

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 108

Program: 2.4 Air Transport

Division/Agency: Aviation and Airports

Topic: Funding for the upgrade of Norseman airport

Proof Hansard Page: 90 (27 May 2015)

Senator Back, Chris asked:

Senator BACK: I want to ask one question with regard to regional infrastructure. Is there anything, Mr Mrdak, in the planning or pipeline for funding for the airport at Norseman? At Norseman, the so-called airstrip is actually on a salt lake. When the lake is full of water, you cannot land. Why is it important? Because it is obviously the arterial road on the Nullarbor Plain north to Kalgoorlie, Boulder, Coolgardie, west to Hyden and south to Esperance. It is very, very important from an RFDS point of view. If there has been rain, the RFDS simply cannot land. Is there anything yet in the pipeline with regard to an all-weather airstrip for Norseman, please?

Mr Mrdak: Certainly in the budget the government has continued for four years the regional aerodrome program for regional and remote aerodromes. I would have to check as to whether the Western Australian government has put Norseman forward. I am happy to come back to you on that. Importantly, as I outlined to Senator McLucas, previously the remote aerodrome program was lapsing. The government has consciously continued that program and resourced it at around \$8 million per annum. That provides for maintenance, particularly with a focus on regional and remote and indigenous community access for health services. So if the strip is providing critical medical access, that obviously is the sort of project that we would be looking to fund under this program.

...

Answer:

The Department understands that the Shire of Dundas approved up to \$1.5 million to upgrade the Norseman airstrip and has also applied for both State and Commonwealth funding assistance. The total cost of upgrading the airstrip is understood to be approximately \$3.0 million.

The Western Australia Government recently announced a \$300,000 grant under its Regional Airports Development Scheme (RADS) to upgrade works of the airstrip.

An application has been received to upgrade the Norseman airstrip under the Australian Government's National Stronger Regions Fund (NSRF). The NSRF provides funding for capital projects which involve construction of new infrastructure, or the upgrade, extension or enhancement of existing infrastructure. Projects selected for funding should deliver an economic benefit to the region beyond the period of construction, and support disadvantaged regions or areas of disadvantage within a region.

Round Two of the NSRF closed on 31 July 2015 and applications are currently being assessed. Announcements of successful Round Two applications are expected in December 2015.

The Shire of Dundas has also applied for Commonwealth assistance to upgrade the Norseman airstrip under the Government's Remote Airstrip Upgrade (RAU) Programme.

The RAU programme provides assistance for safety and access projects at remote airstrips. In the 2015-16 Budget, the Australian Government announced funding of \$33.7 million to continue the RAU for the four years from 2015-16 to 2018-19. Applications for the third round of the RAU Programme closed on 31 August 2015. The RAU programme assessment process is underway.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2015 - 2016

Infrastructure and Regional Development

The NSRF and RAU assessment processes will take into consideration both applications when assessing any possible Commonwealth contribution to the upgrade of the Norseman airstrip.

The Shire of Dundas has previously received \$12,500 Commonwealth funding under the Australian Government's then Remote Aerodrome Safety Programme (RASP) in 2010 to upgrade the Norseman airstrip's markers.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 109

Program: 2.4 Air Transport

Division/Agency: Aviation and Airports

Topic: Contractor letters – signed copies

Proof Hansard Page: 139 (27 May 2015)

Senator Heffernan, Bill asked:

...

CHAIR: This is a bit too complex for that. A contractor can send out a letter under the Commonwealth's letterhead?

Mr Wilson: Correct—as a delegated officer under the act.

CHAIR: Fair enough—the approval, right? I have got it here.

Mr Wilson: Yes. I did try to provide you with as much material as I could.

CHAIR: You certainly did—but you have not snowed me!

Mr Wilson: I would not think that I could!

CHAIR: The only failing in the contractor, with your letterhead over it and a whole lot of conditions, was that it is not signed.

Mr Wilson: Yes.

CHAIR: So it is not valid.

Mr Wilson: I noted that the document that was provided to you was not signed. I am not 100 per cent certain that that is not an electronic version that we have and the original is signed. I will have to check that.

CHAIR: There is not one; there are more. There are several unsigned—

Mr Wilson: Yes. There are several unsigned documents that we have provided you. As I indicated, I am not certain whether the original is signed.

CHAIR: How am I going to know whether tomorrow morning these unsigned ones—I presume you know whose signature is supposed to be on them.

Mr Wilson: I believe it is an officer of Philip Chun & Associates.

CHAIR: How do I know that he will not sign them in the morning to validate them?

Mr Wilson: That would be—

CHAIR: not surprising.

Mr Wilson: I cannot comment on that.

Mr Mrdak: Tomorrow morning we will do our best to identify the original documents for you and have those.

Answer:

Scanned copies are attached of the originals of the Airport Building Controller documents referred to in Additional Estimates 2014-15 Question on Notice 125. The documents were signed when issued.

Attachments

Attachment A: Amended Works Permit 08/3340 for South West Precinct (SWP) (16/09/08)

Attachment B: Stage 3 Works Permit 07/7405 for Lots 801, 803 Steel Street (24/11/08)

Attachment C: Approval letter for transfer from Lot 801 to SWP (20/04/11)

Attachment D: Approval letter for transfer from Lot 803 to SWP (5/06/14)



Australian Government

**Department of Infrastructure, Transport,
Regional Development and Local Government**

Airport Environment Protection and Building Control Office
Level 1, AQIS Building, 1 Crewe Place, Rosebery, NSW 2018
PO Box 105 Rosebery Post Shop, Rosebery NSW 1445
Airport Building Controller
Telephone: 02 8344 3113
Facsimile: 02 8344 3144

AMENDED WORKS PERMIT

Airports Act 1996

Airports (Building Control) Regulations

Regulation 2.11

File no.	08/3340		
Issued To	Craig & Rhodes Pty Ltd		
Name	Andrew Halmarick		
Postal Address	PO Box 233		
	Epping, NSW	Postcode	1710
Contact Person	Andrew Halmarick		
Telephone	9869 1855	Fax	9869 2341
Email	ahalmarick@crhodes.com.au		
Lessee Details			
Name	BAC DEVCO		
Postal Address	Airport Avenue		
	Bankstown Airport	Postcode	
Location of Works	Lots 303, 304 & 305, South West Precinct		
	Bankstown Airport		
Contractor			
Name	To be approved		
Address			
		Postcode	
Telephone		Fax	
Contact Person			
Telephone		Fax	

Details of Works Experts

to be engaged in the works:

	Name	Cat./Class	Reg. No
1.	Ian Piper	Engineer/Civil	830645
2.	Andrew Halmarick	Surveyor	1201

Nature of Works

Description of Works Bulk earthworks and drainage

Stage of work permitted Whole

Cost of work \$4,000,000.00

Value of Fee for Works \$6,000.00

Inspection Requirements

The mandatory inspection stages are: Final Inspection

Use of Works

A certificate of compliance is required to be issued by the Airport Building Controller prior to the use of this work or part.

