

# Bankstown Airport

## Urban Design Guidelines



July 2015

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# 1. PURPOSE OF GUIDELINES

The approval of the Bankstown Airport Master Plan in late 2014 by the Commonwealth Minister for Transport and Regional Services has set the framework for the long term use and development of Bankstown Airport. The approved Master Plan states that:

*“The implementation of the Master Plan will result in Bankstown Airport being transformed into a major activity hub within the Sydney metropolitan area, bringing increased jobs and prosperity to the Bankstown and Greater Western Sydney regions.”*

The Master Plan incorporates plans for both the aviation and non-aviation lands at the Airport. The aviation development concept enhances the role of the Airport as an important and growing general aviation facility while the land development concept envisages the development of non-aviation land for a range of activities and uses.

The approved Master Plan incorporates an *Airport Development Concept Plan* that identifies development zones, land use development principles and a wide range of development that is permitted to be established at the Airport. The approved Master Plan and associated airport controls establish the vision, framework and regulatory regime guiding the development of the site.

Complementing the approved Master Plan, this document provides a more detailed framework for the physical form and character of development desired at Bankstown Airport. These guidelines are structured to reflect and reinforce the land use zones that have been established in the approved Master Plan.

The intent of these guidelines is to provide an integrated and cohesive framework that will contribute to the creation of an attractive, vibrant and sustainable built environment.

Design objectives are to:

- Provide a unified streetscape with professional buildings of high quality
- Encourage the design of contemporary, functional buildings that will provide a creative, development and set new standards within the local property market
- Promote sustainable planning and design principles by the design and use of building materials that provide energy and water efficient buildings, minimise waste and prevent pollution
- Maintain a high level of building and landscaping presentation throughout the Airport to ensure property values are achieved
- Establish a precinct identity whilst encouraging conservation of items of heritage value
- Encourage creative high quality design that aims at developing the most effective, highest and best use of the sites, while still supporting the vision of the Master Plan.

These guidelines are structured as follows:

- Overall desired development objectives and principles for each of the zones identified in the Airport Development Concept Plan are stated.
- Urban design guidelines for on site development or specific areas of development are identified.

## 2. BANKSTOWN AIRPORT – OVERVIEW

Bankstown Airport (BAL) is the premier General Aviation airport in NSW. The Airport plays a significant role in NSW aviation operations by accommodating smaller aircraft and general aviation activities (such as flying training and corporate and charter flights) which is significantly different from the larger Regular Public Transport (RPT) flights that make up the majority of air traffic at Sydney Airport.

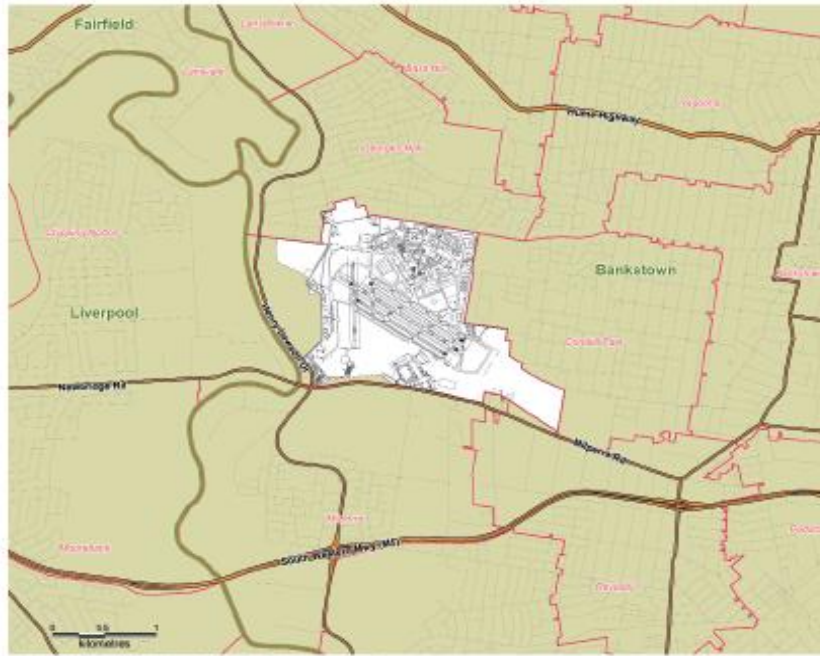
Bankstown Airport has been associated with aeronautical related activities since 1929, when the Department of Civil Aviation identified the land as a suitable airport site. Major airport development commenced on site during the Second World War. Since that time the Airport has evolved into one of the busiest and most important general aviation airports in Australia, accommodating more than 220,000 aircraft movements per annum.

In addition to the aircraft operations, large areas of the site have been developed and used over time for a range of aeronautical and non-aeronautical related business activities.

Bankstown Airport currently significantly contributes to the economies of Bankstown and Greater Western Sydney, generating more than 2,000 jobs.

### 3. BANKSTOWN AIRPORT – THE SITE

Bankstown Airport comprises 313 hectares of land located in the south west area of the Sydney metropolitan area, and being approximately 26 kilometres from the Sydney Central Business District (CBD).



**Figure 1. SITE & SURROUNDINGS**

Figure 1 provides details of the site and surrounds, with key aspects including:

- The Airport is located within the Bankstown Council area and is bounded by Marion Street to the north, Georges River Golf Course and Henry Lawson Drive to west, Milperra Road to the south and Birch and Wackett Streets to the east.
- Henry Lawson Drive and Milperra Road provide arterial road access to the site and link the Airport to surrounding areas. The site is located several kilometres north of the M5 Motorway and several kilometres south of the Hume Highway – both of which provide access to the broader metropolitan area.
- The Airport is within a serviceable distance to the M7 Motorway which provides further links to western Sydney arterial roads.
- The Airport is located within an existing major employment corridor including Milperra and Condell Park industrial areas.
- The site adjoins residential communities to the north and east, with Marion Street providing access through these areas.

