

> Executive Summary

Bankstown Airport
Airport Environment Strategy
2005



> Executive Summary

This Airport Environment Strategy (AES) has been developed concurrently with the Bankstown Airport Master Plan (MP) and provides the framework and guidance for environmental management at Bankstown Airport for the period 2005 to 2010. This AES builds on and replaces the 2000 Airport Environment Strategy (AES) valid to March 2005, and has been prepared in accordance with the requirements of the Airports Act 1996 and the Airports (Environment Protection) Regulations 1997.

Bankstown Airport Limited (BAL) as the operator of Bankstown Airport makes a 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 systems and sustainable development principles that will ensure continual improvement of the environment of the Airport and its surroundings by the reduction or mitigation of the environmental impacts from Airport and Airport-based operations.

This AES has been prepared following public exhibition of a Preliminary Draft Airport Environment Strategy (PDAES) and consideration of submissions received by BAL in relation to the PDAES. The DAES was submitted to the Minister for Transport and Regional Services (the Minister) for approval in December 2004. The approved document is issued as the final approved AES.

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 Transport and Regional Services (DoTaRS). 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 indigenous significance, environmentally significant areas and environmentally sensitive sites;
- an overview of environmental management at the Airport;
- a summary of environmental management issues including:
 - environmental issues;
 - environmental achievements during the life of the 2000 AES;
 - objectives and targets for environmental management for the period 2005 to 2010; and
 - measures proposed for preventing, controlling or reducing the environmental impacts for the period 2005 to 2010.

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 2004/05 to 2024/25 and will be 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 takes into consideration the operations and development framework identified in the MP and provides the basis for management of the potential environmental impacts during the implementation of the Master Plan. Consequently, this AES provides more detail than the MP on environmental management at the Airport for the period 2005 to 2010. The MP should be referred to for further information on the future development of the Airport.

> Executive Summary

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) and the Airport Building Controller (ABC), independent, qualified professionals appointed by DoTaRS, provide administration of the Act and Regulations.

Future Development of the Airport

The future development of the Airport is discussed in detail in the MP for the Airport. BAL is focused on developing a profitable and sustainable business and BAL's 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 the 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 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 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.

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

Preliminary Draft MDP's are required to be released for public comment, prior to consideration by the Minister.

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 other relevant agencies involved in Airport issues (including DoTaRS 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 manage 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 14001:1996 Environmental Management Systems – Specification with Guidance for Use* is being used as a basis for the EMS as it has been adopted as the world benchmark for EMSs 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;
- resource use; and
- social and economic.

> Executive Summary

Each management issue is discussed in terms of the following:

- environmental issues;
- environmental achievements during the life of the 2000 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.

It is also proposed to undertake a range of management measures based on sustainable development principles, including the development of sustainability guidelines for the development at the Airport, water reuse, energy conservation and resource reuse.

Specific EMPs will also be developed to protect components of the environment that are, or have the potential to be, impacted upon by ground-based Airport operations. This AES in particular proposes the development of a stormwater management plan and a groundwater management plan for the whole Airport and heritage management plans for new developments that may impact upon heritage items.

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

The Consultation Process

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

A DAES was prepared following public exhibition of a PDAES and consideration of submissions received by BAL in relation to the PDAES. The DAES was submitted to the Minister for approval, which was granted in February 2005.

Matters outside the scope of this AES may be referred to DoTaRS or AirServices Australia, as appropriate. Contacts are given in Section 1.9.