

Bankstown Airport

Building 62:
Non-Aboriginal Statement of Heritage
Impact

Report to Aeria Management Group

October 2024



 artefact

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EXECUTIVE SUMMARY

Bankstown Airport Proprietary Limited (BAL) are proposing to dismantle and remove Building 62, the subject item of this report. A property condition report has found that the building is no longer useable and is beyond repair, which provides grounds for its demolition. Artefact Heritage have been engaged by BAPL to prepare a Statement of Heritage Impact (SOHI) for the proposed works. The SOHI assesses the potential heritage impacts to the building from the proposed works.

Bankstown Airport is located on Commonwealth land and no formal heritage protections are associated with Building 62. However, Bankstown Airport is listed as 'Bankstown Aerodrome' on the Canterbury-Bankstown Local Environmental Plan (LEP) 2023 (Item No. I18), and a 1970s control tower on the site is listed on the Commonwealth Heritage List (CHL) (Place ID #106118). Although 'Bankstown Aerodrome' is an item on the Canterbury-Bankstown LEP 2023 the listing has no legal jurisdiction.

Bankstown Airport's Heritage Management Plan prepared by AECOM in 2018 identifies Building 62 as having high significance and expresses a preference for the retention of the buildings within Bankstown Airport, although also details a pathway for the removal for heritage items managed under the Bankstown Airport Master Plan and its removal by means of this pathway will be necessary.

Building 62 whilst assessed as having High Significance is in a poor condition, its dilapidation and high level of hazardous material causing a safety hazard and loss of integrity for the overall heritage precinct. Options for the retention, reuse, or relocation of Building 62 have been considered. However, due to the dilapidated state of the building, such options are not appropriate. Demolition is considered the most sympathetic option that is in line with the current and future safety needs of Bankstown Airport.

Whilst the demolition of Building 62 does not respect or enhance the heritage significance of the building itself it can be argued that its removal enhances the overall precinct's integrity.

Overview of findings

This Statement of Heritage Impact outlines that:

- The study area is located within the Bankstown Airport, a Commonwealth-owned site. Building 62 (the former RAAF Headquarters Building) is considered to be of high significance.
- The study area is located within, or in the vicinity of, two listed heritage items of local and Commonwealth significance:
 - Bankstown Aerodrome (Canterbury-Bankstown LEP Item No. I18)¹
 - Bankstown Airport Air Traffic Control Tower (CHL Place ID #106118)

¹ Note: as the Bankstown Airport is on Commonwealth Land, provisions under the NSW *Heritage Act 1977* for the management of heritage items do not apply. This includes provisions concerning the role of local councils in managing items listed on an LEP. Thus, although 'Bankstown Aerodrome' is an item on the Canterbury-Bankstown LEP 2023, the listing provides no legal authority.

- The study area is located near an area known as the Chevron Precinct at Bankstown Airport, a highly significant zone comprising World War II era hangars, auxiliary buildings and non-structural elements classified variously as being of 'high' and 'moderate' significance.
- The proposal is to demolish Building 62. Future developments are yet to be determined and would be subject to a separate application.
- As part of this SoHI, the proposal has been assessed as having the following impacts to heritage:
 - The proposal would have a **neutral** physical impact to the Bankstown Air Traffic Control Tower No. 2 (CHL Place ID #106118) heritage item, as the structure will not be physically altered by the proposal
 - The proposal would have a **negligible** indirect (visual) impact to the Bankstown Air Traffic Control Tower No. 2 (CHL Place ID #106118) heritage item, as the wider setting and visual catchment of the item would be altered
 - The proposal would have a **major adverse** impact to the Building 62, an item of high significance within the Bankstown Airport.²
 - The proposal would have a **minor adverse** direct (physical) impact on the overall significance of the Bankstown Airport³.
 - The proposal would have a **minor adverse** indirect (visual) impact to the Bankstown Airport, altering the overall visual character of the item.⁴
 - The cumulative impacts to the Bankstown Airport's heritage significance from the proposal are considered to be **minor adverse**.⁵
- The recommendations listed below will assist in mitigating the above heritage impacts to the Bankstown Airport as a heritage item.

Recommendations and mitigation measures

Given the high significance of Building 62 to the heritage of Bankstown Airport, its preservation would normally be considered in the first instance.

However, the building contains significant structural issues and a large amount of hazardous materials such as asbestos; its removal, while necessary, should be offset by suitable safety mitigation measures.

Given the dilapidated state of the building, further exploration of design options (such as retention, remediation, and restoration) for the study area will not be undertaken.

Consultation with Defence has been undertaken asking whether they would like input on the future outcomes of Building 62. Defence stated they make no claim of ownership of or responsibility for it

² AECOM, *Bankstown Airport Heritage Management Plan*, 2018

³ AECOM, *Bankstown Airport Heritage Management Plan*, 2018

⁴ AECOM, *Bankstown Airport Heritage Management Plan*, 2018

⁵ AECOM, *Bankstown Airport Heritage Management Plan*, 2018

and have no objection to whatever action the current owners or local authorities may choose to take in respect of it.

Building 62 or its previous use could be interpreted through future development or memorial as part of a broader interpretive strategy for the Bankstown Airport, focusing particularly on the role of the RAAF in the area during WWII. To this end, the recommendations outlined in the draft *Heritage Interpretation Memorandum: Bankstown Airport – Former RAAF Headquarters Building* and draft *Bankstown Airport Chevron Precinct Heritage Interpretation Strategy* (both by Artefact) should be considered.

Approval pathway

The proposed works would not require referral under the EPBC Act.

Bankstown Airport, as a privately-leased Commonwealth airport, is subject to the planning frameworks set out in the *Airports Act 1996* and associated *Airports (Environment Protection) Regulations 1997*. Under Part 5 of the Act, the Commonwealth retains responsibility for land use, planning and the regulation of building activities on Commonwealth-leased airports.⁶ Part 5 stipulates that each airport must have a final Master Plan outlining planning controls with Major Development Plans required for major airport developments, including any that affect an area identified as 'environmentally significant'.⁷ However, the proposed demolition does not trigger the MDP process.

Section 89 (1) of the Airports Act specifies the meaning of a 'major airport development'. Specifically, Sections 89(1) (m) and (n) state:

For the purposes of this Act, a major airport development is a development that is carried out at an airport site and that consists of:

- *(m) a development of a kind that is likely to have significant environmental or ecological impact; or*
- *(n) a development which affects an area identified as environmentally significant in the environment strategy;*

Section 12.4.2 of the Bankstown Airport Master Plan 2019 relates to Heritage at Bankstown Airport. Building 62 is outside of the 'Airport Chevron' and is not and identified 'area of Heritage and Environmental Significance'. As such, the demolition of Building 62 does not trigger a major airport development pursuant to Section 89 (1)(n) of the Airports Act.

In relation to Section 89(1)(m), the demolition of Building 62 has been assessed against the relevant provisions of the Airport Master Plan and the Heritage Management Strategy 2018 – and it has been determined that such demolition is not likely to have an environmental significant impact. The works will instead be undertaken via a Merit Assessment process.

State and local government planning instruments do not apply to Commonwealth land; however, the Act requires the Master Plan for each airport to demonstrate consistency with these planning schemes. As such, this Statement of Heritage Impact will be prepared to meet the requirements of the NSW *Heritage Act 1977* where relevant. This Statement of Heritage Impact will form part of the Master Plan documentation to demonstrate consistency with the State and local planning schemes.

⁶ Commonwealth Legislation, 2016. *Airports Act 1996*, No. 42.

⁷ *Bankstown Airport Master Plan*, 2019. Report prepared for Bankstown Airport Limited, 110.

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1.0 INTRODUCTION

1.1 Project background

Aeria Management Group (AMG), the operators of Bankstown Airport, have considered the future of Building 62 and have come to the conclusion that the building is beyond rectification and must be demolished.

Artefact have been engaged by Bankstown Airport Proprietary Limited (BAPL) to prepare a Statement of Heritage Impact (SoHI) which assesses the potential impact of the demolition of Building 62.

The SoHI assesses the potential heritage impacts to the building from the proposed works.

1.2 Study area

The study area for this report is the Building 62 outside and to the north of the Chevron Precinct, within the northern precinct of Bankstown Airport. Bankstown Airport is located approximately 26 kilometres (km) south-west of the Sydney Central Business District in the suburb of Georges Hall. Though Bankstown Airport is located within the Canterbury-Bankstown Local Government Area (LGA), the study area entirely falls within Commonwealth land and is outside the LGA's municipal jurisdiction.



Figure 1: Location of Building 62 (Source: Artefact, 2023).

1.3 Authorship

This report has been prepared by Sarah-Jane Zammit (Senior Associate), Daniel Dompierre-Outridge (Heritage Consultant) with input and review provided by Scott MacArthur (Principal), and technical review by Josh Symons (Technical Executive), all from Artefact Heritage.

1.4 Limitations

Site inspection of the Building 62 was undertaken as part of the Photographic Archival Record (PAR) for the overall Chevron Precinct. An additional site inspection specific to this SoHI was not undertaken.

This SoHI does not assess the Non-Aboriginal or Aboriginal archaeology potential.

2.0 LEGISLATIVE CONTEXT

2.1 Overview

This section discusses the heritage management framework, notably legislative and policy context, applicable to the proposed development and study area.