- The site is located in close proximity to a number of private and public open space areas, including golf courses, reserves and the Georges River.
- The Airport is located approximately midway between the major commercial centres of Bankstown CBD and Liverpool CBD and the site is accessible to these centres by both private and public transport means.
- Being located within an established urban area, the Airport is well serviced by and accessible to existing physical and human infrastructure.
- The site is predominantly flat, and offers large land parcels capable of accommodating a wide range of development.

## 4. DEVELOPMENT LEGISLATIVE FRAMEWORK

### 4.1 *Airports Act 1996*

Bankstown Airport is regulated by the Commonwealth *Airports Act 1996* and associated Airport Regulations. The *Airports Act 1996* requires the preparation and approval of an Airport 'Master Plan', which outlines a vision and objectives for the Airport for the next 20 years, with five year updates required to the approved 'Master Plan'.

The *Airports Act 1996* also requires the preparation and approval of Airport Environment Strategy (AES), again with five yearly updates to the approved Strategy.

The Bankstown Airport Master Plan 2014 (Master Plan) incorporates the Bankstown Airport Environment Strategy 2014 (AES) and the document is available at [www.bankstownairport.com.au](http://www.bankstownairport.com.au)

The Commonwealth Government approved the Master Plan and Airport Environment Strategy in late 2014 and these provide approved statutory basis for the operation of the Airport under federal legislation.

All development at the Airport must be consistent with the approved airport Master Plan and the associated approved Airport Environmental Strategy. Details of these approved documents are described below.

### 4.2 Approved Statutory Master Plan

The Bankstown Airport Master Plan was prepared in accordance with the *Airports Act 1996*. The Master Plan acts as planning and regulatory documents for the ongoing management of Bankstown Airport, forming an integral part of the Airport's development approval process.

The purpose of the Master Plan is to provide a framework that outlines the vision and objectives for the Airport and provides a 20 year development plan addressing the needs of airport users, forecasts in relation to aircraft noise exposure and management of the environment.

The intention of the Master Plan is to ensure sufficient land is allocated in the most appropriate location to meet the long term forecast of aviation activity and non-aviation activity is carried out appropriately. The Master Plan describes the overall intent for the site being as follows:

*"BAL's vision for the Airport is "to meet the current and future aviation need of Sydney and to develop the aviation and property assets to attain maximum sustainable value".*

The Master Plan principles for the development of land within the Bankstown Airport site include:

#### Non-Aviation Land Uses

- Any non-aviation development should be compatible with aviation operations.
- Land development should adopt high standards of environmental and social sustainability by striving to utilise resources in an efficient manner whilst meeting the expectation of stakeholders with regard to financial, social and environmental performance.
- Development is to be planned taking into account local and state planning regulations.
- Development is to be planned to take into account the traffic impacts on external road systems and on residential areas surrounding the Airport.
- Heritage items on the Airport are to be managed appropriately.
- Land development is to occur having appropriate regard to environmentally sensitive sites and provide adequate open space areas and landscaping.

### Aviation Land Uses:

- Consolidation of General Aviation activity in order to resolve operational inefficiencies.  
Separation of fixed wing and rotary wing aircraft operations.
- Matching supply of aviation infrastructure to forecast demand. Under-utilised facilities will be reviewed and new aviation infrastructure will be planned according to demand.
- Utilisation of existing facilities – utilisation of existing facilities where possible.
- Selection of design aircraft to set the parameters for runway and taxiway lengths and widths, as well as appropriate setbacks and other operational constraints.
- Efficient transport management and access through major improvements to the road system.

Key aspects of the Aviation Development Concept Master Plan include:

- The Master Plan commits the Airport to contributing to improving the long term sustainability and growth of the aviation industry.
- Aircraft movements are projected to increase from 220,000 movements in 2012/13 to around 298,000 in 2033/34.
- A 220 metre extension to the eastern end of the main runway is proposed.

Key aspects of the Land Development Concept Master Plan include:

- The Land Development Concept covers the approximate 130 hectares of the Airport site that has been identified as being 'surplus' to aviation, and environmental management requirements.
- A substantial part of this land is already developed and occupied by a range of businesses and other activities.

The Land Use Zones identified in the Master Plan 2014 have been adopted as the Land Use zones in these Development Guidelines.



## 4.3 Airport Environment Strategy

The Airport Environment Strategy (AES) provides the framework and guidance for environmental management at Bankstown Airport until 2019 (the strategy must be resubmitted for approval every 5 year periods).

Relevant aspects of the strategy include the following:

- The strategy has been prepared in association and consistent with the Master Plan.
- The strategy highlights that Airport operations and development are subject to the *Airports Act 1996*, the *Airports (Environment Protection) Regulations 1997* and the *Airports (Building Control) Regulations 1996*. The Airport Environment Officer and the Airport Building Controller are independent, qualified professionals appointed by the Department of Infrastructure, Regional Development and administer the Act and Regulations.
- To ensure that future development of the Airport is sustainable and sympathetic to the environment, a suitable development assessment process has been established for the site.
- The strategy sets out a range of actions, targets and management measures to manage the environment of the Airport and which include:
  - Air quality.
  - Water quality.
  - Soil quality.
  - Noise management.
  - Flora and fauna management and protection.
  - Heritage management and protection.
  - Waste management.
  - Resource use.

## 4.4 Sustainability Guide information to satisfy the AES

### 4.4.1 Sustainability Guidelines

The Master Plan specifies that *development should adopt high standards of environmental and social sustainability by striving to utilise resources in an efficient manner whilst meeting the expectation of stakeholders with regard to financial, social and environmental performance.*

In compliance with the AES, BAL is committed to facilitating the integration of sustainable concepts and practices in development at the Airport, and does so across all three phases of development as outlined below:

#### 1. Planning and Design

- **Urban Design Guidelines** – to promote sustainable design principles through the use of building materials and products that create energy efficient buildings, minimise waste, prevent pollution and enhance the use of water resources.
- An established **Development Assessment** Process – to ensure sustainability and environmental factors are incorporated into the approval process for each development.