Duration of Approval

This approval has effect until: 5th August 2011

This permit incorporates the drawings, specifications and documents listed below:

Drawing Nos.

Amended Architectural

Drawing Number	Revision	Date	Drawing Number	Revision	Date
1747-01-CC2	03	11/08/08	1747-01-CC13	01	13/08/08

In issuing this permit, reference has been made to the following: documents. Amended documents are in italics

- The Airports Act and Building Control Regulations 1996.
- Bankstown Airport Limited final consent DA 2008.07C dated 4th August 2008 & Bankstown Airport Limited letter dated 19th March 2008
- Bulk earthworks, civil & drainage design certification prepared by Craig & Rhodes dated 30th July 2008
- Plan as prepared by Craig & Rhodes dated 30/07/08 referenced as "1747-01-DHI Areas" identifying areas referred to in the DHI Final report " Bankstown Airport Flood Modelling South West Precinct" revision 03 dated 28/04/08 and the DHI letter dated 16/07/08
- Air Services Australia email from Joe Doherty to Anthony Mayo of BAC Devco dated 6th September 2007 identifying there is no impact on Air Traffic Control operations.
- Statement by Craig & Rhodes dated 09/04/08 with regard to the protection of persons using the Airport whilst the building activity is being carried out.

- g) DHI flood modelling report referenced as Bankstown Airport Flood Modelling South West Precinct revision 03 dated 31/03/08
- h) DHI letter dated 16th July 2008 stating there are no adverse impacts to flood levels
- i) Email by Craig & Rhodes dated 01/08/08 stating headwall details to channel one drain will be provided to the Airport Building Controller prior to its installation
- j) *DHI letter dated 27th August 2008 stating provided borrow pits are reinstated to current (pre development) ground surface levels there are no adverse impacts to flood levels*
- k) *Bankstown Airport Limited amended consent by email dated 16 September 2008*

Conditions

This work permit is subject to the following conditions:

General Requirements

1. *This amended consent is to include the amended borrow pit and fence alterations as shown on the approved drawings listed above. Note all amended conditions are in italics.*
Reason: To identify the scope of the amended approval.
2. *The borrow pits are to be reinstated to current (pre-development) ground surface levels prior to a final certificate of compliance being issued for the project. A surveyors report is to be provided identifying the finished levels are in accordance with drawing 1747-01-cc2 revision 02 dated 30/07/08 identifying the pre –development levels.*
Reason: Statutory
3. *The borrow pit reinstatement is to be compacted in accordance with AS 3798.*
Reason:-Statutory
4. Compliance must be given to the provisions of the Airports Act 1996 and Airports (Building Control) Regulations 1996.
Reason: Statutory.
5. This approval relates to works within the confines of the Airport boundaries only
Reason: To clarify the extent of the approval
6. The flood mitigation measures as identified in the DHI report referenced as Bankstown Airport Flood Modelling South West Precinct revision 03 dated 28/04/08 are to be completed in conjunction with and prior to the new earthworks being completed.
Reason: To ensure flood mitigation measures are in place
7. Details and design certification from a civil engineer for the proposed head wall to channel one are to be submitted to the Airport Building Controller prior to the installation of the headwall.
Reason: Statutory
8. The temporary construction access roads as stated in the Craig & Rhodes letter dated 9th April 2008 are to be removed upon completion of the development & prior to the issue of a certificate of compliance for the new works.
Reason: To ensure temporary construction activities which do not form part of the Building activity approval are removed.
9. Final survey report & plans are to be provided from a registered surveyor on completion of the works stating the as completed works are in accordance with the plans as approved by the Airport Building Controller.
Reason: To ensure RL's are in accordance with approved plans
10. Earthworks inclusive of the batter, platform and drainage channels are to be provided with control measures to prevent sediment run off from the site. Details of the control measures provided are to be submitted to the ABC / AEO prior to a certificate of compliance being issued. Refer to AEO conditions on "Water Quality & Erosion Control"
Reason:- To ensure there is no sediment run off from the completed works

11. The temporary sedimentation basins as shown on drawing 1747-01-CC13 are to be removed prior to the issue of a certificate of compliance and after the permanent sedimentation control measures are in place.

Reason:- To ensure the area is reinstated.

12. Details of proposed variations to the approved work must be submitted to the Airport Building Controller for consideration and approval. The plans, in duplicate, are required to be coloured or otherwise marked to distinguish the proposed variations.

Reason: Statutory.

13. An application for a Certificate of Compliance / Use (copy attached) must be applied for and obtained prior to use commencing.

Reason: Statutory.

14. Prior to the Airport Building Controller issuing a Certificate of Compliance for Occupancy / Use a written sign off from Bankstown Airport Limited must be provided to the Airport Building Controller indicating the conditions of the Bankstown Airport Limited consent DA 2008.07C dated 4th August 2008 have been complied with.

Reason: To ensure the Bankstown Airport Limited consent is complied with.

15. Prior to a certificate of compliance for occupancy / use being issued the applicant must provide the Airport Building Controller with a copy of all "As Built" and "As Installed" documentation inclusive of architectural, structural and services drawings. Design and installation certification from appropriately qualified persons shall accompany drawings which differ to the drawings as approved.

Reason: To provide as constructed documentation for appropriate records.

16. The contractor must restore all areas affected by the proposed works to the satisfaction of the Airport Building Controller.

Reason: To ensure the surrounding area is restored to original state.

Site Requirements and Structure

17. All civil elements of the works must be designed and monitored by a suitably qualified practising civil engineer. Upon completion of the works and prior to the issue of a certificate of compliance a Civil Engineer's certificate is to be submitted to the Airport Building Controller certifying the adequacy of the civil / structural works. The certification is to include design and installation nominating the relevant standards and drawing numbers to which the certification relates. Copies of the nominated drawings are to accompany the certification, which is to be submitted to the Airport Building Controller.

Reason: To ensure the structural stability of the works.

18. The earthworks are to be compacted in accordance with the design certification and certified by the civil engineer prior to a certificate of compliance being issued.

Reason: Statutory

19. New or altered chainwire fences are to be designed and installed in accordance with the requirements of AS 1725 – 2003

Reason: Statutory

20. Land clearing inclusive of the removal of tress and shrubs is excluded from this approval. In accordance with Division 5 Part 5 of the Airports Act land clearing is identified as a building activity requiring the prior approval of the Airport Building Controller. Should the removal of any shrubs or trees be required details are to be submitted to the AEO & Airport Building Controller for assessment.