2.2 Identification of heritage listed items

Heritage listed items were identified through a search of relevant state and federal statutory and non-statutory heritage registers:

- World Heritage List (WHL)
- Commonwealth Heritage List (CHL)
- National Heritage List (NHL)
- State Heritage Register (SHR)
- Section 170 Heritage and Conservation Registers
- NSW State Heritage Inventory database
- Canterbury-Bankstown LEP 2023 (LEP 2023)

Items listed on these registers have previously been assessed against the heritage assessment guidelines relevant to their peak governing body. Items that are of Commonwealth, National and World heritage significance have been assessed in accordance with the Environmental Protection and Biodiversity Conservation Act 1999 (the EPBC Act). Items of state or local significance have been assessed against the NSW Heritage Assessment guidelines, in accordance with the NSW Heritage Act 1977 (the Heritage Act). Assessments of heritage significance as they appear in relevant heritage inventory sheets and documents, are provided in this assessment.

As the Bankstown Airport is on Commonwealth Land, provisions under the NSW *Heritage Act 1977* for the management of heritage items do not apply. This includes provisions concerning the role of local councils in managing items listed on an LEP. Thus, although 'Bankstown Aerodrome' is an item on the Canterbury-Bankstown LEP 2023 the listing has no legal jurisdiction whilst the heritage items remain gazetted as Commonwealth Land items.

There are several items of legislation that are relevant to the current study area. A summary of the relevant Acts and the potential legislative implications are provided below.

2.3 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legislative framework for the protection and management of matters of national environmental significance, that is, flora, fauna, ecological communities, and heritage places of national and international importance. Heritage items are protected through their inscription on the World Heritage List, Commonwealth Heritage List, or the National Heritage List. The EPBC Act stipulates that a person who has proposed an action that will, or is likely to, have a significant impact on a World, National or Commonwealth Heritage site must refer the action to the Minister for Sustainability, Environment, Water, Population and Communities (hereafter Minister). The Minister will then determine if the action requires approval under the EPBC Act. If approval is required, an environmental assessment would need to be prepared. The Minister would approve or decline the

action based on this assessment. A significant impact is defined as “an impact which is important, notable, or of consequence, having regard to its context or intensity.” The significance of the action is based on the sensitivity, value and quality of the environment that is to be impacted, and the duration, magnitude and geographic extent of the impact. If the action is to be undertaken in accordance with an accredited management plan, approval is not needed, and the matter does not need to be referred to the Minister.

2.3.1 National Heritage List

The National Heritage List (NHL) has been established to list places of outstanding heritage significance to Australia, including places overseas. There are nine matters of national environmental significance, these include Australia’s world heritage properties (as listed on the World Heritage List [WHL]), national heritage places, wetlands of international importance (listed under the Ramsar Convention), migratory species, listed threatened and ecological communities, Commonwealth marine areas, the Great Barrier Reef Marine Park, nuclear actions including uranium mining, and water resources in relation to coal seam gas developments and large coal mining developments.

There are **no items** listed on the National Heritage List within the study area or within 100m buffer of the study area.

2.3.2 Commonwealth Heritage List

The Commonwealth Heritage List (CHL) has been established to list places of outstanding heritage significance to Australia. Established under the EPBC Act, the CHL comprises natural, Indigenous, and historic heritage places on Commonwealth lands and waters or under Australian Government control.

The Bankstown Airport Air Traffic Control Tower is listed as an item of Commonwealth significance on the CHL (Place ID #106118). This item is located outside of the study area. The remainder of Bankstown Airport, including the Chevron Precinct, is not listed on the CHL.

2.3.3 Bankstown Airport Heritage Management Plan

A Heritage Management Plan (HMP) for Bankstown Airport was prepared by AECOM in 2018 as part of BAPL’s recognition of the heritage significance of Bankstown Airport, where BAPL committed to managing the site in accordance with the Commonwealth heritage management principles of the EPBC Act and EPBC Regulations.⁸ The 2018 HMP complements and updates the Heritage Management Strategy prepared by Godden Mackay Logan in 2005 and a HMP completed by Dawbin Architects in 2016.

The 2018 HMP identified areas of significant heritage within Bankstown Airport. The Chevron Precinct in Area 1 of Bankstown Airport was recognised in the HMP as a distinct area of heritage significance, noting the precinct’s original layout as key to the area’s significance.⁹ The significant items in the HMP relevant to this study are listed in Table 1.

The HMP expresses a preference for the retention of the buildings within Bankstown Airport, but also details a pathway for the removal for heritage items managed under the Bankstown Airport Master Plan. Building 62 is in such a dilapidated state, its removal by means of this pathway will be necessary.

⁸ *Bankstown Airport Master Plan*, 212.

⁹ AECOM, 2018. *Bankstown Airport Masterplan – Bankstown Airport Heritage Management Plan*. Report prepared for Bankstown Airport Limited.

Table 1: Bankstown Airport Heritage Management Plan significant items

Building No.	Item	Significance	Contribution to significance
-	Airport Avenue/ Chevron created by Gipsy Street and Cirrus Place	Original layout indicating division of functional zones. Holds historic, associative and representative significance.	High
-	WWII Memorial	A memorial erected in 1988, during Australia's Bicentennial Year, and dedicated to the personnel of the Royal Navy, Royal Australian Air Force and the United States Army Air Corp	Moderate
-	Kerbing and ornamental planter beds on corner of Airport Avenue/Gipsy Street	Original layout and beautification of the Airport	Moderate
8	Former Canteen	One of the early P1 Huts. Thought to have been used as a canteen during WWII. Has been relocated to present site. Historic and associative significance arising from associations with the early WWII base.	Little
14	Erecting Hangar	One of the earliest hangars erected on site and holding historic significance associated with its use for the erection, repair and service of aircraft during WWII	High
16	Bellman Erecting Hangar	One of the first five Bellman hangars erected on site and used by the RAAF Station to house aerial patrol aircraft during WWII. Holds historical significance for its role in WWII and for the continuous use and modification by a single private firm from the 1950s onwards.	High
17	Bellman Erecting Hangar	One of the first five Bellman hangars erected on site and used by the Royal Australian Air Force (RAAF) Station to house aerial patrol aircraft during WWII. Holds historical significance for its role in WWII and for the continuous use and modification by a single private firm from the 1950s onwards.	High
62	RAAF Headquarters	Historic and associative significance as the Headquarters for the RAAF quartered at Bankstown during WWII and in the immediate post-war period.	High
66	P1 Hut	One of the early P1 Huts. Extensively modified into toilet block. Historic and associative significance arising from associations with the early WWII base.	Little
67	P1 Hut	One of the early P1 Huts. Extensively modified into toilet block. Historic and associative significance arising from associations with the early WWII base.	Little
84	Electrical Substation	Historic and associative significance as an early brick structure associated with the supply of a fundamental utility.	Little

Building No.	Item	Significance	Contribution to significance
131	Erecting Hangar	Historic significance associated with its use for the erection, repair and service of aircraft during WWII.	High
135	Bellman Erecting Hangar	Historic significance associated with the repair of aircraft during WWII. Has been unsympathetically modified leading to a reduction in significance	Little
271	Singapore Hangar	Historic and associative significance as a hangar used by the Royal Navy's Air Base	High
272	Singapore Hangar	Historic and associative significance as a hangar used by the Royal Navy's Air Base	High
273	Bellman Erecting Hangar	One of the first five Bellman hangars erected on site. Holds historical significance for its role in WWII. Has been unsympathetically modified leading to a reduction in significance.	Moderate
274	Bellman Erecting Hangar	One of the first five Bellman hangars erected on site. Holds historical significance for its role in WWII.	High
275	B1 Hangar	Historic and associative significance as a hangar used by the Royal Navy's Air Base. Has been extensively modified and extended to the extent that the alterations detract from the significance.	Little
276	B1 Hangar	Historic and associative significance as a hangar used by the Royal Navy's air base.	High
299	Bellman Hangar	Erected during WWII for the Royal Navy, but not well utilised. Holds historic and associative significance for its WWII and post-War associations.	Moderate

2.4 Airports Act 1996

Bankstown Airport, as a privately-leased Commonwealth airport, is subject to the planning frameworks set out in the *Airports Act 1996* and associated *Airports (Environment Protection) Regulations 1997*. Under Part 5 of the Act, the Commonwealth retains responsibility Part 5 stipulates that each airport must have a final Master Plan outlining planning controls with Major Development Plans required for major airport developments, including any that affect an area identified as 'environmentally significant'.¹⁰ However, the proposed demolition does not trigger the MDP process.

Section 89 (1) of the Airports Act specifies the meaning of a 'major airport development'. Specifically, Sections 89(1) (m) and (n) state:

For the purposes of this Act, a major airport development is a development that is carried out at an airport site and that consists of:

- *(m) a development of a kind that is likely to have significant environmental or ecological impact; or*

¹⁰ *Bankstown Airport Master Plan*, 2019. Report prepared for Bankstown Airport Limited, 110.

- *(n) a development which affects an area identified as environmentally significant in the environment strategy;*

Section 12.4.2 of the Bankstown Airport Master Plan 2019 relates to Heritage at Bankstown Airport. Building 62 is outside of the 'Airport Chevron' and is not and identified 'area of Heritage and Environmental Significance'. As such, the demolition of Building 62 does not trigger a major airport development pursuant to Section 89 (1)(n) of the Airports Act.

In relation to Section 89(1)(m), the demolition of Building 62 has been assessed against the relevant provisions of the Airport Master Plan and the Heritage Management Strategy 2018 – and it has been determined that such demolition is not likely to have an environmental significant impact. The works will instead be undertaken via a Merit Assessment process.

State and local government planning instruments do not apply to Commonwealth land; however, the Act requires the Master Plan for each airport to demonstrate consistency with these planning schemes.

