the site and soften the visual impact of the buildings.

The Project will not have a material impact on the heritage significance of the Airport. See Section 8.6 of this MDP for further details.

10.4 Conclusion

As demonstrated above, the Project will protect and enhance the strategic importance of the Airport, provide significant opportunities for local and regional communities and be consistent with local planning policies, including complementing adjoining land uses. For these reasons, the Project is consistent with State and local planning systems.

11.0

Consultation

Aeria Management Group

11.0 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 applies equally to the Project. Engagement and consultation on the Project commenced in 2023 and is ongoing, including briefings and discussions with multiple stakeholder groups, community information sessions, newsletters, detailed website information and updates, community pop-up sessions and letter box drops.

To date, AMG has engaged and consulted with stakeholders about the Project for more than 12 months, including representatives of the Bankstown Airport Community Aviation Consultation Group (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, City of Canterbury Bankstown, Canterbury Bankstown Chamber of Commerce, South West Sydney Tourism Taskforce and Members of Parliament (MPs) at the State and Commonwealth levels.

AMG has also consulted directly with residents and the community, including via the letter-box drop of a newsletter about the Project and a community pop-up stall outside a local supermarket.

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

11.1 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.

11.2 Objectives of Consultation

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

- Meet 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 Project
- 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 Project
- Provide stakeholders, Airport operators, the GA sector and broader community with opportunities to engage and provide feedback on the Project
- 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.

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

11.3 Approach to Consultation

The consultation approach adopted by AMG for the Project will meet 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 will also deliver 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 developments 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 initiatives to date and upcoming consultation measures are detailed in Tables 12-15 below.

Community Consultation

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, such consultation to date has included:

- Briefings, presentations and discussions at multiple meetings of the Bankstown Airport CACG, which has enabled community members and stakeholders to share information and feedback
- The letter-box drop of a community newsletter to residents in surrounding suburbs, to provide initial information about the Project and invite feedback
- Community pop-up information and feedback stall outside the SUPA IGA Georges Hall, adjoining the Project site.

- AMG has also provided briefings about the project to City of Canterbury Bankstown, State MPs and local business, tourism and retail industry groups.

AMG will build on such consultation and engagement throughout the MDP process, including the distribution of additional community newsletters and further community pop-up sessions and information sessions, as well as briefings for key community groups and stakeholders.

Consultation initiatives to date and upcoming consultation measures are detailed in Tables 12-15 below.

Consultation with First Nations people

AMG is committed to authentic, open and respectful engagement and consultation with First Nations people, Elders and communities. In practice, this commitment includes the targets under the AMG Sustainability Framework to engage and develop partnerships with local Indigenous communities through investment and in-kind contributions and to collaborate with local Indigenous leaders and communities on the development of AMG's Reflect Reconciliation Action Plan by 2025.

In respect of the Project, such engagement to date has included:

- Initial discussions with the City of Canterbury Bankstown First Peoples Advisory Committee
- Initial discussions with the Gandangara Local Aboriginal Land Council
- Engaging with First Nations' focused designers on the Project to potentially incorporate a Connecting to Country narrative and Indigenous knowledge and design.

Consultation initiatives to date and upcoming consultation measures are detailed in Tables 12-15 below.

Engagement and consultation activities and initiatives

Table 12 to Table 15 describe the consultation and engagement activities that have been undertaken by AMG to date and upcoming initiatives during the development of the Project, across multiple stakeholder groups.

Pre-Exposure Draft MDP consultation and engagement

Table 12 Pre-Exposure Draft MDP consultation activities

Stakeholder	Consultation/Engagement/Communications	Platform
Airport customers, GA sector, community members, business groups, aviation regulators, DITRDCA representatives, City of Canterbury Bankstown representatives and State and Commonwealth MP 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 online
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 industry	Briefings to the General Aviation Advisory Network (GAAN) and Regional Aviation Association of Australia (RAAA)	In person
Community and residents	Letter box drop to surrounding suburbs with information about the Project and contact details for questions or feedback.	Newsletter delivery and in-person community stall