Reason: Statutory

Guide to Documentation Required Prior to Use

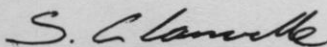
21. Certification from an appropriately qualified person for the following

Item	Description
1.	An application for certificate of compliance is to be submitted.
2.	Written statement from Bankstown Airport Limited to the effect that the Bankstown Airport Limited consent has been satisfied.
3.	As built drawings (architectural, services, civil) with design and installation certification from appropriately qualified persons.
4.	Hydraulic services installation certification identifying compliance with the design & approved drawing numbers inclusive of the DHI flood modelling report referenced as Bankstown Airport Flood Modelling South West Precinct revision 03 dated 28/04/08
5.	Certification of the termination of the existing hydraulic services to AS/NZS 3500
6.	All civil elements have been designed in accordance with the relevant Australian Standards and Codes and they have been constructed in accordance with the design drawings and specifications.
7.	Compaction certificates for lot filling and an as built plan indicating extent of lot filling to AS 1289 & 3798.
8.	<i>Compaction certificates for borrow pit reinstatement to AS 3798.</i>
9.	As built survey identifying the finished levels of the earthworks
10.	<i>A surveyors report is to be provided identifying the finished levels to the reinstated borrow pit are in accordance with drawing 1747-01-cc2 revision 02 dated 30/07/08 identifying the pre – development levels</i>
11.	Validation certification from licensed landscape suppliers regarding the validity of any imported fill.
12.	Certification that the chain wire fence has been installed in accordance with AS 1725 - 2003.
13.	Certification of all flood mitigation measures as identified in the DHI flood modelling report referenced as Bankstown Airport Flood Modelling South West Precinct revision 02 dated 31/03/08 and the DHI letter dated 16 th July 2008
14.	Verification of the method to prevent sedimentation run off from the completed earthworks
15.	The temporary construction access roads as stated in the Craig & Rhodes letter dated 9 th April 2008 are to be removed upon completion of the development & prior to the issue of a certificate of compliance for the new works

The above schedule is for guidance only. The Airport Building Controller reserves the right to add or delete the items in the schedule as necessary upon inspection on site.

Airport Building Controller

Signature:



Steven Glanville

Date of issue 16th September 2008

This form and the above signature have been made for and on behalf of the Commonwealth of Australia. The Airport Building Controller is a statutory office holder appointed under the Airports (Building Control) Regulations.

Note: Under regulation 5.02 the applicant for the approval may make application to the Administrative Appeals Tribunal to have the decision of the Airport Building Controller to impose a condition on a building approval reviewed.

Environmental Protection Requirements

The Airport Environment Officer (AEO) has reviewed the information provided regarding the proposed subdivision and bulk earthworks for the South West Precinct.

- file reference 08/3340

The AEO has reviewed the following reports when assessing this application:

- Amended Construction Environmental Management Plan (Updated March 2008).
- Assessment of Environmental Effects.
- Vegetation Survey and Revegetation Plan.

Environmental Conditions for the Proposed Works

Please note that the ("Regulations") referred to are the *Airport (Environment Protection) Regulations 1997*.

Compliance with the Airport Environment Strategy

All operators of undertakings on the airport must comply with the Regulations and have the following general duties:

- R 4.01 General duty to avoid polluting
- R. 4.03 Duty to use pollution control equipment and keep it in proper working order.
- R 4.06 General duty to prevent offensive noise from occurring.
- R 4.09 Duty to use noise control equipment and to ensure that it is properly maintained.

All operators of undertakings on the airport must take all reasonable steps to ensure that they comply with the Bankstown Airport Environment Strategy and Conditions of Consent issued by BAL for this project.

Failure to comply with these general requirements could incur further enforcement action by the AEO under Part 7 of the *Regulations*.

Incident Management and Reporting

All operators of undertakings on the airport have a duty to notify the BAL Environment and Risk Manager immediately should there be any environmental incident during the course of these works.

Reasons: Statutory (R6.04 & R6.05 of the *Regulations*) and compliance with the Airport Environment Strategy.

Noise and Vibration Emissions

Offensive noise and vibration, as defined in Schedule 4 of the Regulations is not permitted from the construction site.

Whether noise or vibration is excessive or not is determined by; the proximity of the site to sensitive or commercial receptors (eg private or commercial premises); the time of day when the noise occurs; the duration of the noise; and the nature and characteristics of the noise.

If your activities are likely to cause a noticeable increase in the background noise levels at commercial or residential properties or in the vicinity of the airport, contact BAL for guidance in relation to legal requirements.

Reasons: Statutory (Schedule 4, and R 4.06 of the *Regulations*) and compliance with Airport Environment Strategy.

Stormwater

The contractor shall minimise the risk of stormwater contamination by ensuring that activities do not take place in close proximity to stormwater drains. If this cannot be avoided, temporary covers should be placed over drains, or temporary bunding should be provided to prevent run-off and contaminants entering the drain.

The following are examples of some contaminants that are **not** to be discharged, or placed in a position where they could lead to discharge to the stormwater system:

- concrete slurry or concrete mixer wash-out;
- cutting saw slurry;
- paint and paint brush wash down water;
- oil, fuel or other hydrocarbon contaminants; and
- vehicle or plant wash-down water.

Reasons: Statutory and protection of water quality (Part 4, & Schedule 2 of Regulations)

Water Quality & Erosion Control

Measures to minimise the risk of soil erosion and sediment loss must be provided and maintained by the contractor for works **pre, during and post** construction. Some of these measures include:

- Minimise the area of excavation open at any one time;
- Utilise erosion and sediment control measures such as silt fences, hay bales, geotextile matting, sterile hydro seeding or turfing; and
- Maintain sediment and erosion control measures, particularly after heavy rainfall.

Reasons: Statutory and protection of water quality (Part 4, & Schedule 2 of Regulations).

Air Quality

Odour and visible contaminants such as dust, smoke and fumes are not to be released to the environment unless authorised. Conditions where dust is causing visible deposition on cars and buildings, or visible dust clouds should be reported immediately to the BAL Environment and Risk Manager or AEO.

Reasons: Statutory and protection of air quality. (Part 4 and Schedule 1, Regulations)

Importation of Material

The contractor shall provide copies of all validation certificates and/or receipts from licensed landfill suppliers regarding the validity of the imported fill. Copies of these documents should be provided to the BAL Environment and Risk Manager or AEO if requested to do so.

Reasons: NSW legislative requirements and compliance with the Airport Environment Strategy.

Solid and Liquid Waste

All waste materials, whether solid or liquid must be disposed of outside airport land in accordance with local regulations. The exception to this is where the permission of BAL has been obtained to dispose of small quantities solid waste to a general waste bin. No liquid waste may be disposed of to sewer.

The contractor should attempt to recycle waste wherever possible and ensure that all rubbish is disposed of properly and not left lying around the work site. If any waste on the site is generated from hazardous materials, such as asbestos, please notify the BAL Environment and Risk Manager for correct disposal of hazardous waste. No hazardous waste can be disposed of to sewer.

Construction Environment Management Plan

A Final Construction Environmental Management Plan (CEMP) for the civil works/excavation phase of the project has been reviewed and accepted by the Airport Environment Officer. All contractors and sub contractors involved in civil works/excavation works must comply with the CEMP.

