Bankstown Airport

PolAir Major Development Plan

May 2018

POLAIR DEVELOPMENT
Bankstown Airport Limited ABN 50 083 058 637

SYDNEY METRO AIRPORTS

Bankstown Airport

PolAir Major Development Plan
Approved 18 May 2018

Bankstown Airport Limited
ABN: 50 083 058 637

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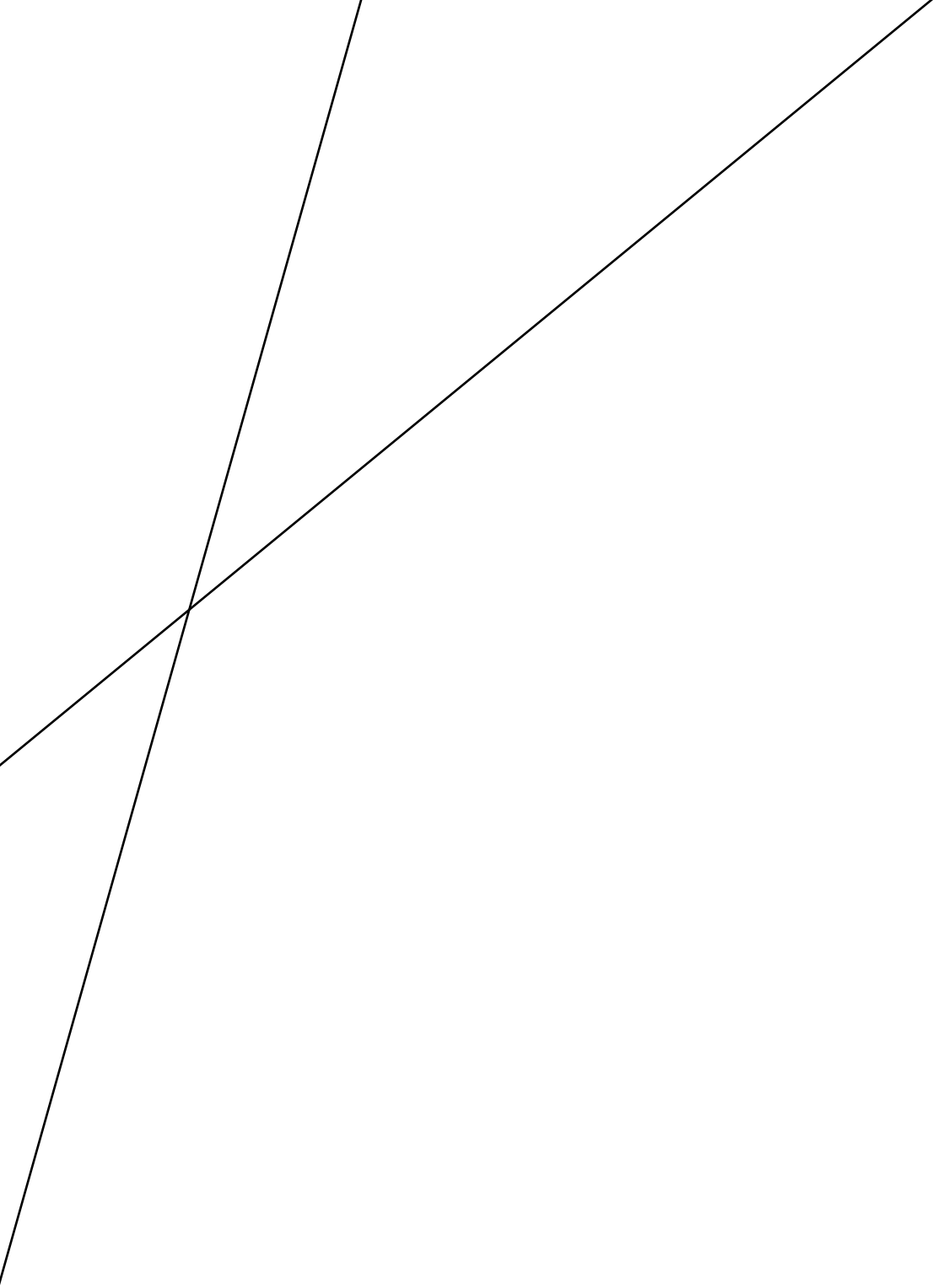
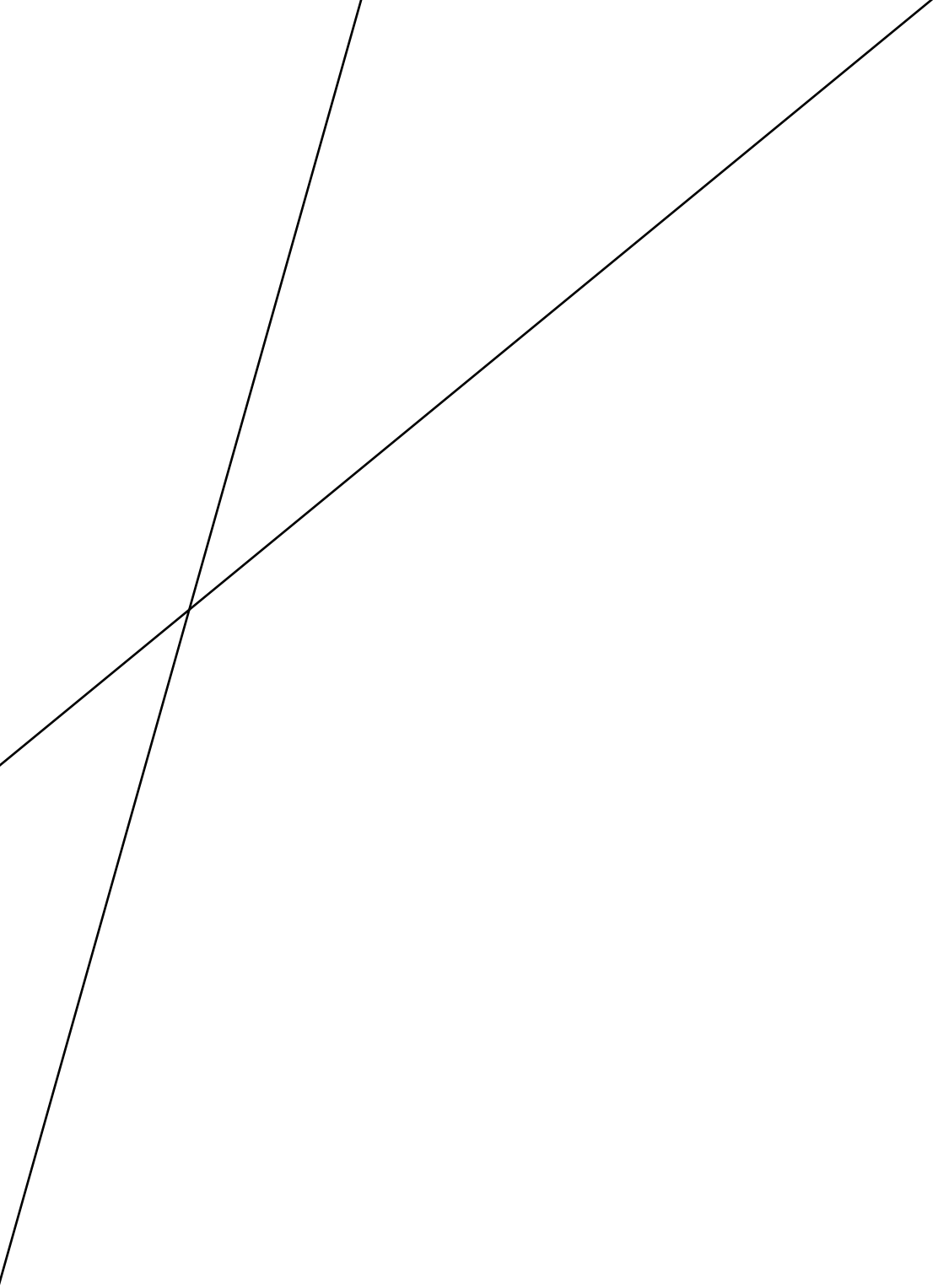


Glossary

AHIMS	Aboriginal Heritage Information Management System
ASS	Acid sulphate soils
AQMP	Air Quality Management Plan
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
ANEF	Australian Noise Exposure Forecast
BACACG	Bankstown Airport Community Aviation Consultation Group
BaCH	Bankstown, Camden, Hoxton Park Consortium
BAL	Bankstown Airport Limited
BoM	Bureau of Meteorology
CHC	Canadian Helicopter Company
CBD	Central Business District
CAAP	Civil Aviation Advisory Publication
CASA	Civil Aviation Safety Authority
CNS	Communication navigation and surveillance
CEMP	Construction Environmental Management Plan
DCA	Department of Civil Aviation
DCP	Development Control Plan
EPA	Environment Protection Authority
FOD	Foreign object debris
GA	General Aviation
GFA	Gross Floor Area
HLS	Helicopter Landing Site
HMP	Heritage Management Plan
HMS	Heritage Management Strategy
INP	Industrial Noise Policy
ICT	Information communication technology
ICNG	Interim Construction Noise Guideline
LALC	Local Aboriginal Land Council
LGA	Local government area
MDP	Major Development Plan
NASAG	National Airports Safeguarding Advisory Group
NASF	National Airports Safeguarding Framework
NPI	National Pollutant Inventory
NMP	Noise Management Plan
NDB	Non-Directional Beacon
NOTAM	Notice to Airmen
OAS	Obstacle assessment surface
OLS	Obstacle Limitation Surfaces
PC1	Performance Class 1
PC2	Performance Class 2
ASB/PolAir	Police Aviation Support Branch
PFAS	Poly-fluoroalkyl substances
PAPI	Precision Approach Path Indicator
PMF	Probable Maximum Flood
PANS-OPS	Procedures for Air Navigation Services – Aircraft Operations
PSZs	Public Safety Zones
RTCC	Radar Terrain Clearance Chart
RAAF	Royal Australian Airforce
SOPs	Standard Operating Procedures
SACL	Sydney Airports Corporation Limited
TMP	Traffic Management Plan
WSROC	West Sydney Regional Organisation of Councils



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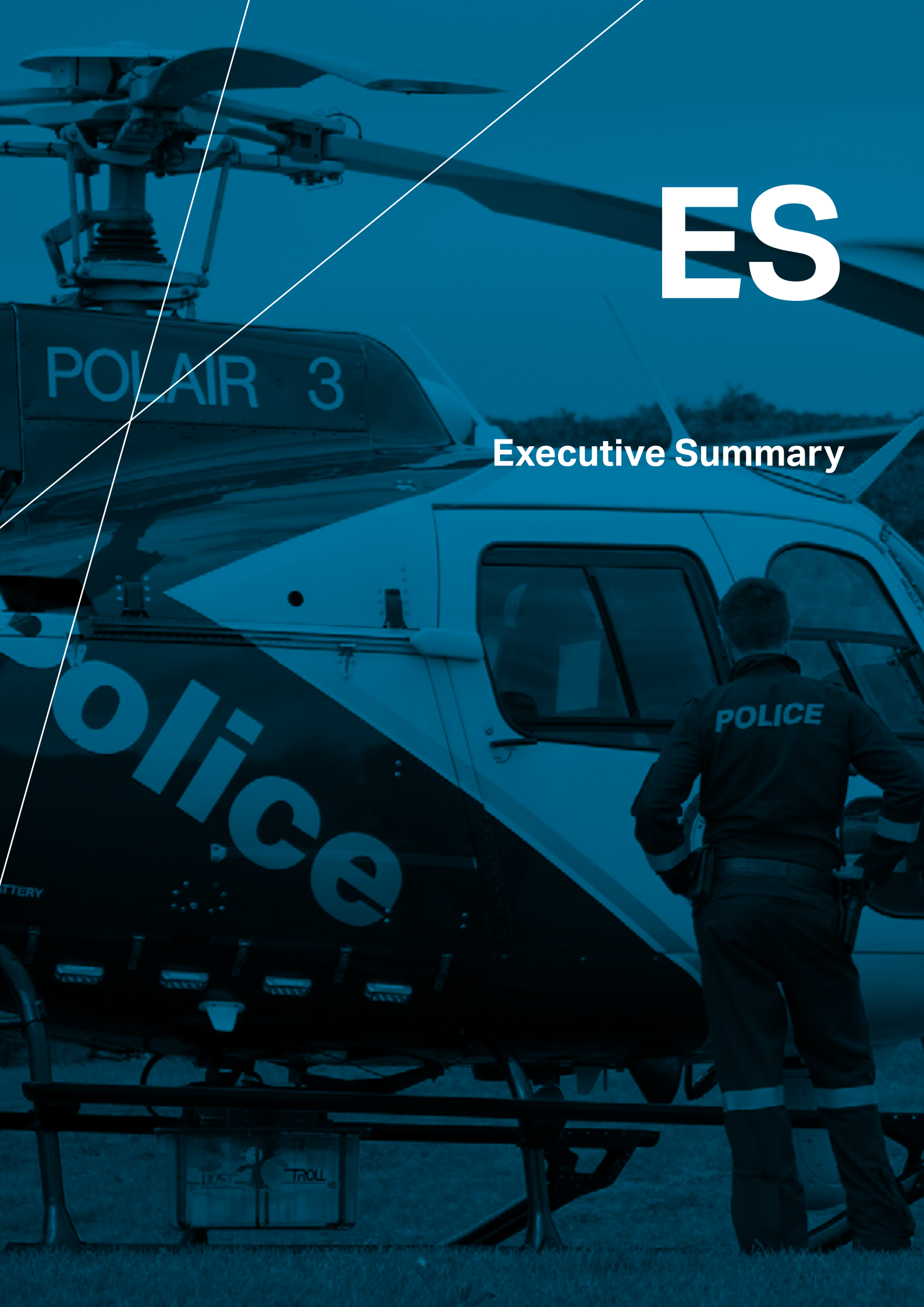

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Executive Summary

Executive Summary

The Minister for Infrastructure and Transport approved the Bankstown Airport PolAir Major Development Plan (MDP) on 18 May 2018.
This development consolidates the NSW Police Force Aviation Support Branch operations into a single purpose-built facility within the Aviation Zone of Bankstown Airport.
This MDP is required by the Airports Act 1996, due to an expected construction cost exceeding $20 million.

Airport Planning

The *Bankstown Airport Master Plan* (2014) identifies various precinct planning areas. The Master Plan establishes key development objectives and principles for various land uses on airport land.

The Site for the major airport development will be located within the Aviation Zone of Bankstown Airport. The proposed PolAir facility is a complying activity within this precinct.

The Site

The proposed PolAir facility will be located to the north of the runway and to the east of the north-west helicopter landing site (HLS). Access to the Site will be provided via Drover Road.

The Project

The Project involves the consolidation of all existing operations of the NSW Police Force Aviation Support Branch (PolAir) into a single purpose-built facility. The proposed PolAir facility will include a two storey office building, hangars for helicopter and fixed wing operations, aprons, parking areas and minor modifications to existing taxiways.

Need and Justification

The current operations are located in four existing buildings at Bankstown Airport. The fragmented nature of these premises is not appropriate for an effective State Emergency Response facility. The Project will enhance PolAir's capability through improvements to security, efficiency, safety and compliance.

Aviation considerations

The proposed development is consistent with the existing new Police Force fixed-wing and helicopter operations currently undertaken from Bankstown Airport, with no changes proposed to the number, movement or flight paths of the current aircraft fleet.

The design of the Project has ensured that there will be no impact on the operations of the airport for

aviation uses as a result of the construction or the operation of the Project.

Minor changes to the Airport Operations Procedures for the north-western Helicopter Landing Site (HLS) are proposed, in consultation with the users of the facility.

Construction

The construction program is estimated to take place over 11 months. The Site will be securely fenced and construction will take into consideration airport-specific risks such as aviation security, height of construction equipment, communication and navigation surveillance and foreign object debris.

Environmental Management

A project-specific Construction Environmental Management Plan (CEMP) will be prepared and include airport-specific considerations. The CEMP will form the basis for the environmental management of the development of the Project. The CEMP will document the environmental controls to be required of all contractors operating on the construction of the Project.

A construction environment management plan will be developed for assessing and managing contamination of soil and water by PFAS. This CEMP will be consistent with the ASC NEPM, the PFAS NEMP and the National Water Quality Management Strategy, including the Australian and New Zealand Guidelines for Fresh and Marine Water Quality. The CEMP will be finalised before site works commence.

A *Hibbertia fumana* Management Plan has also been prepared to ensure the protection and management of the newly discovered population of ***Hibbertia fumana*** that is in close proximity to the proposed PolAir development site.

The *Hibbertia fumana* Management Plan will also be referenced in the CEMP.

Ground Transport Plan

The Project is consistent with the existing Ground Transport Plan (2014) for Bankstown Airport.

The purpose of the Project is to consolidate existing PolAir operations into one purpose-built facility. As such, it is anticipated that the proposed PolAir facility will generate similar traffic as the current facility and that there will be a minimal increase in traffic generated by the Project.

Stormwater

The Project will result in an increase in the impervious areas and will increase the discharge of stormwater runoff during operation. The Site will discharge into the existing drainage systems that currently service the Site. A detention basin is proposed as part of the Project to assist in the management of increased stormwater runoff.

The existing open stormwater channel traversing through the Site will be culverted along the length of it passing the proposed apron. This will eliminate the overland flow that would normally spill across the Site.

Visual

The Project will be taller than the existing buildings in the vicinity, however, it is effectively 4 storeys and is appropriate in the context of surrounding development and having regard to the scale and strategic role of the Airport site.

Noise

Noise from the construction and operation of the Project is anticipated to comply with all relevant noise criteria detailed in the *Airports Act 1996* and associated Regulations, and the *NSW Environment Protection Authority* (EPA) *Interim Construction Noise Guideline* (ICNG) and *Industrial Noise Policy* (INP).

The proposed development is not expected to increase traffic to the existing main HLS, as the NSW Police and Emergency Services currently operate only from Bankstown, so these movements are already incorporated within the forecasts adopted for the endorsed ANEF. PolAir helicopters are expected to use the main HLS or the runways for take-off and landing.

Archaeology and Heritage

There is no known archaeological or heritage potential within the Site. An unexpected finds protocol will be included in the CEMP. The Bankstown Heritage Management Pan (2015) provides the basis for decision-making in relation to heritage conservation and ongoing management of the Bankstown Airport site. Policies for appropriate development of the Airport site are outlined, as well as conservation of individual items.

Groundwater

Construction activities, including earthworks, the laying of slabs and trenching of utility services, will disturb soils and potentially intercept shallow groundwater aquifers beneath the Site. Management and mitigation measures to address potential impacts will be included in the CEMP.

Air Quality

The intensity of operations at the new PolAir facility will be consistent with operations at the existing facility. Therefore, it is expected that there would be no net change in air emissions resulting from Project. Nevertheless, careful design and appropriate management of the potential sources of air emissions will meet the regulatory requirements of Australian Design Codes and Building Control Regulations and requirements under the *Airports Act 1996*.

Flora and Fauna

A newly discovered population of *Hibbertia fumana* has been discovered within close proximity to the proposed PolAir development.

The design of the southern taxiway has been amended and a detailed *Hibbertia fumana* Management Plan has been prepared to ensure the protection and management of this threatened species.

The Management Plan has been prepared in collaboration with the Commonwealth Department of the Environment and Energy and the NSW Office of Environment and Heritage.

Waste Management

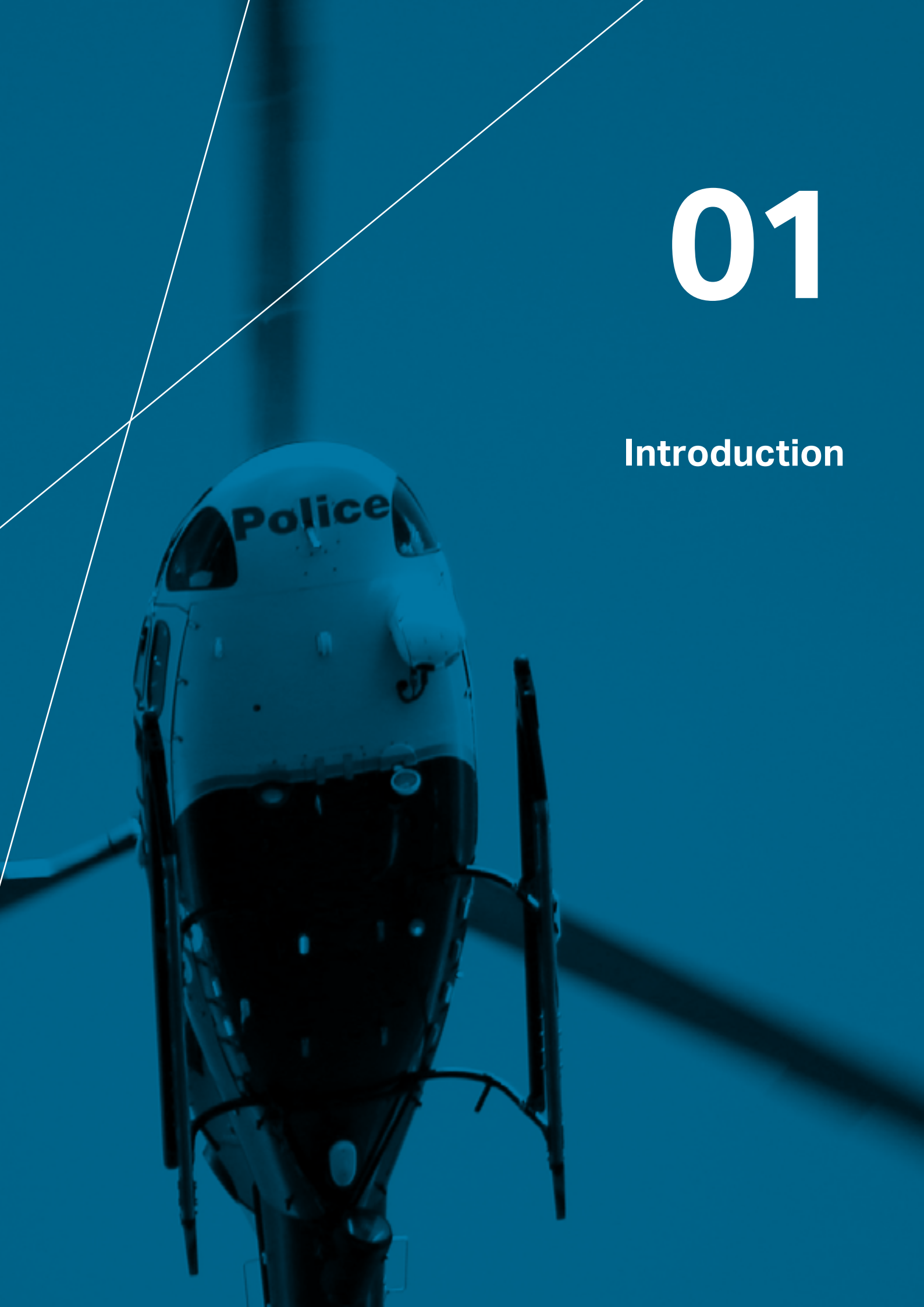
Construction waste will be managed through approval conditions for the Project and construction activities and must be disposed of appropriately in accordance with NSW EPA requirements. If any asbestos is detected during construction activities, then the procedures for asbestos handling and removal in the Bankstown Airport Asbestos Management Plan will be implemented by licenced contractors.

Consistency with State Planning Instruments

The Project is consistent with the role and function of the airport as described in State Government Planning Strategies including *A Plan for Growing Sydney* (2014), *Towards Our Greater Sydney* (2016) and the draft *South District Plan* (2016).

Consistency with Bankstown Airport Master Plan

The Project is consistent with the planning objectives and principles outlined in the *Bankstown Airport Master Plan* (2014).



01

Introduction

1.0 Introduction

Bankstown Airport is located approximately 26 kilometres south-west of the Sydney Central Business District (CBD) and 17 kilometres west of the Sydney Airport.

Bankstown Airport is Sydney's major General Aviation (GA) airport. It is the third most active GA facility in Australia and the fifth most active overall. The airport caters for charter and private business flights, flight training, freight, aeromedical services, recreational flights and emergency services including the NSW Police Aviation Support Branch (ASB/PolAir).

The Commonwealth of Australia is the owner of the land on which the Airport operates, and Bankstown Airport Limited (BAL) hold a long-term registered lease from the Commonwealth over all of the land comprising the Airport. BAL has recently been acquired by First State Super, who have appointed Altis Property Partners as the Investment Manager for the ongoing investment into Bankstown Airport.

The NSW Police Force have been operating its Aviation Support Branch (PolAir) from Bankstown Airport since the late 1980's. PolAir is primarily concerned with the Commissioner's priority of reducing crime. Other services and operations which PolAir provide include; searches for missing persons (including missing children, the elderly and bushwalkers), vessels or aircraft, offenders, operations targeting crime, specialised rescue missions, reconnaissance tasks and counter terrorism operations. The PolAir fleet consists of five helicopters and three fixed wing aircraft and services the NSW Police Force across the entire State.

The current operations of PolAir are undertaken within a collection of four buildings at Bankstown Airport. Some of these buildings were built in the 1940s and have been partially retro-fitted to meet operational requirements. The buildings are unsuitable for many current and future operations. The buildings are fragmented, and unsuitable for a key State Emergency Response facility.

The proposed development involves the consolidation of the existing operations of PolAir into a modern purpose-built integrated facility in the north-western portion of the Bankstown Airport site. The development consists of a two-storey office building, hangar and maintenance facilities to accommodate the helicopter and fixed wing operations of PolAir (the Project).