#### 2. Construction

- **Contractor Safety, Conduct and Environment Handbook** – to encourage construction phase sustainability initiatives to minimise impacts on both the environment and the community.
- An established **Construction Environmental Management Plan** (CEMP) Process – required to incorporate environmental management measures that are specific to each development during construction.

#### 3. Operation

- **Environment Management A Tenant Information Handbook** – to promote sustainable purchasing policies, waste minimisation and other sound environmental management practices during operation of a development.
- **Climate Change A Tenant Information Handbook** – to assist tenants manage the environmental footprint of their operations including behavioural processes, maintenance guidelines and equipment and process options that minimise resource consumption.
- An established **Operational Environmental Management Plan** (OEMP) process – required to incorporate measures that are specific to each development during its operational phase.

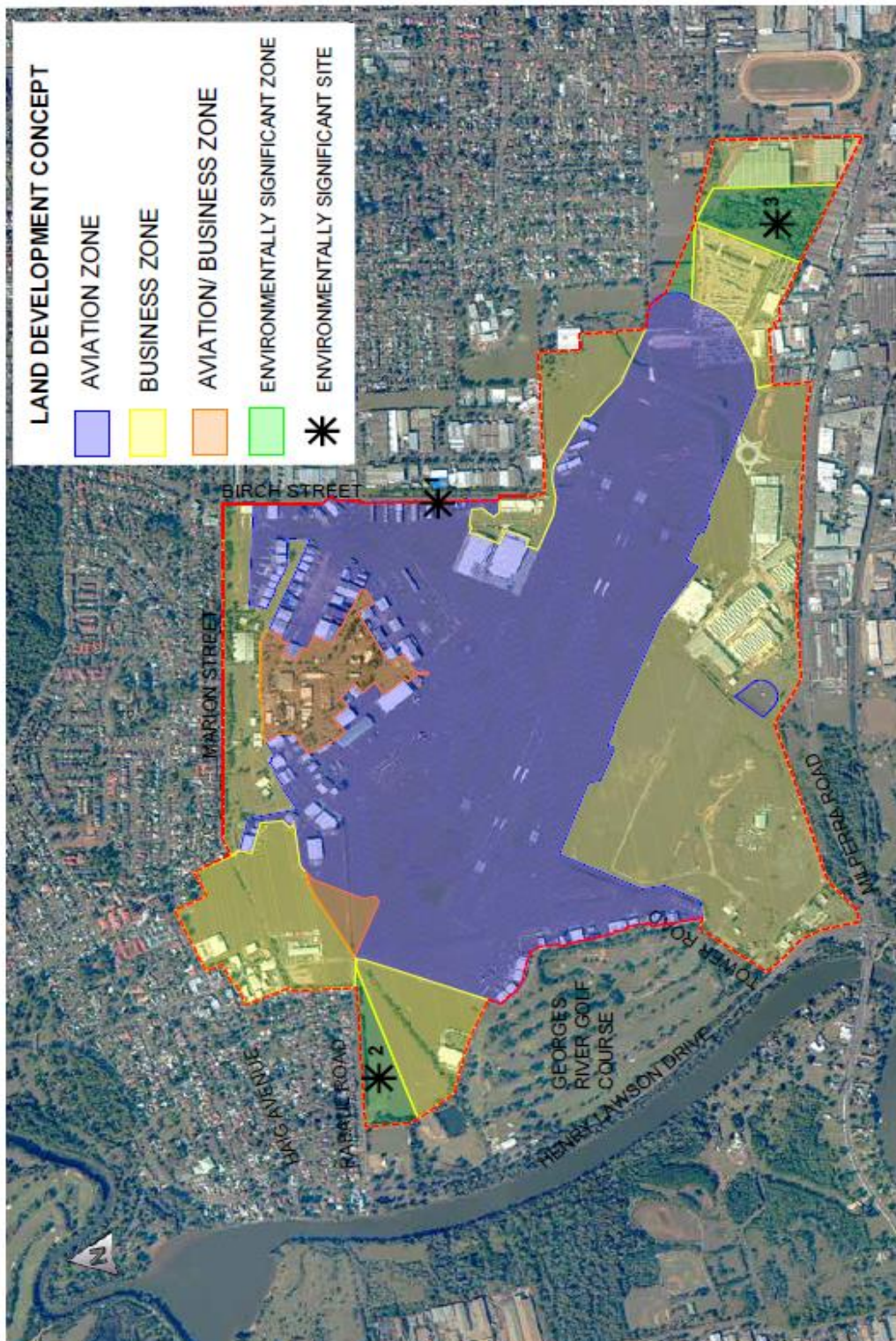
Implementing sustainable building design often delivers significant financial benefits including reduced operating and maintenance costs, reduced waste management, energy and water consumption costs and a reduced carbon footprint.

The objective of promoting sustainable building design is to encourage tenants and operators to participate sustainably in the development of BAL lands; ensure that businesses are able to better respond to future environmental standards and regulations; and to ensure their long-term viability.

## 5. DEVELOPMENT ZONES AND AREA GUIDELINES

While the Master Plan establishes the land use controls for the Airport site, the following sets out the desired outcomes sought within each of the land use zones.

Figure 2 Land Use



## 5.1 Aviation Zone

Land within this zone includes runways, taxiways, helipad complex, aircraft parking and aviation tenant areas. The objective for this zone is to “*identify land for current and future aeronautical development*”.