The CEMP outlines the following key aspects are described in detail:

- Waste management – particular focus should be place on the removal of potentially contaminated soils/groundwater (if found), waste classification, demolition waste from old infrastructure, hazardous wastes;
- Water quality management – e.g. groundwater dewatering and stormwater collection/treatment prior to disposal.
- Air quality management – dust control and FOD
- Noise and Vibration Management – particularly focus should be provided on activities that may be carried out during periods between 11:00pm and 6:00am; and

- Incident/emergency Response Plan – The plan must be consistent with the Airport Emergency Plan

Failure to comply with these general requirements could incur further enforcement action by the AEO under Part 7 of the Regulations.

Site Inspection

The AEO may visit the site during the proposed works to ensure compliance with the above conditions.

Reasons: Statutory (R 4 of the *Regulations*).

If you have any queries, please contact the Airport Environment Officer (AEO) on (02) 8344 3126



APPLICATION FOR CERTIFICATE OF COMPLIANCE - OCCUPANCY/USE

Airports Act 1996

Airports (Building Control) Regulations

Regulation 3.02

To: Sydney Airport Building Controller
Postal Address GPO Box 594
Canberra City, ACT Postcode 2601

Works Permit Reference Number: - 08/3340

From (Name of Person applying).....

Position..... Category/Class.....

Business Name.....

Postal Address..... Post Code.....

Contact Person..... Telephone.....

Facsimile.....

Occupier.....

In accordance with Airports (Building Control) Regulation 3.02, I hereby apply for a Certificate of Compliance for the Building Activity at:

Location:.....

USE APPLIED FOR:

Part of building/site.....

Use.....

BCA Class (if applicable)

BUILDING EXPERTS (CONTRACTORS/PRACTITIONERS AND ARCHITECTS) WHO WERE ENGAGED IN BUILDING ACTIVITY:

Name	Category/Classification	Membership or Registration Number.
	Architect	
	Engineer-Civil	
	Engineer-Mechanical	
	Engineer-Electrical	
	Engineer-Hydraulic	
	Builder	

Signature of Applicant Date:



Australian Government

**Department of Infrastructure, Transport,
Regional Development and Local Government**

Airport Environment Protection and Building Control Office
Level 1, AQIS Building, 1 Crewe Place, Rosebery, NSW 2018
PO Box 105 Rosebery Post Shop, Rosebery NSW 1445
Airport Building Controller
Telephone: 02 8344 3113
Facsimile: 02 8344 3144

STAGE 3 WORKS PERMIT

Airports Act 1996

Airports (Building Control) Regulations

Regulation 2.11

File no. 07/7405

Issued To

Name BAC Devco Pty Ltd

Postal Address PO Box WJ

Bankstown Airport NSW

Postcode 2200

Contact Person Rick James

Telephone 9925-6698

Fax 9925-6696

Email

Lessee Details

Name BAC Devco Pty Ltd

Postal Address PO Box WJ

Bankstown Airport NSW

Postcode 2200

Telephone

Fax

Location of Works Lot 301, DP 1077440, former Trotting Training Track, Milperra Road
Bankstown Airport

Contractor

Name To be advised

Address

Postcode

Telephone

Fax

Contact Person

Telephone

Fax

Details of Works Experts

to be engaged in the works:

	Name	Cat./Class	Reg. No
1.	Craig & Rhodes	Engineer/Civil	
2.	To be advised	Contractor	

Nature of Works

Description of Works Earthworks, Roadworks and Drainage Works for Industrial Subdivision

Stage of work permitted Stage 1 – Earthworks to allow Alterations to Site Levels, Drainage Works, & Construction of Road from Chainage 45 to the Northern End of the Road

Stage 2 – Entire Project

Stage 3 – Relocation of approved bulk fill from the former Training Trotting Track to the South West Sector of the airport.

Cost of work \$2.4 Million

Value of Fee for Works \$5,000

Inspection Requirements

The mandatory inspection stages are: Final Inspection

Use of Works

A certificate of compliance is required to be issued by the Airport Building Controller prior to the use of this work or part.

Duration of Approval

This approval has effect until: 23 March 2011

This permit incorporates the drawings, specifications and documents listed below:

Drawing Nos.

Civil	Drawing Number	Revision	Date
	1747-02-DA01	03	23/11/07
	1747-02-DA02	05	20/02/08
	1747-02-DA02	07	28/08/08
	1747-02-DA03	02	18/02/08
	1747-02-DA04	02	29/01/08
	1747-02-DA05	02	29/01/08

Hydraulic	1747-02-DA06	03	18/02/08
	1747-02-DA07	01	23/11/07
	1747-02-DA08	01	23/11/07
	1747-02-DA09	01	18/02/08
	1747-02-DA21	00	23/05/08
	1747-02-D024	00	23/07/08
	Drawing Number	Revision	Date
	1747-02-DA12	03	18/02/08
	1747-02-DA13	03	18/02/08
	1747-02-DA14	00	-
	1747-02-DA19	02	18/02/08
	1747-02-DA20	02	18/02/08
Soil & Water Management	Drawing Number	Revision	Date
	1747-02-DA15	05	18/02/08
	1747-02-DA16	02	18/02/08
Traffic Management Plan	1747-02-DA17	02	18/02/08
	1747-02-DA18	01	18/02/08

In issuing this permit, reference has been made to the following: documents:

The Airports Act and Building Control Regulations 1996.

The Building Code of Australia 2007

Bankstown Airport Limited consent DA 2007.36 dated 14 March 2008

Bankstown Airport Limited consent DA 2007.36 Mod B dated 23 September 2008

Bankstown Airport Limited consent DA 2008.28 dated 10 November 2008 authorising the haulage and reuse of bulk fill from Lot 31, DP 1077440 & Lots 303, 304, 305 & Part 300 of DP 1077440.

Structural design certification of the retaining wall by R.C. Springett of Craig & Rhodes dated 31 January 2008

Stormwater design certificate by Alan Denniss of Craig & Rhodes dated 20 February 2008

Stormwater design certificate by Alan Denniss of Craig & Rhodes dated 1 September 2008

Road & Drainage design certification by Ian Piper of Craig & Rhodes dated 30 January 2008

Letter dated 19 February 2008 from Craig & Rhodes in relation to the proposed development.

Construction Environment Management Plan by BAC Devco dated November 2007

Assessment of Environmental Effects by Craig & Rhodes dated November 2007.

Preliminary Traffic Assessment Report by SKM dated September 2006.

Ecological Assessment of BAC Devco Development Sites by Cumberland Ecology dated August 2007

Addendum to Ecological Assessment of BAC Devco Development Sites by Cumberland Ecology dated 18 August 2008

Flora Assessment Report by Cumberland Ecology dated 12 November 2007.