Specifically, the Project is the consolidation of all existing disparate operations of the NSW Police Force Aviation Support Branch, located at Bankstown Airport, into a single purpose-built facility, which includes:

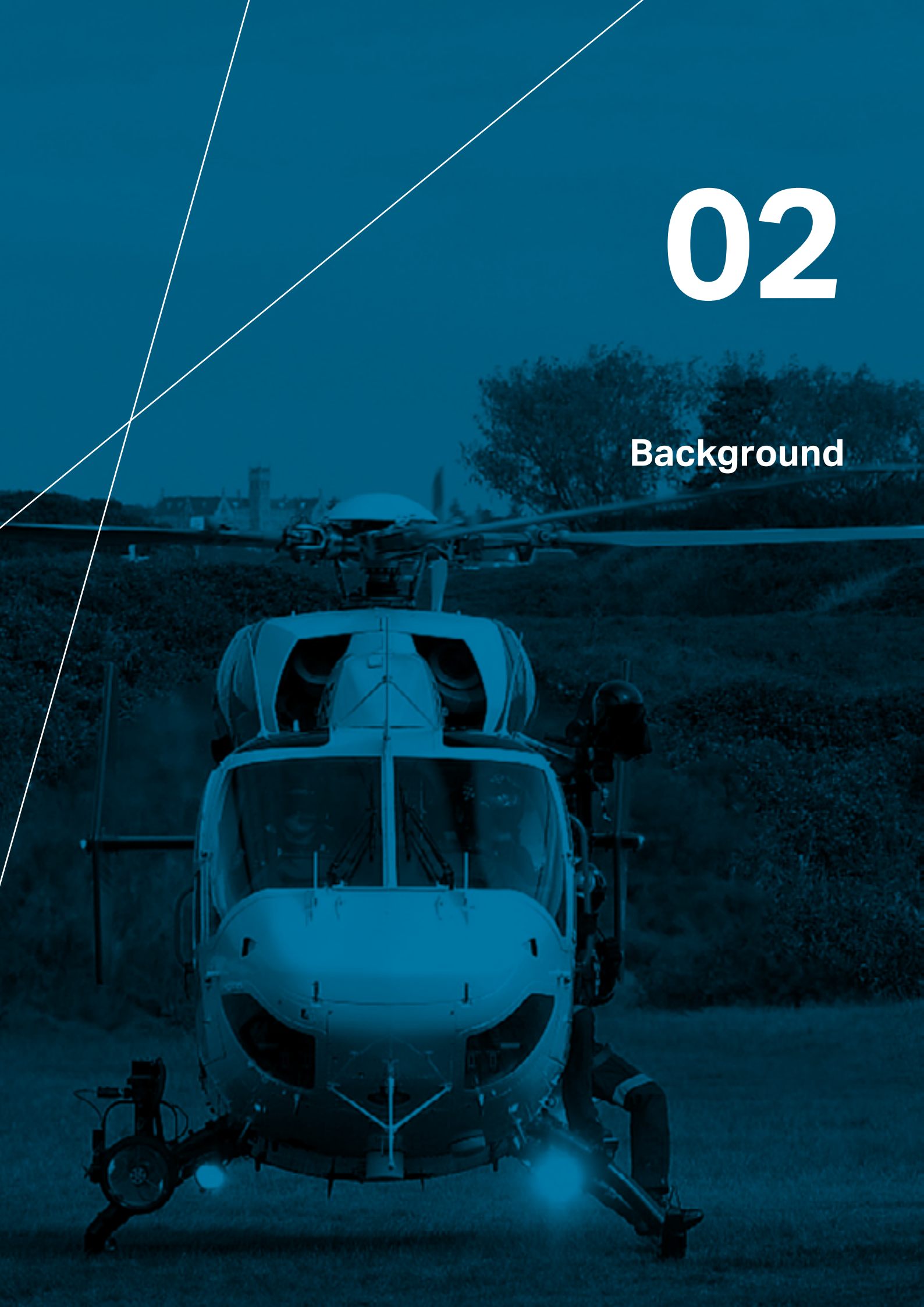
- Two storey office building of approximately 3,000 square metres in area, incorporating command and operational facilities, training facilities, workshops and avionics , and associated staff and pilot facilities.
- Two hangars and maintenance facilities (with a total of 10 bays) within an approximate 7,000 square metre area, for helicopter and fixed wing operations Concrete aprons to either side of the hangar structure, with linking driveways between the aprons.
- Visitor and secure parking areas, bunded fuel-tanker parking areas, hardstand and loading dock areas.
- Minor modifications to existing taxiways to and from the Site.
- Upgrade of Drover Road to provide a cul-de-sac / roundabout for access and closure of the airside services road.
- Vertical circulation including single passenger lift, staircase, fire egress stair and quick-response slide.
- Ancillary facilities including sprinkler tanks and pump room, amenities (showers, toilets, lockers, laundry and wetsuit drying rooms), trailer storage, stormwater detention and landscaping.

Under the *Airports Act 1996*, the Project qualifies as a Major Airport Development, which is a project requiring a MDP, because it involves the construction of a building where the cost of the building exceeds $20 million.

The Minister for Infrastructure and Transport, the Hon. Michael McCormack MP, approved the Bankstown Airport PolAir MDP on 18 May 2018. A copy of the approval letter is enclosed at **Appendix G.**

02

Background



2.0 Background

2.1 Bankstown Airport Today

Bankstown Airport is within the local government area (LGA) of Canterbury-Bankstown. Bankstown Airport is shown in its regional context in **Figure 1.**

Bankstown Airport is operated on a 24/7 basis and has a capacity for up to 450,000 movements per annum. Current movements from Bankstown Airport are approximately 220,000 movements per annum.

Bankstown Airport is approximately 313 hectares in size and is bounded by Marion Street and residential areas to the north, Milperra Road and Bankstown Golf Course to the south, and Wackett Street, Birch Street and Bankstown Paceway to the east. Immediately west of the airport is the Georges River Golf Course, Henry Lawson Drive and the Georges River. Other uses immediately surrounding the Airport include warehouses and other industrial uses, commercial premises and low density residential dwellings. The local context of Bankstown Airport is shown in **Figure 2.**

Bankstown Airport Limited (BAL), the current leaseholders for Bankstown Airport, has expressed the following vision for the Airport (in the 2014 *Bankstown Airport Master Plan*):

"To meet the current and future aviation needs of Sydney and to develop the aviation and property assets to attain maximum sustainable value".

To achieve this vision, BAL's strategic direction is:

1. To provide an efficient airport supporting all forms of general aviation for the Sydney region;

2. To provide a regional aviation hub for the attraction of new and diverse industries related to the operation of the airport including training, maintenance, manufacturing and emergency services; and

3. To develop the land assets of the Airport in order to provide high quality employment and commercial opportunities.

The proposed location of the Project is shown in **Figure 3.**

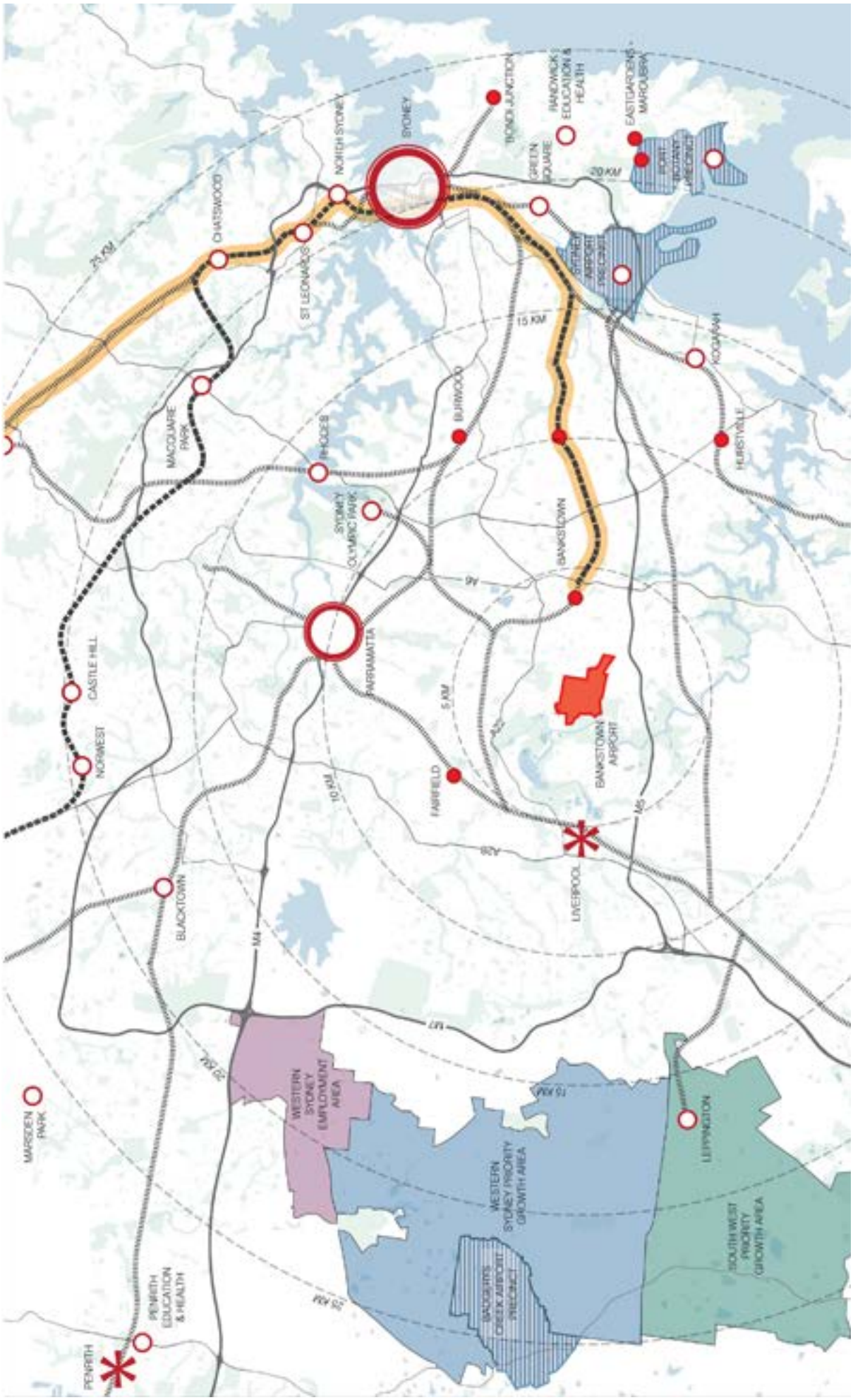


Figure 1: Regional context | Source: Department of Planning and Environment 2016

Figure 2: Local Context

Figure 3: Proposed location of the Project within Bankstown Airport

2.2 Airport History

Bankstown Airport has a long and proud history, dating back to 1929 when the site was first identified as an Airport site by the (then) Department of Civil Aviation (DCA). The intention of the DCA was to develop the site as a second or training airport for Sydney.

Since 1929, Bankstown Airport has developed into one of the busiest general aviation airports in Australia and from a business/corporate perspective, has evolved from a government/military airport to a thriving composite business comprising both aviation and property aspects.

The land for Bankstown Airport was acquired as an airfield site in 1940 and it was established as Bankstown Royal Australian Airforce (RAAF) Station. An important reason for locating the RAAF airport on the Bankstown site was its close proximity to the Clyde Engineering Works at Granville where aircraft manufacturing was being conducted. In 1942 a de Havilland (now Boeing) facility was established to produce Mosquito aircraft. During the war years the airport was first a RAAF station, then a US Army Air Corps base and then a Royal Naval Fleet Air Arm Station.

In 1945, Bankstown Airport (as well as other sites) was investigated as the possible location for Sydney's International Airport. The Bankstown site was considered unsuitable because of runway approach limitations but the airport was considered suitable to act as a reliever airport. As a result of the Commonwealth Government's Cabinet approval to develop the Mascot site as the main international airport, control of the airport passed to the DCA in November 1948.

In 1998, Bankstown Airport ownership was transferred to Sydney Airports Corporation Limited (SACL).

In 2003, the BaCH Consortium purchased the long term lease over the Bankstown Airport, together with the Camden Airport lease, from the Commonwealth Government. As part of the sale process, the Consortium also acquired the airport management company, Bankstown Airport Limited, which continues to manage and operate the Airport.

First State Super acquired the holding company for the interests in Bankstown Airport in 2015. The Airport continues to be held under leasehold from the Commonwealth Government, with 36 years remaining (plus a further 49 year option).

2.3 Airport Operations

Bankstown Airport has one of the most extensive runway and taxiway complexes of any General Aviation airport in Australia. Airport operations at Bankstown Airport are shown in **Figure 4**. In addition to three runways, the Airport has almost 12 kilometres of taxiways. Aviation infrastructure also includes a main Helicopter Landing Site (HLS) and helicopter movement area.

There are currently over 41,600 helicopter movements a year at Bankstown Airport. These are distributed across a number of helicopter facilities, including:

- NSW Police facility (PolAir)
- Helicopters NSW – Ambulance Emergency facility
- HeliFlite and Bankstown Helicopters
- Helicopter Transport and Training
- National Parks and Wildlife Service
- Toll Aeromedical
- Kareela Aviation
- Airbus
- McDermott Aviation
- Heli Scenic
- Platinum (maintenance)
- CareFlight
- Individual owners of rotary aircraft
- Skycranes (fire season)

The main HLS is situated on the northern side of the airfield. The dedicated HLS continues to meet the needs of the existing helicopter operations based at the Airport. Larger helicopter arrivals and departures can also take place from the runways.

A second HLS is located in the north-west precinct and is currently used for low altitude helicopter training and manoeuvres. This area is not zoned for this purpose and, due to an existing sublease, was unable to be rezoned to Aviation as part of the 2014 Master Plan for Bankstown Airport.

The Bankstown Airport 'Airport Operations Manual' presently contains restrictions on the use of the north-western HLS. Under CASA CAAP 92-2(2) guidelines, this HLS is categorised as a 'Basic HLS', used for infrequent and short term day-time use.

Current movements to and from this HLS average less than 20 movements per day.

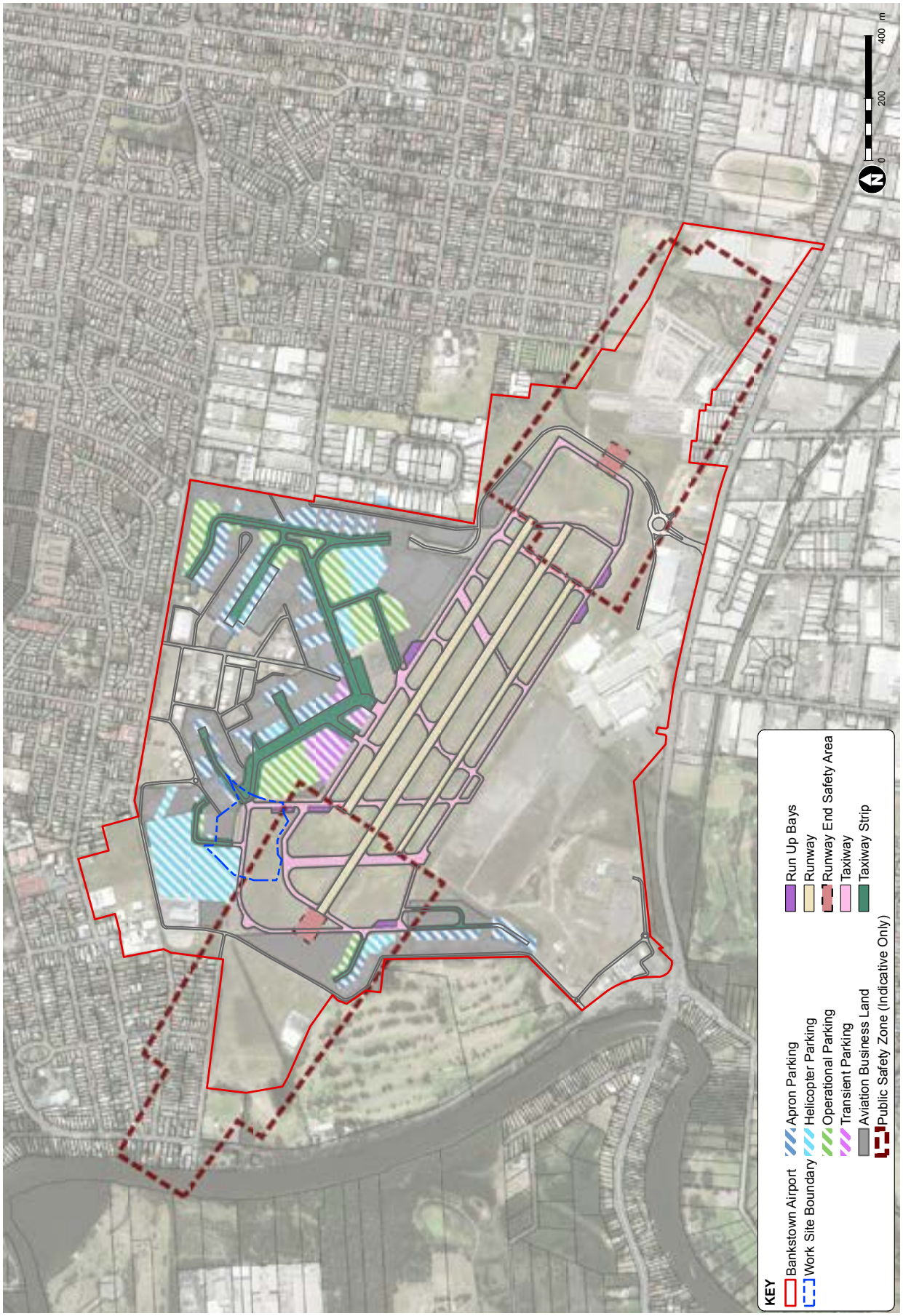


Figure 4: Airport operations

2.4 Bankstown Airport Master Plan

The privatisation of Australia's airports, which commenced in 1998, was facilitated by the establishment of the *Airports Act 1996* (the Act) and associated Regulations. The Act provides a regulatory framework and obligations for airport operators to develop Master Plans, Environmental Strategies and seek approvals for major airport developments.

Since privatisation of the airport in 2003, there have been two Master Plans for Bankstown Airport. The *2004/05 Bankstown Airport Master Plan* was approved on 7 March 2005. The 2010 Draft Master Plan was not approved and, following two successful extensions to the submission date, BAL submitted the current Master Plan in October 2014.

The current Master Plan was approved by the Deputy Prime Minister and Minister for Infrastructure and Regional Development on 19 December 2014. This Master Plan is in force for a period of five years from the date of approval, or until it is replaced by a new or revised plan.

2.5 Major Development Plan Approvals Process

The *Airports Act 1996* requires BAL to prepare a Major Development Plan (MDP) for the Minister of Infrastructure and Regional Development to approve, or refuse to approve, for certain works as described in the Act, prior to commencing work. Under section 89 of the Act, the Project qualifies as a Major Airport Development, which is a project requiring a MDP, because it involves the construction of a building where the cost of the building exceeds $20 million. Other potential triggers for Major Airport Development and their relevance to the Project are provided in **Appendix A**.

The requirements of a MDP and the public consultation process are described in Part 5, Division 4 of the Act. Once a draft MDP has been prepared, it must be published and generally made available for public comment for a period of 60 business days. However, the Minister for Infrastructure and Transport has agreed to a shortened consultation period of 20 business days.

Section 91(1) of the Act specifies the contents of a MDP. The contents must cover the following items:

- objectives for the development;
- the extent to which the project meets the projected growth and needs of airport users;
- a detailed outline of the development;
- consistency with the Airport Master Plan;
- consistency with the airport lease;
- the effect the development will likely have on flight paths;
- impact on noise levels and the Australian Noise Exposure Forecast (ANEF);
- an outline of approvals sought in respect to Division 5 (Building Control) or Part 12 (Protection of Airspace) of the Act;
- an environmental impact assessment;
- plans to deal with any environmental impact;
- likely impacts associated with traffic flows, employment levels, local and regional economic and local communities and how the plans fit within local and State planning schemes for commercial and retail development in the adjacent area;
- consistency with local planning schemes;
- evidence of having given due regard to the responses and comments following the invitation to comment by public consultation; and
- any other matters specified in the regulations, including compliance with *AS2021-2000 Acoustics-Aircraft Noise Intrusion-Building Siting and Construction*.

A table indicating the consistency with Section 91(1) of the Act is provided in **Appendix A**.

Prior to submitting the MDP for the Minister's approval, a draft will be published to facilitate public comment in accordance with the requirements of the Act. An advertisement must be placed in a State newspaper stating:

- a draft MDP has been prepared;
- that copies are available for public inspection for a period of 20 business days;
- the place(s) where the copies are available including the airport website; and
- the public are invited to make written comment on the draft MDP.

BAL must make copies of the Preliminary Draft MDP available for inspection and, as required, for purchase. Once the public comment period has closed, BAL 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 BAL has taken due regard of the comments; and
- 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 Act places further requirements on BAL in respect to consultation with government agencies and the aviation industry and any other persons, where consultation occurred prior to the period of public comment. 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; and
- a summary of the views expressed.

Prior to submitting the Draft MDP to the Minister, BAL must advise in writing the following persons and provide evidence by way of a copy of the advice and a signed written certificate to the Minster of copying the Draft MDP to:

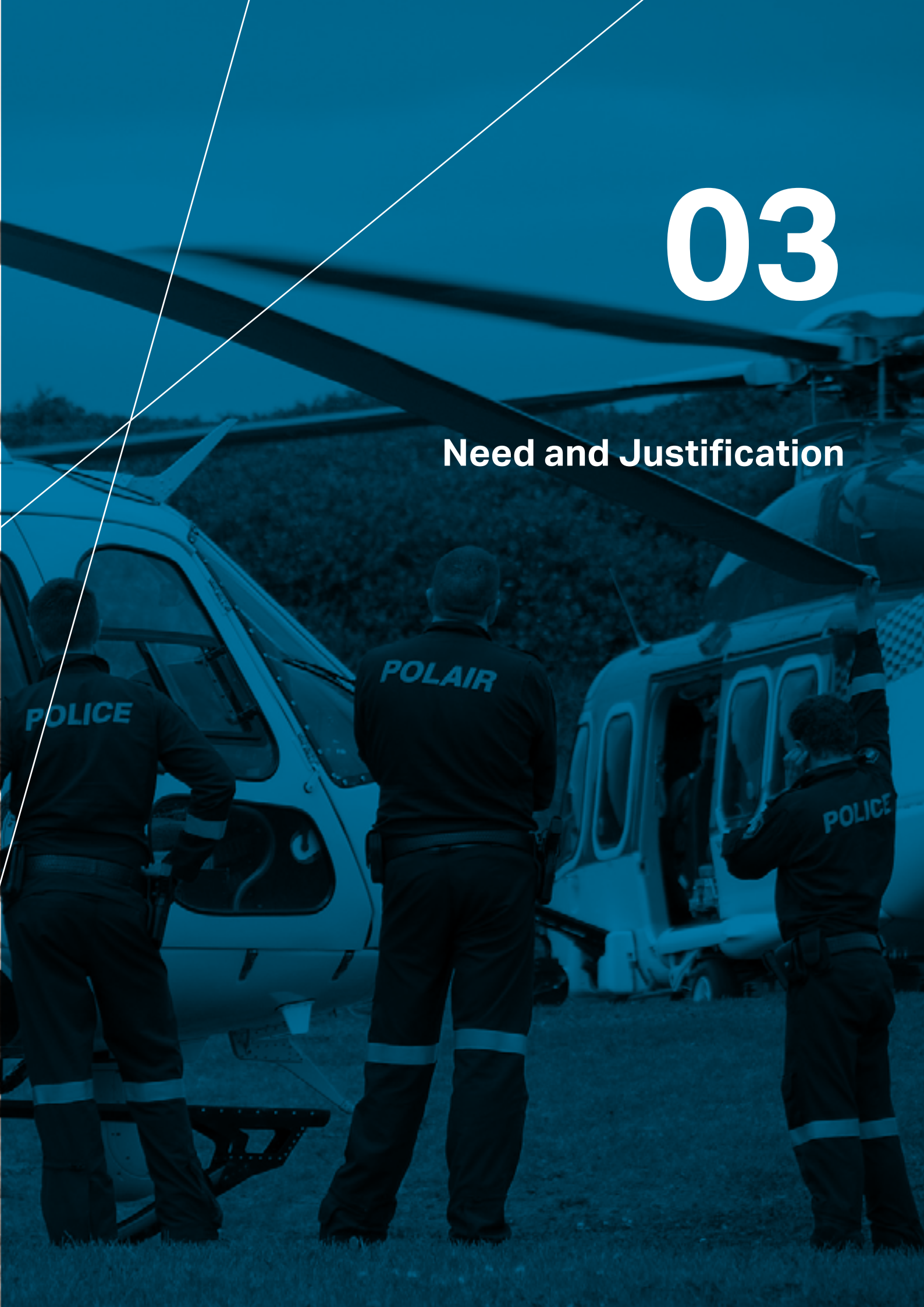
- the State Minister for Planning;
- the senior authority for Planning in NSW; and
- the Chief Executive Officers of the surrounding LGAs.

Once BAL submits the Draft MDP to the Minister, the Minister has 50 days to decide whether to approve or refuse to approve the plan. The Minister may approve the Draft MDP subject to conditions. In making a decision to approve or refuse the Draft MDP, the Minister must consider:

- the extent to which the document achieves the purpose of a MDP;
- the extent to which the Draft MDP meets the needs of airport users;
- the effect of the Draft MDP on the future capacity of the airport;
- the impact of the proposed development on the environment;
- consultation undertaken;
- the views of the Civil Aviation Safety Authority (CASA) and Airservices Australia in respect to safety aspects and operational aspects;
- the consistency of the Draft MDP with the Master Plan; and
- any other matters considered relevant.

03

Need and Justification



3.0 Need and Justification

3.1 History of PolAir

The NSW Police Force commenced aviation operations on 19 July 1946 using an ex Royal Australian Air Force Avro Anson fixed wing aircraft. This aircraft was operated in all parts of the State and was used primarily for the transport of specialist squads.

The NSW Police Force aviation operations ceased in 1950 due to the establishment of larger regional stations. In 1979, following an increase in armed hold ups, the NSW State Government introduced aviation support. Australia's first Police helicopter (PolAir 1) arrived on 7 May 1979. The success of this initiative led to the provision of PolAir 2 and PolAir 3.

PolAir relocated from Sydney Airport to Bankstown Airport in the late 1980s.

3.2 PolAir Operations

PolAir services the whole of NSW from Bankstown Airport. The PolAir fleet presently consists of five helicopters and three fixed-wing aircraft. PolAir is primarily concerned with reducing crime, but also provides services including:

- reconnaissance and surveillance tasks;
- counter terrorism operations;
- specialist rescue missions;
- operations targeting crime;
- high priority air transport tasks;
- general and specialist Police air support for regional NSW; and
- searches for missing persons (including missing children, the elderly and bush walkers), vessels or aircraft, and offenders.

3.3 Need

The Project will provide a modern consolidated facility for PolAir. This is required for the following reasons:

- The current operations are located in four existing buildings at Bankstown Airport. The fragmented nature of these premises is inappropriate for an effective State Emergency Response facility.
- The existing facility is comprised of older buildings, some of which were constructed in the 1940s, and therefore are no longer fit for purpose.
- In the existing premises, PolAir is unable to comply with the changes proposed in the new *Civil Aviation Safety Regulations*. A new facility is required as a matter of priority.

3.4 Justification

The Project will enhance PolAir's capability through the following improvements:

- **Security** - the new premises will improve security associated with PolAir operations at Bankstown Airport.
- **Efficiency** - the efficiency and effectiveness of the operations of PolAir will be improved following the consolidation of their activities under one roof from the current four locations.
- **Safety** - the premises will be designed to facilitate the safety of personnel including in the office and engineering and maintenance work areas. Current engineering operations are compromised by congestion and inefficient layout.
- **Capability** - the new premises will allow PolAir to comply with proposed changes to *Civil Aviation Safety Regulations*.

The Project will allow the NSW Police Force to provide safe, efficient and effective aviation support to the State of NSW.

3.5 Socioeconomic

The Project will allow PolAir to continue to provide an essential service as part of the NSW Police Force. The socio-economic benefits that result from the services PolAir provides arise from PolAir's role in the:

- prevention and reduction in domestic violence;
- prevention and reduction in alcohol and drug related crime;
- prevention and reduction in violent and property crime;
- minimisation of serious and organised crime;
- enhancement of investigations and intelligence capability, including reconnaissance and surveillance tasks;
- maintaining of safe public space;
- reduction in road fatalities and injuries;
- strengthening in public order, emergency management and counter-terrorism prevention, preparedness, response and recovery;
- provision of specialist support for high priority rescue missions including missing children, the elderly, vessels or aircraft and missing persons;
- delivery of high priority police air transport tasks; and
- provision of general and specialist air support for Regional NSW.