OBJECTIVE	ZONE DESCRIPTION
<b>Aviation Zone</b>	
<p>To identify land for current and future aviation development as well as other development compatible within the Airport environment</p>	<p>accommodation for students studying at an aviation educational facility;            advertisement;            aircraft and airport maintenance and storage facilities;            aircraft engine testing areas;            aircraft surveillance equipment;            airport freight facilities;            airport terminal and support facilities;            aviation educational facility;            business premises;            commercial premises;            car park;            child care;            communications facility;            compatible land use;            events and marketing;            facility with the primary purpose of providing in-house training to staff of an organisation conducting operations at the airport;            filming;            flood mitigation works;            fuel storage and distribution;            hospital (whose primary purpose is to provide emergency treatment to persons at the airport and which does not include in-patient facilities);            industry;            civil works,            land reshaping and filling;            meteorological facilities;            public utility undertaking;            road;            road transport terminal;            runways, taxiways, helipads and aprons;            shops (servicing the daily convenience needs of the local workforce and population or servicing those associated with the airport terminal);            security control and screening points;            transport depot;            transport infrastructure;            transport terminal;            utility installation;            vehicle storage;            visual and non-visual navigation aids; and            warehouse.</p>

## 5.2 Business Zone

Land within this zone includes primarily the non-aviation lands to the south of the runway complex, as well as some areas at the end of the runways. The objective for this zone is to “*encourage a broad range and mix of commercial and business development within an integrated and active precinct. The mix and range of development will include retail, entertainment and leisure uses. Other employment generating development will be permitted within this zone in locations that are compatible with this commercial activity*”.

OBJECTIVE	ZONE DESCRIPTION
<b>Business Zone</b>	
<p>To encourage a broad range and mix of employment, business and industrial development within a coordinated and cohesively planned environment.</p>	<p>accommodation for students studying at an aviation educational facility (including residential dwellings);            advertisement;            amusement centre;            aviation educational facility;            bulky goods retailing;            business premises;            bushland regeneration works;            car park;            child care facility club;            commercial premises;            communications facility;            community care facility;            compatible land use;            Events and marketing:            filming;            facility with the primary purpose of providing in-house training to staff of an organisation conducting operations at the airport;            flood mitigation works;            generating works;            hospital (whose primary purpose is to provide emergency treatment to persons at the airport and which does not include in-patient facilities);            hotel;            industry;            land filling;            motel;            motor showroom;            place of assembly;            place of public worship;            plant nursery;            public utility undertaking;            recreation facility;            refreshment room;            road;            road transport terminal;            service station;            shop            transport depot;            transport terminal;            utility installation; and            warehouse.</p>

### 5.3 Aviation/Business Zone

The land within this zone includes primarily north of the runway complex but south of the ring road in two sections one to the north and one to the west. The objective for this zone is to “*identify land that is suitable for either aeronautical, aeronautical related or employment and business development*”.

OBJECTIVE	ZONE DESCRIPTION
<b>Aviation/Business Zone</b>	
<p>To encourage a broad range and mix of commercial and business development within an integrated and active precinct.</p> <p>To identify land that is suitable for either aviation, aviation-related or employment related development, or a combination of such development.</p>	<p>advertisement;            amusement centre;            aviation educational facility;            bulky goods retailing;            business premises;            bushland regeneration works;            car park;            child care facility            civil works,            club;            commercial premises;            communications facility;            community care facility;            compatible land use            facility with the primary purpose of providing in-house training to staff of an organisation            conducting operations at the airport;            facility with the primary purpose of providing short term accommodation for persons receiving aviation training at the airport;            flood mitigation works;            generating works;            hotel;            hospital (whose primary purpose is to provide emergency treatment to persons at the airport and which does not include in-patient facilities);            industry;            land reshaping and filling;            motel;            motor showroom;            place of assembly;            place of public worship;            public utility undertaking;            recreation facility;            refreshment room;            plant nursery;            road;            road transport terminal;            service station;            shop;            transport depot;            transport terminal;            utility installation; and            warehouse</p>

## 5.4 Environmentally Significant Zone

The land within this zone are bush land areas adjacent to Deverall Park. The objective of the zone is to “*protect and enhance the environmental qualities of the bushland areas adjacent to Deverall Park and its associated vegetation*”.

OBJECTIVE	ZONE DESCRIPTION
<b>Environmentally Significant Zone</b>	
identify land for open space, recreational and compatible uses to enhance the environment surrounding the Airport	Except within the environmentally significant site *2: advertisement; bushland regeneration works; car park; club; communications facility; community facility; compatible land use; filming; flood mitigation works; land filling; public utility undertaking; recreation facility; road; shop (ancillary to the function of the zone); utility installation.

## 6. GENERAL DEVELOPMENT GUIDELINES

In order to achieve integrated, sustainable and desirable long term development of the Airport, the following general guidelines for on site development are identified.

### 6.1 Airspace Planning Considerations

The restriction of some types of development is necessary to ensure that land required facilitating aircraft operations remains obstacle free and is therefore safe and efficient for operations. Airspace planning considerations include Obstacle Limitation Surface (OLS), external lighting, material selection, stacks and vents and includes an aviation risk assessment.

The following development guidelines are mandatory issues in regard to OLS, external lighting and stacks and vents:

- a. Maximum height for development should be in accordance with the Airport OLS plan as per Figure 20 in the Master Plan.
- b. Development including a combustion source which generates an exhaust plume must be designed to minimise the vertical velocity.
- c. The design of stacks and vents must avoid adverse impacts on Airport operations.
- d. Development must avoid the creation of a “lighting hazard” through the appropriate design, lighting colour, position, pattern and intensity of proposed lighting.
- e. All lighting shall be consistent with the provisions of Regulation 94 of the Civil Aviation Regulation (CAR).
- f. Aircraft and airside transport access, circulation and accommodation do not have a significant adverse impact on incompatible land uses, sensitive uses and areas of environmental value.
- g. Taxiways at the Airport are classified as either Code B or Code C and building setbacks from taxiways must be in accordance with the Civil Aviation Safety Authority *Manual of Standards (MOS) Part 130 – Aerodromes*.