Vegetation Survey & Revegetation Plan by ENSR Australia Pty Ltd dated 3 March 2008

Letter dated 19 February 2008 by Andrew Halmarick of Craig & Rhodes re proposed project.

Letter dated 1 September from Rick James of BAC Devco

Letter dated 12 November 2008 with attached plans from Bill Anthony of BAC Devco requesting approval to relocate the bulk fill from the former Training Trotting Track to the SW Sector of the airport.

Conditions

This work permit is subject to the following conditions:

General Requirements

1. *This is the Stage 3 Works Permit for the entire scope of works plus the relocation of approved bulk fill from the former Training Trotting Track to the South West Sector of the airport. . All amendments to the Amended Stage 2 Building Permit are identified in italics.*

Reason: To clarify the extent of this permit.

- ~~2. *No spoil can be relocated to the south west sector of the airport until a Works Permit is issued by the Airport Building Controller for the earthworks and drainage works in the south west sector.*~~

~~Reason: To clarify the extent of this permit.~~

3. Compliance must be given to the provisions of the Airports Act 1996 and Airports (Building Control) Regulations 1996.

Reason: Statutory.

4. This approval relates to works within the confines of the Airport boundaries only.

Reason: To clarify the extent of the approval

5. This permit authorises the removal of vegetation from the site in accordance with the Vegetation Survey & Revegetation Plan by ENSR Australia Pty Ltd dated 3 March 2008.

Reason: To clarify that this permit permits the removal of vegetation.

6. An application for a Certificate of Compliance / Use (copy attached) must be applied for and obtained prior to use of the service commencing.

Reason: Statutory.

7. Prior to the Airport Building Controller issuing a Certificate of Compliance a written sign off from Bankstown Airport Limited must be provided to the Airport Building Controller indicating that the conditions of the Bankstown Airport Limited consent DA 2007.36 dated 14 March 2008, and DA 2007.36 Mod B dated 23rd September 2008 have been complied with.

Reason: To ensure the Bankstown Airport Limited consent is complied with.

8. Prior to the issue of a Certificate of Compliance, "As Built" drawings must be submitted.

Reason: To provide as constructed documentation for appropriate records.

9. The permitted site discharge from each of the development lots must be limited to the following to comply with the stormwater design certificate by Alan Denniss of Craig & Rhodes dated 1 September 2008:

Lot	PSD Litres/ Sec
Lot 801	284
Lot 802	401
Lot 803	451

Reason: Flood Management

10. The contractor must restore all areas affected by the proposed works to the satisfaction of the Airport Building Controller.

Reason: To ensure the surrounding area is restored to original state.

Site Requirements and Structure

11. Milperra Road must not be obstructed during the proposed works.

Reason: To ensure public safety.

12. The structural retaining wall, including balustrade, must be monitored by a suitably qualified practising structural/ civil engineer. Upon completion of the works and prior to the issue of a Certificate of Compliance, a Structural/ Civil Engineer's certificate is to be submitted to the Airport Building Controller certifying the structural adequacy of the retaining wall.

Reason: To ensure the structural stability of the works.

13. The balustrade to the retaining wall must comply with D2.16 of the Building Code of Australia. Prior to installation of the balustrade, details must be submitted to the Airport Building Controller for approval.

Reason: Statutory

Documentation Required Prior to Use

Certification from an appropriately qualified person for the following:

Item	Description
1.	An application for certificate of compliance is to be submitted.
2.	Written statement from Bankstown Airport Limited to the effect that the Bankstown Airport Limited consent has been satisfied.
3.	Proof that the RTA has accepted the completed driveway upgrade works.
4.	Proof that the new easements have been registered.
5.	As built drawings.
6.	Structural Engineer's certification that the retaining wall has been constructed in accordance with the design drawings and specifications.
7.	Compaction certificates for the site following earthworks.
8.	Road pavement compaction certificates.
9.	Material compliance certificates for road pavement materials.
10.	Survey plan of finished ground levels on completion of earthworks.
11.	A Certificate of Clearance from an independent auditor for compliance with the Remedial Action Plan for the site.
12.	<i>GPS coordinates of the location of the bulk fill that has been placed in the South West Sector of the airport.</i>
13.	Validation certification from licensed landscape suppliers regarding the validity of any imported fill.

The above schedule is for guidance only. The Airport Building Controller reserves the right to add or delete the items in the schedule as necessary upon inspection on site.

Airport Building Controller

Signature:

Trevor Dartnell

Date of issue 24 November 2008

This form and the above signature has been made for and on behalf of the Commonwealth of Australia. The Airport Building Controller is a statutory office holder appointed under the Airports (Building Control) Regulations.

Note: Under regulation 5.02 the applicant for the approval may make application to the Administrative Appeals Tribunal to have the decision of the Airport Building Controller to impose a condition on a building approval reviewed.

Environmental Protection Requirements

Please note that the ("Regulations") referred to are the Airport (Environment Protection) Regulations 1997.

Compliance with the Airport Environment Strategy

All operators of undertakings on the airport must comply with the Regulations and have the following general duties:

- R 4.01 General duty to avoid polluting
- R. 4.03 Duty to use pollution control equipment and keep it in proper working order.
- R 4.06 General duty to prevent offensive noise from occurring.
- R 4.09 Duty to use noise control equipment and to ensure that it is properly maintained.

All operators of undertakings on the airport must take all reasonable steps to ensure that they comply with the Bankstown Airport Environment Strategy and Conditions of Consent issued by BAL for this project.

Failure to comply with these general requirements could incur further enforcement action by the AEO under Part 7 of the Regulations.

Incident Management and Reporting

All operators of undertakings on the airport have a duty to notify the BAL Environment and Risk Manager immediately should there be any environmental incident during the course of these works.

Reasons: Statutory (R6.04 & R6.05 of the Regulations) and compliance with the Airport Environment Strategy.

Noise and Vibration Emissions

Offensive noise and vibration, as defined in Schedule 4 of the Regulations is not permitted from the construction site. Whether noise or vibration is excessive or not is determined by; the proximity of the site to sensitive or commercial receptors (eg private or commercial premises); the time of day when the noise occurs; the duration of the noise; and the nature and characteristics of the noise.

If your activities are likely to cause a noticeable increase in the background noise levels at commercial or residential properties or in the vicinity of the airport, contact BAL for guidance in relation to legal requirements.

Reasons: Statutory (Schedule 4, and R 4.06 of the Regulations) and compliance with Airport Environment Strategy.

Stormwater

The contractor shall minimise the risk of stormwater contamination by ensuring that activities do not take place in close proximity to stormwater drains. If this cannot be avoided, temporary covers should be placed over drains, or temporary bunding should be provided to prevent run-off and contaminants entering the drain.

The following are examples of some contaminants that are not to be discharged, or placed in a position where they could lead to discharge to the stormwater system:

- concrete slurry or concrete mixer wash-out;
- cutting saw slurry;
- paint and paint brush wash down water;
- oil, fuel or other hydrocarbon contaminants; and
- vehicle or plant wash-down water.