3.6 PolAir at Bankstown Airport

PolAir has operated at Bankstown Airport since the late 1980s. There are a number of reasons why Bankstown Airport is the most suitable location for PolAir to be based including:

- a degree of flexibility in the control of air traffic movements that supports a timely response and flexibility in delivery of a dynamic aviation support response;
- a level of security that is not present at other airfields;
- the provision of operational ready access to other NSW Police Force commands such as the Rescue Squad;
- the delivery of secure aviation logistics support such as fuel and parts;
- the provision of external aviation engineering support when required;
- the presence of localised manufacturer support for the both fixed wing and rotary wing aircraft; and
- the optimisation of the use of aviation support assets.

Other locations have been considered for PolAir operations; however the characteristics of Bankstown Airport provide the best balance for the aviation support role. It is for this reason that Bankstown Airport was considered the only option for the location of the Project.

3.7 Alternative Sites Considered

Five sites at Bankstown Airport were considered for the Project. These sites include the existing site (identified in **Figure 5**), and Site 0, Site 1, Site 2 and Site 3 (identified in **Figure 6**).

The existing PolAir operations are spread across four separate buildings. The disjointed nature of these buildings results in operational, access and security issues.

Site 0 was originally considered as the preferred site. However, the NSW Air Ambulance had progressed with a design for Site 0. The NSW Air Ambulance's facility is now constructed and operational on Site 0.

Site 1 was considered the default site following Site 0 becoming unavailable. A concept plan was prepared for the site, however, further investigations revealed that Site 1 had possible security issues, and was in close proximity to Georges River Grammar School and residents. Site 1 is relatively distant from the Helicopter Landing Site and runways which can increase emergency response times. Furthermore, Site 1 was inconsistent with the 2014 *Bankstown Airport Master Plan* as it was not within the Aviation Zone.

Site 3 was considered inferior as Site 2 provides a superior security environment.

Site 2 is a secure location and is accessible from within the Airport's internal road network with undefined boundaries allowing flexibility with the design of the Project. It is within the Aviation Zone and is located close to the Helicopter Landing Site and runways allowing rapid emergency response. Site 2 is therefore the preferred Site for the Project.

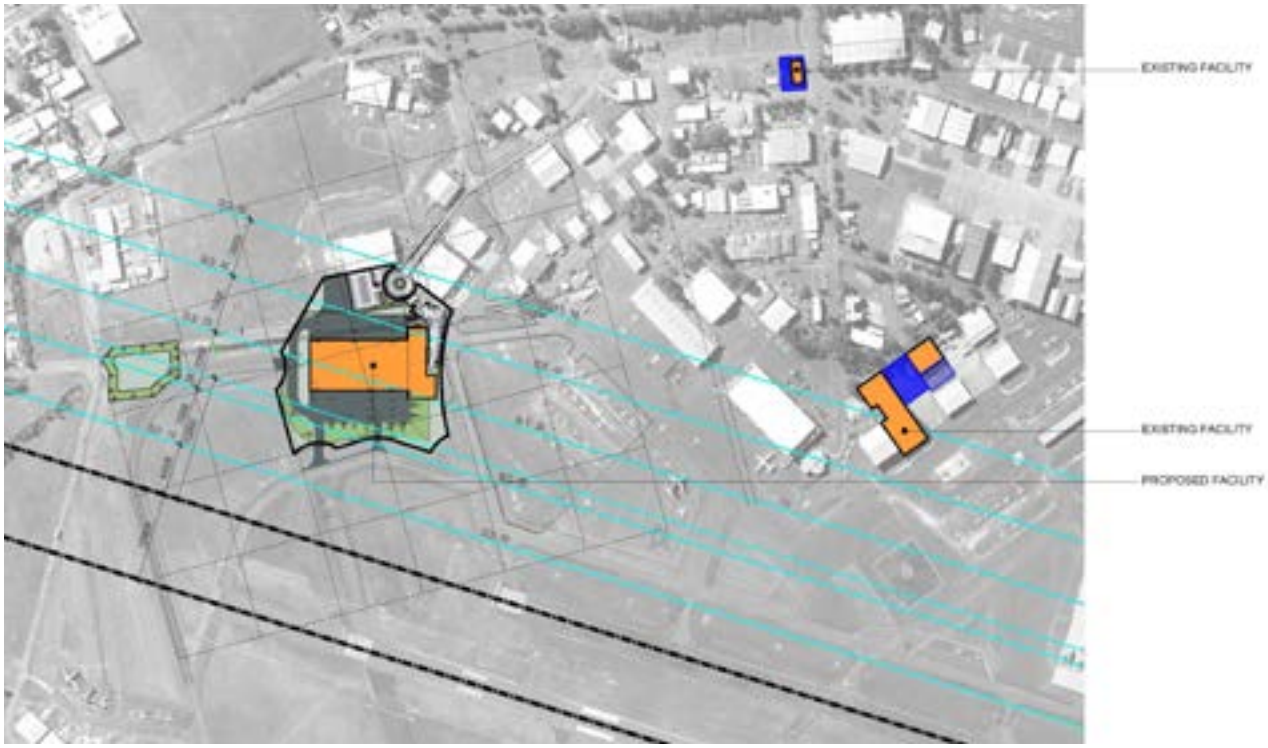


Figure 5: Existing and Proposed PolAir Facilities Location

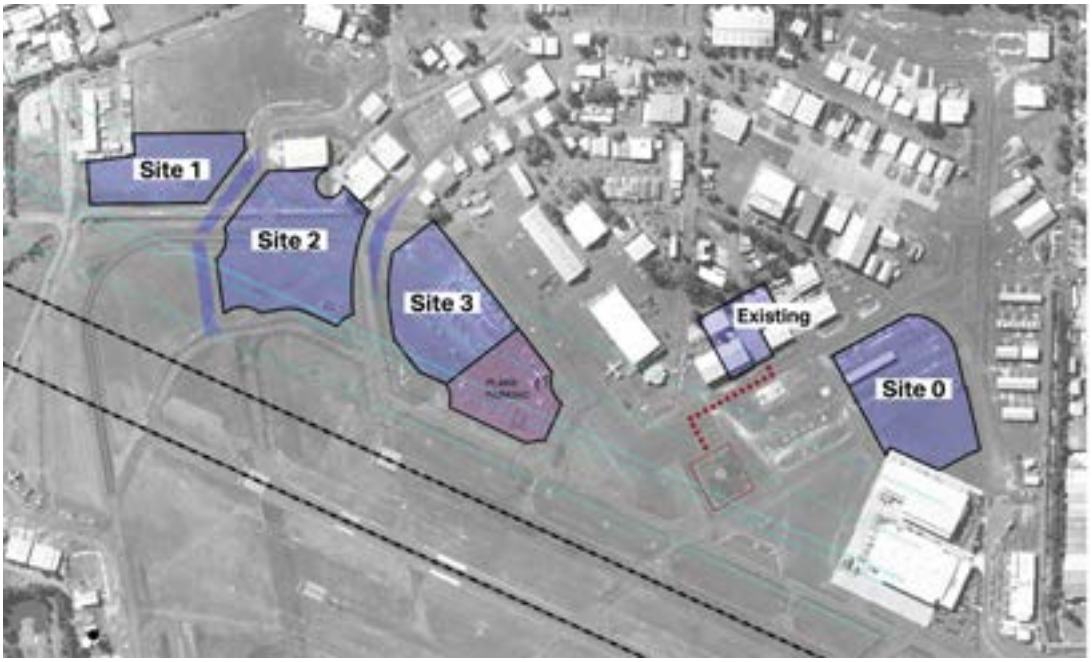
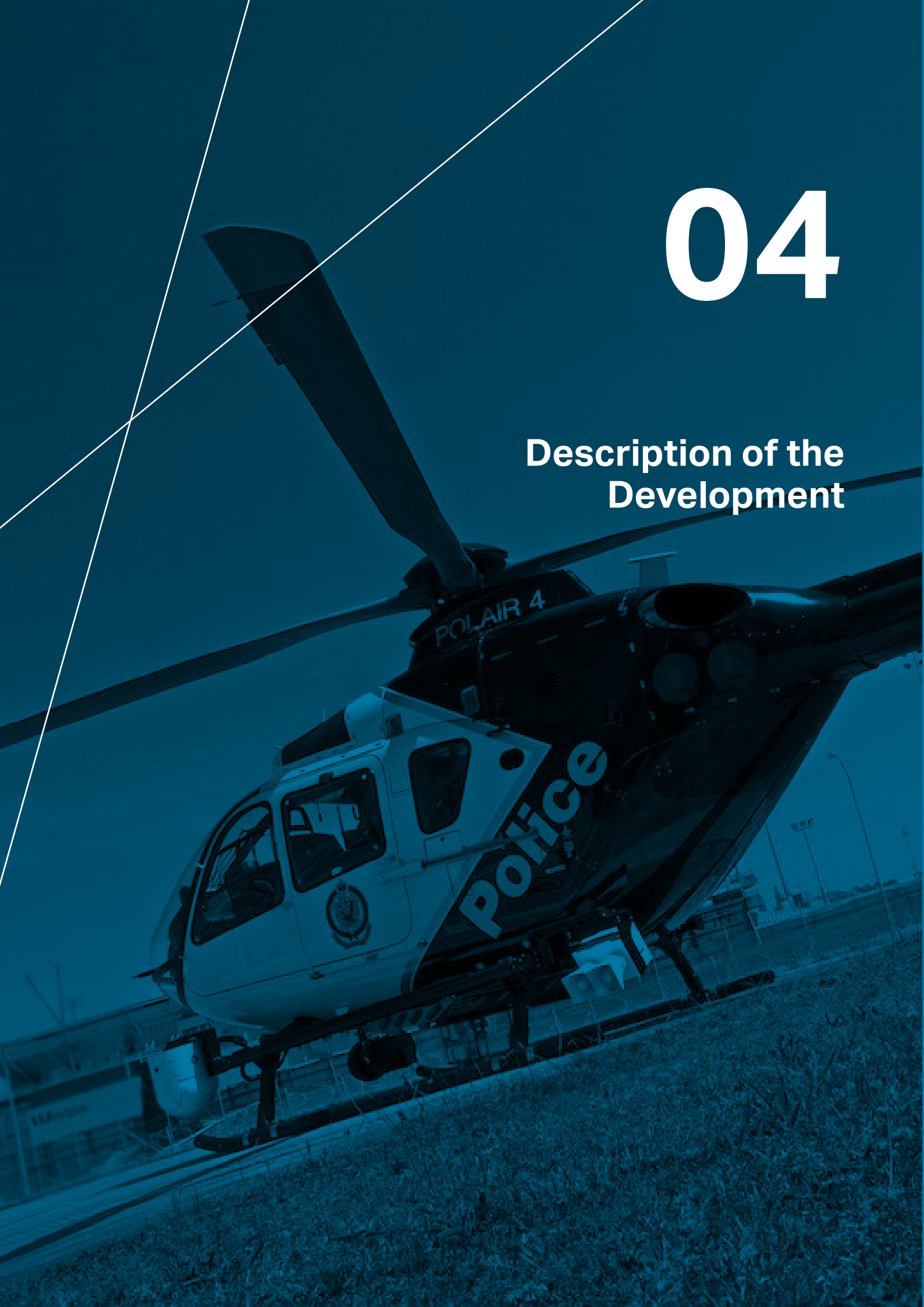


Figure 6: Alternative sites considered

04

Description of the Development



4.0 Description of the Development

4.1 Location

The location for the proposed PolAir facility (the Project) is located at the end of Drover Road within Bankstown Airport, directly south of the Red Barron facility and north of the runways (herein referred to as the Site). The Project will be partially on the following Lots:

- Lot 307 / DP1077440
- Lot 308 / DP1077440
- Lot 408 / DP1152148
- Lot 102 / DP852861 (wholly on this small lot)
- Lot 671 / DP1014122 (wholly on this small lot)

4.2 Site Description

The Site is bounded by the Red Barron facility to the north, an existing taxiway and plane parking to the east, taxiways and runways to the south, and a taxiway and helicopter movement area to the west.

The Site is approximately 2.5 hectares in area, as shown in **Figure 7**. The topography of the Site includes a gradual and gentle fall from north to south, towards the Georges River. The Site is traversed with an existing open drainage channel.

The Site is predominately a grassed area with the drainage channel, two taxiways and an airside service road crossing the Site. The Site has 180 degree views to the south, across the Airport and direct views across to the Airport Control Tower.

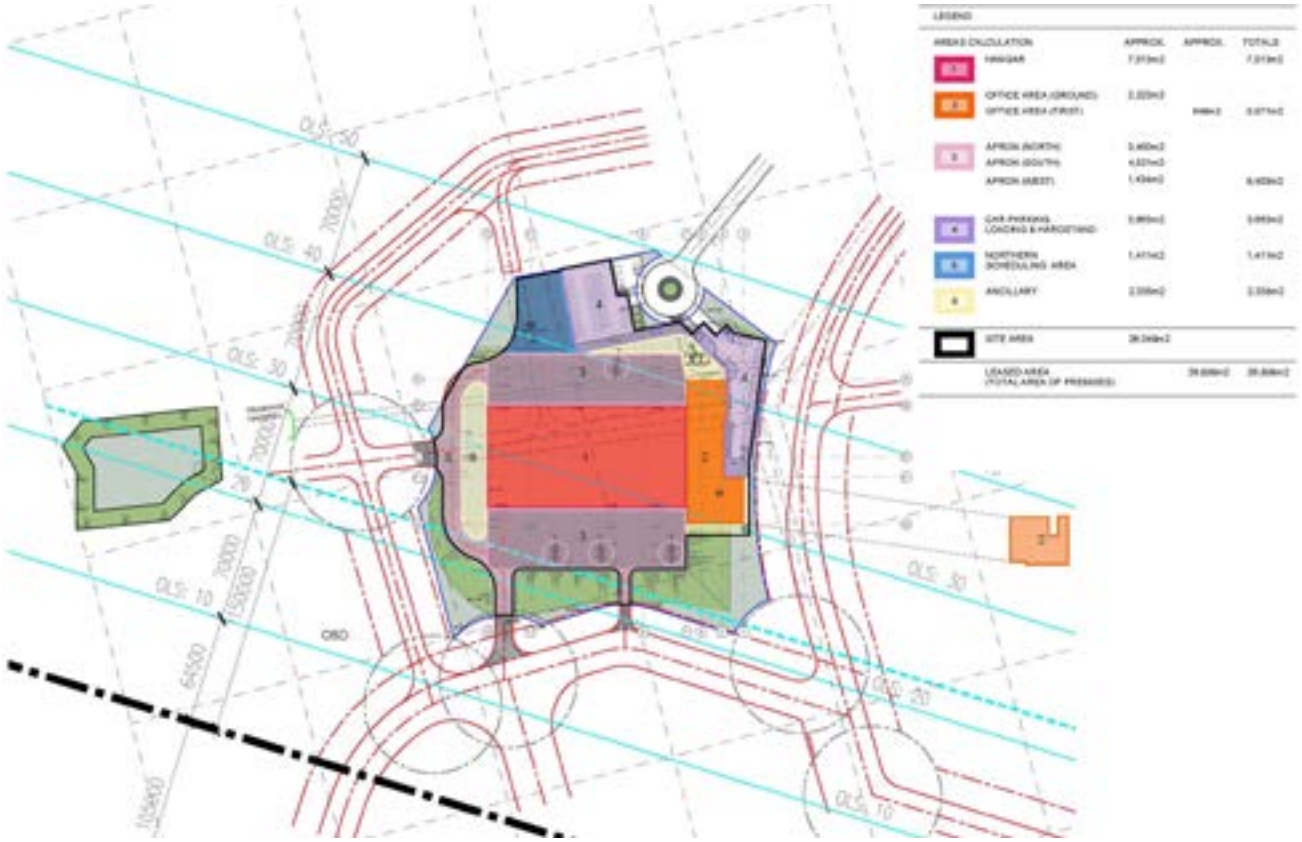


Figure 7: PolAir Premises Plan

4.3 Capital Works – Cost

The Project is anticipated to cost in excess of $35 million.

4.4 Design Intent

In developing the design layout, and while considering the Site constraints, the design intent of the Project was to:

- retain PolAir as a long-term tenant of Bankstown Airport;
- provide PolAir with a premier facility to consolidate PolAir's unique existing and future operational requirements;
- provide PolAir with a purpose built facility, integrating hangar, maintenance and office functions into a single stand-alone building;
- provide a facility that:
  - has an arrangement of spaces that enables short term emergency response times;
  - houses all aircraft securely;
  - has appropriate parking;
  - has suitable aircraft fuelling solutions;
  - meets all Australian Standards, the Building Code of Australia (BCA), and CASA requirements; and
  - has an uncompromised level of security.
- provide a method of construction that is economically efficient and durable.
- provide a facility that has the ability to expand.

4.5 Development Concept

A focus on the current and future capability needs of PolAir has defined the development concept. The current buildings do not support the current capability needs of PolAir due to:

- inefficient building layouts and space planning;
- fragmented locations of the PolAir buildings at the Airport;
- poor connectivity of workspaces;
- lack of security; and
- aged building conditions and features.

The buildings were constructed prior to contemporary building standards and are unable to comply with the changes proposed in the new CASA regulations.

The Project aims to address all of these issues and aims to ensure the Project provides for existing and expanded capability.

The proposed development consists of a two-storey office building, hangar and maintenance facilities to accommodate the helicopter and fixed wing operations of PolAir.

Specifically, the Project is the relocation of all existing operations of the NSW Police Force Aviation Support Branch, located at Bankstown Airport, into a single purpose-built facility, which includes:

- Two storey office building of approximately 3,000 square metres in area, incorporating command and operational facilities, training facilities, workshops and avionics , and associated staff and pilot facilities
- Two hangars and maintenance facilities (with a total of 10 bays) with an approximate 7,000 square metre area, for helicopter and fixed wing operations
- Concrete aprons to either side of the hangar structure, with linking driveways between the aprons
- Visitor and secure parking areas, bunded fuel-tanker parking areas, hardstand and loading dock areas
- Minor modifications to existing taxiways to and from the Site
- Upgrade of Drover Road to provide a cul-de-sac / roundabout for access and closure of the airside services road.
- Vertical circulation including single passenger lift, staircase, fire egress stair and quick-response slide
- Ancillary facilities including sprinkler tanks and pump room, amenities (showers, toilets, lockers, laundry and wetsuit drying rooms), trailer storage, stormwater detention and landscaping.

The proposed building includes sleeping facilities for operational staff.

A solid wall immediately to the north of the northern apron is proposed for security purposes and to control rota-wash/jet blast.

The initial Site Plan included a 'Future Hanger' in the north-western corner of the site (not forming part of the detailed assessment with this MDP). The Site Plan has been amended to change such space to concrete apron extension.

Further, the proposed southern taxiway has been relocated to the west to ensure MOS 139 compliance and to allow for aircraft to use the taxiway under their own power.

The design of the Project is shown in **Figure 8** and **Figures 9-11**, and included in **Appendix B** and **Appendix C**.

4.6 Car Parking

Three off-street car parking facilities are proposed as part of the Project providing approximately 78 car parking spaces, consisting of two secure parking facilities providing approximately 45 car spaces north of the northern apron and approximately 25 car spaces east of the administration building, and a separate visitor car park with eight car spaces. Increase to parking demand will be negligible compared to the existing facility. Car parking is further discussed in **Section 8.2**.

4.7 Site and Building Services

Electrical services will include:

- a substation (approximately 400 kVA);
- main switchboard (with approximately 25% spare capacity);
- mechanical services switchboard;
- distribution boards (separate light and power chassis with approximately 20% spare capacity);
- general power within office building and hangars;
- an uninterrupted power supply for Police support communications purposes;
- flight simulator power supply;
- standby generator for selected electrical loads (diesel generator);
- general interior and exterior lighting, taxiway and apron flood lighting and exit and emergency lighting;
- lightning protection; and
- information communication technology (ICT) services.

A variable refrigerant flow air conditioning system will be installed in the office building. The hangar building will be naturally ventilated with some spot heating and evaporative cooling units. Areas within the hangar building that require exhaust (paint booths, chemical store, chemical wash room) will be fitted with a dedicated exhaust/filtration system. Throughout the proposed PolAir facility, a smoke hazard management system will be installed, which will consist of a system shutdown strategy in the event of a fire.

Potable, non-potable and waste water services for the proposed PolAir facility will include:

- sanitary drainage to provide direct discharge to the sewer system;
- trade waste drainage to areas, to be defined in consultation with Sydney Water, to allow treatment prior to discharge to the sewer system;
- domestic cold water service throughout the proposed PolAir facility from the existing water mains;
- a non-potable water service will be reticulated throughout the laboratory and testing areas via a zoned backflow prevention device; and
- a domestic hot water service throughout the proposed PolAir facility.

Fire services will be fitted throughout the proposed PolAir facility and will include fire prevention, safety and firefighting systems. All fire services will be in accordance with the National Construction Code 2016, applicable Australian Standards and State legislation, and NSW Fire Authority requirements. Fire services for the Project will include:

- fire water infrastructure, including a fire hydrant system, fire hose reel system and fire sprinkler system;
- portable fire extinguishers and blankets;
- fire detection system (smoke and thermal detection) and occupant warning system; and
- bunded fuel tanker parking.

4.8 Construction

The construction of the Project will be undertaken with consideration of the following:

- Airport rescue and firefighting – temporary works will not obstruct routes of emergency vehicle access or evacuation from airside.
- Aviation security – the work site will be fenced with no access provided to unauthorised personnel to airside.
- Height of construction equipment – construction equipment which may penetrate the OLS will be subject to normal assessment procedures
- Communication navigation and surveillance (CNS) – discussed in **Section 6.4**.
- Foreign object debris (FOD) – the potential for FODs (plastic packaging, screws, roof sheets) from construction entering airside will be controlled with the use of FOD fencing or barriers and daily site set down procedures.
- Radio communications / contact with air traffic control – key construction personnel will be contactable via radio/telephone by Air Traffic Control to communicate any aviation incidents that may result in the work site requiring evacuation.
- Each crane usage on the build of the facility will go through the normal due diligence with regard to potential infringements on the OLS and will be considered on an individual basis by the General Manager Aviation for Bankstown Airport.

These considerations, in addition to standard construction methods and controls, will be outlined in a project-specific Construction Environmental Management Plan (CEMP). Further details on the construction of the Project are discussed in **Section 5.0**.

4.9 Operation

The proposed PolAir facility will generally produce the same capability as the existing facility, but in a building that is designed to enhance workflow, communication, compliance and collaboration to support the operations and capability of PolAir.

PolAir will operate, house and maintain a fleet of rotary-wing (helicopter) and fixed-wing aircraft. It is intended that the rotary wing aircraft will primarily operate from the southern Apron, within line of sight of the office Operations areas (known as the Rotary Wing Flight Line) and within the line of sight of the Airport control tower.

Three fixed-wing aircraft are intended to be parked end to end in the two western most hangar bays, with manoeuvring being to and from the northern apron

All aircraft will be maintained on site. Spare parts will be stored on site, delivered via a loading dock (small parts) or delivered directly to the hangars (large parts). All other deliveries (and occasional despatch) will be controlled by Police, with all loading on vehicles to take place within the site security fence.

A fuel tanker will be kept permanently on site, positioned overnight in a secure, bunded parking area, sited such that other vehicles can readily manoeuvre around it.

An Operational Environmental Management Plan will be prepared prior to operation of the new PolAir facility.