### 6.2 Built Form

The following development guidelines are recommended in regard to built form:

- a. Building heights must not protrude above the maximum established by the relevant OLS affecting the land.
- b. Where practical, loading docks should be screened from the street and of an appropriate size to adequately service on site operations without overspill to roadways.
- c. Buildings should preferably be orientated and designed for optimum solar access.
- d. The façades to a development should consider adopting contemporary architectural appearance.
- e. A development should consider the use of architectural elements to articulate façades, and minimise large expanses of blank walls. Architectural elements may include but not be limited to:
  - i. Defining the base, middle, or top of a building using different materials and colours.
  - ii. Incorporating horizontal or vertical elements such as recessed walls or banding.
  - iii. Defining the window openings, fenestration, building entrances, and doors.
  - iv. Using roof forms and parapets to create an interesting skyline.



- v. Using sun shading devices.
- vi. Using a variation of unit designs in a building complex.
- f. The street façade of a development on a corner allotment should incorporate architectural corner features to add visual interest to the streetscape.
- g. A development should consider the appropriate use of:
  - i. Quality materials such as brick, glass, and steel to construct the facades to a development.

## 6.3 Building Setbacks

The following development guidelines are recommended in regard to building setbacks:

- a. Where possible setbacks should be designed in consideration of:
  - The general streetscape
  - Adjoining properties and buildings
  - Existing verge and neighbouring landscaping
  - Visual impact of the proposed building on existing developments as well as any historical significance as identified in the Heritage Management Strategy
- b. Primary boundary set back is to be a minimum of 7.5m from boundary.
- c. Secondary street boundary set back is to be a minimum of 5 metres from the boundary.
- d. Side and rear boundaries shall be a minimum as governed by the fire rating provisions in the Building Code of Australia (BCA).
- e. Setbacks to the Environmentally Significant Zone from the boundary is to be confirmed with the Airport Environment Officer.
- f. Lots fronting Marion Street will require special consideration due to the adjoining residents and should be discussed with BAL.
- g. BAL may, at its sole discretion, allow minor variations to the setbacks nominated.

## 6.4 Car Parking

The following development guidelines are recommended in regard to car parking:

- a. Development should achieve appropriate provision of on-site vehicle parking which is clearly defined, safe and easily accessible.
- b. No parking will be allowed on common roadways.
- c. Development sites should locate car parking areas at the rear or side of the properties where possible.
- d. Car parks, driveways and loading areas should be designed to allow where possible vehicles to exit and enter the site in a forward movement.
- e. Minimum rates for car parking are specified below:
  - i. Industrial warehouse and hangar uses: 1 space per 300m<sup>2</sup> gross floor area.
  - ii. Retail: 1 space per 30m<sup>2</sup> retail floor area.
  - iii. Commercial: 1 space per 100m<sup>2</sup> gross floor area.
  - iv. Bulky goods retailing: 1 space per 100m<sup>2</sup> retail floor area.
  - v. Distribution: Sufficient car parking for employee and visitors.
  - vi. Educational: 1 space for each employee plus 1 space per 10 students in year 11 and 12.
  - vii. Restaurants: 1 space per 5 seats.
- f. Parking for all other land uses is to be confirmed by BAL. Requirements will be determined as a result of the traffic impact and scale of development.
- g. Variations to the above rates may be allowed subject to presentation of detailed information on the operational characteristics of specific uses.
- h. Where possible loading areas should not be visible from the street and public spaces and should avoid impact on the amenity of adjoining land uses.
- i. Lighting must be provided to the external entry path, common lobby, driveway, and car park to a building using vandal resistant, high mounted light fixtures.
- j. The car park design should generally be in accordance with the requirements as set out in the Roads and Traffic Authority's publication "*Guide to Traffic Generating Developments*" October 2002, which includes:
  - i. Driveway widths and location.
  - ii. Turning paths for cars, trucks and special purpose vehicles.
  - iii. Service/loading areas.
  - iv. Deck car park design.
  - v. Car park signposting and line marking.
  - vi. Bicycle parking.
- k. Access, circulation, manoeuvring and parking are safe and function efficiently.
- l. Development demonstrates compliance with relevant Australian Standards.

## 6.5 Landscaping

The following development guidelines are recommended in regard to site landscaping:

- a. At least 2% of the total site area should be dedicated to landscaping.
- b. Perimeter planting should be encouraged with small native species to assist screening car park areas.
- c. Landscaping should be provided within and around car park areas to break up large areas and provide shading.
- d. Appropriate indigenous drought resistant species are encouraged, however should not be of a bird attracting nature.
- e. A development must provide a landscape area along the primary and secondary frontages of a corner allotment.
- f. Landscaping is provided to all frontages (road and other public spaces), maintained to a high level, and enhances overall amenity of the streetscape.
- g. Landscaping suits local/regional conditions, and includes species endemic to the area.
- h. Landscaping promotes energy efficiency and increases the amenity of outdoor spaces used by employees and visitors.
- i. The location and type of planting incorporated within any landscaping does not impede the function of, or access to, services, facilities and sight lines for vehicle movement.
- j. Landscaping visually enhances the streetscape by softening hard edges and surfaces, and providing a 'soft' transition between the road and any built form.
- k. Where possible, it is encouraged to utilise grey water from within the development to provide water to landscape areas.