Reasons: Statutory and protection of water quality (Part 4, & Schedule 2 of Regulations)

Water Quality & Erosion Control

Measures to minimise the risk of soil erosion and sediment loss should be considered by the contractor. Some of these measures include:

- ☐ Minimise the area of excavation open at any one time;
- ☐ Utilise erosion and sediment control measures such as silt fences, hay bales or geotextile matting;
- ☐ Maintain sediment and erosion control measures, particularly after heavy rainfall.

Reasons: Statutory and protection of water quality (Part 4, & Schedule 2 of Regulations).

Air Quality

Odour and visible contaminants such as dust, smoke and fumes are not to be released to the environment unless authorised. Conditions where dust is causing visible deposition on cars and buildings, or visible dust clouds should be reported immediately to the BAL Environment and Risk Manager or AEO.

Reasons: Statutory and protection of air quality. (Part 4 and Schedule 1, Regulations)

Importation of Material

The contractor shall provide copies of all validation certificates and/or receipts from licensed landfill suppliers regarding the validity of the imported fill. Copies of these documents should be provided to the BAL Environment and Risk Manager or AEO if requested to do so.

Reasons: NSW legislative requirements and compliance with the Airport Environment Strategy.

Solid and Liquid Waste

All waste materials, whether solid or liquid must be disposed of outside airport land in accordance with local regulations. The exception to this is where the permission of BAL has been obtained to dispose of small quantities solid waste to a general waste bin. No liquid waste may be disposed of to sewer.

The contractor should attempt to recycle waste wherever possible and ensure that all rubbish is disposed of properly and not left lying around the work site. If any waste on the site is generated from hazardous materials, such as asbestos, please notify the BAL Environment and Risk Manager for correct disposal of hazardous waste. No hazardous waste can be disposed of to sewer.

Construction Environment Management Plan

A Final Construction Environmental Management Plan (CEMP) for the civil works/excavation phase of the project has been reviewed and accepted by the Airport Environment Officer. All contractors and sub contractors involved in civil works/excavation works must comply with the CEMP.

The CEMP outlines the following key aspects in detail:

- Waste management – focus should be placed on the removal of contaminated soils/groundwater (if found), waste classification, demolition waste from old infrastructure, hazardous wastes;
- Water quality management – (e.g. groundwater dewatering and stormwater collection/treatment prior to disposal);
- Air quality management – (dust control, FOD)
- Noise and Vibration Management – particularly focus should be given to activities that may be carried out during periods between 11:00pm and 6:00am; and
- Incident/emergency Response Plan.

Failure to comply with these general requirements could incur further enforcement action by the AEO under Part 7 of the Regulations.

Bulk Fill Location

The contractor shall place only the approved bulk fill from the Training Trotting Track to the South West Sector. The bulk fill should be placed in one location within the South West Sector and its location recorded using GPS coordinates. The GPS coordinates shall be provided to the BAL Environment Manager and the Airport Environment Officer for inclusion into BAL's Environment Site Register.

Reasons: *Compliance with the Airport Environment Strategy.*

This approval does not relieve the applicant / operator from obtaining any necessary approvals or licences from the relevant authorities under other legislation to enable the movement of the bulk fill.

Site Inspection

The AEO may visit the site during the proposed works to ensure compliance with the above conditions.

Reasons: Statutory (R 4 of the Regulations).



APPLICATION FOR CERTIFICATE OF COMPLIANCE - OCCUPANCY/USE

Airports Act 1996

Airports (Building Control) Regulations

Regulation 3.02

To: Sydney Airport Building Controller
Postal Address Level 1, AQIS Building, 1 Crewe Place
Rosebery NSW Postcode 2018
Building / Works Permit Reference Number: - 07/7405

From (Name of Person applying).....
Position..... Category/Class.....
Business Name.....
Postal Address..... Post Code.....
Contact Person..... Telephone.....
Facsimile.....

Occupier.....
In accordance with Airports (Building Control) Regulation 3.02, I hereby apply for a Certificate of Compliance for the Building Activity at:

Location:.....
.....

USE APPLIED FOR:

Part of building/site.....
Use.....
BCA Class (if applicable)

BUILDING EXPERTS (CONTRACTORS/PRACTITIONERS AND ARCHITECTS) WHO WERE ENGAGED IN BUILDING ACTIVITY:

Name	Category/Classification	Membership or Registration Number.
	Architect	
	Engineer-Civil	
	Engineer-Mechanical	
	Engineer-Electrical	
	Engineer-Hydraulic	
	Builder	

Signature of Applicant Date:



Australian Government

Department of Infrastructure and Transport

Airport Environment Protection and Building Control Office
Level 1, AQIS Building, 1 Crewe Place, Rosebery, NSW 2018
GPO Box 594, Canberra ACT 2601
Sydney Airport Building Controller
Telephone: 02 8344 3113
Facsimile: 02 8344 3144

20 April 2011

File Ref: 07/7405 & 08/3340

Michael Butler
c/- Korda Mentha Pty Ltd
GPO Box 2523
Sydney NSW 2001

Dear Michael

Reference: Transfer of Bulk Clean Fill from the Former Trotting Training Track to South West Sector of Bankstown Airport

Reference is made to the Construction Environmental Plan Version 4 dated 14 April 2011 by Bocce Pty Ltd for the relocation of the bulk clean fill from Lot 801 in DP 113371 (former Trotting Training Track) to Lots 303, 304, 305 & Part 300 in DP 1077440 (South West Sector) of Bankstown Airport.

Further to a review of the CEMP by the Airport Environment Officer, Joanne Stuckey, I can advise that approval is granted for the haulage and reuse of bulk clean fill from Lot 801 in DP 113371 of the former Trotting Training Track site to the borrow pits on the Stage 1 area of South West Sector of Bankstown Airport (Lots 303, 304, 305 & Part 300 in DP 1077440), subject to compliance with the following:

1. Development consent DA 2008.28A dated 21 January 2011 issued by Bankstown Airport Limited for Haulage and Reuse of Bulk Fill;
2. Stage 3 Works Permit 07/7405 dated 24 November 2008 for the Subdivision Works to the former Trotting Training Track site, Bankstown Airport;
3. Amended Works Permit 08/3340 dated 16 September 2008 for the Bulk Earthworks and Drainage Works to the Stage 1 area of the South West Sector of Bankstown Airport;
4. Construction Environmental Plan Version 4 dated 14 April 2011 by Bocce Pty Ltd for the removal of Fill/ Earthworks. Please ensure that all contractors adhere to all measures outlined in the CEMP regarding the removal of noxious weeds.