2.4.1 Bankstown Airport Master Plan

The Bankstown Airport Master Plan is the framework used to guide all development at Bankstown Airport. The Master Plan was approved by the Minister for Infrastructure, Transport and Regional Development on 7 November 2019.

Section 8.0 of the Master Plan covers land use planning at Bankstown Airport, with the study area located in the Airport Business Zone.¹¹ This is noted as the 'historical "heart" of the Airport'.¹² The objectives of the precinct are as follows:

-
- *Provide primarily for the accommodation of aviation operations and aviation-related activities*
 - *Provide neighbourhood uses in areas of the zone that interface with land surrounding the Airport*
 - *Provide for commercial and business uses*
 - *Enhance the amenity of the zone by improving built form and landscaping, and creating a gateway and boulevard to the zone along Airport Avenue*
 - *Ensure safe and convenient pedestrian access and car parking throughout the zone.*¹³
-

Section 12.4.2 of the Master Plan outlines heritage management and principles at Bankstown Airport, indicating the Airport Control Tower and the Chevron Precinct as the main areas of heritage/ environmental significance at the site.¹⁴ The Master Plan identifies activities and potential heritage impacts associated with the development of Bankstown Airport, as shown in Table 2.

¹¹ *Bankstown Airport Master Plan*, 110.

¹² *Bankstown Airport Master Plan*, 126.

¹³ *Bankstown Airport Master Plan*, 126.

¹⁴ *Bankstown Airport Master Plan*, 213.

Table 2: Bankstown Airport Master Plan – Activities and Associated Heritage Impacts

Activity	Potential impact
Modifications to non-Indigenous heritage items	Damage to historic fabric Loss of heritage value
Construction works impacting Indigenous and non-Indigenous heritage items	Damage to unexpected heritage artefact Loss of heritage value (e.g. impacts on sightlines)

2.5 Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) provides protection for items of ‘environmental heritage’ in NSW. ‘Environmental heritage’ includes places, buildings, works, relics, movable objects, or precincts considered significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items considered to be significant to the State are listed on the SHR and cannot be demolished, altered, moved, or damaged, or their significance altered without approval from the Heritage Council of NSW State Heritage Register

The SHR was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by Heritage NSW, and includes a diverse range of over 1,500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW. For works to an SHR item, a Section 60 application must be prepared for works that are not exempt under Section 57(2) of the Heritage Act.

There are **no items** listed on the State Heritage Register within the study area.

2.6 Environmental Planning and Assessment Act 1979 (NSW)

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits.

The EP&A Act also requires that local governments prepare planning instruments (such as Local Environmental Plans and Development Control Plans [DCPs]) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required. The study area falls within the boundaries of the Bankstown local government areas. Schedule 5 of each of the *Canterbury-Bankstown Local Environmental Plan (LEP) 2023* includes a list of items/sites of heritage significance within this LGA.

2.6.1 Bankstown Local Environmental Plan 2015

Heritage items listed on the Canterbury-Bankstown LEP 2023 are managed in accordance with the provisions of Section 5.10 Heritage Conservation of this LEP. Under Clause 5 of this section of the LEP 2023:

The consent authority may, before granting consent to any development:

(a) on land on which a heritage item is located, or

(b) on land that is within a heritage conservation area, or

is on land that is within the vicinity of land referred to in paragraph (a) or (b),

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

The Bankstown Airport is listed as a locally significant item on Schedule 5 of the Canterbury-Bankstown LEP 2023 as the 'Bankstown Aerodrome' (Item No. 118). The study area falls within the boundaries of the Canterbury-Bankstown LGA, although as it is on Commonwealth land it is not part of the municipal jurisdiction.

2.7 Summary of heritage listings

2.7.1 Building 62– Bankstown Airport

The study area is part of the Bankstown Airport, which is listed on multiple heritage registers as outlined in Table 3. The curtilages of these items are illustrated in Table 3.

Table 3: Results of register searches for the study area and adjacent heritage items

Register	Study Area/Item	Other items
World Heritage List	Not listed	Not listed
National Heritage List	Not listed	Not listed
Commonwealth Heritage List	Not listed	Bankstown Airport Air Traffic Control Tower (Place ID #106118)
State Heritage Register	Not listed	Not listed
Canterbury-Bankstown LEP 2023	Bankstown Aerodrome (Item no. 118)	Not listed



Figure 2: Heritage items in the vicinity of Building 62 (Source: Artefact, 2023)

3.0 HISTORICAL BACKGROUND

3.1 Introduction

This section gives a summary of the history of Bankstown Airport, the Chevron Precinct, and the nature and construction of Bellman, B1 and Singapore hangars. It confirms historical accounts included in prior heritage assessments, but also draws upon important studies and archival resources not available to or cited by prior reports.

3.2 Bankstown Airport

3.2.1 World War II military operations (1940–45)

Following the commencement of WWII in 1939, Bankstown airfield was established as Sydney's second aerodrome and the base for the Royal Australian Air Force (RAAF) and the Women's Australian Auxiliary Air Force (WAAAF).¹⁵ The aerodrome was originally known as No. 2 Aircraft Park, following the establishment of No. 1 Aircraft Park at Laverton in May 1940. Aircraft parks, as they were known, were intended as assembly and storage facilities for military aircraft prior to their dispatch to squadron units. Bankstown aerodrome was intended to supply aircraft to operational airfields and flying/training schools around New South Wales and had a close association with the Empire Air Training Scheme (EATS), a training scheme that recruited aircrew from around the British Empire.¹⁶

The Bankstown site was acquired for £60,000 under the *National Security Act* of June 1940; by 12 January 1941, the first aircraft had arrived for assembly.¹⁷ These aircraft included Avro Ansons and Airspeed Oxfords. The first hangar, a Bellman type (Hangar 15), was erected alongside these first aircraft, with the hangar assembly completed in twenty days.¹⁸ Dismantled aircraft were delivered to the site from the United States (US) or the United Kingdom (UK) and painstakingly assembled at Bankstown within large-scale, portable hangars.

Initially intended as a training facility, the airfield was given operational status in early 1941 due to fears of a Japanese invasion.¹⁹ A total of 22 RAAF units were associated with Bankstown throughout the war, including Squadron 451, No 101 Fighter Control Unit and No 453 Fighter Squadron.²⁰ Following the Japanese attacks on American, British, and Dutch forces in December 1941, Bankstown airfield became a major military base in the Australian defence campaign. The aerodrome was able to be easily identified from the air due to its 'chevron' layout and was consequently vulnerable.²¹ This susceptibility was reflected in the six anti-aircraft guns positioned around the perimeter of the airfield to defend against enemy attack.²² The aircraft manufacturing company de

¹⁵ *Bankstown Airport Master Plan*, 18.

¹⁶ Ainsworth Heritage, 2007. *Evans Head Memorial Aerodrome: Bellman Hangar Conservation Management Plan*. Report prepared for Richmond Valley Council. 24.

¹⁷ White, K, 2001. 'Brief history of RAAF Station, Bankstown NSW'. Australian Aviation Museum, Bankstown.

¹⁸ Matts, C., Lockley, T. 2009. 'Bankstown Airport: Notes for a Heritage Assessment'. Australian Aviation Museum, Bankstown.

¹⁹ NSW Office of Environment and Heritage (former), 2001. 'Bankstown Aerodrome'. Accessed online 22 February 2021 at: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=1060175>

²⁰ *Ibid.*

²¹ Claoue-Long, Anne. 2015. *RAAF Bases Thematic Study: Report Prepared for the Department of Defence*. Redfern: GML Heritage, 23.

²² Claoue-Long, *RAAF Bases Thematic Study*, 23.

Havilland established its own aircraft assembly plant at the airport during 1942, with the first Australian-built de Havilland Mosquito aircraft completed in July 1943.²³

In April 1942, the US Army Air Force (USAAF) arrived at Bankstown and assisted in the erection of a new hangar known as the 'American' or 'US Hangar', with units including the 41st Fighter Squadron, and the 35th and 49th Fighter Wings training at the site.²⁴ By this time, Bankstown airfield was an impressive complex, with repair and assembly facilities, extensive fuel storage and accommodation for 700 officers. American officers returned to Bankstown for billeting, with their association to Bankstown airfield leading to the area being playfully dubbed 'Yankstown'. The USAAF left Bankstown in 1944.

On the 11 November 1944, Bankstown Aerodrome was officially commissioned as a Mobile Naval Operating Air Base (MONAB) for the Royal Navy Fleet Air Arm. In January 1945, the Royal Navy Fleet Air Arm took control of the MONAB, which was named HMS *Nabberley*.²⁵ The Royal Navy used the MONAB to store, repair and assemble aircraft including Avengers, Corsairs, Expeditors, Hellcats, Martinets, Reliants, Sea Fires, Sea Otters and Fairey Fireflies.²⁶ Following the conclusion of WWII, the Royal Navy departed Bankstown with the withdrawal of the British Pacific Fleet from Australia in 1946.



Figure 3. Map of building area at Bankstown Airport, dated 9 March 1945. Source: National Archives of Australia, SP857/10, 1045828

²³ NSW Office of Environment and Heritage, 'Bankstown Aerodrome'.

²⁴ NSW Office of Environment and Heritage, 'Bankstown Aerodrome'.