## 6.6 Water Management

The following development guidelines are recommended:

- a. Water sensitive building design that minimises water use and maximises water reuse, including:
  - i. Development of a site water management plan (incorporating use of integrated water collection and recycling systems including the capture and reuse of greywater and stormwater, capture and reuse of rainwater for garden and sanitary facilities reticulation, and control of wastewater quality).
  - ii. Onsite stormwater detention will be required for all developments.
  - iii. The use of rainwater tanks for water reuse where appropriate is strongly encouraged.
  - iv. Installation of stormwater pollution control equipment such as oil, sediment and gross pollutant traps may be required for certain developments.
- b. Water efficient fixtures including:
  - i. Water using fittings (e.g. WELS 4-star or better rated taps, toilets, showers, pressure cleaners)
  - ii. Use of water use minimisation systems (e.g. sensor and/or timed taps and urinals, instantaneous solar hot water systems for showers, instantaneous kitchen hot water systems with timer)

All developments are to comply with the *Bankstown Airport Stormwater & Flood Management Strategy* whereby any development is not to impact significantly on downstream developments.

1. The benchmark for each site is established by assessing it in the current state – is it sealed, is there natural absorption, overland flow paths, etc.,

2. The development is not to increase stormwater load, based on point 1, for a 1:100 ARI
3. All stormwater management (detention, water polishing, etc.) is to be contained within the site other than exceptional circumstances, where BAL may consider alternatives but subject to a commercial arrangement for maintenance.

## 6.7 Signage, Fencing and Lighting

The following development guidelines are recommended:

- a. Signage should be used to appropriately identify the business uses on site but not distract airport operations or motorists.
- b. Signage should be located on buildings or in appropriate structures within landscape setback.
- c. Signage generally designed so as to promote a scale and design that complement development, and positively contribute to streetscape and amenity value.
- d. Building mounted signage and external display areas may be lit or backlit and can be programmed to operate continuously each night.
- e. All signage is to be located in a position that is safe and relevant to the streetscape and circulation.
- f. All fencing is to be of a design that provides appropriate security and/or separation without adversely affecting overall amenity and streetscape quality.
- g. All lighting is to facilitate a safe and secure working environment, and contribute to the overall amenity of the streetscape and the Airport and be consistent with the provisions of Regulation 94 of the Civil Aviation Regulation (CAR) (see 6.1 above).
- h. For a fence located on the primary and secondary frontages of an allotment, the solid construction of the fence must not exceed a height of 1 metre above natural ground level.
- i. Continuous security fencing is to be installed and maintained to all airside interfaces. Fences are to be galvanised rail-less chain wire, fitted with three (3) strands barbed wire a minimum 1.80m high.

## 6.8 Waste Management, Storage and Emissions

The following development guidelines are recommended in regard to waste management:

- a. All developments should provide an appropriate waste storage area including consideration of chemical waste, recycling and waste minimisation strategies.
- b. The siting and design of a waste storage area must ensure the area:
  - i. Is not visible from the street and public open spaces.
  - ii. Avoids any impact on the amenity of adjoining land uses.
  - iii. The floor is constructed using an impervious material and the walls are finished in a non-absorbent surface.
  - iv. The floor is graded to a waste drain connected to the sewer system.
  - v. A water tap is provided inside the area to ensure the floor and walls are regularly cleaned.
  - vi. The area is well lit and well ventilated.
  - vii. Where required, contains a special containment to prevent any leaking pollutants.
- c. Odour and air emissions are minimised and do not result in environmental harm, nuisance or biological threat.

- d. The storage and use of hazardous materials and dangerous goods must comply with the requirements of the NSW Environment Protection Authority and WorkCover NSW.
- e. The storage and use of dangerous goods must comply with the *Dangerous Goods Act 1975* and its regulations, and any other requirements of WorkCover NSW.
- f. A development must adequately control any fumes, odour emissions, and potential water pollutants in accordance with the requirements of the NSW Environment Protection Authority (EPA).
- g. The storage of putrescible waste is to be as per the NSW Office of Environment and Heritage (OEH)/NSW EPA guidelines.
- h. All development must provide waste management in accordance with the requirements of the approved Airport Environment Strategy.

## 6.9 Noise / Acoustics

The following development guidelines are **mandatory** in regard to noise emissions:

- a. A development must comply with any relevant EPA guidelines including *Industrial Noise Policy 1999*, the Noise Guidelines in Schedule 4 of the *Airport (Environment Protection) Regulation 1997* and the acoustic amenity of adjoining land uses and may require adequate soundproofing to any machinery or activity that is considered to create a noise nuisance.
- b. Development are to be designed in accordance with AS 2021:2000 “*Acoustics – Aircraft Noise Intrusion – Building Siting and Construction*”

## 6.10 Heritage

Bankstown Airport has a number of items of some heritage significance. The Airport aims to conserve these items and requires consent for any works that alter, demolish, deface, damage or move the heritage item.

Development relating to heritage items should not commence unless there has been adequate consideration of the Airport’s Heritage Management Strategy and consultation with the appropriate Airport planning staff.

## 6.11 Engineering Services and Utilities

The following development guidelines are recommended:

- a. All development should provide all the necessary works and services to enable the adequate functioning of the development, including sewer, water and electricity.
- b. Technical standards applicable should be confirmed with BAL prior to proceeding with design works provision of engineering services to developments.
- c. Stormwater drainage discharges from the site are at approved locations and of an approved quality and volume (see 6.6 above).
- d. Development provides appropriate access for services visiting the site, such as:
  - Rubbish collection
  - Trade waste removal
  - Postal and delivery services.

## 6.12 Energy Efficiency

The following development guidelines are recommended:

- a. Energy efficient building design, including:
  - a. Building envelopes, orientation, internal layouts and windows should be designed for optimum solar access and ventilation to minimise the amount of energy required for heating, cooling and light (e.g. skylights).
  - b. Building materials that minimise thermal transfer and maximise natural ventilation should be selected (e.g. insulation, glazing, solar responsive tinting, operable windows and shading devices to external glazing).
- b. Energy efficient building services/systems/fixtures including:
  - a. Energy efficient light fittings (lamps, tubes, reflectors, ballasts) and mechanical ventilation and air-conditioning equipment/controls (appropriately sized and positioned).
  - b. Use of energy management systems (e.g. occupancy sensing controls, zoned system, timer controls for external lights and signage, automated doors)

## 6.13 Bird Hazard Management

The following development guidelines are recommended:

- a. Buildings should be “bird proofed” by incorporating measures such as reducing ledges and perches for birds to congregate, enclosed eaves to reduce bird roosting.
- b. Provide areas that are clean and that eliminate personal waste such as food scraps.
- c. Use plant grass species such as Couch to avoid flowering which would attract birds.