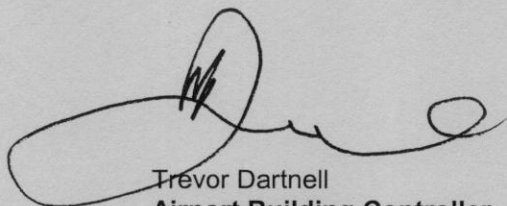
You are requested to advise when the works associated with the transfer of bulk fill is completed.

Please note that a separate approval must be obtained from the Airport Building Controller if it is proposed to relocate the contaminated fill from the former Trotting Training Track site to any other location on Bankstown Airport.

Your attention is also drawn to the previous advices provided in relation to the outstanding requirements that must be satisfied before a Certificate of Compliance can be issued for the balance of former Trotting Training Track site, or the Stage 1 area of South West Sector of Bankstown Airport.

Should you have any enquiries please contact me on 02 8344 3113.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Trevor Dartnell', with a large, stylized loop at the end.

Trevor Dartnell
Airport Building Controller

Philip Chun & Associates Pty Ltd

Airport Building Controllers (ABCs) are appointed by the Secretary of the Department of Infrastructure and Transport (the Department) under the *Airports (Building Control) Regulations 1996* (the Regulations) to exercise the powers and functions which the Regulations vest in the ABCs, in relation to building control at leased federal airports. ABCs are also appointed as authorised officers by the secretary under the *Airports Act 1996* to exercise certain powers under this Act, in relation to leased federal airports.

ABCs are contracted private companies, or employees or officers of such companies, and act independently of the Department. However, ABCs consult with the Department as necessary on certain matters, such as the interpretation of the regulations.



Australian Government
Department of Infrastructure
and Regional Development

Airport Environment Protection and Building Control Office
Level 1, AQIS Building, 1 Crewe Place, Rosebery, NSW 2018
GPO Box 594, Canberra ACT, 2601
Sydney Airport Building Controller
Telephone: 02 8344 3113
Facsimile: 02 8344 3144

5 June 2014

File Ref: 07/7405 & 08/3340

Michael Butler
Level 5, Chifley Tower
2 Chifley Square
Sydney NSW 2000

Dear Michael

Reference: Transfer of Clean Bulk Fill from Lot 803 Steel Street to the South West Sector of Bankstown Airport

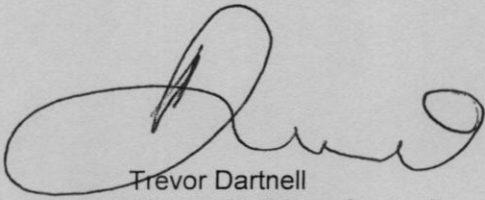
Reference is made to your request for approval to transfer clean bulk fill from Lot 803 Steel Street to the South West Sector of Bankstown Airport. Further to receipt of clearance from Bankstown Airport Limited, approval is granted to transfer the clean bulk fill from Lot 803 Steel Street to the South West Sector of Bankstown Airport subject to the following requirements:

1. Compliance with development consent DA 2008.28B dated 21 March 2014 issued by Bankstown Airport Limited for Haulage & Reuse of Bulk Fill from Lots 801 & 803, DP 1133371, Bankstown Airport;
2. Compliance with the Stage 3 Works Permit 07/7405 dated 24 November 2008 for the subdivision works to the former Trotting Training Track, Bankstown Airport;
3. Compliance with the Amended Works Permit 08/3340 dated 16 September 2008 for the bulk earthworks and drainage works to the Stage 1 area of the South West Sector of Bankstown Airport;
4. Compliance with the recommendations in the Construction Environmental Management Plan and Soil Contamination Assessment Report by Precise Environmental Pty Ltd being adopted and adhered to during the stockpile removal;
5. Submission of validation from an accredited contaminated land specialist that Lot 803 is clean and free from contamination following removal of the stockpiles;
6. No contaminated material being transferred to the South West Sector of Bankstown Airport;
7. Submission of waste tracking dockets for the transfer of any contaminated fill to an approved landfill site.

An application for a Certificate of Compliance must be submitted to the Airport Building Controller for Lot 803 Steel Street on completion of the transfer of the fill material. Furthermore, the Certificate of Compliance must be granted before any Building Permit approval will be issued for the development of the site.

Should you have any enquiries please contact me on 02 8344 3113.

Yours faithfully,



Trevor Dartnell
Airport Building Controller

Philip Chun & Associates Pty Ltd

Airport Building Controllers (ABCs) are appointed by the Secretary of the Department of Infrastructure and Regional Development (the Department) under the *Airports (Building Control) Regulations 1996* (the Regulations) to exercise the powers and functions which the Regulations vest in the ABCs, in relation to building control at leased federal airports. ABCs are also appointed as authorised officers by the secretary under the *Airports Act 1996* to exercise certain powers under this Act, in relation to leased federal airports.

ABCs are contracted private companies, or employees or officers of such companies, and act independently of the Department. However, ABCs consult with the Department as necessary on certain matters, such as interpretation of legislation.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 110

Program: 2.4 Air Transport

Division/Agency: Aviation and Airports

Topic: Airport Master Plan assessment and airport privatisation

Proof Hansard Page: 13 (28 May 2015)

Senator Heffernan, Bill asked:

...

CHAIR: What checklist does the department use to ensure secondary airport master plans are in compliance with all clauses of the air commonwealth lease prior to the department making any recommendations? I notice in here that Albo signed off a master plan, I think for Archerfield. Do you have a checklist?

Mr Mrdak: Yes, we do.

CHAIR: Can you table the checklist?

Mr Mrdak: Yes. It is set out in the legislation, and we can certainly provide you with that and the advice on the criteria against which we assess master plans.

CHAIR: Just so you know where the two or three houses are going to go, why then wasn't that checklist used to check Archerfield airport's 2011 draft master plan for compliance prior to ministerial recommendation?

Mr Mrdak: To the best of my knowledge, we met all of the statutory requirements. I will just ask—

CHAIR: No checklist is evident.

Mr Doherty: I can confirm that the Archerfield master plan was measured against the requirements of the act back in 2011.

CHAIR: I want some written evidence of all out.

Mr Doherty: I understand.

CHAIR: Obviously there is a serious blue going on between a master plan and a proposed master plan for Archerfield. Obviously, everyone knows that there is a lot of pressure on for the developers to get in and make use of the land, other than for aviation. And here is a good example, because it is exempt from ACT law. The Snowden family has done quite nicely, and good on them. They saw it coming. Part of the briefing will be that. Just quickly, because I do not want to take up too much time, it has been alleged to me—and you might be able to prove differently—that when the deal was done on Bankstown Airport no-one could find the money for the stamp duty. The stamp duty did not change hands.

Mr Wilson: All indications from the processes are that the lease was stamped—

CHAIR: It was stamped but the money didn't change hands.

Mr Wilson: That would be a highly unusual situation—

CHAIR: It would be a matter for an inquiry.

Mr Wilson: It would be a highly unusual situation for New South Wales to stamp a lease without an exchange of—

CHAIR: Alright. Can you provide to this committee when the money changed hands?