²⁵ Royal Navy Research Archive, n.d. Fleet Air Arm Bases – RNAS Bankstown. Accessed online 11 May 2021 at: <http://www.royalnavyresearcharchive.org.uk/FAA-Bases/Bankstown.htm#.YJn32bUzY2w>

²⁶ Boyd, Noni, Terry Kass, and Scott Robertson. 2006. *World Wars 1 & 2 Survey of Buildings, Sites & Cultural Landscapes in NSW. Final Report, Volume 1*. Naremburn: Robertson & Hindmarsh, 185.

3.2.2 Post-war aviation

Following the conclusion of WWII in 1945, a migrant camp was established at the airfield to house workers.²⁷ The camp ran from 1949–52. At the same time, the remainder of the Bankstown airfield was taken over by the Department of Civil Aviation and significantly improved. The first paved runway was constructed in 1952 for the introduction of newer jet fighters assembled onsite.²⁸ Further construction of runways and cross-runways followed in the 1960s and 1970s. These developments formalised Bankstown into a civil airport, with the site established as the largest general aviation airport in the Southern Hemisphere.²⁹ To reflect this upgrade, a new control tower was commissioned in 1970.³⁰

In 1988, Bankstown Airport was operated by the Federal Airports Corporation (FAC).³¹ The Australian Aviation Museum opened in the southern section of the airport in 1994. The museum featured a non-local Bellman hangar, which had been sourced from a storage facility at Hoxton Park. The museum closed in 2018 and the hangar was removed. A decade after its acquisition by the FAC, Bankstown Airport was privatised and transferred to the BAL in 1998.³² The long-term lease of the airport, along with the BAL, was secured from the Commonwealth Government in 2003.³³ The BAL continues to manage the airport.

3.3 Chevron Precinct

There is some contention as to exactly when the Chevron Precinct began to form at the aerodrome; the earliest available aerial photograph shows three hangars present in the study area, however a flight diagram from August 1941 contains evidence that a chevron-like shape was already established by two small and several large hangars (Figure 4). This evidence is strengthened by a memorandum dated November 1940, which states that ‘all the hangars for No. 2 Aircraft Park, Bankstown, will be delivered by 18/2/1941 and 4/3/1941 respectively’.³⁴ An undated early drainage map of Bankstown Aerodrome shows this nascent chevron layout (Figure 3). Building 62, is located just outside of the boundaries of the Chevron Precinct.

The most unusual and significant feature of the WWII hangars was their arrangement in a pointed ‘chevron’. Though the origin of the ‘chevron’ shape is unknown, the arrangement would become invaluable to pilots and a key feature of Bankstown Airport. The ‘chevron’ shape was a useful layout that united the landside and airside sections of the airport; aviation crew were able to access aircraft from the landside doors and remove aircraft to the airside section for take-off.

The distinctive ‘chevron’ made by the runways and hangars also functioned as an important aerial identification feature for aircraft flying into Bankstown since the early 1940s. From the air, the large, pointed shape provides a visual reference to guide pilots into the airport. The significance of the shape can be seen in aerodrome diagrams from the Department of Transport in 1976 and 1983, which incorporate the chevron into their Visual Terminal Charts as the main identifying marker for Bankstown Airport (Figure 6).

²⁷ *Bankstown Airport Master Plan*, 18.

²⁸ Rosen, Sue. 1987. ‘What’s Under the Hill’, *Bankstown Historical Society Journal*, Vol 21 No. 3.

²⁹ *Bankstown Airport Master Plan*, 18.

³⁰ NSW Office of Environment and Heritage, ‘Bankstown Aerodrome’.

³¹ *Bankstown Airport Master Plan*, 18.

³² *Bankstown Airport Master Plan*, 18.

³³ *Bankstown Airport Master Plan*, 18.

³⁴ National Archives of Australia. [Hangars - General] - DWB [Director of Works and Buildings] - RAAF Hangars - Portable Bellman Allotment - Policy [PART 1]. A705, 3419903.



Figure 4. August 1941 flight diagram showing Bankstown aerodrome, note the chevron shape in the north-west corner. Compare this to the below figure; it is likely that the Chevron Precinct was present in an early form by late 1941. Source: National Library of Australia



Figure 5. Undated drainage map of Bankstown Aerodrome showing the early form of the Chevron Precinct, with Buildings 14, 15, 16 and 17 clearly marked. Source: National Archives of Australia, SP857/10, 1045828



Figure 6. A 1982 Visual Terminal Chart from the Department of Transport, Australia. Note the distinctive chevron shape formed at the landside-airside junction Bankstown Airport. Study area marked in red. Source: Department of Transport

3.3.1 Building 62

Building 62, which is also evident in 1943 aerial imagery, served as the RAAF headquarters and parade grounds during WWII. The headquarters were likely constructed in 1940 and are contemporary with Buildings 14, 16, 17, 66, and 67. An integral building in the early configuration of the aerodrome, the headquarters began as a simple P1-style hut in 1940 before the northern and southern wings of the building were added in 1941 to form a barracks-style building. The headquarters were once again used by the RAAF and associated military organisations from 1950-59, during the Vietnam War's first period of National Service (i.e. conscription).³⁵ Although the Heritage Management Plan for Bankstown Airport states that the building was used as RAAF headquarters until roughly 1980, subsequent research has indicated that it ceased to be used in this way in the years immediately following WWII. Its uses and ownership appear to have changed in the period following WWII, and has remained unused since 2005.

³⁵ AECOM, 2018. Bankstown Airport Masterplan – Bankstown Airport Heritage Management Plan. Report prepared for Bankstown Airport Limited, pg. B-35.

4.0 PHYSICAL CONTEXT

4.1 Site Inspection

A site inspection of the study area was undertaken by Darrienne Wyndham (Heritage Consultant, Artefact Heritage) and Iain Stuart (Principal, Artefact Heritage) on 31 May 2021. A second site inspection was undertaken by Charlotte Simons (Senior Associate, Artefact Heritage) and Stephanie McCarthy-Reece (Heritage Consultant, Artefact Heritage) on 8 September 2022.

The aim of the site inspections was to investigate the exterior and interior of the hangars proposed for removal and identify potential impacts of the proposal to the study area. Views and vistas around the study area were also recorded.

Both inspections were undertaken on foot, using physical maps and GPS, and a photographic record was made during the inspections.

4.2 Building 62

Building 62 is a timber framed white weatherboard building set on brick piers with a gabled roof. An adapted version of the typical P1-hut design, the 'E-shaped' building once served as the RAAF Headquarters. The western Airport Avenue frontage features a non-original central awning set on brick pillars, and irregularly spaced timber framed windows. The central awning at the rear of the building aligned towards the parade ground once served as the main entryway. Mature palm trees (likely planted in the 1960s) flank the awning. In the interior of the awning, the doors and original signage for the men's and women's lavatories are present to the left and right respectively. The eastern external wall of the building's north wing features decaying lettering reading "PR[E]C[O]SSION FLIGHT", one of the post-WWII tenants. Overall the exterior of Building 62 remains in a dilapidated condition, with the building having been unoccupied for nearly two decades. The roofing, guttering, windows, weatherboards and paintwork exhibit signs of deterioration and damage.

The interior of Building 62 is divided irregularly into rooms. Upon entry to the Airport Avenue frontage is a small reception area and service counter, likely non-original. The northern wing of the building featured two classrooms with chalkboards and fold-out tables affixed to the wall. The door handles throughout the northern wing are of a fine art deco style and are likely original. The southern wing was in poorer condition than the northern wing, with evidence of vandalism and extensive ceiling deterioration throughout the wing. Original electrical fixtures were observed throughout the wing, although a number of more modern air conditioning units were also affixed to the walls. The wing's small kitchenette, a later addition to the building, was in fair condition.

A Property Condition Report was undertaken for Building 62 by Cushman and Wakefield in 2024³⁶. The report identified a number of structural issues in the building, including timber rot in the framework and degradation of the brick piers, as well as degradation of the roofing, windows, trim, and timber facades. Cushman and Wakefield also identified several sources of asbestos throughout the building, particularly of fibrous cement boards in the walls and ceiling, and electrical backing boards. Given the advanced state of decay of the building and the presence of hazardous materials, the decision has been made to demolish the structure despite its high historical significance.

³⁶ Cushman & Wakefield, *13 Airport Avenue, Bankstown Aerodrome, NSW, Property Condition Report*, 10 October 2024



Figure 7. View of parade ground, rear awning, north and south wings, and palm trees. Looking west.



Figure 8. View of Airport Avenue frontage.

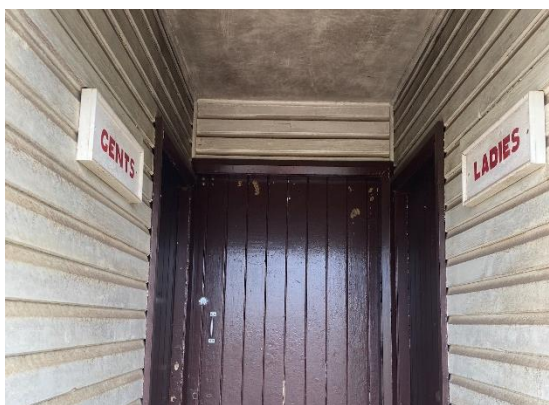


Figure 9. Original 'gents' and 'ladies' room doors and signs, rear awning.



Figure 10. Reception room at Airport Avenue entryway.



Figure 11. Classroom in northern wing.



Figure 12. Art deco doorhandles.



Figure 13. Classroom in northern wing.



Figure 14. Vandalism and dilapidating window, southern wing.



Figure 15. Kitchenette, southern wing.



Figure 16. Broken windowpane with outdoor vegetation creeping in.