## 6.14 Developer Contributions

If BAL is satisfied that development for which Development Consent is being sought will, or is likely to, require the provision of, or increase the demand for, or maintenance of, infrastructure, amenities and services on the Airport to which the development application relates, BAL may grant the Development Consent subject to a condition requiring:

- a) the supply of certain infrastructure or services to or at the Airport, or provision of works “in kind”;*
  - b) the payment of a monetary contribution;*
  - c) dedication of land*
  - d) an agreed delivery strategy through a planning agreement with BAL or a combination, as part of the terms and conditions of consent.*
- If:*
- a) BAL has, at any time, whether before or after the date on which a ALC Consent is made, provided amenities or services to the Airport relevant to the area or the subject of the development application in preparation for, or to facilitate the carrying out, of development in that area, and*
  - b) development for which Development Consent is sought will, if carried out, benefit from the provision of those amenities or services;*
- then BAL may grant the Development Consent subject to a condition requiring the payment of reasonable monetary contribution towards recoupment of the cost of providing and maintaining the amenities or services.*

If it is a monetary contribution it will generally be payable, or at the least secured by a bank bond, at the time of issue of a Certificate of Compliance by the Airport Building Controller.

The ALC conditions or planning agreement will provide that the developer may not assign its rights or obligations under the agreement nor have any dealing in relation to the land the subject of the agreement unless, in addition to any other requirements of the agreement:

(a) the developer has, at no cost to the BAL, first procured the execution by the person with whom it is dealing of all necessary documents in favour of the BAL by which that person agrees to be bound by the agreement as if they were a party to the original agreement, and

(b) the developer is not in breach of this Agreement.

## 6.15 Consultation

Sydney Metropolitan Airports are committed to ensuring appropriate and effective consultation of Airport development with on and off Airport stakeholders - including tenants, Airport users, residents, businesses, Local, State and Federal Government and other infrastructure agencies.

The *Bankstown Airport Consultation Policy* and guideline are located at [www.sydneymetroairport.com.au/business\\_park/propertydevelopment](http://www.sydneymetroairport.com.au/business_park/propertydevelopment)

Applicants are advised to review DOIRD's *Airport Development Consultation Guidelines, December 2007*, located at:

[http://www.infrastructure.gov.au/aviation/airport/planning/Airports\\_Branch\\_Consultation\\_Guidelines.pdf](http://www.infrastructure.gov.au/aviation/airport/planning/Airports_Branch_Consultation_Guidelines.pdf)



# 7.ALC CONSENT PROCESS 2014

## 7.1 Application of Development Guidelines

All building and construction works on the Airport require Development Approval. Works include, but not limited to:

- Construction of buildings or other structures
- Alterations of buildings or other structures
- Civil, services and earthworks
- Demolition, dismantling, destroying or removing buildings or structures
- Signage
- Landscaping.

ALC Consent is also required for a change of use.

These guidelines adopt a 'performance' based structure - whereby it is accepted that there may be multiple means of achieving appropriate development outcomes other than complying with rigid development standards.

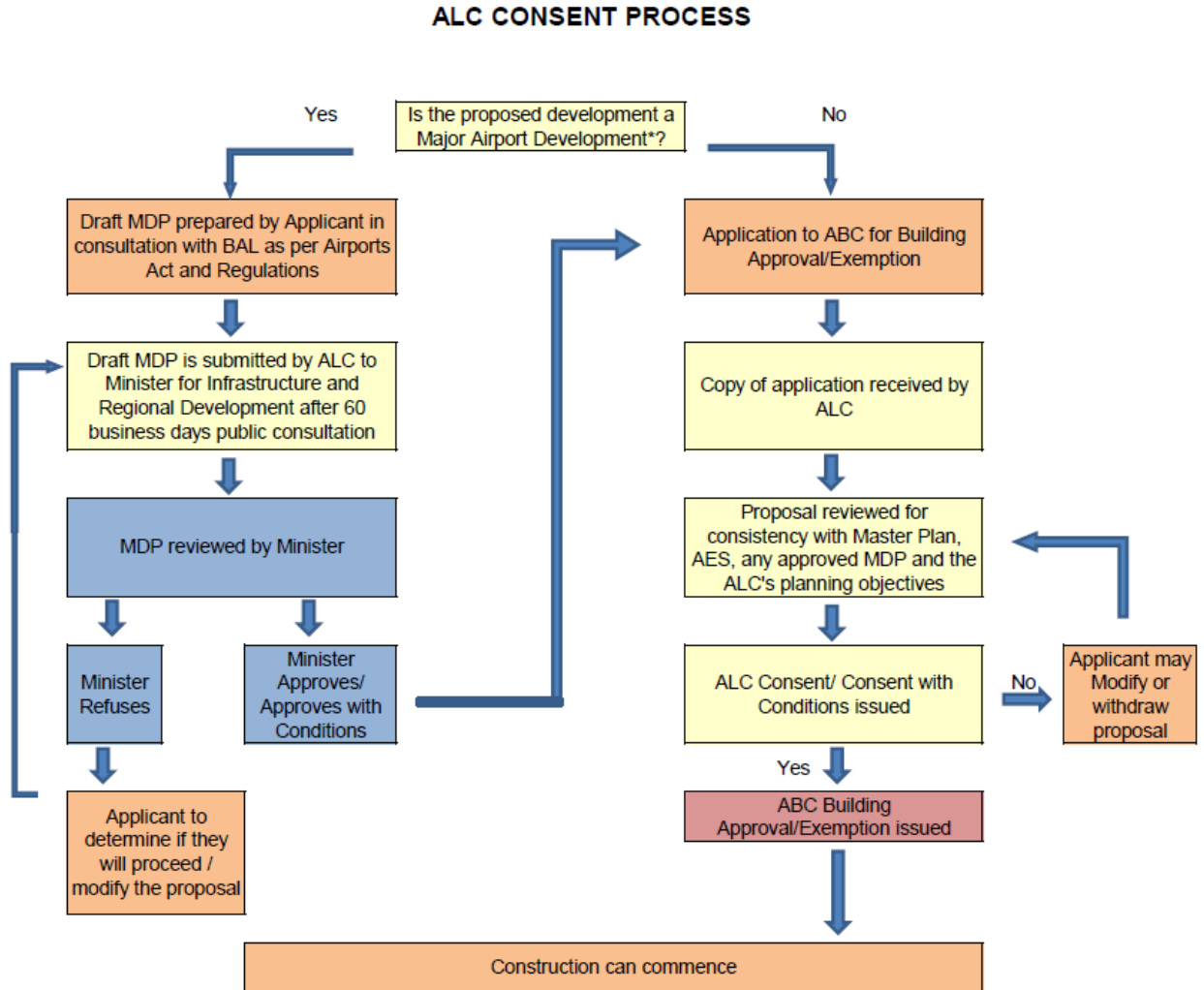
Therefore, the onus is placed on proponents to demonstrate how their proposal will contribute to achieving the objectives and outcomes desired for the site.