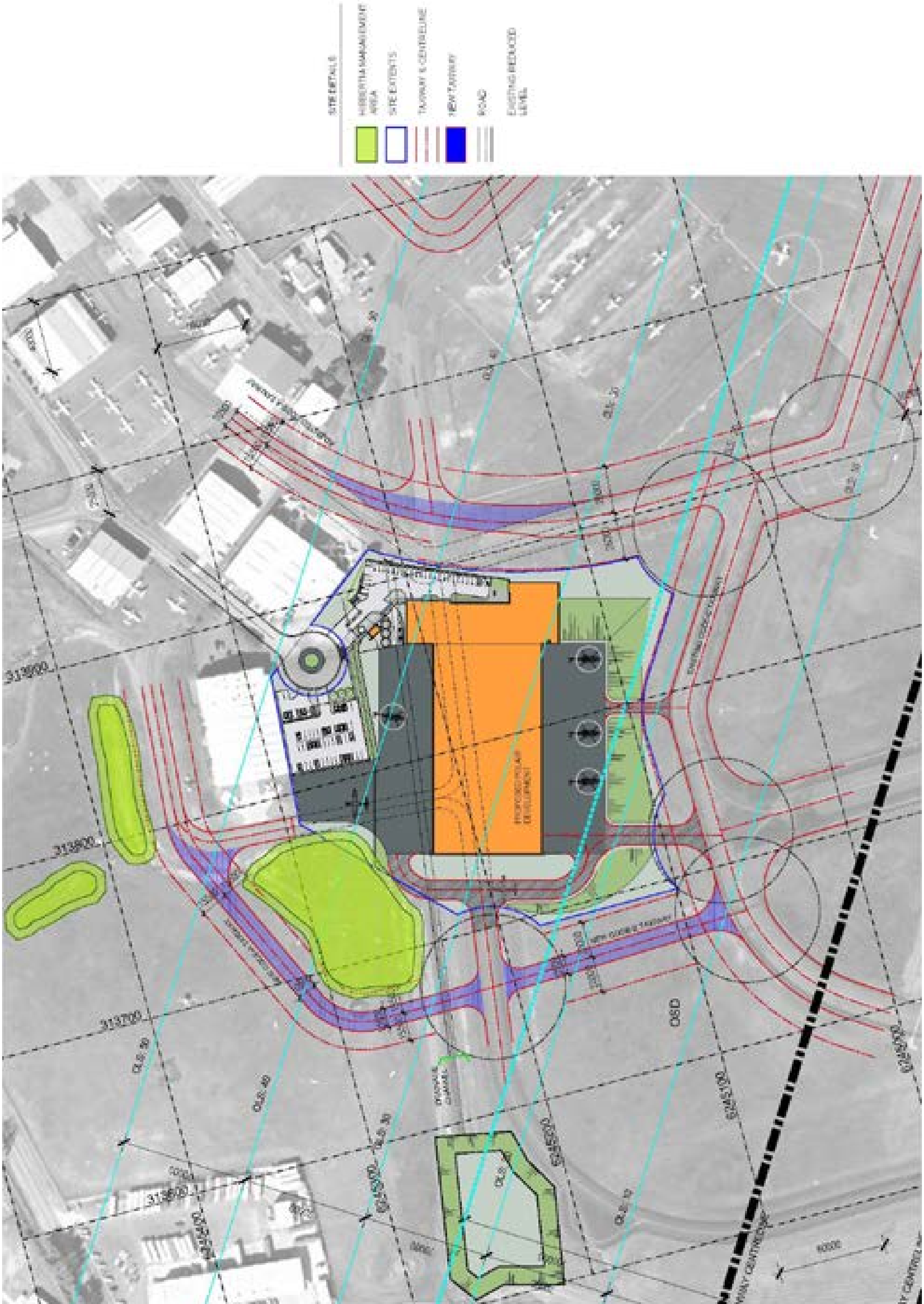
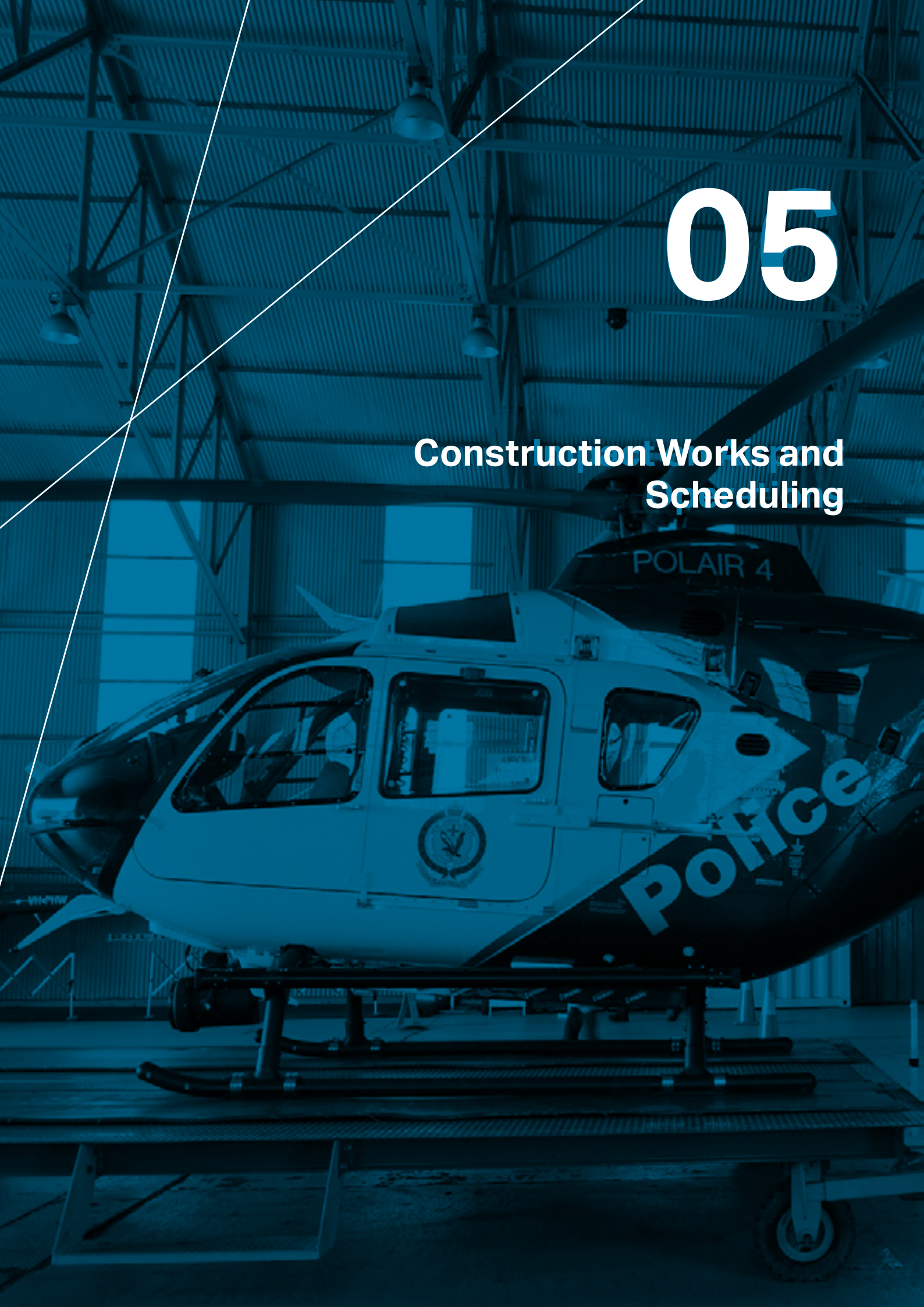


Figure 8: Proposed PolAir Facility

Figure 9: Proposed PolAir Facility - visual simulation

Figure 10: Proposed PolAir Facility - visual simulation

Figure 11: Proposed PolAir Facility - visual simulation



05

Construction Works and Scheduling

5.0 Construction Works and Scheduling

Further to the considerations provided in **Section 4.8,** this section provides additional information on the construction of the Project. Measures related to construction will be incorporated in a project-specific Construction Environmental Management Plan (CEMP).

5.1 Program

Following site preparation of approximately four months, construction is expected to take approximately 10 months to complete noting that some activities may be carried out concurrently. An indicative construction program is provided in **Table 1**.

Table 1: Indicative construction program

Activities	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14
Early Works Packages														
Taxiway and Site Prep														
Bulk Earthworks														
Offsite Infrastructure														
Building Works														
Detailed Earthworks/ Civil														
Offsite Fabrication														
Steel/ Structure Erection														
Civil Phase 2 (Hangar Slabs)														
Services														
Fit Out														
Commissioning														

5.2 Construction hours

Construction will generally be undertaken during the following standard construction hours:

- Monday to Friday 7am – 6pm
- Saturday 8am – 1pm
- No work anticipated on Sundays or public holidays

5.3 Construction vehicles

The work site will average about 40 vehicles per day and during peak construction times, there will be about 40 to 50 concrete mixer truckers entering the site.

A detailed Traffic Management Plan (TMP) will be prepared as part of the CEMP during the detailed design phase by the contractor. The TMP will include the guidelines, general requirements and procedures to be used when activities or areas of work have a potential impact on existing traffic arrangements.

Construction staff parking will be allocated prior to the commencement of work and included in the CEMP.

5.4 Plant and Equipment

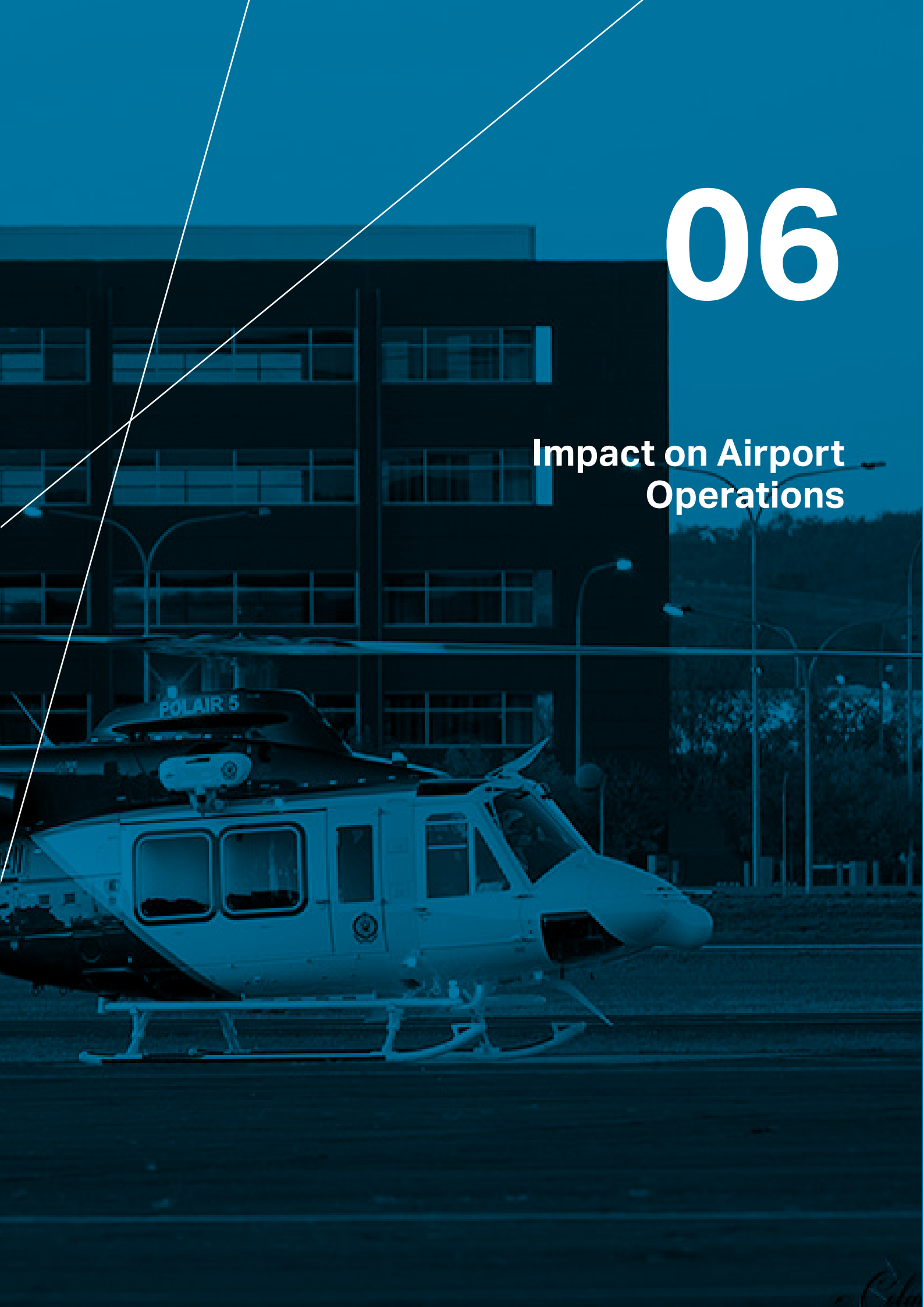
The following plant and equipment will be required during construction of the Project:

- concrete pumps;
- concrete mixers;
- mobile cranes;
- excavators;
- manitu;
- rollers;
- graders; and
- boom pumps.

The use of cranes during construction may penetrate the Obstacle Limitation Surface for the Airport. This will be managed through the NOTAM procedure.

06

Impact on Airport Operations



6.0 Impact on Airport Operations

Rehbein Airport Consulting conducted an assessment of the Project on existing airport operations. The assessment is provided in **Appendix D** and summarised in this section.

6.1 National Airports Safeguarding Framework Review

The National Airports Safeguarding Advisory Group (NASAG) has developed the National Airports Safeguarding Framework (NASF) which is a national land use planning framework that aims to:

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

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

This section provides a high-level assessment of the Project against the seven NASF guiding principles.

Guideline A: Measures for Managing Impacts of Aircraft Noise

The Australian Noise Exposure Forecast (ANEF) is a tool for forecasting noise in Australian Airport Master Plans. This Australian Standard is a "one size fits all" approach to planning and places restrictions on the type of new development which can be built in the ANEF contours to provide surrounding land uses protection from noise generated by airport operations. Bankstown Airport ANEF contours are shown in **Figure 12**. The Project straddles the ANEF 30 contour, light industrial development is suitable in this contour.

While the ANEF system is recognised by a number of jurisdictions in land use planning decisions, the ANEF contours do not capture all high noise affected areas around an airport. Australian Standard (AS) 2021-2015 recognises this and therefore Guideline A provides a complementary suite of noise measures in conjunction with the ANEF system to better inform strategic planning.

AS2021-2015 provides work site acceptability based on ANEF zones. Commercial buildings, such as the proposed PolAir facility, can be conditionally accepted within the 25 to 35 ANEF. For 'conditionally acceptable' land uses, consideration of aircraft noise attenuation is required in accordance with AS2021-2015.

During detailed design, the acoustic treatment of the proposed PolAir facility will be considered to ensure it is fit for the use of the intended occupants.

There is no change to the endorsed ANEF as a result of the proposed development.

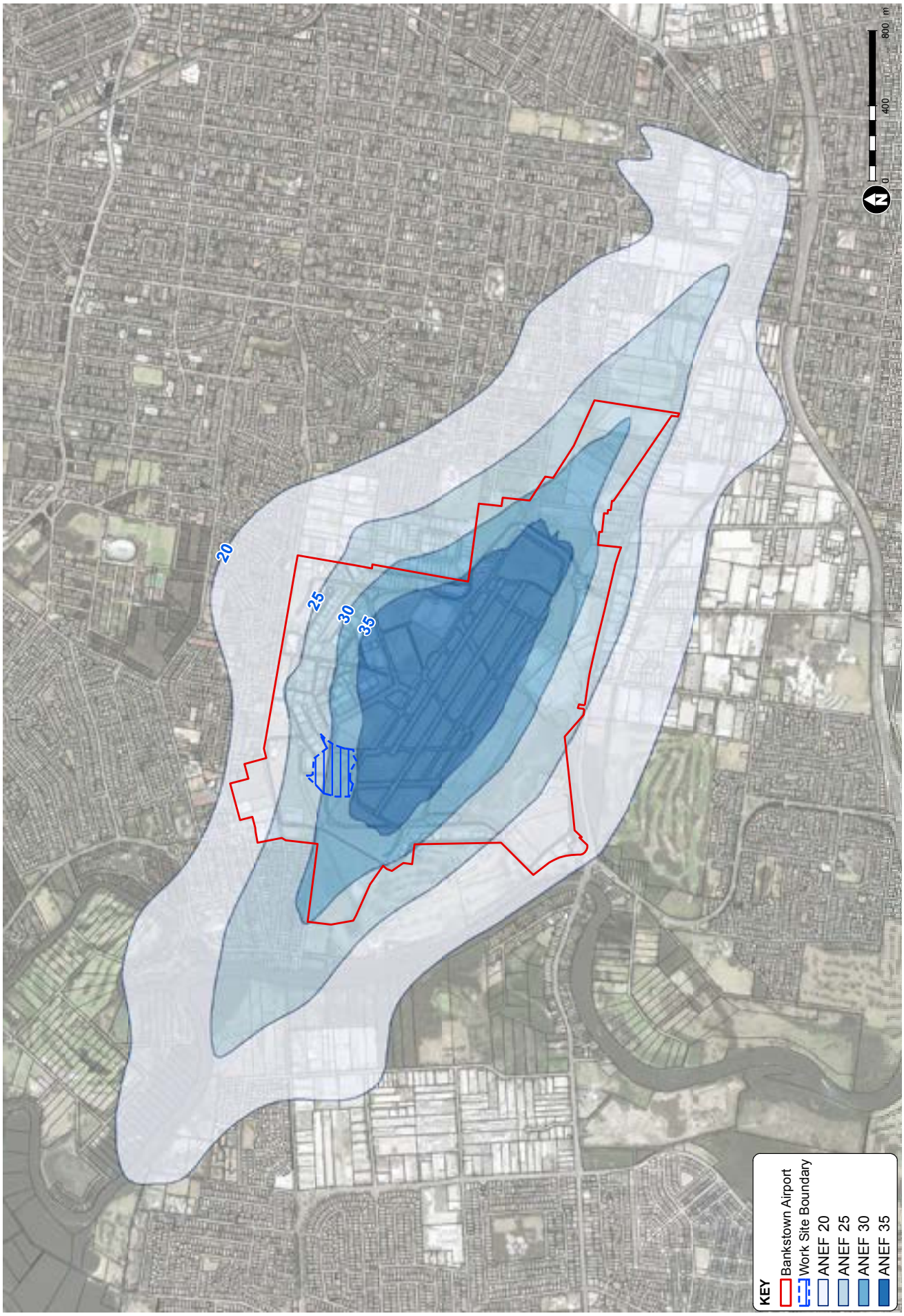


Figure 12: Airport ANEF Bankstown Contours

Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports

The height and positioning of the building has been designed with consideration of potential impacts on wind shear and turbulence. The impact of the proposed development on wind shear and turbulence is anticipated to be low. This is further discussed in **Section 6.6**.

Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports

The design of the Project has sought to avoid landscaping features that may attract wildlife. The positon of the On-Site Detention (OSD) basin, and ongoing management of the OSD, will include measures to deter wildlife.

Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation

The Project does not involve the construction of wind turbines, therefore this guideline does not apply.

Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity

Bankstown Airport is divided into four light control zones: A, B, C and D. These zones reflect the degree of interference ground lights can cause pilots as they approach. The proposed PolAir facility is located in Zone A. Lighting associated with the development should therefore meet the restrictions associated with Zone A. Zone A does not allow for any intensity of light sources above 3 degrees above the horizontal.

During detailed design consideration will be given to the lighting design so it ensures there is no conflict from light fittings, coloured lights or glare caused by reflective surfaces and/or mitigation measures are to be put in place. The lighting designer will need to ensure that the lights meet the requirements prescribed in the *CASA Manual of Standards Part 139 Aerodromes*.

Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports

The design of the Project has ensured that the structures do not impact upon the OLS and PANS-OPS, taking into account its close proximity to the runways and aircraft operation. This height complies with Regulation 6 of the *Airports (Protection of Airspace) Regulations 1996* which limits any building impinging into prescribed airspace. Detailed design of the proposed PolAir facility will consider activities that may impact the OLS and PANS-OPS (such as roof-mounted antennae, light poles, emissions of dust or other particulate matter). This is further discussed in **Section 6.2**.

Guideline G: Protection Aviation Facilities – Communication, Navigation and Surveillance

Consideration of this guideline is provided in **Section 6.4**.

6.2 Operational Airspace

The *Airports (Protection of Airspace) Regulations 1996* prescribes airspace around federal leased airports for protection of existing and future operational airspace from intrusion by obstacles. This consists of the airspace defined by the airport's Obstacle Limitation Surface (OLS) and the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) protection surfaces and includes those surfaces planned to accommodate future expansion or new procedures at the airport.

6.2.1 Obstacle Limitation Surfaces (OLS)

Height of buildings on Airport land is controlled by the prescribed airspace. Prescribed airspace is defined as airspace above any part of the OLS or PANS-OPS surfaces, whichever is lower. The Bankstown Airport OLS is shown on **Figure 13**. The Project will not penetrate any OLS surface.

6.2.2 Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)

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

An initial assessment of the PANS-OPS surfaces indicate that the Project will not penetrate any existing or future PANS-OPS surfaces. This assessment is subject to formal verification by Airservices Australia.

6.2.3 Radar Terrain Clearance Chart (RTCC)

Air traffic controllers rely on the use of radar to facilitate the separation and flow of air traffic. Radar signals are susceptible to interference from obstacles such as terrain and buildings as they operate on a line-of-sight principle. The Radar Terrain Clearance Chart (RTCC) is published by Airservices. It indicates the lowest level that radar information can accurately be used for air traffic purposes. The Project has been assessed against the current RTCC. The Project will not exceed the RTCC protection surfaces and therefore should not interfere with the performance of the radar.

6.3 Helicopter operations and flight paths

The Project is located approximately 650 metres north-west of the main Helicopter Landing Site (HLS) and 100 metres east of the north-western HLS (which is used primarily for low altitude training purposes).

The 2014 *Bankstown Airport Master Plan* addresses Helicopter Landing Sites and helicopter movements, stating:

- Retention of the designated Helicopter Landing Site (HLS) on the northern side of the airfield. The HLS will continue to meet the needs of the existing helicopter operators based at the Airport and there will be no need for new operational arrangements and flight paths to be defined in association with Airservices Australia. Larger helicopter arrival and departure can also take place from the runways.
- Recognise that an area in the north- west precinct of the Airport is currently used for low altitude helicopter training and manoeuvres will be retained for aviation use.
- Current helicopter facilities and infrastructure can manage demand for the duration of the planning period.

6.3.1 Helicopter Operations

The proposed development is not expected to increase traffic to the existing HLS, as the NSW Police and Emergency Services currently operate only from Bankstown, so these movements are already incorporated within the forecasts adopted for the endorsed ANEF.

Helicopters are expected to use the main HLS or the runways at night. Whilst there will be helicopter parking stands adjacent the new facility, helicopters will transit to the designated HLS to take off or land.

There may be some ground based noise in the vicinity of the facility as a result of helicopters. However, such ground based noise already occurs as a result of general fixed and rotary wing movements around the aerodrome movement area. Such ground based noise is not incorporated within the ANEF so the development of the facility would not alter the ANF contours.

6.3.2 Helicopter Flight Paths

Both Helicopter Landing Sites utilise flight paths that are orientated to be in general alignment with the runways, so as not to create conflicts between fixed wing and rotary wing operations.

The airspace associated with Helicopter Landing Sites on the Airport has not been prescribed in the Master Plan. However CASA expects that helicopter operations will be conducted on an airport in accordance with the relevant standards and guidance.

Civil Aviation Advisory Publication CAAP 92-2(2) titled *Guidelines for the establishment and operation of onshore Helicopter Landing Sites* (February 2014) provides specifications in relation to approach and departure paths for helicopters from Helicopter Landing Sites (HLS).

Main HLS

The OLS associated with the western flightpath of the main HLS is applicable to Performance Class 1 (PC1) Category A helicopter operations by typical aeromedical transport helicopters. This is determined by the CASA guidance material Civil Aviation Advisory Publication CAAP 92-2(2). Assessment of these surfaces indicated that the proposed development will have no impact on helicopter operations operating PC1/Category A along these flight paths. Although the current flight path will overfly the proposed development site, the elevation of the OLS is higher than the current concept design height of the facility by approximately 16 metres.

North-Western HLS

The primary function the north-western HLS is to accommodate training operations including hover and winch/rapelling activity. In general, departures and arrivals from this north-western HLS are mainly to the north and west. Therefore, it is considered unlikely that helicopters would be required to operate in PC1 / Category A over the proposed development site.

The OLS associated with the southern flight path for the western HLS applicable to Performance Class 2 (PC2) Category B helicopter operations based on CASA CAAP 92-2(2) guidance material.

Based upon such guidance material, the proposed development will penetrate the OLS. However, Bankstown Airport is reviewing the management and operation of the north-western HLS.

Subject to consultation with relevant airport operators, Bankstown Airport proposes to amend the procedures from the north-western HLS flight paths to an alternate site for take-off and landing. All south-easterly departure/approaches must be conducted from the Main HLS or the runway in accordance with current procedures.

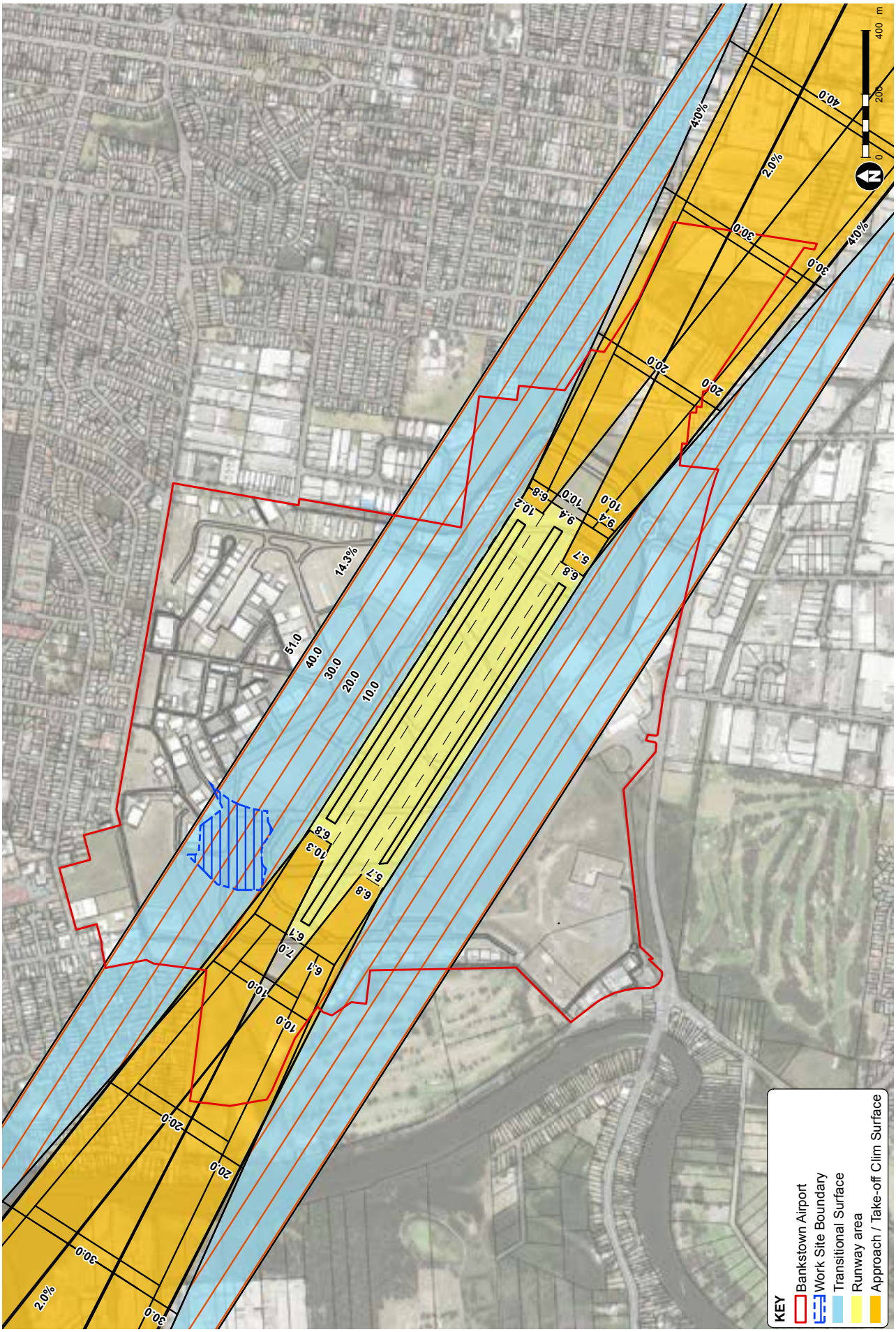


Figure 13: Bankstown Airport Obstacle Limitation Surface (OLS)

6.4 Communication Navigation and Surveillance (CNS)

6.4.1 Precision Approach Path Indicator (PAPI)

Bankstown Airport has a single sided Precision Approach Path Indicator (PAPI) lighting system at each end of Runway 11C and 29C. The proposed PolAir facility has been assessed against the PAPI obstacle assessment surface (OAS). The assessment indicates that the proposed development site is outside the lateral extent of the PAPI OAS and will therefore not be impacted by the development.

Any future Instrument Landing System (ILS) will ensure compliance with the PolAir building.

6.4.2 Wind indicator

The proposed PolAir facility has been assessed against the clearance criteria required in relation to windsocks and wind speed and direction measuring equipment (Anemometer). The weather measuring facilities that will be impacted by the Project are:

- Primary Wind Indicator and signal area
- Airservices Australia Anemometer
- Bureau of Meteorology (BoM) Anemometer

Each of these weather measuring facilities will need to be relocated to allow the facilitation of the Project. Alternative locations have been recommended, however, are subject to further technical analysis and endorsement from the responsible parties.

Bankstown Airport is continuing discussions with CASA, Airservices and the Bureau of Meteorology in relation to the relocation of such facilities.

6.4.3 Compass Swing Bay

Aircraft magnetic compasses periodically require calibrating to a known azimuth source in order to ensure their functionality for accurate navigation. Airports generally provide a compass swing bay in which this calibration task may be undertaken. The Project will be located outside the recommended 200 metre protection radius and therefore will not impact the use of the swing bay.

6.4.4 Ground Based Navigation Aids

Ground based navigation aids generate radio signals which are interrogated by airborne aircraft and used to assist with their navigation. Bankstown Airport currently has one ground based navigation aid – the Non-Directional Beacon (NDB), which is located in a clear area of the airport south of the runway infrastructure. The Project will be located outside the recommended protection areas and will therefore not impact the performance of the NDB.

6.5 Public Safety Zone

The NASF Guidelines are currently being updated to incorporate Public Safety Zones (PSZs). In the meantime, conservative risk based approaches are recommended for safeguarding development in and surrounding airports. The PSZs (based on Queensland State Planning Policy 1/02) are shown on **Figure 4**, with a more detailed plan included as **Figure 14**.