5.0 SIGNIFICANCE ASSESSMENT

5.1 Methodology

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the *Burra Charter* (Australia ICOMOS 2013). The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the *Heritage Act* and implemented through the *NSW Heritage Manual*, the *Archaeological Assessment Guidelines*³⁷ and the document *Assessing Significance for Historical Archaeological Sites and 'Relics'*.³⁸

If an item meets one of the seven heritage criteria and retains the integrity of its key attributes, it can be considered to have heritage significance (see Table 4). The significance of an item or potential archaeological site can then be assessed as being of local or State significance. If a potential archaeological resource does not reach the local or state significance threshold, then it is not classified as a relic under the *Heritage Act*.

'*State heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

'*Local heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.³⁹

Table 4. NSW heritage assessment criteria

Criteria	Description
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.
C – Aesthetic or Technical Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.
D – Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.
G - Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area).

³⁷ NSW Heritage Office 1996, 25-27.

³⁸ NSW Heritage Branch 2009.

³⁹ This section is an extract based on the Heritage Office Assessing Significance for Historical Archaeological Sites and Relics 2009:6.

5.2 Existing heritage assessments

5.2.1 Bankstown Air Traffic Control Tower No. 2 (CHL Place ID #106118)

5.2.1.1 Description

The ATC tower, powerhouse and equipment room are located to the west of the airport. The complex is enclosed in a fence of cyclone and barbed wire, with a pedestrian entry to the north-west of the enclosure. Additions to the complex since the late-1960s include a single-storey, skillion-roofed extension that abuts the west end of the tower's south elevation (this building is not part of the ATC facility), and a satellite dish enclosure to the east, built in 1992. The floor of the cabin is 15m above ground level.

Bankstown ATC tower is composed of a square four-storey base in reinforced concrete with a face brick cladding, below a rectangular cantilevered walkway, also in reinforced concrete, around an octagonal cabin. The cabin is raised on a part-chamfered half-height duct and service space and octagonal cabin.

The tower is built on standard raft footings, with a central stair in reinforced concrete. A single-storey brick wing (radio equipment room) extends westward from the tower base and a power house is located a short distance to the north. Both are original components of the ATC complex and appear to be intact externally.

5.2.1.2 Assessment of Significance

The Commonwealth assessment of significance for the Bankstown Air Traffic Control Tower No. 2 item, as assessed in the associated HMP, is as follows⁴⁰:

Table 5: Heritage assessment for Bankstown Airport

Criteria	Description
A – Commonwealth Heritage List	Bankstown ATC tower no. 2 is of historical interest as a late, and largely intact example, of the service block surmounted by control cabin type ATC tower that was constructed at airports across Australia in the 1950s and 1960s. It was part of the DCA's ongoing efforts to standardise such facilities and improve air safety. The Bankstown tower was built at the end of the 1960s, a time of significant investment and development at Bankstown Airport and is of some limited historical interest in this context.
B – Commonwealth Heritage List	While it is one of a relatively limited number of 1960s ATC towers of various forms surviving around Australia, the Bankstown ATC tower is not considered to be 'uncommon' or 'rare' at a level indicative of Commonwealth heritage value.
C – Commonwealth Heritage List	No evidence to indicate that Bankstown ATC tower no. 2 has the potential to yield information that will contribute to an understanding of Australia's natural or cultural history came to light during research for this HMP.
D – Commonwealth Heritage List	Bankstown ATC tower no. 2 is a representative and substantially intact example of a standardised ATC tower dating from the first phase of post-World War II design in air traffic control facilities (1950s to late 1960s). The tower was designed by the Commonwealth of Australia Department of Works (NSW branch) for the DCA.

⁴⁰ Lovell Chen, 2017. Bankstown Air Traffic Control Tower No. 2 Heritage Management Plan. Report prepared for Air Services Australia.

Criteria	Description
E – Commonwealth Heritage List	Architecturally and aesthetically, the ATC tower, and the other buildings within the Aircservices compound, is a conventional and unremarkable example of design of the 1960s.
F – Commonwealth Heritage List	The design of the tower is responsive to technical and other functional requirements but is not in any sense exceptional in terms of creative design or technical achievements.
G - Commonwealth Heritage List	It is possible that Bankstown ATC tower no. 2 is of social value to current or former employees or of interest to specialist aviation groups - no detailed social value assessment was undertaken as part of this HMP. However, even if they existed, it is considered that such associations or interest would be very unlikely to satisfy the threshold for Commonwealth Heritage value.
H – Commonwealth Heritage List	No association between Bankstown ATC tower no. 2 and the life or works of a person, or group of persons, has been revealed by the research undertaken for this HMP.
I – Commonwealth Heritage List	Bankstown Airport is not in an identified area of Aboriginal cultural heritage sensitivity, and the extent of physical change within the airport is such that it would seem unlikely that there is significant potential for the occurrence of Aboriginal sites or artefacts on the site. No evidence has come to that the control tower is significant because of its importance as part of Indigenous tradition.

5.2.2 Statement of significance

The statement of significance for the Bankstown Air Traffic Control Tower No. 2 item is as follows⁴¹:

Bankstown Air Traffic Control (ATC) tower is of historical significance in a national context as a representative and substantially intact example of a standardised air traffic control tower form dating from the first phase of post-World War II design in air traffic control facilities (1950s-late 1960s). The Bankstown air traffic control tower, together with its equipment room and powerhouse, was designed by the Commonwealth of Australia Department of Works (NSW branch) for the Department of Civil Aviation. The complex was commissioned in 1970. The control tower is a utilitarian design comprising a square four-storey base in reinforced concrete with a face brick cladding, below a rectangular cantilevered walkway, also in reinforced concrete, around an octagonal cabin. The cabin is raised on a part-chamfered half-height duct and service space and octagonal cabin.

Bankstown is one of a group of control towers built essentially to the same operational and technical standards and specifications across Australia and Papua New Guinea from the 1950s until the late-1960s, when perimeter frame towers became the standard model for control towers at secondary and general aviation airports in Australia. Its design is derived from the 1950s air traffic control towers (Essendon, Hobart, Launceston and others), a model which was repeated and refined through the 1960s. While a late example of this standard type, Bankstown is distinguished from the majority of the other surviving examples through its intactness. Other than for the modification of windows at the upper level on the eastern elevation, the building is unaltered externally; internally it also retains the majority of its plan form and fabric. It is unusual in retaining its original timber-

⁴¹ Lovell Chen, 2017. Bankstown Air Traffic Control Tower No. 2 Heritage Management Plan. Report prepared for Air Services Australia.

*framed console, albeit modified. The associated radio equipment room and power house are also intact externally.*⁴²

5.2.3 Bankstown Aerodrome (Canterbury-Bankstown LEP Item No. I18)

5.2.3.1 Description

Bankstown Airport is a large complex situated to the east of the Georges River. The site is largely open, accommodating three parallel runways traversed at their western end by a single runway. The control tower is located at the western end of the site. Buildings and car parks associated with airport operations are situated at the north-eastern part of the site, while the facilities associated with Hawker de Havilland are located on the southern side of the airport. As was the case with most air bases, the original layout of the Airport was organised into functional zones, including zones for aircraft manufacture, accommodation and administrative blocks, hangars, aeroplane parks and a parade ground.

5.2.3.2 Assessment of significance

The statement of significance for the Bankstown Aerodrome item is as follows⁴³:

Bankstown Airport is historically significant because of the contribution that it and the local government area made to Australia's defence efforts during World War II. It demonstrates the strategic importance of the Bankstown region during World War II.

The airport has additional significance because of the impetus it gave to development in the locality during and after World War II.

Bankstown Airport is considered to be a representative example of a World War II air base. It was an important centre of aircraft manufacture and assembly during World War II - the only air base to be associated with aircraft manufacture and one of only two air bases in New South Wales associated with the assembly of aircraft manufactured elsewhere - and has research potential due to its uses as an air base and an aircraft manufacturing and assembly facility. It is understood to be the only air base in New South Wales to include more than three types of World War II era hangars surviving in-situ and has retained a relatively large number of World War II era buildings.

The place is significant for its continued airport use and its role in the Australian

5.2.4 WWII auxiliary buildings: Building 62

5.2.4.1 Description

Building 62 was one of the earliest buildings on the site, and was established as the Headquarters for the RAAF stationed at Bankstown during WWII and in the immediate post-war period. Erected in 1940, the building has rarity as an extant P1 hut that was adaptively designed as a headquarters in the Commonwealth Vernacular architectural style. The building features a small gabled porch that

⁴² Australian Heritage Database, 2016. 'Bankstown Airport Air Traffic Control Tower'. Accessed online 22 February 2021 at: http://www.environment.gov.au/cgi-bin/ahdb/search.pl?mode=place_detail;search=list_code%3DCHL%3Blegal_status%3D35%3Bkeyword_PD%3D0%3Bkeyword_SS%3D0%3Bkeyword_PH%3D0;place_id=106118

⁴³ Heritage NSW, 2001. Bankstown Aerodrome. State Heritage Inventory. Accessed online May 2021 at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=1060175>.

addressed a parade ground to the east. One contemporary RAAF headquarters building is located at the RAAF Stores Depot in Dubbo, although this building is not a standard P series hut and was designed in the Georgian Revival style. Although Building 62 largely remains in its original form, the building is in a highly dilapidated condition.