The principles and approach to preparing and assessing development proposals are summarised as follows:

1. All development proposals must demonstrate how they contribute to the achievement of the defined overall development objectives for the Airport.
2. All development proposals must demonstrate how they contribute to the achievement of the relevant whole of site objectives and guidelines.
3. Non-compliant applications may be considered on a merit basis
4. Assessment of proposals will be in accordance with Regulation 2.04 of the *Airports (Building Control) Regulations 1996*.

## 7.2 ALC Consent Process

The following chart provides a graphical summary of the development approval process applicable to Bankstown Airport.



\* BAL as the ALC can meet with potential applicants Pre-Application to provide guidance in this regard. BAL may require further information or advice in support of a proponent's position that a proposed development does not require a MDP.

ABC	Airport Building Controller
AES	Airport Environment Strategy
ALC	Airport Lessee Company i.e Bankstown Airport Limited (BAL) or Camden Airport Limited (CAL)
MDP	Major Development Plan

Action by ABC
Action by ALC
Action by Applicant
Action by Regulator (ABC or Department of Infrastructure and Regional Development)

## 8. GLOSSARY & TERMS

<u>ABC</u>	Airport Building Controller. The ABC is appointed by the Department of Infrastructure and Regional Development to administer the <i>Airports Act 1996</i> in relation to applicable on-airport development.
<u>AEO</u>	Airport Environment Officer. The AEO is appointed by the Department of Infrastructure, Regional Development to administer the <i>Airports Act 1996</i> in relation to applicable on-airport environmental issues.
<u>AES</u>	Airport Environment Strategy. This document complements the Master Plan and is updated every five years. The current AES is valid till 2010 and is available on the Bankstown Airport website.
<u>ALC</u>	Airport Lessee Company
<u>AHMS</u>	Airport Heritage Management Strategy. This draft document is available from BAL on request.
<u>Airports Act 1996</u>	The Commonwealth legislation governing the regulation of Australian airports including development conditions and on airport operations.
<u>AS</u>	Australian Standard.
<u>BAL</u>	Bankstown Airport Limited. The Bankstown Airport website address is <a href="http://www.sydneyairport.com.au">www.sydneyairport.com.au</a> and contains many relevant resources and documents, including the Master Plan, the AES, the Urban Design Guidelines 2015 and various relevant policies, such as Consultation and Environmental Fact Sheets.
<u>CBD</u>	Central Business District.
<u>CASA</u>	Civil Aviation Safety Authority. CASA's primary function is to conduct the safety regulation of civil air operations in Australia. The CASA Manual of Standards (MOS) is relevant to on-airport development.
<u>CAR</u>	Civil Aviation Regulations are administered by CASA and govern airport operations such as Lighting.
<u>DOIT</u>	Department of Infrastructure, Transport, Regional Development and Local Government
<u>EPA</u>	NSW Environmental Protection Agency – part of DECC.
<u>General aviation</u>	means all aircraft operations, except scheduled passenger operations.
<u>Gross Floor Area</u>	means the sum of the areas of each floor of a building where the area of each floor is taken to be the area within the outer face of the external closing walls (or the roof structure, in the case of a loft) as measured at a height of 1,400 millimetres above each floor level, excluding: <ul style="list-style-type: none"><li>• Columns, fin walls, sun control devices, awnings, and any other elements, projections or works outside the general lines of the outer face of the external walls; and</li><li>• Lift towers, stairwells, cooling towers, machinery and plant rooms and ancillary storage space and air-conditioning ducts; and</li><li>• Car parking and any internal designated vehicular or pedestrian access to it; and</li></ul>

- Space for the loading and unloading of goods; and
- Internal public arcades and thoroughfares, terraces, balconies with outer walls less than 1,400 millimetres high and the like

Master Plan The Bankstown Airport Master Plan was approved in 2014 and is available on the Bankstown Airport website.

OLS Obstacle Limitation Surface. The CASA website contains details on OLS requirements.

RPT Regular Passenger Transport

Retail Floor Area means the same as Gross Floor Area, but in addition excludes all storage areas and other spaces that are not accessible to the public.