



BANKSTOWN AIRPORT

Airport Environment Strategy

2010

Issue Date: 25 June 2010



FOREWORD

I am pleased to present our 2010 Airport Environment Strategy, approved by the Minister for Infrastructure, Transport, Regional Development and Local Government on 10 May 2010.

This Airport Environment Strategy (AES) has been prepared in accordance with the requirements of the *Airports Act 1996* and provides the framework for the environmental management of Bankstown Airport for the five year period 2010 to 2015. It builds on the achievements of the previous 2005 AES and defines our ongoing commitment to best practice environmental management and sustainable development principles that will ensure continual improvement of the environment of the Airport. It has been written in conjunction with the Master Plan for Bankstown Airport, to ensure that the long term use of the Airport has appropriate supporting environmental strategies.

Bankstown Airport Limited (BAL) is an Australian company owned in equal part by a consortium of companies made up of some of Australia's largest and most reputable companies. Bankstown Airport Limited's owners include Australian individuals and families who are shareholders of Bankstown Airport Limited through superannuation funds.

It is the recognition of this diverse group of Airport stakeholders that has guided Bankstown Airport Limited in developing the environmental policies and actions in the AES. The airport's future economic growth is dependent on the business operating in harmony with the community in a sustainable environment.

It remains Bankstown Airport Limited's intention to act as a good neighbour, reinforcing our important custodial responsibility for this significant Sydney site. We remain focused on developing a profitable business while looking for new opportunities to use resources efficiently.

As part of our culture of continuous improvement, we have had a peer review of this AES document undertaken by an independent environment consultant, ENV Australia. ENV assessed regulatory compliance and recommended improvements to the AES to meet guidelines for environmental continuous improvement. ENV also endorsed the means and accountabilities detailed for tenants and their employees, contractors and agents to comply with the AES.

The implementation of this AES means existing operations at the Airport undertake reasonable and practicable actions to prevent or minimise environmental impacts as well as ensure that future developments at the Airport contribute to environmentally sustainable growth of Bankstown and Sydney.



Colin Grove
Chief Executive Officer

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EXECUTIVE SUMMARY

This Airport Environment Strategy (AES) 2010 has been developed concurrently with the Bankstown Airport Draft Master Plan (DMP) 2010 and provides the framework and guidance for environmental management at Bankstown Airport for the period 2010 to 2015. This AES builds on and replaces the 2005 Airport Environment Strategy (AES) valid to 24 February 2010, and has been prepared in accordance with the requirements of the *Airports Act 1996* and the *Airports (Environment Protection) Regulations 1997*.

BAL as the operator of Bankstown Airport makes an ongoing commitment to consult with the local community, as well as other key stakeholders, and to work to achieve sound environmental management at the Airport. BAL's Environment Policy includes a commitment to best practice environmental management that promotes continual improvement of the environment of the Airport and its surroundings by the mitigation or reduction of the environmental impacts from airport and airport-based operations.

This AES has been prepared following public exhibition of a Preliminary Draft Environment Strategy (PDAES) and the preparation of a Draft Airport Environment Strategy (DAES) taking into consideration submissions from the public in relation to the PDAES. The Draft Airport Environment Strategy (DAES) was submitted to the Minister for Infrastructure, Transport, Regional Development and Local Government (the Minister) for consideration in February 2010. On receipt of the Minister's approval on 10 May 2010 this document has been finalised and is issued as the Final Airport Environment Strategy for Bankstown Airport.

SCOPE

The scope of this AES has been determined through the *Airports Act 1996*, the *Airports (Environment Protection) Regulations 1997* and policies set by the Department of Infrastructure, Transport, Regional Development and Local Government (DITRD LG). The AES covers activities occurring within the boundaries of Bankstown Airport.

Specifically, the AES includes the following sections:

- an introduction describing the purpose, contents and preparation of this AES, its relationship to the MP for the Airport and contact details for discussion of environmental issues;

- a description of the Airport in terms of its location, operations and tenants, management structure, regulatory regime, sites of cultural significance and *environmentally significant* areas as defined under the *Airports Act 1996* and the *Airports (Environment Protection) Regulations 1997* as well as environmental elements that are not specifically defined within the *Airports Act 1996* or the *Airports (Environment Protection) Regulations 1997* which BAL has identified as having attributes worthy of protection, or values worthy of consideration during development of the Airport
- an overview of environmental management at the Airport;
- a summary of environmental management issues including:
 - a background to environmental issues at the Airport;
 - environmental achievements during the life of the 2005 AES;
 - objectives and targets for environmental management for the period 2010 to 2015; and
 - measures proposed for preventing, controlling or reducing the environmental impacts for the period 2010 to 2015.

Appendix A details how this AES meets the requirements of the *Airports Act 1996* and *Airports (Environment Protection) Regulations 1997*.

RELATIONSHIP TO THE BANKSTOWN AIRPORT MASTER PLAN

This AES has been prepared in conjunction with the Bankstown Airport MP, which has been prepared for the period 2010 to 2030 and is reviewed every 5 years. It provides a framework for operation and development of the Airport, including environmental issues, and was exhibited for public comment at the same time as the PDAES.

This AES is valid for 5 years and provides more detail than the MP on environmental management at the Airport for the period 2010 to 2015. The MP should be referred to for further information on the future development of Bankstown Airport.

REGULATION

Airport operations are subject to the *Airports Act 1996*, the *Airports (Environment Protection) Regulations 1997* and the *Airports (Building Control) Regulations 1996*. The Airport Environment Officer (AEO), a qualified environmental professional officer of the DITRDLG, and the Airport Building Controller (ABC), an independent, qualified professional, both of whom are appointed by the Secretary of DITRDLG, provide administration of the Act and Regulations.