5.2.5 Assessment of significance

The assessment of significance for Building 62 under the criteria for Commonwealth Heritage Significance, is as follows:

Table 6: Heritage assessment for the Building 62, Bankstown Airport

Criteria	Description	Discussion
A - Historical significance	<i>The place has significant heritage value because of the place's importance in the course or pattern of Australia's natural or cultural history</i>	The auxiliary buildings are closely associated with Defence aviation, notably from WWII. Building 62 has historic associations with the RAAF, having been established as their Headquarters when the RAAF were quartered at Bankstown during WWII and in the immediate post-war period, until c. 1980. Since that time, it has been used for simulator training of pilots. Building 62 does not meet the threshold of Commonwealth Heritage significance under this criterion.
B - Rarity	<i>The place has significant heritage value because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.</i>	Building 62, is a timber framed building, which is rare within the airport and wider context. While timber framed buildings were a numerous typology during WWII, few of these elements remain at Bankstown and other air bases. Building 62 is a modified version of the P-1 type hut that was adaptively designed for use as a headquarters and has rarity values at a national level although the building is in a highly dilapidated condition. Building 62 does not meet the threshold for Commonwealth heritage significance under this criterion.
C - Research potential	<i>The place has significant heritage value because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.</i>	Building 62 may offer research potential for social history. The continued aviation use of Building 62 may offer information about aviation activities at Bankstown Airport over the past seventy years. As a rare surviving P1 hut that was adaptively designed as a headquarters for the RAAF, Building 62 may offer research potential around the increasingly rare P1 typology. Building 62 does not meet the threshold for Commonwealth heritage significance under this criterion.
D - Representativeness	<i>The place has significant heritage value because of the place's</i>	Building 62 does not demonstrate the principal characteristics of a class of Australia's natural or cultural places/environments.

Criteria	Description	Discussion
	<p><i>importance in demonstrating the principal characteristics of:</i></p> <ul style="list-style-type: none"> i. <i>A class of Australia's natural or cultural places; or</i> ii. <i>A class of Australia's natural or cultural environments</i> 	<p>Building 62 does not meet the threshold for Commonwealth heritage significance under this criterion.</p>
E - Aesthetic significance	<p><i>The place has significant heritage value because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group.</i></p>	<p>Building 62 was designed in the modest Commonwealth Vernacular architectural style, which was typical for bases designed and completed during the 1940s. The timber framed P1-type huts were once a numerous typology within the Bankstown air base.</p> <p>Building 62 does not meet the threshold for Commonwealth heritage significance under this criterion.</p>
F - Technical accomplishments	<p><i>The place has significant heritage value because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period..</i></p>	<p>Building 62 was built as a timber framed P1-type hut, which were once a numerous typology within the Bankstown air base. The 'P' series huts on the site, comprising Building 62 is a significant example of the P1 huts that were innovatively designed for rapid production of standardised, cheap, and reliable Defence accommodation. The P series were developed to be adapted as headquarters, mess halls, laundries, guard houses, quartermasters stores, aid stations and hospitals. Building 62 is a P1 hut that was adaptively designed as a headquarters building, although it remains in a dilapidated condition.</p> <p>Building 62 does not meet the threshold for Commonwealth heritage significance under this criterion.</p>
G - Social significance	<p><i>The place has significant heritage value because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.</i></p>	<p>Building 62 has social significance due its ties to the aviation community at Bankstown Airport, in particular to the RAAF and associated branches of the military that have operated from the airport since WWII.</p> <p>Building 62 does not meet the threshold for Commonwealth heritage significance under this criterion.</p>
H - Associative significance	<p><i>The place has significant heritage value because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history</i></p>	<p>The auxiliary buildings, in particular Building 62 are closely associated with the presence of the RAAF, WAAAF, USAAF, and the Royal Navy Fleet Air Arm in Australia in WWII.</p> <p>Building 62 does not meet the threshold for Commonwealth heritage significance under this criterion.</p>

Criteria	Description	Discussion
I - Indigenous cultural and traditional significance	<i>The place has significant heritage value because of the place's importance as part of Indigenous tradition.</i>	<p>The area is not known for important Indigenous values.</p> <p>As per the Bankstown Airport HMP: "There are no known Indigenous connections with Bankstown Airport. Notwithstanding, the Airport represents an element within a broader cultural landscape which is of cultural significance to the Indigenous community."⁴⁴</p> <p>Building 62 does not meet the threshold for Commonwealth heritage significance under this criterion.</p>

5.2.5.1 Statement of significance

Building 62 is located adjacent to the historic Chevron Precinct, and played an important role in supporting the ongoing military training of the RAAF and aviation use of Bankstown Airport for seventy years. Building 62 is closely associated with the RAAF, having been established as the headquarters for the RAAF stationed at Bankstown during WWII. Designed in the simple Commonwealth Vernacular style, the P1 huts are typical of the designs that were innovatively standardised and utilised for rapid production of auxiliary buildings at bases during the 1940s. Building 62 has rarity values as a P1 hut that was adaptively designed as the headquarters for the RAAF during WWII. It is noted Building 62 is now vacant and is in a dilapidated condition.

Building 62 was assessed as having high significance in the 2018 Bankstown Airport HMP. However, it does not meet the threshold of Commonwealth heritage significance

⁴⁴ AECOM, *Bankstown Airport Heritage Management Plan*, 20 December 2018

6.0 THE PROPOSED WORKS

6.1 The proposed works

6.1.1 The proposal

Building 62 is proposed to be demolished to improve safety of airport users and to facilitate growth. It is proposed to be replaced by airside and landside facilities in line with Bankstown Airport's development forecast.

6.1.2 Project justification

Building 62 has recently been assessed by Cushman and Wakefield in a Property Condition Report dated 10 October 2024⁴⁵ as being in poor condition with high degree of timber rot and structural deterioration, with a high risk for hazardous materials, moderate risk environment risk and a poor relocation consideration assessment.

In the conclusion to their report, Cushman and Wakefield state that the building would not be suitable for refurbishment or relocation. This is principally due to the high costs of contending with its highly dilapidated condition, and high content of hazardous materials. The following results of the condition assessments were presented by Cushman and Wakefield in their Property Condition Report:

Building element	Condition	Comments
Exterior and structural		
Substructure/Foundations	Poor/Fair	Masonry brick piers observed from the perimeter of the building. Generally appeared to be in fair to poor condition with deteriorated mortar beds and instances of 'leaning' piers.
Superstructure	Poor/Fair	Timber framed superstructure comprising timber framed external walls and suspended timber floor. The suspended timber floor was observed from the building perimeter and the wall framing was observed where the external and internal wall linings has been damaged or rotted. Localised rot and damp timber framing were noted in various locations.
Roof structure	Poor/Fair	Limited access was available to inspect the timber framed roof structure internally where the ceilings have collapsed due to water ingress. No significant evidence of rot was identified to the timber roof framing, however damp timbers were evident due to water ingress.
Roof covering	Poor	The roof is covered with profiled asbestos sheeting. The roof sheeting is in poor condition and beyond its economic life expectancy with significant water ingress damage noted internally.

⁴⁵ Cushman and Wakefield, 13 Airport Avenue, Bankstown Aerodrome NSW, Property Condition Report, 10 October 2024

Building element	Condition	Comments
Roof plumbing	Poor	Eaves guttering installed around the perimeter of the building. The guttering is severely corroded throughout.
External walls	Poor	External walls are clad with painted weatherboard. Timber rot and deteriorated finishes noted to the cladding.
External windows	Poor	Timber framed single glazed units. Timber rot and deteriorated finishes throughout the window frames and evidence of water ingress. Cracked, damaged and missing glazing throughout.
External doors	Poor	Painted timber doors to the façade are in poor condition and at the end of their economic life expectancy.
Internal fabric and finishes		
Generally	Poor	The building is derelict and its last known use was as an office / training facility. Finishes throughout are in poor condition and the building is not fit for occupation.
Internal walls & screens	Poor	Internal walls are timber framed partitions lined with a fibro softboard. Generally in poor condition with localised impact damages throughout.
Internal finishes	Poor	Internal finishes are in poor decorative order throughout
Floor finishes	Poor	Carpet and vinyl floor coverings are in poor condition throughout.
Ceilings	Poor	Ceilings are lined with a painted fibro softboard. Ceilings are in poor condition with water ingress damage and risk of further collapse in various locations.
Fixtures	Poor	Bathroom and kitchen fixtures are in poor condition and have exceeded their serviceable life.
Services		
Mechanical	Poor	Wall and window air cooled A/C units appear obsolete and well beyond their economic life expectancy.
Electrical	Poor	Main Distribution Board (MDB) old style surface mounted lights and communications system all appear in poor condition and beyond their economic life expectancy.
Fire		No fire protection services installed to the building.
Hydraulic	Poor	Hydraulic infrastructure and sanitary fixtures are all in poor condition and beyond their economic life expectancy.
External areas		

Building element	Condition	Comments
Grounds & landscaping	Poor/Fair	Grass and weed growth around the immediate external areas which are enclosed with timber framed construction hoarding, offset approx 2-4m from the perimeter of the building. Maintenance appears fair to poor.

7.0 HERITAGE IMPACT ASSESSMENT

7.1 Overview

This section assesses the heritage impact of the proposed works at the study area on heritage values within the study area. Justifications are also provided for the proposed works.

Within this approach, the objective of a heritage impact assessment is to evaluate and explain how the proposed works will affect the heritage value of the study area and/or place. A heritage impact assessment should also address how the heritage value of the site/place can be conserved or maintained, or preferably enhanced by the proposed works.

In order to consistently identify the impact of the proposed works, the terminology contained in the following table has been references throughout this document. The terminology and definitions are based on those contained in guidelines produced by the International Council on Monuments and Sites (ICOMOS)⁴⁶ and the Heritage Council of NSW⁴⁷ and are shown in Table 7.