The proposed PolAir facility would not penetrate the PSZs.

Figure 14: Public Safety Zone (indicative) in relation to the PolAir Facility

6.6 Impacts on Wind Shear and Turbulence

The Project has been assessed in accordance with the *National Airports Safeguarding Framework, Guideline B* (NASF-B) – *Managing the risk of building generated windshear and turbulence at airports* (DIRD 2012). The wind shear and turbulence assessment has been included in **Appendix E**.

Building induced wind shear and turbulence was analysed using Computational Fluid Dynamics simulations for the proposed PolAir building. The results were assessed against both the current NASF-B (existing criterion) and the proposed changes currently under review (proposed criteria).

Wind shear and turbulence were assessed in two locations: along an offset plane located between the proposed PolAir building and runway 11L/29R; and along the runway centrelines. Results of the modelling provided the crosswind speeds required at each location in order to exceed both the existing and proposed criteria at each location. These results are provided in **Table 2**.

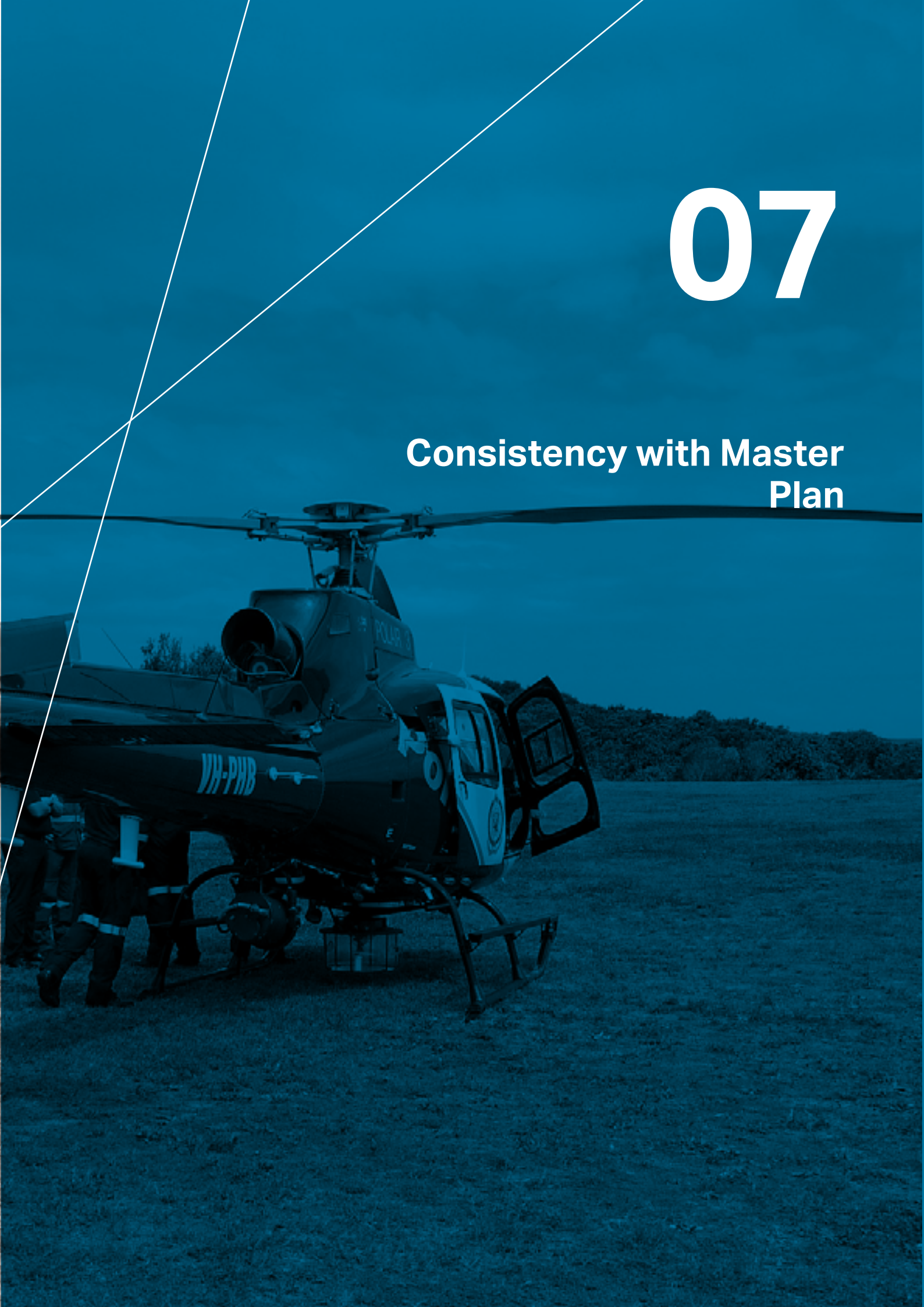
BoM wind data shows that crosswind gusts greater than 23 knots occur during approximately three hours per year, and crosswind gusts greater than 27 knots occur for less than one hour per year. Therefore, the impact of the Project on wind shear and turbulence is anticipated to be low.

Table 2: Crosswind speeds required to exceed existing and proposed criterion

Location	Crosswind speed required to exceed existing criteria	Crosswind speed required to exceed proposed criteria
Offset plane	27 knots	23 knots
Runway centreline	47 knots	42 knots

07

Consistency with Master Plan



7.0 Consistency with Master Plan

7.1 Overview

Part 4 Section 91 of the *Airports Act 1996* prescribes the contents of a MDP, with subsection (1)(d) requiring an assessment whether or not the development is consistent with the Master Plan for the airport.

This chapter of the MDP provides an assessment of the Project against the 2014 *Bankstown Airport Master Plan*.

The Bankstown Airport land use zones are shown in **Figure 15**. The proposed PolAir facility is to be located within the Aviation Zone of the Master Plan. A small portion of the Project (culvert and taxiway) will be within the Aviation / business zone.

The Aviation Zone specifically encourages aviation operations, including (amongst other things) the following uses as 'permissible' uses with consent:

- Aircraft and airport maintenance;
- Aircraft engine testing areas;
- Business premises;
- Car park;
- Fuel storage and distribution;
- Civil works; and
- Runways, taxiways, helipads and aprons.

The Project aligns with the above permissible uses within the Aviation Zone. Development of hangars to the north-west of the runway is mentioned in Section 11 of the 2014 Master Plan as an aviation development proposal for the 2014-2019 planning period.

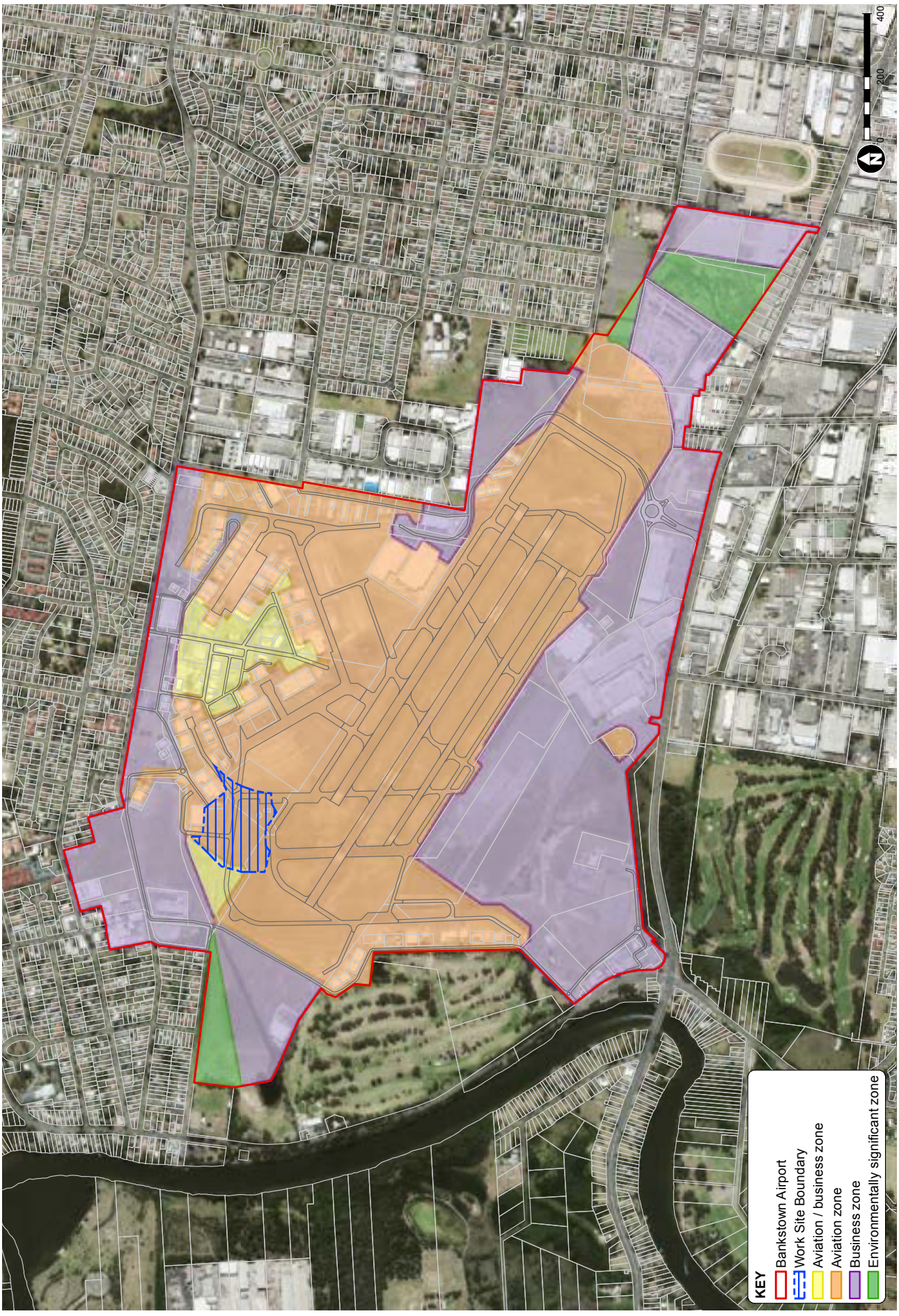


Figure 15: Bankstown Airport Land Use Zones

7.2 Bankstown Airport Objectives

The key objectives for the development of the Airport, as outlined in the Master Plan, and how the Project relates, is provided in **Table 3**.

Table 3: Bankstown Airport Development Objectives

Objective	How the Project relates
Facilitate the efficient use of the existing aviation infrastructure	The Project will improve the efficiency of the existing PolAir facility through consolidation of operations into one single, efficient location.
Facilitate the growth of high value and multi-use aviation activity through the provision of appropriate capacity	A new PolAir facility demonstrates investment in high value aviation activity. Retaining PolAir at the Airport allows for support services to be provided to PolAir by other aviation businesses. The relocation away from the existing, aged PolAir facilities, allows for a review of future uses in the existing locations.
Provide a safe environment for all users, including commercial operators, employees, recreational users and members of the public	The existing PolAir facilities are not fully compliant with the Civil Aviation Safety Authority's requirements and were constructed prior to the introduction of the Building Code of Australia. The Project aims to achieve full compliance with contemporary standards and provide a modern, safe environment for all users. The Police's physical presence at the Airport helps to maintain a safe environment for Airport users and visitors.
Incorporate high standards of environmental sustainability and social responsibility in all development	Detailed design will incorporate high standards of environmental sustainability. For example, the Project's office component will be able to achieve a 5 star NABERS rating.
Provide a level of security across the Airport in line with statutory requirements	The Project will provide a high level of security for PolAir to ensure operations are not compromised and will be an improvement on the current arrangements for PolAir.
Improve value and provide employment through the development of land surplus to existing and future aviation activity	The consolidation of PolAir operations into one, integrated facility will provide the opportunity for development of the surplus land at the location of the existing PolAir facilities.
Develop appropriate flexibility within the planning framework so that BAL can grow	The Master Plan does not specifically reference the Project, however, it does refer to the 'development of hangars to the north-west of the runway'. This flexibility has allowed for the facilitation of the Project.
Develop to reflect potential changes in aviation and non-aviation customer needs	The location of the Project in the north-west precinct, consolidates aviation activities within the Aviation Zone and provides opportunity for non-aviation development in other areas.
Set out a process for ongoing communication and engagement with stakeholders and the wider community on all aspects of the Airport's operations.	Chapter 11 Consultation – sets out the consultation process developed for this Project which includes communication and engagement with stakeholders and the wider community.

7.3 Aviation Zone

7.3.1 Zone Objectives

The Aviation Zone is approximately 165.5 hectares in size and includes all operational aviation areas, namely:

- runway/taxiway complex;
- aircraft movement and parking areas/helipad;
- terminal and corporate aircraft reserve; and
- airside tenancy buildings and associated taxiways.

The objective for the zone is:
"to identify land for current and future aviation development as well as other development compatible within the Airport environment"

The Project meets the objectives of the Aviation Zone by providing a premier aviation facility which will improve the operational efficiency and capability of PolAir, ensuring PolAir remains a long-term tenant and continues to serve the community from its new premises at of Bankstown Airport.

7.3.2 Planning Objectives and Principles

The 2014 *Bankstown Airport Master Plan* provides objectives and principles for development within the Aviation Zone. The objectives, and how the Project meets the objectives, is provided in **Table 4**.

The principles for the Aviation Development Concept, and how the Project meets the principles, are provided in **Table 5**.

7.4 Bankstown Airport Helipads

The *Bankstown Airport Master Plan* identifies a main Helicopter Landing Site (HLS) in the central northern area of the Airport. This dedicated HLS continues to meet the needs of the existing helicopter operations based at the Airport. Larger helicopter arrivals and departures can also take place from the runways.

"The 2014 MP (Master Plan) also recognised that an area in the north-west precinct of the Airport is currently used for low altitude helicopter training and manoeuvres. The area in question is not zoned for this use and, due to an existing sublease, is unable to be rezoned to Aviation".

"It is intended to retain this area for aviation use for the duration of this Master Plan and to rezone to Aviation when practical. As such current helicopter facilities and infrastructure can manage demand for the duration of the planning period".

Bankstown Airport Master Plan 2014

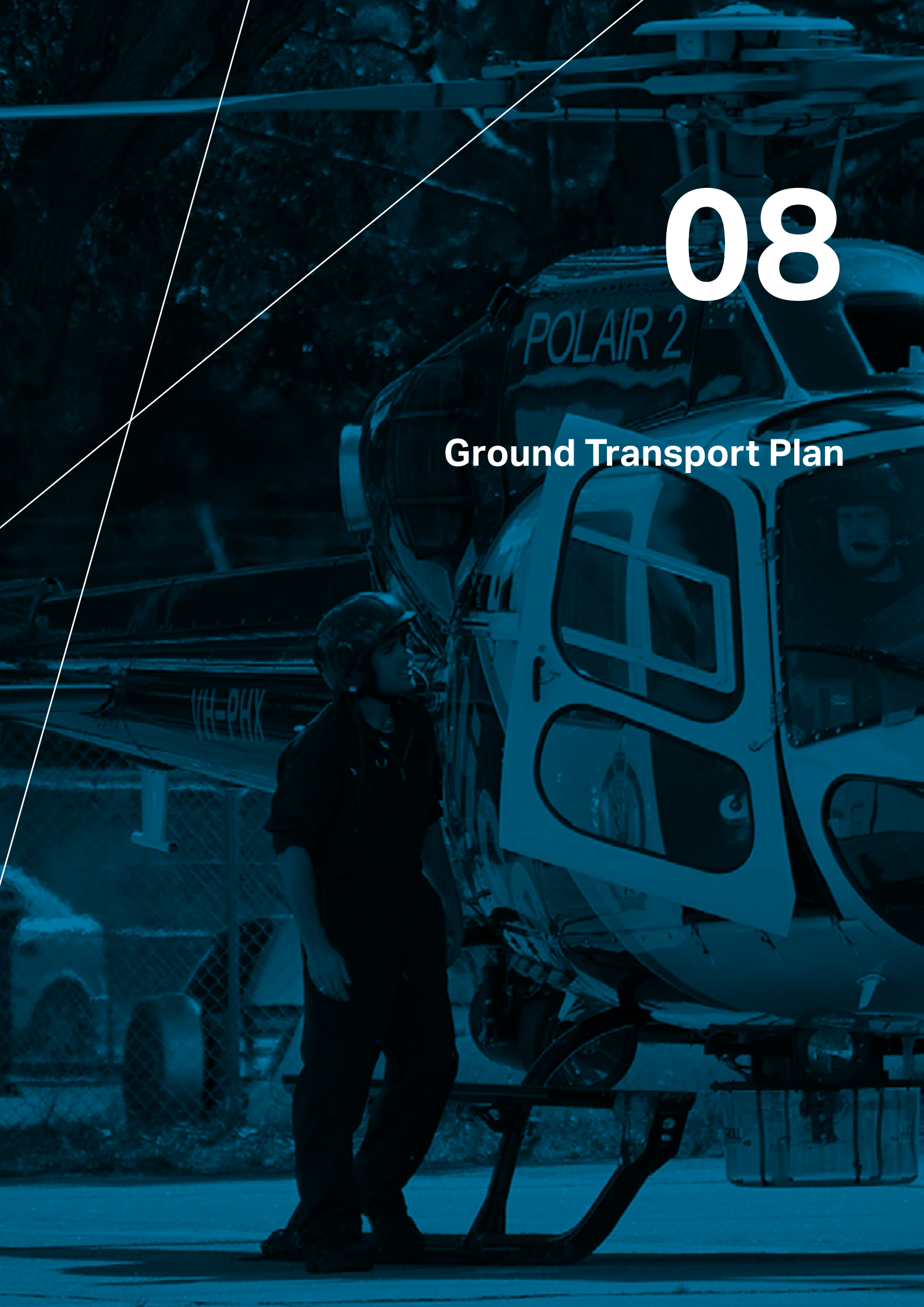
There is no change to the existing approved ANEF or helicopter flight paths contained within the 2014 Master Plan. This is due to there being no change to the current operational arrangements by PolAir, no change proposed to the current fleet of fixed wing and helicopters currently operating by PolAir at Bankstown Airport, and the continued use of the main HLS and runways for arrivals and departures.

Table 4: Aviation planning objectives and how the Project meets the objectives

Objective	How the Project meets the objective
To retain and enhance Bankstown Airport's role as a premier multi-use and general aviation facility	PolAir is one of Bankstown Airport's long-term tenants and contribute to the Airport's role as a multi-use and general aviation facility. The Project will enhance Bankstown Airport as a premier facility, through its design and operational efficiency.
To continue to attract high value corporate, government and charter operators/tenants	The new PolAir facility will be a high quality facility with good design, which will showcase Bankstown Airport's desire for growth, innovation and continued excellence, attracting high value tenants with high value proposals.
To retain the capacity to introduce niche passenger services if the opportunity arises	The consolidation of PolAir operations into one modern integrated facility does not limit the capacity to introduce niche passenger services to Bankstown Airport.
To continue to attract high value niche freight activity	The consolidation of PolAir operations into one modern integrated facility will provide the opportunity for development of the existing site at the location of the existing PolAir facilities, potentially for high value niche freight activity.
To maintain safe and secure operations	The existing PolAir facilities were constructed prior to the introduction of the Building Code of Australia and will not satisfy new Civil Aviation Safety Authority requirements which come into effect in October 2018. The Project aims to achieve full compliance and provide a safe environment for all users.
To meet BAL's statutory and regulatory obligations	The Project will meet BAL's statutory and regulatory obligations as discussed in Chapter 9 and Chapter 10.

Table 5: Aviation planning principles and how the Project meets the principles

Objective	How the Project meets the objective
Improving operational and land use efficiency by consolidating GA activity into a contiguous, dedicated zone on the northern side of the Airport, with sufficient space for growth and expansion of new and existing tenants.	The Project consolidates PolAir operations into one modern integrated facility. The proposed PolAir facility will improve the operational efficiency of PolAir, and improve land use efficiency across the Airport. The existing PolAir facilities could be utilised for expanded GA activity.
Separating fixed wing and rotary operations via the relocation of the helipad and the addition of a dedication rotary tenant complex on the southern side of the airport.	No longer applicable (refer to 2008 Minor Variation to the 2004/05 Master Plan).
Matching supply of aviation infrastructure to demand, thereby ensuring that facilities required by users could be provided and facilities not required could be redeveloped for alternate uses.	The Project will provide for a premier modern integrated facility for PolAir. The sites housing the existing facilities will provide options for possible new development at the airport. .



08

Ground Transport Plan

8.0 Ground Transport Plan

8.1 Existing conditions

8.1.1 Road network

Key strategic roads in proximity to Bankstown Airport include Milperra Road/Newbridge Road and Henry Lawson Drive which bound the airport to the south and west respectively. These key arterial roads provide links to a number of access points to Bankstown Airport and surrounding local roads.

Milperra Road/Newbridge Road is a State road and forms part of the A34 road corridor which provides an east-west link from Newtown to Liverpool. Henry Lawson Drive is a State road with a north-south alignment. Marion Street is local road which provides an east-west link between Bankstown town centre and Henry Lawson Drive.

The main entrance to Bankstown Airport is located at the Marion Street and Airport Drive intersection which provides access to Bankstown Airport and other aviation related uses. Vehicles are required to use the local road network of Georges Hall to access the main entrance. Additional access points are available providing access to other land uses within the site.

8.1.2 Public transport

Three bus services operate in the vicinity of Bankstown Airport, including the route 905 which operates along Marion Street with bus stops located near the intersection of Airport Avenue.

Whilst there is no rail connectivity at Bankstown Airport, major public transport interchanges at Bankstown and Liverpool Station provides opportunities for people to utilise bus and taxi services to complete their trip to and from the Airport.

8.1.3 Pedestrian and cycling

There are currently limited pedestrian and cycling facilities in the vicinity of Bankstown Airport. Due to current land uses and arterial roads surrounding the airport, there are limited pedestrian links.

Footpaths are provided along the northern side of Marion Street and other local roads to the north of Bankstown Airport. An off-road shared path along Henry Lawson Drive, west of the site, which provides cycle links to East Hills, Panania and Revesby Station.

8.2 Car Parking, Roads and Traffic

The Project is located within the northern precinct of Bankstown Airport which is primarily accessed at the intersection of Marion Street and Airport Avenue. The Marion Street entrance provides access to the majority of the internal road network of Bankstown Airport as shown in **Figure 16**. The internal road network is maintained by Bankstown Airport and serves the existing aviation and non-aviation uses within the Airport.

Access to the Site from Bankstown Airport's internal road network will be provided from Drover Street which is proposed to be extended to provide a roundabout at the end of the new cul-de-sac. The Drover Street cul-de-sac has been designed to accommodate B-double vehicle movements and will provide access to the hangar and associated facilities including car parking.

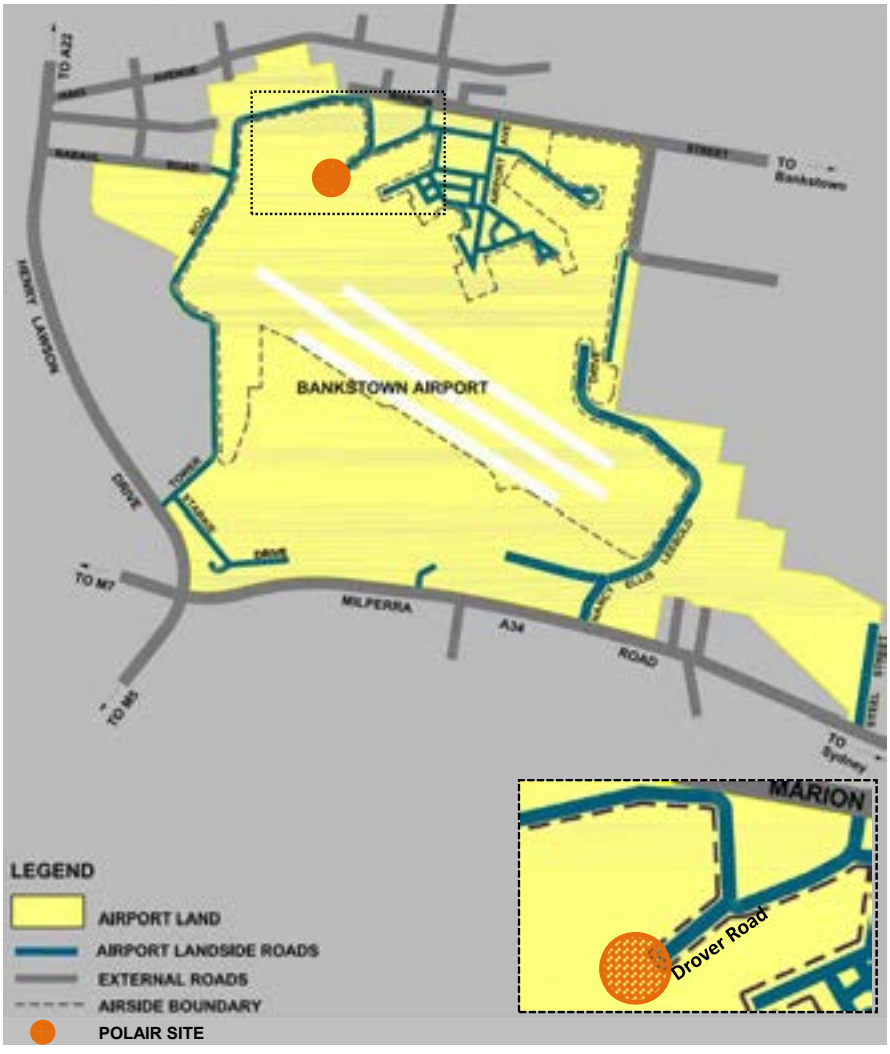


Figure 16: Access to the Site | Source: Bankstown Airport Limited, 2015; modified by AECOM, 2017

Three off-street car parking areas are proposed as part of the Project providing approximately 78 car parking spaces, consisting of two secure parking facilities providing approximately 45 car spaces north of the northern apron and approximately 25 car spaces east of the administration building, and a separate visitor car park with eight car spaces.

Aside from the visitor parking area, access to all other carparks will be via controlled security gates. The total number of car parking spaces provided complies with *Bankstown Airport – Urban Design Guidelines* minimum car parking rate for industrial warehouse and hangar uses, which requires one space per 300 m^2 Gross Floor Area (GFA). The car parking at the PolAir facility is designed to be one space per 128 m^2 of GFA. The proposed parking facilities are shown in **Figure 17**.

Pedestrian connections are provided between key facilities of the Project, with the provision of footpaths between the two secure parking facilities and the administration building.

Figure 17: Proposed parking facilities | Source: Bankstown Airport Limited, 2015; modified by AECOM, 2017

8.3 Relocations, Re-Routing and Temporary Works

No temporary diversions have been identified at this stage of the design. If required, the potential locations of temporary diversions will need to be identified in the Construction Traffic Management Plan (TMP), as part of the Construction Environmental Management Plan (CEMP).

8.4 Compliance with Master Plan

Overall, the Project is consistent with Chapter 7 – Ground Transport Plan of the *2014 Bankstown Airport Master Plan*, which is based on the current landside road network and existing access points of Bankstown Airport. The Master Plan outlines current forecast of traffic being generated at Bankstown Airport over the 2014 to 2019 period; this will have included trips currently being generated by the existing PolAir facilities.