Stakeholder	Consultation/Engagement/Communications	Platform
	Pop-up information and feedback stall outside the SUPA IGA Georges Hall	
General	Publication of Project webpage on AMG website with detailed information and updates, including a contact email address and phone number	Digital

Exposure Draft MDP consultation and engagement

Table 13 Exposure Draft MDP consultation activities

Stakeholder	Consultation /Engagement/Communications	Platform
Aviation customers, community, government, business groups and regulators	Bankstown Airport CACG meeting November 2024 detailed briefing and discussion	In person and online
First Nations groups	Engagement with the City of Canterbury Bankstown First Peoples Advisory Committee, Gandangara Local Aboriginal Land Council and Indigenous designers	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 14 Preliminary Draft MDP consultation plan

Stakeholder	Consultation / Communications	Platform
General	Update of Project webpage on AMG website with detailed information and documents, including PDF of Preliminary Draft MDP	Digital

Community	• Publication of public notice in metropolitan and local newspapers (in English, Vietnamese and Arabic languages), including *The Sydney Morning Herald*
	• Copies of Preliminary Draft MDP made available online and for viewing at:
	  - The Airport Terminal
	  - Bankstown Library and Knowledge Centre
	  - Panania Library and Knowledge Centre
	  - Moorebank Library
	• Community newsletter letter box drop to 6800 homes around the Airport, with Project features and details of upcoming information and feedback events
	• Doorknock of homes in proximity to the Project site to provide individual briefings to residents
	• Community pop-up information session in prominent location
		• 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

Stakeholder	Consultation / Communications	Platform
	• Drop-in information and engagement session at the Georges Hall Community Centre	
Airport operators and GA sector	• Details published in AMG e-newsletter to Airport operators • Information/briefing session for Airport precinct customers (aviation and non-aviation)	• Digital newsletter • In person information and feedback session
First Nations groups	Provision of Preliminary Draft MDP and proposed detailed briefings to: • City of Canterbury Bankstown First Peoples Advisory Committee • Gandangara Local Aboriginal Land Council Engaging with First Nations' focused designers on the Project to potentially incorporate a Connecting to Country narrative and Indigenous knowledge and design.	Digital letter and Preliminary Draft MDP, plus proposed in-person briefings
Federal Government & Regulators	Provision of Preliminary Draft MDP and offer of further detailed briefing to: • DITRDCA • CASA • Airservices Australia	Digital letter and Preliminary Draft MDP, plus proposed in-person briefings
NSW Government	Provision of Preliminary Draft MDP and offer of detailed briefing to: • NSW Minister for Planning and Public Spaces • NSW Department of Planning & Environment • NSW Minister for Transport • NSW Minister for Western Sydney • TfNSW	Digital letter and Preliminary Draft MDP, plus proposed in-person briefings
Local Government	Provision of Preliminary Draft MDP and offer of detailed briefing to: • City of Canterbury Bankstown • Liverpool City Council • Fairfield City Council	Digital letter and Preliminary Draft MDP, plus proposed in-person briefings
Members of Parliament	Provision of Preliminary Draft MDP and offer of detailed or further briefing to: • Federal MP Jason Clare (Blaxland) • NSW MP Kylie Wilkinson (East Hills) • NSW MP Jihad Dib (Bankstown) • Mayor Bilal El Hayek (City of Canterbury Bankstown)	Digital letter and Preliminary Draft MDP, plus proposed in-person briefings

Table 15 Draft MDP consultation plan

Stakeholder	Consultation / Communications	Platform
General	• Updated webpage copy and information about Project and MDP process • Preparation of Supplementary Report on Preliminary Draft MDP feedback and responses	Digital
Community	Distribution of updated community newsletter, detailing feedback received to date and any related changes to Project design	Distribution of community newsletter
Federal Government and aviation regulators	Provision of Draft MDP and Supplementary Report to Department and Minister 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 meetings	In person

Appendix A

Consistency with Airports Act 1996

Appendix B

Architectural Plans

Appendix C

Transport Impact Assessment

Appendix D

Aviation Safeguarding Assessment

Appendix E

Wind Shear and Turbulence Impact Assessment

Appendix F

Noise and Vibration Impact Assessment