Table 7: Terminology for assessing the magnitude of heritage impact.

Grading	Definition
Major adverse	Actions that would have a severe, long-term and possibly irreversible impact on a heritage item. Actions in this category would include partial or complete demolition of a heritage item or addition of new structures in its vicinity that destroy the visual setting of the item. These actions cannot be fully mitigated.
Moderate adverse	Actions that would have an adverse impact on a heritage item. Actions in this category would include removal of an important part of a heritage item's setting or temporary removal of significant elements or fabric. The impact of these actions could be reduced through appropriate mitigation measures.
Minor adverse	Actions that would have a minor adverse impact on a heritage item. This may be the result of the action affecting only a small part of the place or a distant/small part of the setting of a heritage place. The action may also be temporary and/or reversible.
Negligible	Actions that are so minor that the heritage impact is considered negligible.
Neutral	Actions that would have no heritage impact.
Minor positive	Actions that would bring a minor benefit to a heritage item, such as an improvement in the item's visual setting.
Moderate positive	Actions that would bring a moderate benefit to a heritage item, such as removal of intrusive elements or fabric or a substantial improvement to the item's visual setting.
Major positive	Actions that would bring a major benefit to a heritage item, such as reconstruction of significant fabric, removal of substantial intrusive elements/fabric or reinstatement of an item's visual setting or curtilage.

⁴⁶ Including the document Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, ICOMOS, January 2011.

⁴⁷ <https://www.environment.nsw.gov.au/resources/heritagebranch/heritage/material-threshold-policy.pdf>

Table 8: Terminology for heritage impact types

Impact	Definition
Direct	Impacts resulting from works located within the curtilage boundaries of the heritage item.
Potential direct	Impacts resulting from increased noise, vibrations and construction works located outside the curtilage boundaries of the heritage item.
Indirect	Impact to views, vistas and setting of the heritage item resulting from proposed works outside the curtilage boundaries of the heritage item.

7.1.1 Impact to Bankstown Air Traffic Control Tower No. 2 (CHL Place ID #106118)

7.1.1.1 Direct (physical) impacts

The proposed demolition of Building 62 would have no direct impacts on the Commonwealth Heritage listed Bankstown Air Traffic Control Tower No. 2 (CHL Place ID #106118). The works are located a considerable distance from the Tower, approximately 1000m away. The structure would not be physically altered as a result of the works.

The proposed works would result in a **neutral** direct (physical) impact to the Bankstown Air Traffic Control Tower No. 2 heritage item.

Direct impact: Neutral

7.1.1.2 Indirect (visual) heritage impacts

Although Building 62 is located approximately 1000m from the Bankstown Air Traffic Control Tower No. 2, the tower retains views of the building 62 and of the overall layout of the Chevron Precinct. As a result, it is considered that the demolition of Building 62 would be noticeable from the tower resulting in a minor adverse indirect impact. However the demolition of Building 62 would not overly impact the wider setting and context of the tower when viewed from the ground.

Overall, the proposed demolition of Building 62 would have **negligible indirect** impact on the setting and views of the precinct from the Bankstown Air Traffic Control Tower No. 2. Furthermore, although the proposed actions would alter the wider setting and context of the CHL Place, views have not been assessed as significant contributions to the overall significance of the CHLP Place. The proposed actions are consistent with the aviation character of the CHL Place's context.

Indirect impact: Negligible adverse

7.1.2 Impact to Bankstown Airport

7.1.2.1 Direct (physical) impacts

The rare WWII-era auxiliary building (Building 62) has played an important ancillary role in the development and ongoing aviation use of Bankstown Airport⁴⁸. The demolition of Building 62 would have a **major local adverse direct impact** on the significance of the building, but as one building within a collection of historic hangars and auxiliary buildings within the airport, the demolition of the building would have a **minor adverse direct impact** on the historic context of the Bankstown Airport, permanently changing a part of the site's significant physical characteristics.

The replacement of Building 62 with new landside and airside facilities would have a positive impact on the significant and historic, continued use and role of the Bankstown Airport as part of the

⁴⁸ AECOM, *Bankstown Airport Heritage Management Plan*, 20-12-2018

Australian aircraft industry. By enhancing the facilities and functionality of Bankstown Airport, the proposal would allow for the ongoing aviation use of the place.

Overall, the proposed works would result in a **major adverse local** direct impact and a **minor adverse impact on the overall significance of the site**.

Direct impact: Major adverse local, minor adverse to overall significance of site

7.1.2.2 Indirect (visual) impacts

The proposed works include the demolition of Building 62 in the northern precinct of the Bankstown Airport. The demolition of this building and its replacement with a future development would have the potential to result in a minor adverse impact, altering the setting and visual character of the Bankstown Airport heritage item.

Overall, the proposed works would result in a **minor adverse** indirect (visual) impact to the Bankstown Airport.

Indirect impact: Moderate adverse

7.2 Cumulative impacts

Cumulative impacts represent the incremental loss of, or modifications to, a heritage item or archaeological resource over time. These can result from individually minor, but collectively significant, actions and must therefore be considered within the wider development context in order to minimise impacts. The overall cumulative impact to the Bankstown Airport is **minor adverse**.

7.3 Commonwealth Heritage Impacts

The Bankstown Air Traffic Control Tower No. 2 (Place ID #106118), a listed item of Commonwealth significance, is located approximately 1000m from the Building 62 locality. Therefore, it is necessary to employ the self-assessment process outlined in *Significant Impact Guideline 1.2* of the EPBC Act to assess the impacts of the proposed works on the heritage value of the item. The self-assessment process examines the environmental context of the Place, the proposed impact and avoidance or mitigation strategies to determine if a significant impact will occur.

The self-assessment contained within this report only takes into consideration the historical values of the CHL Place. Furthermore, a self-assessment was conducted as part of the previous SoHI for this project. The responses to the questions posed by the Significant Impact Guideline 1.2 are contained within Table 9 below.

Table 9: Significant Impact Guideline 1.2 responses for historical heritage values (EPBC Act 1999).

Question	Response
Step 1 – Environmental context	
What are the components or features of the environment in the area where the action will take place?	<p>The proposed actions would take place over 1km from the CHL Place 'The Bankstown Air Traffic Control Tower No. 2 (Place ID #106118). The Bankstown Air Traffic Control Tower No. 2 is a heritage building located to the west of the airport. The complex is enclosed in a fence of cyclone and barbed wire. The Control Tower is part of the larger Bankstown Airport complex which is approximately 313 hectares in size, located 26km southwest from the Sydney CBD. The area is not known for important Indigenous and natural values, however, it is of historical value for its use during WWII as an airbase and the post-WWII aviation industry and RAAF military training ground.</p> <p>Building 62 is located in the northern portion of the airport near the historic Chevron Precinct.</p> <p>Specifically, the proposed actions would not impact the CHL Place.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
Which components or features of the environment are likely to be impacted?	<p>The proposed works would not impact on any previously identified built fabric as part of the CHL Place.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
Is the environment which is likely to be impacted, or are elements of it, sensitive or vulnerable to impacts?	<p>The historical values relating to the CHL Place are not considered to be vulnerable to impacts as a result of the proposed actions. It is not considered that the historical values of the CHL Place would be adversely impacted by the proposed works.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
What is the history, current use and condition of the environment which is likely to be impacted?	<p>The land present within the current study area is not part of the CHL Place curtilage. The land of the study area and the CHL Place has historically been used for aviation as part of the Bankstown Airport, and its former uses as a RAAF training base and WWII airbase. The CHL Place is largely intact as constructed. The land pertaining to the current study area is an open field site.</p> <p>An inspection was also carried out by Artefact, as documented in Section 4.0 of this report.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>

Question	Response
Step 2 – Proposed impacts	

Question	Response
What are the components of the Action?	<p>The proposed actions involve the demolition of Building 62.</p> <p>The proposed actions would be located over 1km from the CHL Place.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
What are the predicted adverse impacts associated with the action including indirect consequences?	<p>The proposed actions have been assessed as having neutral direct and negligible indirect impacts to the CHL Place, due to the works being located a substantial distance away.</p> <p>Whilst the proposed actions would alter the wider setting and context of the CHL Place, views have not been assessed as significant contributions to the overall significance of the CHLP Place and are consistent with the aviation character of the CHL Place's context.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
How severe are the potential impacts?	<p>The proposed actions have been assessed against the Significant Impact Guidelines 1.2 of the EPBC Act and are considered to be small scale, low intensity and localised to the study area, and at a distance of over 1km from the CHL Place. As a result, the overall impact to the Place is considered to be neutral.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
What is the extent of uncertainty about potential impacts?	<p>Comprehensive investigations have been undertaken for historical heritage values for the Bankstown Air Traffic Control Tower No. 2. As such, these heritage values and their relationship with the study area are well understood.</p> <p>The potential impacts associated with the proposed works are well understood and would result in a neutral direct and negligible indirect impact to the CHL Place. Heritage recommendations within this assessment would also help to ensure impacts are minimised.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>