The Master Plan identifies that no major alterations are planned to roads within the landside areas of Bankstown Airport in the first five years of the Master Plan (i.e. to 2019) as a result of aviation activities or small scale non-aviation development.

The Ground Transport Plan identified that the likely ground access improvements over the five year period of the Master Plan will be as a result of the development of the south-west area of Bankstown Airport.

The Project is consistent with the Master Plan 2014 as the performance of key intersections will be similar to the 2011 modelling, and no major alternations to roads are planned.

8.5 Traffic impacts

Bankstown Airport is in proximity to several key strategic roads including Milperra Road and Henry Lawson Drive providing inks to major Sydney centres and transport interchanges in the area. The road network in the vicinity of the site currently operates with capacity deficiencies at some key locations during peak periods, with the Milperra Road / Henry Lawson Drive intersection being a key pinch point.

A cul-de-sac / roundabout is proposed at the end of Dover Street as part of the Project to provide access to the facilities that are being provided. Three off-street car parking facilities are proposed, providing approximately 78 car parking spaces.

Traffic generated by the Project is anticipated to be similar to the existing PolAir facilities which will have a minimal impact to the performance of key intersections.

8.5.1 Construction Traffic

Overall construction is expected to take approximately 14 months to complete. Various plant and equipment will be required in facilitating the construction activities associated with the Project; these are identified in **Chapter 5.0**.

Impacts on traffic during construction will be temporary in nature. Minor volumes of heavy vehicles are likely to be generated during the construction phase when transportation of concrete, other materials, plant and equipment is required where up to 40 vehicles will be generated on site per day. It is expected there will be minimal impact on existing traffic conditions as a result of traffic associated with works required in the delivery of the Project.

All workers and sub-contractors engaged during the construction phase will be inducted prior to any commencement of works. The induction will identify the construction haulage routes, local speed zones, worksite protocols, staff parking facilities / public transport availability / carpooling opportunities and emergency / incident management strategies.

Development of travel demand management strategies should be considered to encourage sustainable forms of transport and reduce the traffic impacts during construction.

The size of vehicles used for haulage will be consistent with the access route constraints, safety and any worksite constraints. Milperra Road, Newbridge Road and Henry Lawson Drive are B-double approved routes.

A detailed TMP will be prepared as part of the CEMP during the detailed design phase by the contractor. The TMP will include the guidelines, general requirements and procedures to be used when activities or areas of work have a potential impact on existing traffic arrangements.

8.5.2 Operational Traffic

The travel behaviour of staff and visitors and how they access the site will not to change given the location of the new PolAir facility is still within the northern precinct of Bankstown Airport. The relocation of the Project will result in an increase in traffic volumes at the intersection of Drover Road and Link Road.

Since the purpose of the Project is to provide a new PolAir facility which consolidates the existing facilities currently provided within the Bankstown Airport Precinct, it is anticipated that the proposed PolAir facility will generate similar traffic as the current facility and that there will be a minimal increase in traffic generated by the Project. The Project will therefore have a minimal impact to the performance of the existing road network. It is expected the performance of key access intersections will be similar to current conditions (as the modelling undertaken will have captured the traffic associated with the existing PolAir facilities).

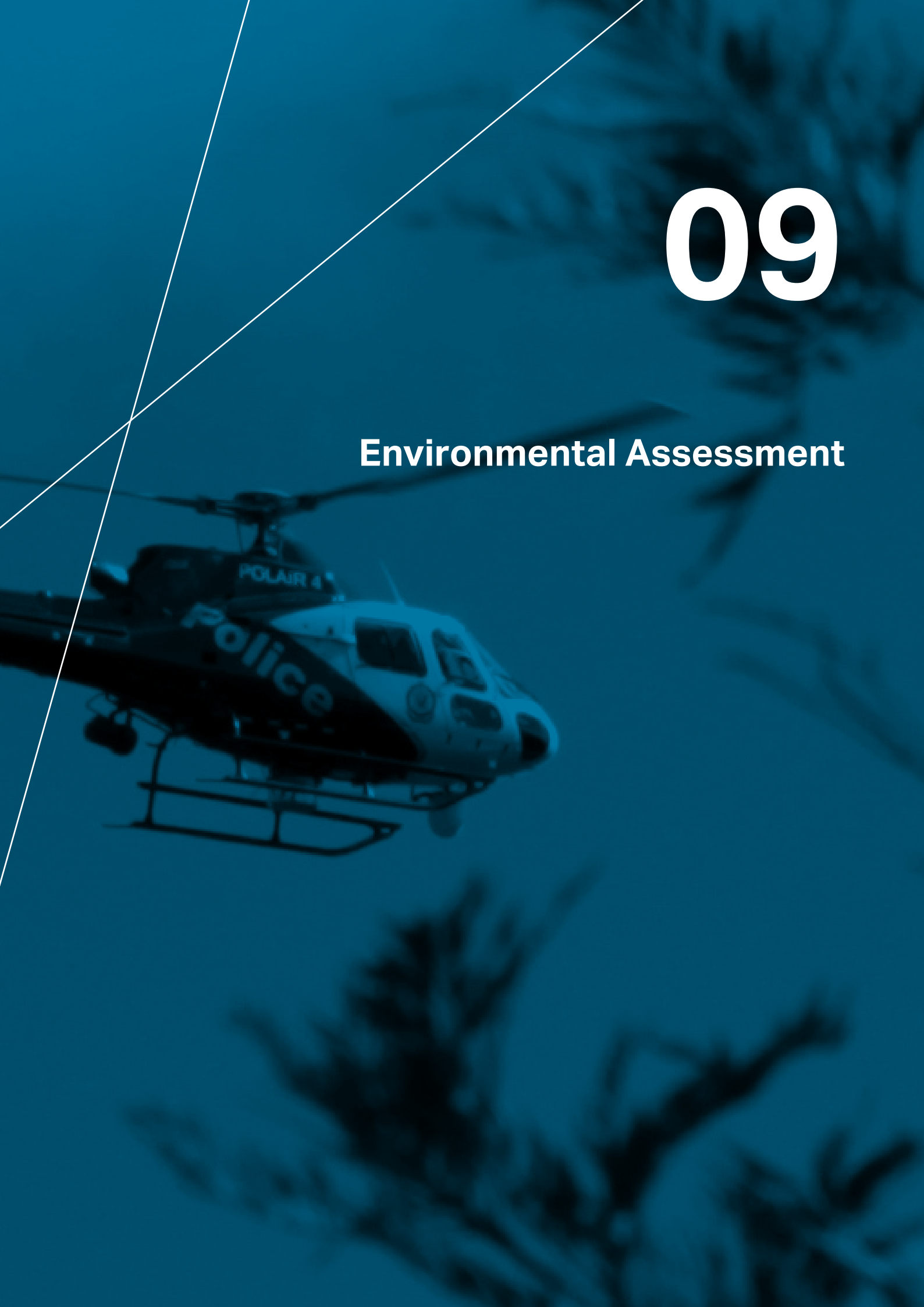
8.5.3 Proposed Management and Mitigation Measures

The following measures will be implemented to mitigate and manage traffic impacts associated with the Project:

- The upgrade of Drover Road to provide a cul-de-sac / roundabout to access the new PolAir facilities.
- Off-street parking facilities for staff and visitors which comply with *Bankstown Airport – Urban Design Guidelines*.
- Parking areas will be designed to comply with AS2890.1 and AS2890.6-2009 with respect to parking bay dimensions, aisle widths and grades.
- Provision of footpaths between key facilities and pedestrian crossings at appropriate locations to allow for pedestrian connectivity and safety.
- Development of a TMP to address requirements and procedures to be used when activities or areas of work have a potential impact on existing traffic arrangements

09

Environmental Assessment



9.0 Environmental Assessment

Bankstown Airport's *2014 Airport Environmental Strategy* ensures BAL meets its obligations under the *Airports Act 1996* and the *Airports (Environment Protection) Regulations 1997*. It forms the central management tool that enables BAL to ensure the integrated environmental management of ground-based activities, and to avoid, or otherwise, mitigate the impacts of activities at the Airport on the environment and its surroundings. The strategy will be used as a guide when developing controls for managing potential environmental impacts of the Project.

Environmental impacts of the Project have been assessed and a strategy put in place to mitigate those impacts. Environmental impacts are assessed in relation to stormwater and hydrology, visual impact and massing, noise, archaeology and heritage, geology, hydrogeology and soil contamination, economic, air quality, flora and fauna and waste management. It is noted that the proposed PolAir facility will replace the existing PolAir facilities, and thus there will be minimal changes to the operation of the Airport.

Likely impacts during construction and operation will be managed to acceptable levels through a range of management and mitigation measures. Measures related to construction will be incorporated in a project-specific Construction Environmental Management Plan (CEMP).

9.1 Stormwater and Hydrology

9.1.1 Existing Environment

Surface water catchment and stormwater network

Bankstown Airport lies within the Georges catchment boundary, with a catchment area of 1,890 square kilometres. Georges River, a major regional waterway which ultimately discharges to Botany Bay, is located 800 metres west of the Project. A small pond, within the Georges River Golf Course, lays 430 metres south-west of the Project.

Stormwater at Bankstown Airport is collected through a system of pipelines, box culverts, open drains and drainage channels which discharge to five points on the Airport boundary, and into Georges River. Rain that falls within the Project may land in one of two possible catchments:

- To the north of the Site (including the car park and loading area), stormwater will drain to a major open drainage channel that runs west between the PolAir maintenance facility and the secure car park/loading area. This channel discharges to Georges River.
- Rain that falls on or immediately in the vicinity of the PolAir maintenance facility will drain south towards an open stormwater channel which also discharges to Georges River.

Figure 18 shows the stormwater catchments and drainage networks at the airport.

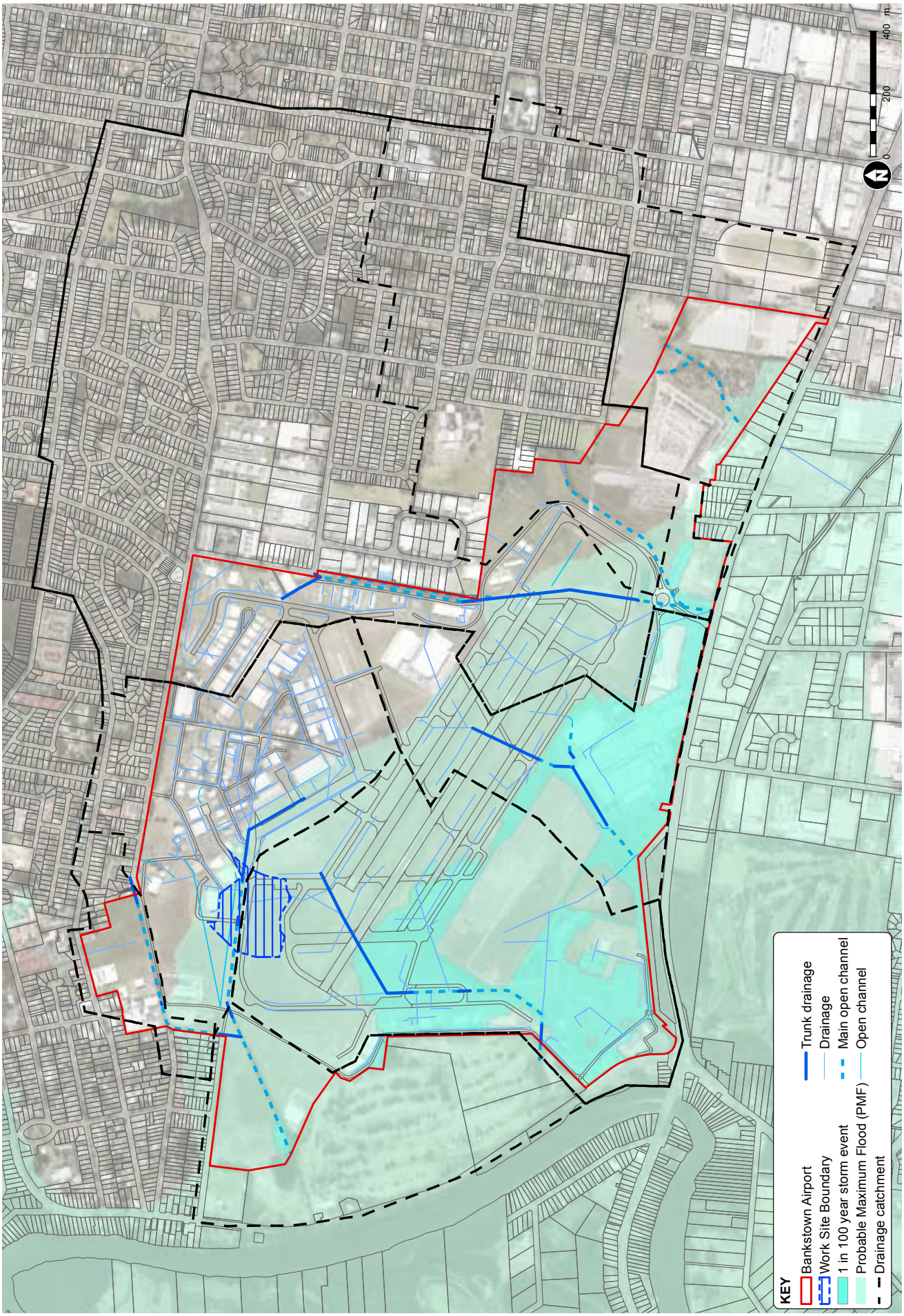


Figure 18: Bankstown Airport - Stormwater catchments, drainage and flooding

Surface water quality

Surface water quality monitoring is undertaken every six months in accordance with the *Bankstown Airport Water Quality Management Plan* (2012). The quality of the surface water is monitored along both stormwater channels that could contain run-off from the Site.

Monitoring results along these two channels have indicated some exceedances of surface water quality limits listed in Schedule 2 of the *Airport (Environment Protection) Regulations (1997)* for contaminants including metals (e.g. copper and zinc) and nutrients levels. These exceedances are not unusual for a well-established and urbanised area of Sydney and with a former landfill site to the north-east of the Project.

The quality of water draining onto the airport is affected by the surrounding land uses. Overall, the Georges River catchment has historically been subject to pollution resulting from industrial and residential development in the catchment area. The exact source of existing contaminants is difficult to ascertain and is likely to be associated with non-point source pollutants such as vehicular traffic, building materials or related to the local geology and soils.

Flooding

Part of the Airport site and surrounding areas are affected by mainstream flooding from the Georges River. Bankstown City Council flood stormwater risk mapping identifies the Site as having a 'Medium Risk'. Medium flood risk means the land is below the 1% Annual Exceedance Probability (AEP) flood level that is not subject to high hydraulic hazard and where there are no significant evacuation difficulties. A significant risk of flood damage remains, but damage can be minimised by application of appropriate development controls.

Previous investigations have shown that one source of flooding on the Airport site is from the Georges River. Another source of flooding across the Site is from local flooding from the local catchment systems. Flood water will generally move across the Site in a south-west direction. Studies by BMT WBM (2016) for the concept development stage of the Project determined that development on the Site was likely to be compatible with the provisions of the *Bankstown Local Environmental Plan* (LEP) 2015, *Bankstown Development Control Plan* (DCP) 2015, the *2014 Bankstown Airport Masterplan* and the *2015 Bankstown Airport Stormwater and Flood Management Strategy*, provided that appropriate mitigation measures are implemented.

The existing ground level within the hangar footprint is 7.64 Australian Height Datum (AHD). During a 1% AEP storm event, the flooding areas across the Airport will result in a backwater flood level of around 6.0 metres AHD (AECOM 2016). A 1% AEP storm may also cause stormwater over topping the embankments of the open channel to the north of Project. Replacing the open channel with a culvert will eliminate the overland flow that will spill across the Site (AECOM 2016).

9.1.2 Impact Assessment

The Project will result in an increase in the impervious areas and will increase the discharge of stormwater runoff during operation. The Site will discharge into the existing drainage systems that currently service the Site.

During construction, activities associated with land clearing and soil excavation presents a potential for erosion and sedimentation. Contaminants mobilised during earthworks could be washed into the stormwater drainage system, especially as the Site has an open stormwater drainage channel traversing between the proposed hangars and car park areas. Material could spill from haulage trucks into roadways during construction and be washed into the stormwater drainage system. There is a risk of spills from accidential leaks of fuel, oil, chemicals or concrete slurry. Inappropriate wash down of plant, equipment and vehicles may lead to release of contaminants into the stormwater system. These potential impacts will be managed through the development and implementation of an Erosion and Sediment Control Plan produced by the Contractor and approved by BAL.

During operation of the Site, spills and leaks will be managed through bunded wash bays and fuelling areas with adequate and suitably located flame traps. These measures would avoid run-off contaminating the stormwater system, affecting the water quality of the discharge into Georges River.

9.1.3 Mitigation and Management Measures

Mitigation measures recommended by BMT WBM (2016) have been incorporated into the design of the proposed PolAir facility.

As part of the Bankstown Airport Environment Strategy, bi-annual stormwater testing will continue through the construction and operation of the Project.

The *Bankstown Airport Stormwater & Flood Management Strategy* (URS, 2006) outlines the requirements for managing stormwater impacts and how to reduce the impact of a flood, including preparedness measures and evacuation plans. Under this strategy, all future developments that should occur on the airport shall conform to the design standards and guidelines referred in the *Bankstown Airport Detailed Design Criteria for Infrastructure Works* (URS 2005) to avoid adversely affecting receiving streams. The design of the Project will comply with this criteria.

Construction

Mitigation measures will be included in a CEMP and Erosion and Sediment Control Plan which will be prepared in accordance with the requirements of the "Blue Book" – Managing Urban Stormwater: Soils and Construction (Landcom).

These controls, designed to minimise potential impacts to stormwater, include, but are not limited to:

- a refuelling procedure for plant and equipment;
- adequate bunding of wash bays and refuelling areas;
- appropriate maintenance procedures and spill control/ response procedures;
- inspecting erosion and sediment controls for effectiveness;
- construction planning to limit the extent of area and duration that ground surface is exposed;
- allow sediments to settle out, direct run-off to sediments ponds and control the release of water to the drainage system;
- dust suppression measures will reduce the potential for sediment to be transported into the airport's stormwater system, such as dust mesh, water trucks, and sprinklers; and
- pollution control devices (some are already present in the main areas of the Airport) including absorbent booms installed on the drains.

Operation

As per the recommendations in the *BAL Site 2 Grading & Flood Management Review 2016 and Memo – PolAir Development On-Site Detention Review* (AECOM, 2016), the following stormwater and flooding management and mitigation measures should be implemented:

- the existing open stormwater channel traversing through the Site will be culverted along the length of it passing the proposed apron;
- the construction of the northern carpark and upgrades to Drover Road will be designed to ensure that overland flow is diverted around the Project;
- grading on Site will be implemented as per the recommendations in the report;
- an emergency flood evacuation plan will be prepared; and
- the provision of On-Site detention will be provided as outlined in the *Memo – PolAir Development On-Site Detention Review 2016*.

In addition, during construction and operation, to minimise the potential for leakage of stored plant fuel and chemicals into the stormwater system, the appropriate preventative and management measures will be finalised during detailed design. These may include, but are not limited to:

- providing bunds for fuel storage and wash areas;
- conducting refuelling in designated areas; and
- containing and collecting all spills for treatment and disposal at designated sites

An Operational Environmental Management Plan will be developed and include refuelling; aircraft washing; spill response and storage of hazardous chemicals.

9.1.4 On-Site Detention Basin

As the Project will result in an increase in impervious area, it will increase the discharge of stormwater runoff post development. The site will discharge stormwater in a southerly direction towards the Georges River. The Georges River Golf Course and Henry Lawson Drive are located between the airport site and Georges River, which presents the potential for increased discharge to have offsite impacts without the provision of On-Site Detention (OSD).

Based on a preliminary review completed by AECOM in the report titled *PolAir Development On-Site Stormwater Detention Review 22/07/2017*, it is expected that a detention basin with a volume of approximately 2,000 m^3 will be required to mitigate the offsite impacts from the proposed Polair development. Using the available open space adjacent to the site, it is assumed that the volume would be provided as an open depression rather than an underground tank. As the basin would only hold water during extreme storm events and the duration of ponding would be limited (with no permanent water) this arrangement should not result in any issues related to bird attraction.

9.2 Visual Impact and Massing

An assessment of the visual impact of the Project was undertaken to consider relevant mitigation measures for any identified adverse impacts, based on the current visual environment within and surrounding the north-west precinct of the Airport.

9.2.1 Existing Visual Environment

The visual environment external to the north-west of the Airport site is characterised by residential development and Georges River Grammar School to the north, industrial/commercial development along Milperra Road to the south, various airport related development to the east and a golf course and Georges River to the west.

The open nature, flat topography and relatively low height of development within the north-west of the Airport afford opportunities to see across the Airport site and to areas beyond. As the airport has been in continuous operation since the 1940's the visual landscape has remained relatively unchanged since then. Development across the Airport site has largely been limited based on the necessary height limitations imposed by the operation of aircraft.

Elements which contribute to the existing visual landscape in the vicinity of the Project include the ashpalt runways, aircraft, internal road networks, single storey administration buildings and hangars, open grassed and landscaped areas, scattered trees around the road networks and vegetation lining Marion Street to the north.

Vegetation in the vicinity of the Site is unlikely to be endemic due to the level of historical clearing and disturbance. Limited vegetation planted for amenity purposes will consist of exotic and planted natives in the form of street tree planting adjacent to buildings and along the internal roads.

The built environment within the vicinity of the Site consists of brick or grayscale buildings and hangars with low sloping roofs. To the northeast of the Project, building heights are currently to a maximum of approximately 6.5 metres above ground level, and directly to the north of the proposed facility (the 'Red Baron'), the building height is approximately six metres.

The Site has 180 degree views south across the Airport and direct views across to the Airport Control Tower. The potential viewing audiences to the Site comprises of:

- workers and users of Bankstown Airport in general;
- Georges River Grammar School to the north-west of the airport;
- golfers, cyclists, walkers at Georges River Golf Course and along George's River;
- students, pilots, visitors and workers in the administration areas to the north-east of the airport;
- commuters, motorists and other passers-by along Tower, Rabaul, Link Road and Marion Street; and
- residences along Rabaul Road and Marion Street.

It is noted that direct views to the Project from Milperra Road will be restricted by roadside vegetation.

Overall, the existing visual environment could be described as quasi-industrial and whilst the topography is flat and the views are relatively open, the visual quality offered by the existing building and landscaping is limited. It is noted that heritage vistas within the airport may be valued by workers and passers-by.

9.2.2 Impact Assessment

The proposed PolAir facility consists of a light coloured building with a sloping roof and associated parking areas for vehicles and aircraft and is largely characteristic of the existing visual amenity for the Airport. The Site will also be surrounded by landscaped areas, including some plantings around the perimeter of the facility

The height of the proposed facility will be about 14 metres above ground level (approximately 20.4 metres AHD). Although the Project may be taller than the existing buildings in the vicinity, it is appropriate in the context of surrounding development and having regard to the scale and strategic role of the Airport site. Some variation in building height and form will create variety in built form and visual interest.

The proposed PolAir facility has the potential to impact on view corridors to heritage items at the Airport site. **Section 9.4** discusses such potential impacts.

9.2.3 Mitigation and Management Measures

Measures for the successful management of any visual impacts during the construction period will be addressed in the project CEMP and will include:

- screen fencing during construction where necessary;
- keeping the construction site neat and tidy;
- storage of materials and construction waste in designated areas; and
- construction methodology that limits crane time onsite, which could include offsite manufacturing of building elements.

Visual impacts of the proposed development during operation will be negligible.

9.3 Noise

The *Bankstown Airport Noise Management Plan* (2007) (NMP) for the Airport identifies initiatives to manage noise associated with operations at Bankstown Airport, and all developments at the Airport site are required to address potential noise impacts during the development planning and approvals stage.

The NMP addresses both airborne and ground-based activities. Airborne activities include those related to flight operations and include taxiing to runways, take-offs, flight and landings. Ground-based activities are those that support airborne activities, including engine testing after maintenance and the construction of the developments.

Under the *Airport Environmental Strategy*, *Bankstown Noise Management Plan*, the *Airports (Environment Protection) Regulations 1997*, all new developments at the Airport are required to consider noise impacts during construction and operation.

In addition, the *NSW Environment Protection Authority* (EPA) *Interim Construction Noise Guideline* (ICNG) and *Industrial Noise Policy* (INP) provide appropriate guidance on the assessment of noise from construction activities and advice on best practice approaches to minimise noise impacts.

The impact of the Project on the Australia Noise Exposure Forecast (ANEF) contours is discussed in **Section 6.1**.

9.3.1 Existing Environment

The Project will be situated in the vicinity of a number of properties that are commercial in nature and aviation-related support industry. Residential properties are situated along Marion Street to the north and Rabaul Road to the east. The nearest residential receiver is about 300 metres east of the Project, on Rabaul Road. Georges River Grammar School is also about 300 metres north-west of the Project. Background noise levels at the nearest receivers are influenced by air-borne and ground running of aircraft.

The following sources of ground-based noise exist at Bankstown Airport:

- ground running of aircraft;
- aircraft servicing;
- mechanical plant and servicing equipment;
- non-aviation industrial activities;
- road traffic;
- operation of fixed audible alarm or warning systems; and
- construction activities.

9.3.2 Impact Assessment

Construction Noise

It is expected that the construction of the proposed facility may impact the ground-based noise environment. A range of plant and equipment will be employed during the construction phase.

The operation of such equipment will affect the noise environment for a short-term within the Airport boundary and potentially to internal and external receivers, however, impacts to senstive recievers are not anticipated as they are located about 300 metres from the Site. Furthermore, potential impacts will be minimised by adopting the proposed management and mitigation measures. It is noted that works are planned to be undertaken during standard construction hours.

There will also be an average of 40 vehicles on site every day throughout the approximate 14 month construction period. During peak concrete pouring periods, e.g. the 4 weeks for civil and earthworks, there will be 40 to 50 concrete mixer trucks coming in the course of a single day to the Site. This would result in potential noise impacts experienced by the residents along Marion Street and connecting roads. A detailed assessment of the traffic impacts of the Project are discussed in **Section 8.0** of the MDP.

No vibration impacts external to the site are expected as a result of the Project.

Operational Noise

Whilst slightly closer to existing residential receivers than the current PolAir facilities, the distance from the nearest residential receiver stills remains reasonably high, with a row of vegetation and a suburban street shielding the residential receivers from noise emissions. Furthermore, the intensity (i.e. hours and total amount) of operation at any given time will be similar to the existing PolAir facility. Therefore it is considered that any change in noise impacts will be negligible.

9.3.3 Management and Mitigation Measures

When compared with the overall noise generated at and around Bankstown Airport, it is unlikely that there will be any significant noise impact that is associated with the construction and operation of the proposed facility. Notwithstanding this, the following measures will be implemented to manage and mitigate potential noise impacts during construction of the Project:

- Noise generated from construction will not adversely impact a sensitive receiver, consistent with noise levels specified by the *Airports (Environment Protection) Regulations 1997*. If noise levels are determined to be in excess of this noise criteria, mitigation of the noise sources should be undertaken by the construction contractor.