The Airport is also subject to other Commonwealth legislation such as the *Environment Protection and Biodiversity Conservation Act 1999*. Where there is no Commonwealth legislation for a particular issue State legislation applies.

CONSIDERATION OF AIRCRAFT NOISE AND AIR EMISSIONS

The *Airports (Environment Protection) Regulations 1997* do not apply to air and noise pollution generated by an aircraft in flight or when landing, taking-off or taxiing at an airport (as noted in Regulation 1.03). Aircraft engine emissions are addressed by the *Air Navigation (Aircraft Engine Emissions) Regulations* and aircraft noise emissions are addressed by the *Air Navigation (Aircraft Noise) Regulations 1984*. These issues are administered by the Commonwealth Government through Airservices Australia, and are therefore not matters falling within the scope of the AES.

BAL will, however, provide Airservices Australia assistance with the management of aircraft noise and emissions as required under the *Airports Act 1996* and outlined in the *2009 National Aviation Policy White Paper*, such as the measures discussed in Section 4.4. BAL will also facilitate discussions on aircraft traffic through the Bankstown Airport Community Consultative Forum (BACCF).

Noise and emissions generated from the ground running of aircraft engines for maintenance and non-aviation ground-based activities at the Airport are addressed by this AES.

FUTURE DEVELOPMENT OF THE AIRPORT

The future development of Bankstown Airport is discussed in detail in the MP for the Airport. BAL is focused on developing a profitable and sustainable business and the BAL Environment Manager will work closely on proposed future developments to identify risks and exploit opportunities with respect to sustainable development. It is recognised by BAL that sustainable business initiatives have the potential to add value to the future development of the Airport and will make an important contribution to the sustainable growth of the Bankstown district as well the whole Sydney region.

To ensure that the future development of Bankstown Airport is undertaken in a manner that is sustainable and sympathetic to the environment, a rigorous development assessment process has been established via the *Airports Act 1996*, the *Airports (Environment Protection) Regulations 1997* and the *Airports (Building Control) Regulations 1996*.

If a proposed development is of environmental significance the preparation of a *Major Development Plan (MDP)* under the *Airports Act 1996* will be required. In general this requirement applies to developments such as runways, taxiways, terminals, major road works and developments which exceed a cost threshold (currently \$20M) or add significantly to Airport capacity; or developments of a kind that are likely to have significant environmental or ecological impact, or which affect an area identified as *environmentally significant* in the AES. The development may not proceed until approved by the Minister and must be referred to the Commonwealth Environment Minister as part of the assessment process.

Draft *MDPs* are required to be released for public comment, prior to consideration by the Minister.

Site specific environmental management plans (EMPs) to reduce construction impacts (such as dust and noise) are also required for major developments.

TOTAL AIRPORT ENVIRONMENTAL MANAGEMENT

An integrated approach to Airport environmental management is essential to achieve good practice. This AES is a significant step in the process of continuously improving environmental management at the Airport.

Further, BAL recognises that a whole-of-airport approach is critical in addressing the concerns of our neighbours. BAL undertakes to work with all other relevant agencies involved in Airport issues (including DITRDLG and Airservices Australia) towards developing consistent airport environmental management and reporting practices.

BAL will act as a good neighbour and will undertake reasonable and practicable actions to prevent or minimise environmental impacts from the Airport.

ENVIRONMENTAL MANAGEMENT

This AES forms part of the Airport's Environmental Management System (EMS). The Airport will update the EMS so it is consistent with current international standards. *AS/NZS ISO 14001:2004 Environmental Management Systems – Requirements with guidance for use* is being used as a basis for the EMS as it is the world benchmark for environmental management systems and provides a framework to maintain, review and improve management practices.

A range of actions are proposed by BAL to manage the environment at the Airport as detailed in Section 4 of this AES. The environmental management issues addressed in Section 4 include:

- air quality;
- water quality;
- soil quality;
- noise;
- flora and fauna;
- heritage;
- waste;
- climate change and resource use; and
- social and community.

Each management issue is discussed in terms of the following:

- Background to the environmental issue at the Airport;
- Environmental achievements during the life of the 2005 AES; and

- Objectives, targets and management measures.

The objectives, targets and management measures detailed in Section 4 of the AES are aimed at achieving compliance with regulatory requirements, including the *Airports Act 1996*, the *Airports (Environment Protection) Regulations 1997* and the *Environment Protection and Biodiversity Conservation Act 1999*.

Specific EMPs will also continue to be developed to protect components of the environment that are, or have the potential to be, impacted upon by ground-based Airport operations.

The AES also includes a strong commitment to good Airport neighbour relationships and engagement with the community on environmental management.

Appendix D provides a summary table of the environmental commitments made in the 2005 AES, their deadlines, and whether or not they were achieved. The table also summarises ongoing and/or new environmental commitments for this 2010 AES.

THE CONSULTATION PROCESS

A key component of the development of this AES is consultation with Government, Airport stakeholders and the public.

This AES has been prepared following public exhibition of a PDAES and preparation of a DAES taking into consideration submissions received by BAL in relation to the PDAES. The DAES was submitted to the Minister for DITRDLG for consideration in February 2010 and approval was granted in May 2010. This final document is issued as the Bankstown AES.

Matters in regard to aircraft noise and emissions are outside the scope of this AES and should be referred to Airservices Australia. Likewise, issues relating to the application of legislation at the Airport, or the scope of this document, may be referred to the DITRDLG and Airservices Australia. Contacts are given in Section 1.10.