Question	Response
Step 3 – Impact avoidance and mitigation	

Question	Response
<p>Will any measures to avoid or mitigate impacts ensure, with a high degree of certainty that impacts are not significant?</p>	<p>The proposed actions would be located over 1km from the CHL Place have been assessed as having a small scale, low intensity and localised impact to the study area. As a result, the overall impact to the Place is considered to be neutral.</p> <p>Based on overall impacts and mitigation measures in place, these necessary impacts would not detract or contain any adverse effects on the CHL Place as a whole.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
<p>Step 4 – Are the impacts significant? Is there a chance or possibility the action will:</p>	
<p>Permanently destroy, remove or alter the fabric of a heritage place?</p>	<p>The works would not result in impacts to the heritage fabric of the CHL Place. It would not permanently destroy, remove or alter the fabric.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
<p>Involve extension, renovation, or substantial alteration of a heritage place in a manner which is inconsistent with the heritage values of the place?</p>	<p>The proposed works would not involve extension, renovation, or substantial alteration to the CHL Place.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
<p>Involve the erection of buildings or other structures adjacent to, or within important site lines of a heritage place which are inconsistent with the heritage values of the place?</p>	<p>The proposed actions would involve the demolition of the Building 62 which would be located over 1km away from the CHLP Place and therefore would not impact the heritage values of the place.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
<p>Substantially diminish the heritage value of a heritage place for a community or group for which it is significant?</p>	<p>No, the works would not substantially diminish the heritage values of places in the study area.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
<p>Substantially alter the setting of a heritage place in a manner which is inconsistent with the heritage values of the place?</p>	<p>No, the works would not substantially alter the settings of heritage values of places in the study area.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>
<p>Substantially restrict or inhibit the existing use of a heritage place as a cultural or ceremonial site?</p>	<p>No, the works would not restrict or inhibit access.</p> <p>Aboriginal cultural heritage values and natural heritage values were not assessed as part of this report.</p>

7.4 Heritage Management Plan policies

There are a number of policies contained within the Bankstown Airport HMP which are relevant to the proposal. These policies and how they have been addressed by the proposal are outlined in Table 10.

Table 10: Bankstown Airport HMP policies

Policy	How is this addressed in the proposal?
<i>Policy 5 – Consider heritage when change is proposed</i>	The history and heritage values of the Building 62 has been thoroughly researched and recorded as part of this SoHI, prior to the commencement of the proposal.
<i>Policy 9 – Relevant oversight of works by heritage consultant</i>	Artefact Heritage have been engaged to prepare this SoHI, including appropriate mitigation measures, for the proposal.
<i>Policy 13 – Suitable mitigation implemented</i>	Artefact Heritage have been engaged to prepare this SoHI, including appropriate mitigation measures, for the proposal.
<i>Policy 14 – Preparation of a Heritage Impact Statement</i>	Artefact Heritage have been engaged to prepare this SoHI, including appropriate mitigation measures, for the proposal.
<i>Policy 17 – Principle of as much as necessary, as little as possible</i>	The demolition of Building 62 does not meet this policy.
<i>Policy 18 – Intervention restricted to areas of lesser significance</i>	The proposed works would have a major localised adverse impact on the area due to the proposed demolition.
<i>Policy 22 – Discourage demolition of heritage buildings</i>	The demolition of Building 62 does not meet this policy.
<i>Policy 23 – Heritage Impact Statement required for demolition of heritage buildings</i>	Artefact Heritage have been engaged to prepare this SoHI, including appropriate mitigation measures, for the proposal.
<i>Policy 25 – Buildings of High Significance must be retained</i>	Building 62 has been assessed as having 'high' significance in the 2018 Bankstown Airport HMP. The demolition of Building 62 is allowed under this policy under certain circumstances, including where the dilapidated state of the building poses a risk to health and safety.
<i>Policy 39 – Chevron defining pattern that must be retained</i>	Demolition of Building 62 would not impact the defining Chevron pattern of the precinct. The demolition of Building 62 does not meet this policy.
<i>Policy 59 – Interpretation incorporated into major development</i>	An interpretation strategy has been prepared as part of the mitigation measures recommended in this SoHI (see Section 8.2). Further details of the interpretation strategy for the site are outlined in the Heritage Interpretation Memorandum issued by Artefact in 2023. ⁴⁹
<i>Policy 60 – Preparation of Interpretation Plan</i>	An interpretation strategy has been prepared as part of the mitigation measures in this SoHI (see Section 8.2).
<i>Policy 61 – Interpretation may include revealing of hidden elements/fabric</i>	An interpretation strategy has been prepared as part of the mitigation measures recommended in this SoHI (see Section 8.2).
<i>Policy 62 – Major works preceded by archival recording</i>	A photographic archival record has been prepared as part of the mitigation measures recommended in this SoHI (see Section 8.2).

⁴⁹ Artefact, *Heritage Interpretation Memorandum: Bankstown Airport – Former RAAF Headquarters Building*, 22 May 2023

Policy	How is this addressed in the proposal?
Policy 63 – Publicly available record	A photographic archival record has been prepared as part of the mitigation measures recommended in this SoHI (see Section 8.2). This photographic archival recording will be made publicly available in accordance with the (former) NSW Heritage Office guidelines for <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i>

7.5 Statement of heritage impact

A statement of heritage impact has been prepared in accordance with the model provided in the NSW Heritage Division (now Heritage NSW) guidelines which delineates a statement of heritage impact into three key component questions in Table 11.⁵⁰

Table 11: Statement of Heritage Impact for the proposed works

Impact	Discussion
What aspects of the proposal respect or enhance the heritage significance of the study area?	The proposal involves the demolition of Building 62. Building 62 whilst assessed as having High Significance is in a poor condition, its dilapidation and high level of hazardous material causing a safety hazard and loss of integrity for the overall heritage precinct. Whilst the demolition of Building 62 does not respect or enhance the heritage significance of the building itself it can be argued that its removal enhances the overall precinct's integrity.
What aspects of the proposal could have a detrimental impact on the heritage significance of the study area?	The proposal involves the demolition of Building 62 which is assessed as having High Significance within the Bankstown Airport heritage item. This would result in the loss of a historic building within the Airport, and alteration of the visual characteristics and setting of the heritage item.
Have more sympathetic options been considered and discounted?	Other options for the retention and reuse, and relocation and reuse of Building 62 have been considered. However, due to the dilapidated state of the building, such options are not appropriate. This proposal is considered the most sympathetic option that is in line with the current and future safety needs of Bankstown Airport. The proposal would enhance the continued aviation use of the site, which is an identified aspect of the significance of the Bankstown Airport.

⁵⁰ NSW Heritage Division, *Statements of Heritage Impact*. Accessed online <https://www.environment.nsw.gov.au/resources/heritagebranch/heritage/hmstatementsofhi.pdf>

8.0 CONCLUSION

8.1 Conclusion

The study area is located within the Bankstown Airport, a Commonwealth-owned site. The study area has been zoned as part of Area 1 in the Bankstown Airport Master Plan 2019.

The study area is located within, or in the vicinity of, two listed heritage items of local and Commonwealth significance:

- Bankstown Aerodrome (Canterbury-Bankstown LEP 2023 Item No. I18)
- Bankstown Airport Air Traffic Control Tower (CHL Place ID #106118)

Area 1 at Bankstown Airport is a highly significant zone comprising World War II era hangars, auxiliary buildings and non-structural elements classified variously as being of 'high' and 'moderate' significance. The Building 62 is considered to be of high significance.

The proposal is to demolish Building 62. The proposal is part of an overall program intended strengthen Bankstown Airport's position as a Sydney's primary general aviation airport offering training, maintenance, emergency services, aeromedical transfers and personal aviation through enhanced facilities.

As part of this SoHI, the proposal has been assessed as having the following impacts to heritage:

- The proposal would have a **neutral** physical impact to the Bankstown Air Traffic Control Tower No. 2 (CHL Place ID #106118) heritage item, as the structure will not be physically altered by the proposal
- The proposal would have a **negligible** indirect (visual) impact to the Bankstown Air Traffic Control Tower No. 2 (CHL Place ID #106118) heritage item, as the wider setting and visual catchment of the item would be altered
- The proposal would have a **major adverse** impact to the Building 62, an item of high significance within the Bankstown Airport.⁵¹
- The proposal would have a **minor adverse** direct (physical) impact on the overall significance of the Bankstown Airport⁵².
- The proposal would have a **minor adverse** indirect (visual) impact to the Bankstown Airport.⁵³
- The cumulative impacts to the Bankstown Airport's heritage significance from the proposal are considered to be **minor adverse**.⁵⁴

⁵¹ AECOM, *Bankstown Airport Heritage Management Plan*, 2018

⁵² AECOM, *Bankstown Airport Heritage Management Plan*, 2018

⁵³ AECOM, *Bankstown Airport Heritage Management Plan*, 2018

⁵⁴ AECOM, *Bankstown Airport Heritage Management Plan*, 2018

8.2 Recommendations and mitigation measures

Given the high significance of the Building 62 to the heritage of Bankstown Airport, its preservation would normally be considered in the first instance.

However, the building contains significant structural issues and a large amount of hazardous materials such as asbestos; its removal, while necessary, should be offset by suitable safety mitigation measures.

Given the dilapidated state of the building, further exploration of design options (such as retention, remediation, and restoration) for the study area will not be undertaken.

Consultation with the RAAF has been undertaken to allow them to provide input prior to works commencing. The RAAF have expressed no interest in retaining the building.

Building 62 or its previous use could be interpreted through future development or memorial as part of a broader interpretive strategy for the Bankstown Airport, focusing particularly on the role of the RAAF in the area during WWII. To this end, the recommendations outlined in the draft *Heritage Interpretation Memorandum: Bankstown Airport – Former RAAF Headquarters Building* and draft *Bankstown Airport Chevron Precinct Heritage Interpretation Strategy* (both by Artefact) should be considered.

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