- Comply with the NSW EPA ICNG and INP on noise from construction activities and best practice approaches to minimise noise impacts where feasible.
- Measures available to mitigate noise during construction activities if required, include noise barriers, mufflers and sound attenuation devices.
- Regular maintenance and shutting down of equipment when not in use to minimise noise impact on internal and external receivers.
- Schedule deliveries to the Site so that disruption to local amenity and traffic are minimised and outside of school drop-off/pickup hours.
- Residents to be notified in advance of noisy activity and regular construction updates will be provided through the Community Newsletter.

The following measures will be implemented to manage and mitigate potential noise impacts during operation of the Project:

- Comply with the guidelines outlined in the *Aircraft Engine Ground Running Guidelines for Bankstown Airport 2001*. This guideline provides advice on the hours of operation, location and other operational parameters for the ground running of aircraft and airport operations.
- The Noise Complaint Register will be maintained by BAL to enable recording and investigation of noise complaints in relation to ground-based activities, which includes on-site construction activities.

9.4 Heritage and Archaeology

Heritage is generally regulated through Commonwealth and State legislation and planning instruments at a Local Government level, with only the Commonwealth legislation applicable in relation to the Airport site. The *Airports Act 1996* requires BAL to take all reasonable measures to ensure that there are no adverse consequences for existing cultural or archaeological sites and to consult with a suitably qualified person in regard to the sites, particularly in relation to significance and conservation.

Natural, Aboriginal and non-Aboriginal heritage values at Bankstown Airport are protected under the *Environment Protection and Biodiversity Conservation Act 1999*. Furthermore, the Commonwealth *Australian Heritage Council Act 2003* requires airports to conserve structures listed on the Register of the National Estate.

The *Bankstown Airport Heritage Management Strategy 2005* (HMS) identifies 26 items with heritage significance within the airport. Consistent with the *Airport Environment Strategy*, BAL has committed to identify, preserve and protect these sites of heritage significance located within Bankstown Airport.

The *Bankstown Heritage Management Plan 2015* (HMP) provides the basis for decision-making in relation to heritage conservation and ongoing management of the Bankstown Airport site. Policies for appropriate development of the Airport site are outlined, along with conservation measures for individual items.

9.4.1 Existing Environment

Identified Items of Aboriginal Cultural Heritage

The Airport site would have been a favourable location for local Aboriginal communities prior to European settlement given its proximity to the Georges River. However the whole of the Airport has been extensively cleared and regraded over the majority of its area to make it suitable for its present purpose. Hence, the potential for the occurrence of Aboriginal sites and archaeology is considered to be low.

A search of the Aboriginal Heritage Information Management System (AHIMS) database for previously recorded Aboriginal sites was lodged with the OEH on 22 March 2017 (Search #272937). No sites of Aboriginal significance have been recorded in or near the Site.

Discussions between Bankstown Airport Limited (BAL) and representatives of the Gandangarra Local Aboriginal Land Council (LALC) in 2000 also confirmed that sites of Aboriginal significance within the Airport site were unlikely.

Identified Items of Non-Aboriginal Cultural heritage

The Airport has historical significance as the location of a Royal Australian Air Force station from the 1940s to the 1960s. The HMS identified elements having heritage significance relating to their use at this time and provided for the conservation of those buildings of particular heritage significance and the chevron ('V') shaped alignment of hangars at the southern end of Airport Avenue, on the northern part of the Airport.

The whole Bankstown Airport site is listed as having local heritage significance under the Bankstown LEP 2015.

Within the airport boundary, there are a number of individual heritage items. The 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 items are located within the Site or in the immediate vicinity of the proposed works. However, the Project is in close proximity to a number of individual heritage items, as shown below in **Figure 19**.

The closest buildings with heritage value to the Site are:

- Building 410 – Moderate Heritage Value – 180 metres north-east: A former hangar of historical interest for its origins at Kingsford Smith Airport at Mascot in the 1930s and its wartime use for aircraft production.
- The Chevron Pattern at the southern end of Airport Avenue – 180 metres east: The distinctive chevron form of the precinct was established in 1941. The formation marks the location of the wartime barracks and demonstrates the wartime form and function of the airport.
- Building 15 – Some Heritage Value – 220 metres to the north-east: The second hangar completed at RAAF Base Bankstown, but now relocated. It was significant for its role in the erecting of aircraft for wartime use, expanding the facilities of Hangar 14 and later in providing facilities for the Royal Aero Club. Buildings with 'some' heritage value is the lowest on the scale of heritage significance. These items should be retained and conserved but may be adapted through physical change or change of use.
- Building 131 – High Heritage Value – 230 metres east: The second erecting hangar and major structure completed at RAAF Base Bankstown in its role as Aircraft Park No. 2 and as an operational RAAF station. The hangar is historically important in demonstrating the alignment of the main runway and for its role in the erection and assembly of aircraft during World War II, as well as for maintenance and repair during its association with the RAAF during and after World War II.

Further information on the heritage values offered by these listed heritage items are provided in the Bankstown HMP.

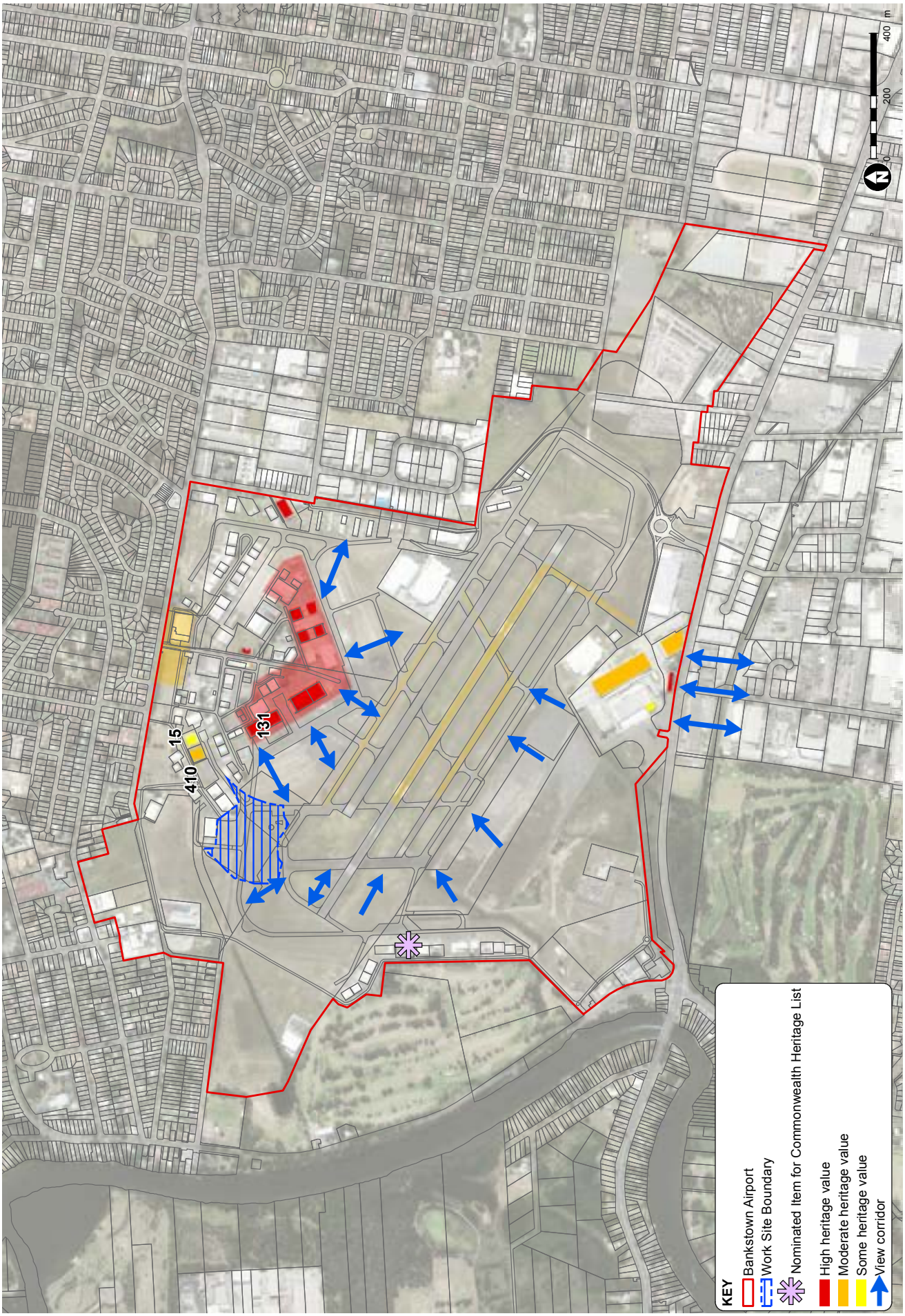


Figure 19: Bankstown Airport heritage value

In addition, Bankstown Airport Air Traffic Control Tower is a Commonwealth Heritage Listed Place, about 410 metres south-west of the Project.

The vista along Airport Avenue contributes to the special character of the Airport site and should be retained as it is indicative of the military phase of the Airport (as recommended in the Bankstown HMP). After reaching either the western side of the Site or the southerly limit of vehicular access the expansive views across the airfield and surrounding areas to the south begin to dominate the visual context.

With its large areas and complex environment Bankstown Airport offers varied visual experiences from panoramic regional views through to close views dictated by the arrangement of buildings and linear vistas along the many ordered streets. Long views are also gained along Airport Avenue, Gypsy Street, Comper Street, and Desoutter Avenue while the extended lines of hangars create views along Miles Street and define the spaces on both sides of these buildings – airside and non-airside.

View corridors between elements of heritage value are shown in **Figure 19**.

9.4.2 Impact Assessment

Given the levels of past disturbance on the Site and that no Aboriginal sites or places have been declared in or near the Project, impacts to Aboriginal heritage values are expected to be little to none.

It is unlikely that any impacts to an archaeological site will occur during the Project, also given the level of previous disturbance and fill on site.

An assessment of the indirect impacts on identified non-Aboriginal heritage elements is shown in **Table 6**.

Table 6: Identified heritage elements in the vicinity of the proposed PolAir facility and the potential impacts to these elements during construction and operation.

Element	Relative heritage ranking	Distance to Project	Potential Construction Impacts	Potential Operational Impacts
Hangar 410	Moderate	180 metres north-east of the Project	Potential for short-term visual and impacts to views or vistas during construction, which are to be mitigated or minimised by implementing strategies outlined in the section 9.2.3 of this MDP and the CEMP.	No significant impact to heritage views and vistas
The Chevron Pattern at the southern end of Airport Avenue	High	180 metres east of the Project		
Hangar 15	Some	220 metres north-east of the Project		
Hangar 131	High	230 metres east of the Project		
Other view corridors and vistas across the airport	N/A	N/A		No significant change to heritage view corridors or vistas on site

There will be no direct impacts to non-Aboriginal cultural heritage items. The HMP outlines permissible development within different zones around the known heritage items. HMP policies 6.1, 6.2 and 8.1 – 8.4 (listed below) allow new structures and developments to be built as long as they impose minimal visual impact on heritage items. Given the position and distance between the proposed PolAir facility and the existing heritage items, the low profile of the building and material that will be used, it is considered that there will be no impacts to the views and vistas to non-Aboriginal heritage. Thus, the Project is consistent with these policies and will not interfere with any existing view corridors or vistas at the Airport site.

- "***Policy 6.1:*** *The design of new structures should impose minimal visual impact on heritage items within the site precinct. Selection of colours and finishes should not detract from significant elements.*
- ***Policy 6.2****: New commercial/industrial/airport development may occur within the administration and operations area and those areas around the perimeter of the Airport*
- ***Policy 8.1****: An appropriate visual and physical setting should be maintained for the buildings and elements of heritage value at Bankstown Airport where possible.*
- ***Policy 8.2****: The view corridors into the airfield from the Ring Road and from Marion Street should be retained and enhanced where possible.*
- ***Policy 8.3****: Significant views across the site and between elements of heritage value should be retained and enhanced where possible.*
- ***Policy 8.4****: New buildings and structures should be sympathetic to the setting and curtilage of any adjacent buildings of heritage value.*"

9.4.3 Mitigation and Management Measures

Heritage impacts are expected to be minimal to none; however the following measures will be undertaken during construction to ensure impacts are avoided:

- An 'unexpected finds protocol' will be included in the project CEMP. Should a relic be discovered, work will stop immediately and BAL's Environment Manager will arrange further investigation.
- Construction must be stopped and BAL notified immediately in accordance with State regulations, if any items of possible heritage or historical important are uncovered.
- Ensuring construction equipment, especially cranes, have limited time onsite to avoid impacting heritage views and vistas
- Park construction vehicles and equipment in designated areas
- Construction methods that could limit crane time onsite will be considered, this could include offsite manufacturing of building elements.

9.5 Geology, Hydrogeology and Soil Contamination

9.5.1 Existing Environment

Geology and soils

The Site is located towards the north-western end of Bankstown Airport on relatively level terrain, with slight fall towards the Georges River.

According to the *1:100,000 Penrith Geological Map* (Clark & Jones, 1991), Bankstown Airport is underlain by fluvial Pliocene clayey quartzose sand and clay deposits. The fluvial deposits overlie the Triassic Ashfield Shale of the Wianamatta Group, which comprises of dark-grey to black claystone-siltstone and fine sandstone-siltstone laminate.

The *1:100,000 Penrith Soil Landscape Sheet* (Bannerman & Hazelton, 1991) shows that the Site has been disturbed by filling (observed to be minor, less than a metre). The area has been levelled to slopes of less than 5% with soil, and minor rock and building waste. The natural soils underlying these disturbed areas comprise of fluvial sediments of the Berkshire group of soils. The Berkshire group of fluvial sediments are typically characterised by orange heavy clays and clayey sands, often mottled and with ironstone inclusions. Due to the depositional action of the fluvial sediments, they can exhibit clear differences in soil texture, colour, stoniness and calcium carbonate content.

Recent investigations (Jacobs, 2016) confirmed that predominantly clay soils exist in the area, with an alluvial layer of medium dense sand existing to about 4 – 6 metre depth consistently across the Site.

Hydrogeology

Groundwater levels in the shale are generally shallow, between 1.16 and 2.06 metres below ground level (Earth2Water Pty Ltd, 2014).

Groundwater at the Site is also generally low in volume and poor (brackish) in quality with concentrations of some metals often occurring at naturally elevated levels. Perched groundwater may exist in localised fill areas overlying the weathered shale, particularly following rain. The groundwater is expected to flow to the west and south-west towards the Georges River located approximately one kilometre to the west of the Site.

There have historically been exceedances of groundwater guideline levels for pH, copper, lead, nickel and zinc at the Site of the Project. While the exceedance of these levels is unlikely to impact upon the construction of the proposed facilities, should dewatering of excavations be required to facilitate construction, the water may require some treatment or management (Jacobs, 2016).

Annual groundwater monitoring will continue to be conducted at Bankstown Airport at four key sites during operation. Given that the groundwater is not used for drinking purposes, the main risk driver at the airport is the ecological risk and the potential impact on the ecosystem at George's River. If the Site was to become a source of groundwater contamination during operation, the annual monitoring carried out by BAL will help identify this.

Contamination

Bankstown Airport regularly conducts environmental monitoring in accordance with the Bankstown Airport Environment Strategy 2014, implemented to meet the Airport's obligations under the *Airports Act 1996* and its Regulations. This includes groundwater and stormwater monitoring across the Airport.

The Site investigation (Jacobs 2016) indicated that lead and nickel concentrations in surface soils and areas of observable lead shot within the north western portion of the Site will require remediation and further management.

Although it was unlikely that there was extensive asbestos fine contamination present, there is an increased risk of asbestos fibre liberation during ground disturbance and therefore remediation of some surface soils is also necessary.

Bankstown Airport is located on land that has the potential to contain acid sulphate soils (ASS). According to the Bankstown LEP 2015, the Site lies within a class 3 ASS area. ASS in a class 3 area is likely to be found beyond one metre below the natural ground surface. Any works that extend beyond one metre below the natural ground surface, or works which are likely to lower water table beyond one metre below the natural ground surface, will trigger the requirement for assessment and may require management.

In finalising the MDP, BAL has worked closely with the relevant Commonwealth and NSW government agencies on reviewing issues associated with Per- and poly-fluoroalkyl substances (PFAS) across the airport and, more specifically, around the PolAir site.

The project has been referred to the Department of the Environment and Energy under section 161(1) of the EPBC Act. The delegate for the Minister for the Environment and Energy, in accordance with the EPBC Act, has supported the proposed actions of BAL in relation to addressing PFAS within close proximity to the proposed PolAir development. These are detailed in Section 9.5.3.

9.5.2 Impact Assessment

Construction activities, including earthworks, the laying of slabs and trenching of utility services, will disturb soils and potentially intercept shallow groundwater aquifers beneath the Site. Therefore, potential impacts include:

- dewatering of shallow groundwater;
- risk of exposure of construction personnel to contaminants;
- release of known contaminants to groundwater, resulting in detrimental impacts to ecosystem at the Georges River; and
- exposure of potentially contaminated soils and/or acid sulfate soils, resulting in entry into the Airport's drainage system and impact to the ecosystem at the Georges River.

9.5.3 Management and Mitigation Measures

In order to appropriately manage and remediate known soil contamination and groundwater quality at the Site, the appropriate remediation, management and treatment from any dewatering should be carried out, as recommended in the *Contamination Investigation – Site 2 (Drover Road) – Bankstown Airport* (Jacobs, 2016).

A CEMP and Erosion and Sediment Control Plan will be prepared for the Project and will include the following mitigation measures:

- construction planning to minimise the extent of area and duration that ground surface is exposed;
- installation of sediment fences to prevent mobilisation of sediments into adjacent soils;
- regular checks and maintenance of sediment control and soil conditions at the Site;
- stabilise, cover and maintain stockpiles to prevent erosion;
- all soils and fill materials imported to the Site must be satisfactorily proven to be uncontaminated and present no risks to human health, property and the environment. Soils and fill must be validated in accordance with NSW EPA *Waste Classification guidelines* and must meet the Soil Specifications of Schedule 3 of the *Airports (Environment Protection) Regulations 1997*;
- if unexpected contamination is encountered at the Site, works will cease in that area and a suitably qualified specialist will advise on necessary management measures including sampling if required;
- if water is of suitable quality, water pumped from excavations may be directed to sewer in accordance with NSW Office of Water's *Liquid Trade Waste Regulation Guidelines*. Otherwise, water will need to be disposed of to a licensed facility; and
- given the potential to impact ASS, contractors will be required to document strategies for managing these soils in accordance with the NSW EPA *Acid Sulphate Soils Manual 1998* and Part 4 of the NSW EPA *Waste Classification Guidelines 2014*.

In addition, the *Geotechnical Investigation – Site 2 (Drover Road) – Bankstown Airport* (Jacobs, 2016) provides the recommended geotechnical design parameters for the piling systems which will require the installation of full depth temporary casing for side support and dewatering requirements. This report also outlines the requirements for site preparation and earthworks in order to satisfy compliance requirements (including with *AS 3798 Guidelines on earthworks for commercial and residential developments*).

In relation to addressing PFAS on and adjacent to the site of the PolAir development, BAL will undertake the following:

- A construction environment management plan will be developed for assessing and managing contamination of soil and water by PFAS. This CEMP will be consistent with the ASC NEPM, the PFAS NEMP and the National Water Quality Management Strategy, including the Australian and New Zealand Guidelines for Fresh and Marine Water Quality. The CEMP will be finalised before site works commence
- In addition to the above the CEMP will also state that:
    - If PFAS are detected in soil or water above the guideline values and criteria in the PFAS NEMP then a risk assessment associated with the proposed actions including storage, containment, release or re-use will be undertaken and management strategies developed. This will include matters such as:
        - Identification of the extent and concentrations of possible contamination within the project footprint

- Identification of possible exposure pathways and ecological receptors including from stored material
- Identification of possible risks tailored to the identified concentrations, pathways and receptors
- An outline of management strategies to be undertaken, as well as any remediation action plans or strategies, to manage any identified or potential risks, and to reduce runoff and mitigation of contamination across and off the proposed site

– Any PFAS contaminated material (including but not limited to excavated soil or sediment, leachate from soil or sediment, water arising from de-watering of soil or sediment, concrete, tarmac, appliances, pumps, pipes, hoses, fittings) to be handled appropriately and disposed of in an environmentally sound manner such that potential for the PFAS content to enter the environment is minimised
– PFAS contaminated material with a PFOS, PFHxS or PFOA content above 50 milligrams per kilogram (mg/kg or L), must be stored or disposed of in an environmentally sound manner that will achieve nil environmental release or their PFAS content. The relevant areas of the CEMP will need to detail how materials at these concentrations, if encountered, would be handled to achieve nil environmental release

During operation, in order to avoid operational staff, groundwater and underlying soils being exposed to harmful contaminant levels, potentially hazardous goods and polluting materials are to be stored, handled and disposed of appropriately during construction and operation. Specific management measures for leaks and spills will be determined during detail design.

9.6 Air Quality

9.6.1 Existing Environment

The NSW Government's *Air Quality Management Plan*, entitled *Action for Air* (prepared in 1998 and updated in 2009) identified the key areas for action to manage Sydney's air quality over the next 25 years. Airport-related air quality issues continue to be regarded as being only a minor contributor to air emissions. Major contributors include automobile exhaust emissions and coal/oil fired power plants.

The *Bankstown Airport Air Quality Management Plan* (AQMP) has been prepared to cover the emissions of pollutants to the air from those activities directly controlled by BAL. The AQMP further addresses airport tenant requirements and procedures for community engagement on air quality issues.

The plan further specifies the criteria for operation of Bankstown Airport, including the operation of its tenants. The plan includes both stationary source emission limits and ambient air quality objectives. The stationary source emission limits including things like soot, dark smoke, solid particles, sulfuric acid mist, volatile organic liquid vapour, and carbon monoxide, among others. It is noted that emissions from aircraft engines are regulated by different legislation and plans of management.

Emissions from ground-based operations at the Airport, such as fuel storage, stack emissions and ground-based engine running constitute only a very small proportion of total Airport emissions. Given its location at the intersection of two major transport routes (Milperra Road and Henry Lawson Drive) and the density of road traffic in the local region, ambient air quality is anticipated to reflect the impacts of road transport rather than to provide useful information regarding the effectiveness of construction or operational control measures at the Airport on the ground.

The proposed PolAir facility includes a spray painting booth to allow for repairs to the aviation fleet.

Three of Bankstown Airport's tenants submit reports to the National Pollutant Inventory (NPI). The NPI provides information on the types and amounts of pollutants being emitted to the environment. PolAir is not required to submit such reports.

9.6.2 Impact Assessment

Potential air quality impacts during construction could include discharges from vehicles and plant and also dust from construction activities (including soil excavation). There is the need to manage dust and other emissions to avoid potential impacts on airport operations and safety. These potential impacts are addressed in Section 9.5.3 and 9.6.3. They will also be addressed in the CEMP.

Emissions from diesel-powered construction equipment and exhaust from vehicles travelling to and from the sites are considered to be insignificant in both the local and regional traffic contexts. This is due to the separation distances to the closest residential receivers to the north and west of the Project.

It is expected that there will be no net change in air emissions resulting from the relocation of existing operations from the existing facilities to the Project. The intensity of operations at the new PolAir facility will be consistent with operations at the existing facilities.

9.6.3 Management and Mitigation Measures

Air quality impacts during operation are expected to be negligible, especially in comparison to the existing PolAir facility. Construction will be undertaken in accordance with the management and mitigation measures outlined in the AQMP which includes:

- minimise exposed surfaces, including stockpiles and cleared areas, these may include partial covering of stockpiles where practicable;
- dust suppression measures, such as watering of exposed soil surfaces, dust mesh, water trucks and sprinklers, will be implemented to prevent dust generation;
- establishment of defined site entry and exit points to minimise tracking of soil on surrounding roads;
- watering of stockpiles and exposed areas during adverse weather conditions such as high winds and dry periods where necessary;
- where practicable, limit activities to daylight hours and avoid dust-generating activities near residences during periods of high winds; and
- perform regular visual inspections to identify areas of the Site that may require watering.

The proposed spray painting booth will be constructed, installed and maintained to ensure that the spray painting areas exhaust and filtration systems and painting mixing rooms will be in compliance with AS 4114.1 and 2/2003.

Air quality impacts during operation will be regularly monitored by Bankstown Airport Limited.

9.7 Flora and Fauna

Management of flora and fauna at the Airport is subject to the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC).

Management of any biodiversity values at the Airport must be aligned with the *Bankstown and Camden Airport Biodiversity Policy 2012* which aims to minimise the negative biodiversity impacts of Airport activities and support conservation initiatives. The principle of Landscape Management is applicable to the Project, which explains that local provenance native flora should be used in landscaping where possible on the Airport. Local provenance native plants belong to the local area and are therefore uniquely adapted to local conditions.

The project has been referred to the Department of the Environment and Energy under section 161(1) of the EPBC Act. The delegate for the Minister for the Environment and Energy, in accordance with the EPBC Act, has supported the proposed actions of BAL in relation to addressing Hibbertia fumana within close proximity to the proposed PolAir development. The mitigation measure is detailed in Section 9.7.3.

9.7.1 Existing Flora and Fauna Environment

The Airport is located within a long-established urban setting and vegetation is limited to open grasslands, isolated pockets of landscape shrub and tree plantings within the Airport's developed areas. These species consist primarily of exotic and planted natives for amenity purposes next to buildings and along roads. There is no significant ground-cover vegetation that is required to be removed for the Project. The Site is characterised by hard-stand and an exotic grass species that is not identified as having environmental significance.

Furthermore, ecological corridors are generally absent, with the Georges River corridor and the Georges River Golf Course providing the most opportunities for fauna to move through the local area.

A range of common native and exotic birds, mammals, reptiles and amphibians have been recorded on the Airport. In addition, BAL has identified four environmentally significant sites at the Airport as defined by the *Airports (Environment Protection) Regulations 1997*: These sites are:

- *Hibbertia glabrescens MS* - A species of ground cover has been discovered beneath the glide path within the north western precinct of the Airport. The species which is known only to Bankstown Airport has been listed as 'critically endangered' under the Commonwealth EPBC Act;
- Vegetation lining the north-western drain which has been identified as River-flat Eucalypt Forest on coastal floodplains of the NSW North Coast, Sydney Basin and South East Corner Bioregion, a NSW *Threatened Species Conservation Act 1995* (TSC Act) listed endangered ecological community;
- *Acacia pubescens* – A strand of *Acacia pubescens* which is listed as a 'Vulnerable' species under both the Commonwealth EPBC Act and the TSC Act was identified along a drain adjacent to the Airport boundary in the north east precinct of the Airport; and
- Bushland located on the eastern side of the Airport adjacent to the Deverall Park recreation area. This area contains Cooks River/Castlereagh Ironbark Forest in the Sydney Basin Bioregion which is listed as an 'Endangered Ecological Community' under the TSC Act and is listed as critically endangered under the EPBC Act.
- A newly discovered population of *Hibbertia fumana* has been discovered within close proximity to the proposed PolAir development.

9.7.2 Impact Assessment

The removal of a small patch of exotic grass species is required for the Project. Any other significant impacts to urban, native and non-native flora or fauna are unlikely due to the lack of nearby ecological corridors; the Site being largely void of vegetation and the distance from environmentally significant sites and zones.

The design of the southern taxiway has been amended and a detailed *Hibbertia fumana* Management Plan (refer to **Appendix F**) has been prepared to ensure the protection and management of this threatened species.

In addition, although the area in the vicinity of the Project may not provide sufficient habitat, a range of common native and exotic birds, mammals, reptiles and amphibians have been recorded within the broader Airport. There is a negligible potential to indirectly impact these common native and exotic birds, mammals, reptiles and ampibians and *Hibbertia glabrescens* (for example through air pollution and dust emissions) during construction and operation.

9.7.3 Mitigation measures

Construction and operational impacts to flora and fauna are expected to be negligible to none. However, in line with the principles of the *Bankstown and Camden Airport Biodiversity Policy 2012*, the following could be incorporated into the final landscaping design and construction environmental management plan:

- landscaping design will incorporate local provenance native flora from the Bankstown Airport approved species list ; and
- dust suppression measures will be adopted during construction to reduce air emissions, especially onto the nearby *Hibbertia fumana* and the *Hibbertia glabrescens MS* community 200 metres away; and
- Works will be undertaken in line with the *Hibbertia fumana* Management Plan (refer to Appendix F).

In relation to addressing Hibbertia fumana within close proximity to the proposed PolAir development, BAL will implement the management practices detailed in the Hibbertia fumana Management Plan prepared by Cumberland Ecology and dated 2 March 2018.

9.8 Waste Management

9.8.1 Construction Wastes

It is anticipated that waste will be generated during the site preparation and construction processes. Any demolition waste will, where practicable, be recycled on the Airport. This could include any excavated materials that can be used as fill, subject to meeting the environmental standards in the *Airports (Environment Protection) Regulations 1997*.

The *Airport Environment Strategy 2014* lists that objectives relating to waste at the Airport include:

- to comply with the principles of the waste management hierarchy of avoid, reuse, recycle and disposal, where practicable; and
- to have regard to Commonwealth and NSW regulatory guidelines in relation to waste management.

Foreign object debris (FOD) is a major concern for airport operations during construction on the Airport site. FOD can be anything from plastic packaging, screws to roof sheets that could potentially blow off the work site into operational air and ground space.

9.8.2 Operational Wastes

Operational waste at the Project will include materials such as oil, solvents, metals (especially aluminium) and plastics. Ongoing removal of waste during operation of the Project will be required to meet the terms of BAL's guidelines for tenants relative to waste management and environmental controls. No disposal of operational waste should occur on land within the Airport site. Waste collected from public areas including the litter bins are disposed of by BAL.

EPA licensed waste contractors will be used to dispose of any waste at the proposed PolAir facility.

Bankstown Airport, like many commercial and industrial areas, generates wastewater. The development will be connected to the existing sewerage system at the Airport, but will require approval from Sydney Water Corporation to discharge trade waste into the sewer.

9.8.3 Management and Mitigation Measures

Construction

- Construction waste will be managed through approval conditions for the Project and construction conditions, and must be disposed of appropriately in accordance with NSW EPA requirements.
- A waste management procedure will be included in the Construction Environmental Management Plan for the project and will address storage and disposal of construction waste.
- If any asbestos is detected during construction activities, then the procedures for asbestos handling and removal in the BAL *Asbestos Management Plan 2015* will be implemented by licenced contractors.
- Controls such as FOD fencing/barriers must be in place early in construction and extra vigilance such as regular site rubbish walks must be undertaken. Additionally, strict controls around leaving the site tidy and locked down at the end of the day must be enforced.

Operation

- An Operational Environmental Management Plan will include waste management procedures for the site.
- The development requires approval from Sydney Water Corporation to discharge trade waste to sewer
- Operational waste management should comply, to the extent necessary, with the *Protection of the Environment Operations Act 1997* (NSW) and the *Protection of the Environment Operations (Waste) Regulation 1997* (NSW)

9.9 Framework for Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) provides a detailed set of site environmental compliance control requirements for all construction projects with the potential to impact the environment on Airport land. Construction contractors will be required to generate a project-specific CEMP, addressing all the mandatory objectives, and a supporting set of Standard Operating Procedures (SOPs). To ensure compliance requirements are understood and reflected in contractor documentation. BAL will provide the following:

- *Guideline – Construction Environmental Management Plan*; and
- *Construction Environmental Management Plan for Civil Works Template*.

The potential issues during construction have been identified and are included on the following pages.

Framework for Construction Environmental Management Plan

Noise

The earthworks proposed for the construction of the proposed PolAir facility will generate some noise associated with the use of earthmoving and other construction equipment. Noise generated from construction should not exceed 75 dB (A) at the site of a sensitive receptor, consistent with the noise levels specified by the *Airports (Environment Protection) Regulations 1997*. Overall, it is unlikely that there will be any significant noise impacts associated with the construction works external to the Airport site.

Air Quality

There is the potential for some localised dust generation during soil excavation. Dust suppression measures should be implemented to prevent dust generation. Emissions from diesel-powered construction equipment and exhausts from construction vehicles are considered to be insignificant in local and regional traffic contexts. Emission from equipment could be minimised by ensuring equipment is turned off when not in use.

Water Quality

The works will expose soil that might run off into the Airport's stormwater system. Therefore, controls can be installed and maintained as specified in the *"Blue Book" – Managing Urban Stormwater: Soils and Construction* (Landcom). These controls should be designed to minimise the amount of sediment-laden run-off during excavations and earthworks.

Dewatering

There is a high probability that construction activities will intercept the shallow groundwater aquifers beneath the Site. Water pumped from excavations may be directed to sewer in accordance with NSW Office of Water's *Liquid Trade Waste Regulation Guidelines*.

Construction Traffic

Construction traffic associated with the works will include the delivery of building materials and equipment, as well as the vehicle movements associated with the construction workforce.

Flora and Fauna

The works will be undertaken in accordance with the *Hibbertia fumana* Management Plan (refer to **Appendix F**).

Airport Operations

The Site currently sits within the airside area of the airport. During construction a fence will be set up around the Site and as a result all the construction and related works will be undertaken on landside areas of the airport. There will be no interference from construction activities on airport operations. Crane penetrations through the OLS, if required during construction, will be managed to ensure that there is no impact on airport operations. As discussed in Section 4.8, any construction equipment taller than a regular truck will follow the NOTAM procedure whenever operating at the airport.

Acid Sulphate Soils

The Site also lies within a class 3 ASS area. ASS in a class 3 area is likely to be found beyond 1 metre below the natural ground surface. Given the potential to impact ASS, contractors will be required to document strategies for managing these soils in accordance with the NSW EPA *Acid Sulphate Soils Manual 1998* and Part 4 of the NSW EPA *Waste Classification Guidelines 2014*.

Fill Importation

Any fill imported onto the Airport must comply with the *Sydney Metropolitan Airports' Environment Information Sheet 3 – Importation of Soil and Fill Materials*.

Contaminated Soil

Based on previous soil investigations, a low risk of contamination exists directly beneath the Site. Additional soil and groundwater investigations and testing will be carried out as part of the site works preparation. Should any contaminants be detected, appropriate site remediation will be undertaken A development approvals process will be developed by BAL for the Contractor to reduce the risk of any potential contaminating activities.

The construction environment management plan will also address the assessment and management of contamination of soil and water by PFAS. This CEMP will be consistent with the ASC NEPM, the PFAS NEMP and the National Water Quality Management Strategy, including the Australian and New Zealand Guidelines for Fresh and Marine Water Quality. The CEMP will be finalised before site works commence

In addition to the above the CEMP will also state that:

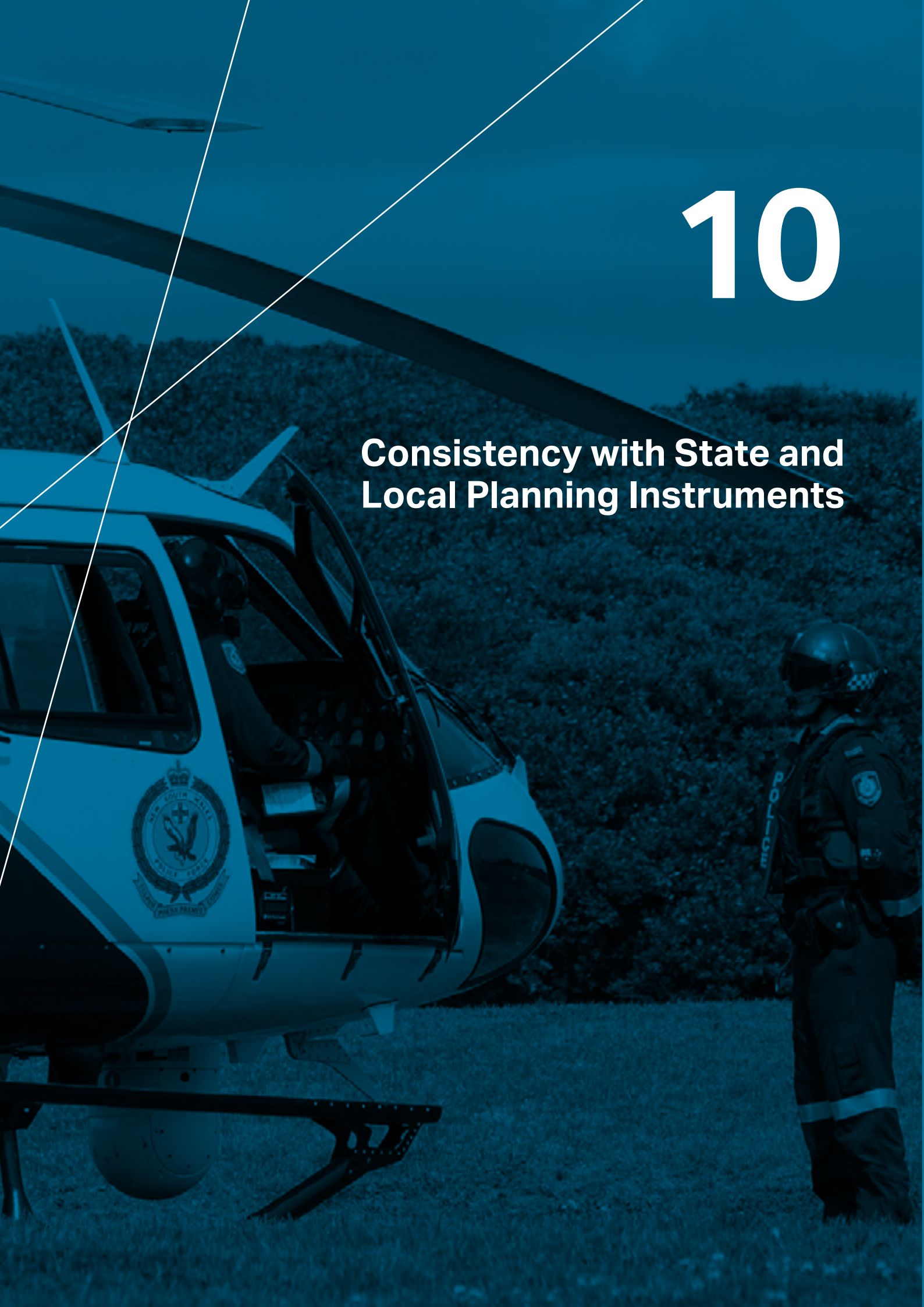
- If PFAS are detected in soil or water above the guideline values and criteria in the PFAS NEMP then a risk assessment associated with the proposed actions including storage, containment, release or re-use will be undertaken and management strategies developed. This will include matters such as:
  - Identification of the extent and concentrations of possible contamination within the project footprint
  - Identification of possible exposure pathways and ecological receptors including from stored material
  - Identification of possible risks tailored to the identified concentrations, pathways and receptors
  - An outline of management strategies to be undertaken, as well as any remediation action plans or strategies, to manage any identified or potential risks, and to reduce runoff and mitigation of contamination across and off the proposed site
- Any PFAS contaminated material (including but not limited to excavated soil or sediment, leachate from soil or sediment, water arising from de-watering of soil or sediment, concrete, tarmac, appliances, pumps, pipes, hoses, fittings) to be handled appropriately and disposed of in an environmentally sound manner such that potential for the PFAS content to enter the environment is minimised
- PFAS contaminated material with a PFOS, PFHxS or PFOA content above 50 milligrams per kilogram (mg/kg or L), must be stored or disposed of in an environmentally sound manner that will achieve nil environmental release or their PFAS content. The relevant areas of the CEMP will need to detail how materials at these concentrations, if encountered, would be handled to achieve nil environmental release

Construction Waste

Construction waste will be managed through approval conditions for the Project and construction activities and must be disposed of appropriately in accordance with NSW EPA requirements. If any asbestos is detected during construction activities, then the procedures for asbestos handling and removal in the *BAL Asbestos Management Plan* will be implemented by licenced contractors.

10

Consistency with State and Local Planning Instruments



10.0 Consistency with State and Local Planning Instruments

10.1 State Government Strategic Planning

The Greater Sydney Commission's first tasks were to prepare draft District Plans by end of 2016. Towards Our Greater Sydney 2056 outlines some of the key updates to be finalised in 2017 that align with the draft District Plans.

10.1.1 Plan for Growing Sydney (Department of Planning and Environment, 2014)

A *Plan for Growing Sydney* (the Plan) is the strategic plan for guiding Sydney's metropolitan growth over the next 20 years and supporting the delivery of housing, employment, community facilities, infrastructure and open space. By 2031 Sydney's population will grow by 1.6 million people, with 900,000 of this population growth occurring in Western Sydney. Sydney will need to support 664,000 new dwellings and 689,000 new jobs.

The Plan's vision is to make Sydney a strong global city that is a great place to live, which is underpinned by a number of core goals including seeking to achieve 'a competitive economy with world class services and transport'.

To achieve this, the Plan identifies the following actions that are directly and indirectly relevant to the Project:

- transforming the productivity of Western Sydney through growth and investment;
- delivering the infrastructure that is needed; and
- managing long-term growth.

Bankstown Airport – Milperra is identified as a Transport Gateway with the following priorities:

- working with Council to identify and protect strategically important industrial-zoned land in and near Bankstown Airport-Milperra for future employment purposes; and
- protecting Bankstown Airport's functions and support airport-related land uses and infrastructure in the area around the airport.

Bankstown Airport, in the context of Greater Sydney, is shown in **Figure 1**.

10.1.2 Towards our Greater Sydney 2056 (Greater Sydney Commission, 2016)

Towards Our Greater Sydney was prepared by the Greater Sydney Commission as one of its first tasks. The report identifies the need for a move away from thinking of Greater Sydney as a place based around one city, but rather three cities, these are:

- Eastern Established City - economic centre with roots in finance, business, professional services and start-up sectors;
- Developing Central City - administration and business hub with major health and education precinct; and
- Emerging Western City - Western Sydney Airport attracting diverse employment and businesses sectors.

The Project is located in southern Sydney within the Central City, at the confluence of the three cities. *Towards Our Greater Sydney* outlines the shared vision for Greater Sydney in 2056 to be a productive, liveable and sustainable city meaning:

- A Productive Greater Sydney will offer more jobs in more places, with more people being able to access their jobs within 30 minutes of where they live. The city will create new 21st century jobs in centres across Greater Sydney, supporting investment in digital and knowledge-intensive industries.
- A Liveable Greater Sydney will be a city with many unique places that offer day to day services and experiences and a city that uses its natural landscape as an asset for the future. A city of inclusive planning so community's experience improves as the population changes.
- A Sustainable Greater Sydney uses its natural landscape as an asset, focusing on improving the health of Greater Sydney's waterways and its biodiversity, while also building resilience to natural disasters such as flood and fire.

10.1.3 Draft South District Plan (Greater Sydney Commission, 2016)

The South District includes the local government areas of Georges River, Canterbury-Bankstown and Sutherland. The draft plan proposes a 20 year strategy for the people living in the South District to have greater access to healthier natural environments and recreation areas, better connections to the Sydney Airport and Sydney City and increased local employment particularly in health and education services.

The draft plan acknowledges that Bankstown Airport and the surrounding industrial lands accommodated approximately 15,700 jobs in 2016. The main industry was manufacturing (5,900 jobs), followed by construction, wholesale trade and transport, postal and warehousing.

Bankstown Airport is identified as a district centre and offers a significant opportunity to grow local employment and advance smart manufacturing. A collaborative partnership between three tiers of government is required to ensure that the full economic potential of the centre is realised. The following are identified as priorities for the district centre:

- identify actions to facilitate advanced manufacturing in the area;
- improve transport connections to the broader District to improve the attraction of investing in the area;
- review regulatory and planning frameworks to integrate planning of the Airport with Milperra centre, as well as coordinating planning and infrastructure between the Australian, NSW and local government to improve delivery; and
- identify opportunities to expand activities linked to the Western Sydney University.

10.2 Local Government Planning

Development at Bankstown Airport is exempt from local planning provisions and therefore approval from the City of Canterbury Bankstown Council, in accordance with the *Bankstown Local Environmental Plan 2015* (Bankstown LEP), is not required. However, the *Airports Act 1996* requires the master plan and any developments be undertaken in a manner that considers local planning regulations. In 2008, BAL and the (former) Bankstown City Council entered into a Memorandum of Understanding (MoU) which provides a framework for consultation with council with respect to the proposed developments in Bankstown Airport.

10.2.1 Bankstown Local Environmental Plan 2015

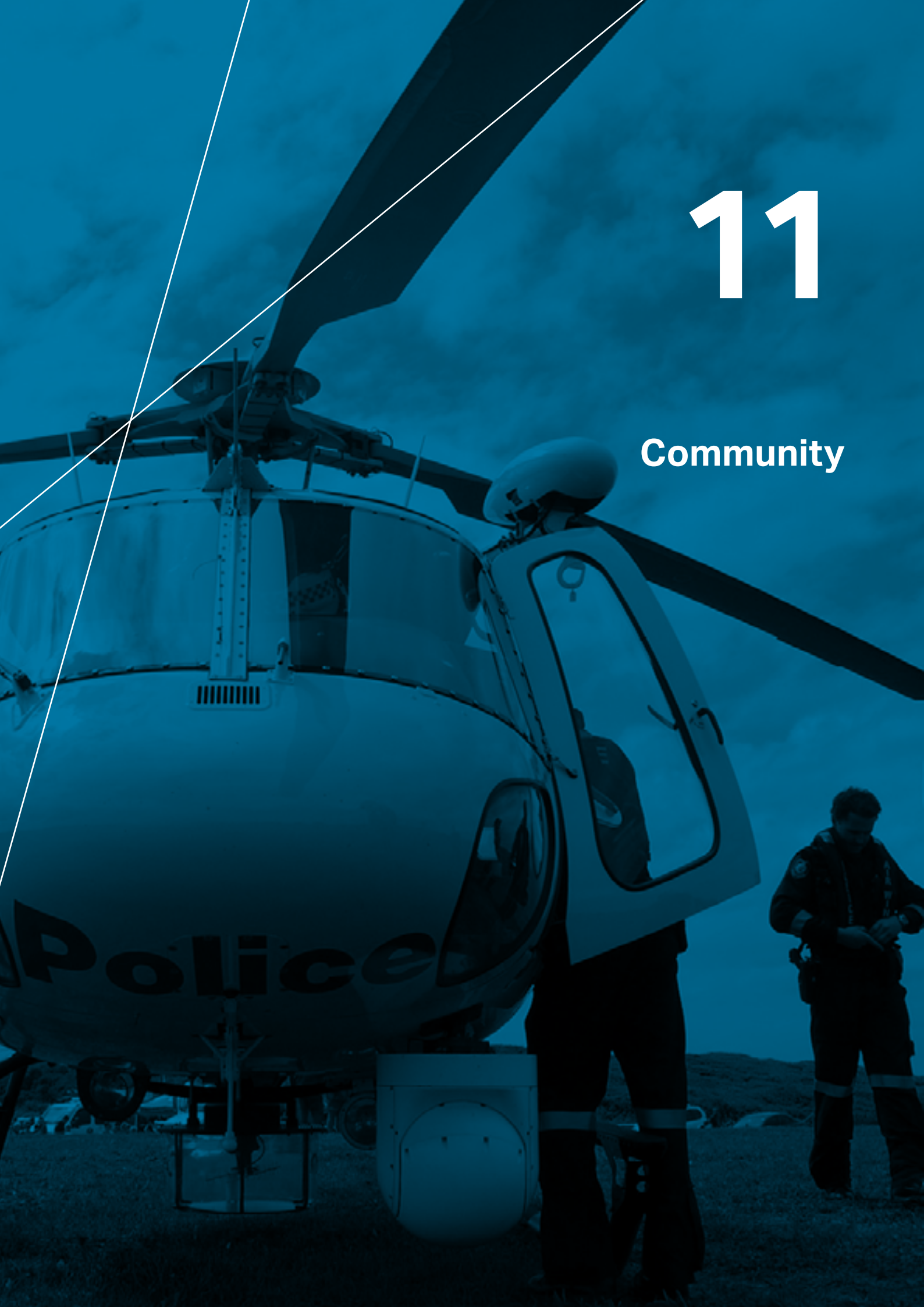
Under the Bankstown LEP, Bankstown Airport is zoned SP2 Infrastructure (Air Transport Facility) to provide for airport operation and associated land uses on the site. Bankstown Airport is listed as a local heritage item (I18 Bankstown Aerodrome) for its regional strategic importance in the 1940s. **Figure 20** shows the land use zoning surrounding Bankstown Airport

10.2.2 Bankstown Airport-Milperra Specialised Centre

The *Employment Lands Development Study* (2009) provides strategic directions for the future of employment lands in the (former) City of Bankstown. Bankstown Airport is identified as being part of the Bankstown Airport-Milperra Specialised Centre which includes the Milperra Industrial Precinct and the Condell Park Industrial Precinct.

This Specialised Centre is an important strategic economic driver within the city. Given the unique activities and character within the Specialised Centre, a different approach will be required than that used for the other local areas within the city. An issues paper to provide strategic direction for the Specialised Centre is currently being prepared.

Figure 20: Bankstown LEP 2015 Zoning



11

Community

11.0 Community

11.1 Introduction

Bankstown Airport Limited (BAL) is committed to ongoing engagement with key stakeholders in relation to planning, development and operational issues related to Bankstown Airport.

As part of this project, BAL is committed to understanding the community and stakeholder's views, issues, and opportunities to minimise the impact during the planning, construction and operation of the facility.

11.2 Airports Act Consultation Requirements

Section 92 of the Airports Act 1996 specifies the consultation process that must be undertaken in relation to a Draft Major Development Plan (MDP). Specifically, the airport-lessee company must publish in a newspaper circulating with in the State, and on the airport's website, a notice stating:

- that a Preliminary Draft MDP has been prepared;
- the consultation period;
- where copies of the Preliminary Draft MDP is available for inspection during this consultation period; and
- 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 airport-lessee company must advise the following persons of its intention to undertake a 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; and
- each local government body with responsibility for an area surrounding the airport.

The *Airports Act 1996* specifies a consultation period of 60 business days after the publication of the notice. However, a shortened consultation period can be agreed with the Minister.

The Minister for Infrastructure and Transport agreed to a shortened consultation period of 20 business days for the PolAir Preliminary Draft MDP (refer to letter ref: MS17-000982).

11.3 Objectives of Consultation

The key objectives of BAL's consultation approach for this proposal was to:

- provide stakeholders and the community with accurate, consistent and up-to-date information about the proposal;
- ensure that stakeholders and the community had a clear understanding of the proposal and its impacts;
- seek early stakeholder feedback in the preparation of the proposal to identify and resolve, where possible, issues and concerns;
- ensure stakeholders and the community were easily able to access information about the proposal;
- provide the community with opportunities to input and to feedback into the proposal;
- ensure that stakeholders and community views are considered and responded to, where possible;
- meet all legal and statutory obligations; and
- maintain and enhance positive relationships with stakeholders and the community.

Adhering to these objectives ensured a proactive and meaningful approach to stakeholder and community engagement during the public exhibition of the Preliminary Draft MDP.

11.4 Approach to Consultation

The consultation approach adopted by BAL was based on meeting the statutory obligations as well as key additonal initiatives to allow for stakeholder and community dialogue about the proposal.

As per the consultation requirements in the ***Airports Act 1996,*** BAL:

- consulted with the:
  - NSW Minister for Planning
  - NSW Department of Planning Authority
  - Canterbury-Bankstown Council
  - Liverpool City Council
  - Fairfield City Council
  - Georges River Council
- published notices in:
  - state newspapers – The Sydney Morning Herald and The Daily Telegraph
  - local area newspaper – Canterbury Bankstown Express
  - multilingual newspapers – Australian Chinese Daily (Chinese) and The Viet's Herald-Vietluan (Vietnamese)
- The notices detailed the consultation period of the Preliminary Draft MDP including the consultation period, locations of where copies of the Preliminary Draft MDP could be reviewed or purchased; and Bankstown Airport's website, project phone number and email address.
- made copies of the Preliminary Draft MDP available for review at key locations around the Airport including:
  - Bankstown Library and Knowledge Centre – 80 Rickard Road, Bankstown;
  - Campsie Library – 14-28 Amy Street, Campsie;

- Fairfield Library – 17 Kenyon Street, Fairfield;
- Liverpool Library – 170 George Street, Liverpool; as well as
- Bankstown Airport Passenger Terminal – Airport Avenue, Bankstown Airport, for purchase.

– made available, free of charge, the Preliminary Draft MDP on the Bankstown Airport website www.bankstownairport.com.au.

In addition to these statutory requirements, BAL has:

– conducted stakeholder meetings with the:
  - Bankstown Airport Planning Coordination Forum – attended by Canterbury-Bankstown Council, Fairfield City Council, Department of Infrastructure and Regional Development and Transport for NSW; and
  - Bankstown Airport Community Aviation Consultation Group – attended by representative members of the community.

During the public exhibition period, BAL also:

– as part of its existing Memorandum of Understanding (MoU) with Canterbury-Bankstown Council, brief councillors and key council staff on the proposed facility and its impact to the community. This MoU facilitates mutual consultation on the operation and development of the Airport;

– included a notice in the Sydney Metro E-Flyer outlining the proposal and provideddetails on the consultation. The E-Flyer is distributed to community members, including airport users and tenants, with technical and operational information; and upcoming developments at the airport;

– include a notice in the Aero Update outlining the proposal and providing details on the consultation to Airport tenants and aviation users. The Aero Update is an internal Airport newsletter; and

– send letters to key stakeholders and tenants advising them of the Preliminary Draft MDP, public consultation and offering meetings to discuss the proposal in more detail.

11.4.1 Stakeholder and Community Feedback

During the public exhibition, stakeholders and community members were encouraged to provide a submission via post to the BAL's P.O. Box 6450, Wetherill Park, NSW, 1851 or via the project email address to feedback@bankstownairport.com.au.

Stakeholders could also provide feedback on the proposal by requesting a meeting or briefing session with BAL.

Further information on the proposal or how and where to review the Preliminary Draft MDP was available

– on the project webpage on BAL's website www.bankstownairport.com.au

– by calling the project hotline on 1800 870 522 during business hours; or

– by emailing feedback@bankstownairport.com.au

All contact information, feedback and submissions received during the public exhibition were confidentially stored by BAL and assisted in the finalisation of the Draft MDP.

For a summary of the outcomes from the public exhibition of the Preliminary Draft MDP, refer to the PolAir Major Development Plan Supplementary Report.

12

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