Mr Wilson: We will.

CHAIR: Thank you very much, and I will see you at a briefing at a later date.

Answer:

The checklist used by the Department to assess airport master plans against the requirements of the *Airports Act 1996* is at [Attachment A](#).

In 1998, the Government corporatised Sydney (Kingsford Smith) Airport, Bankstown Airport, Camden Airport and Hoxton Park Airport.

As part of this corporatisation process, long-term leases were established for each of the four airport sites, with wholly Commonwealth owned public companies established as part of the transitional arrangements for airport

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2015 - 2016

Infrastructure and Regional Development

corporatisation and subsequent privatisation. These included Sydney Airports Corporation (SACL), Bankstown Airport Limited (BAL), Camden Airport Limited (CAL) and Hoxton Park Airport Limited (HPAL).

SACL leased Sydney Airport directly from the Commonwealth, and also controlled BAL, CAL, and HPAL as wholly owned subsidiaries.

At the time of the grant of the Bankstown Airport lease to BAL in 1998, SACL and BAL (being wholly Commonwealth owned public companies) were exempt from the payment of stamp duty under Section 46 of the *Airports (Transitional) Act 1996* (the Act).

A copy of Section 46 of the Act is below.

Airports (Transitional) Act 1996

46 Exemption from stamp duty and other taxes

(1) In this section:

exempt matter means:

- (a) the grant of an airport lease by the Commonwealth under section 21; or
- (b) an agreement relating to a grant mentioned in paragraph (a); or
- (c) the transfer of an asset or a liability under section 23, 24, 25, 30, 31 or 33 to a company that was granted an airport lease under section 21; or
- (d) the lease of an asset under section 23 to a company that was granted an airport lease under section 21; or
- (e) an agreement relating to a lease mentioned in paragraph (d).

(2) Stamp duty or other tax is not payable under a law of a State or Territory in respect of:

- (a) an exempt matter; or
- (b) anything done (including a transaction entered into or an instrument or document made, executed, lodged or given) because of, or for a purpose connected with or arising out of, an exempt matter.

Attachment A: Master plan assessment checklist.

ESSENDON AIRPORT 2007 DRAFT MASTER PLAN – ADHERENCE TO REQUIREMENTS

CRITERIA	ASSESSMENT
<i>Airports Act 1996 - contents of draft or final master plan</i>	
71(2) In the case of an airport other than a joint-user airport, a draft or final master plan must specify:	
(a) The airport-lessee company's development objectives for the airport; and	
(b) The airport-lessee company's assessment of future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport; and	
(c) The airport-lessee company's intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects; and	
(d) An Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport; and	
(da) Flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport; and	
(e) The airport-lessee company's plans, developed following consultations with airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise in areas forecast to be subject to exposure above significant ANEF levels; and	
(f) the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with implementation of the plan; and	
(g) the airport-lessee company's plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts); and	
(ga) in relation to the first 5 years of the master plan – a plan for a ground transport system on the landside of the airport that details: <ul style="list-style-type: none"> i. a road network plan; and ii. the facilities for moving people (employees, passengers and other airport users) and freight at the airport; and iii. the linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport; and 	

[airport] [year] DRAFT MASTER PLAN – ASSESSMENT – sections 71(2), 71(6), 71(7), 71A, 72, 76(1), 79, 80(1), 80(2), 81(2), 81(3), 81(4), 81(5)

CRITERIA	ASSESSMENT
<ul style="list-style-type: none"> iv. the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system; and v. the capacity of the ground transport system at the airport to support operations and other activities at the airport; and vi. the likely effect of the proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding, the airport; and 	
<p>(gb) in relation to the first 5 years of the master plan – detailed information on the proposed development in the master plan that are to be used for:</p> <ul style="list-style-type: none"> i. Commercial, community, office or retail purposes; or ii. For any other purpose that is not related to airport services; and 	
<p>(gc) in relation to the first 5 years of the master plan – the likely effect of the proposed developments in the master plan on:</p> <ul style="list-style-type: none"> i. Employment levels at the airport; and ii. The local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport; and 	
<p>(h) An environment strategy that details:</p> <ul style="list-style-type: none"> i. the airport-lessee company’s objectives for the environmental management of the airport; and ii. The areas (if any) within the airport site which the airport-lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant; and iii. The sources of environmental impact associated with airport operations; and iv. The studies, reviews and monitoring to be carried out by the airport-lessee company in connection with the environmental impact associated with airport operations; and v. The time frames for completion of those studies and reviews and for 	

[airport] [year] DRAFT MASTER PLAN – ASSESSMENT – sections 71(2), 71(6), 71(7), 71A, 72, 76(1), 79, 80(1), 80(2), 81(2), 81(3), 81(4), 81(5)

CRITERIA	ASSESSMENT
<p>reporting on that monitoring; and</p> <p>vi. The specific measures to be carried out by the airport-lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations; and</p> <p>vii. The time frames for completion of those specific measures; and</p> <p>viii. Details of the consultations undertaken in preparing the strategy (including the outcome of the consultations); and</p> <p>ix. Any other matters that are prescribed in the regulations.</p> <p>Paragraphs (a) and (h) do not, by implication, limit paragraph (j).</p>	
<p>71(6) In specifying a particular objective or proposal covered by paragraph (2)(a), (c), (ga), (gb) or (gc) or (3)(a), (c), (ga), (gb) or (gc), a draft or final master plan must address:</p> <p>(a) The extent (if any) of consistency with planning schemes in force under a law of the State in which the airport is located; and</p>	
<p>(b) If the draft or final master plan is not consistent with those planning schemes – the justification for the inconsistencies.</p>	
<p>71(7) Subsection (6) does not, by implication, limit subsection (5).</p>	
<p>Draft or final master plan must identify proposed sensitive developments</p>	
<p>71A(1) A draft or final master plan must identify any proposed sensitive development in the plan.</p>	
<p>71A(2) A sensitive development is the development of, or a redevelopment that increases the capacity of, any of the following:</p> <p>(a) A residential dwelling;</p>	
<p>(b) A community care facility;</p>	
<p>(c) A pre-school;</p>	
<p>(d) A primary, secondary, tertiary or other educational institution;</p>	
<p>(e) A hospital.</p>	

[airport] [year] DRAFT MASTER PLAN – ASSESSMENT – sections 71(2), 71(6), 71(7), 71A, 72, 76(1), 79, 80(1), 80(2), 81(2), 81(3), 81(4), 81(5)

CRITERIA	ASSESSMENT
71A(2A) A sensitive development does not include the following:	
(a) An aviation educational facility;	
(b) Accommodation for students studying at an aviation educational facility at the airport;	
(c) A facility with the primary purpose of providing emergency medical treatment and which does not have in-patient facilities;	
(d) A facility with the primary purpose of providing in-house training to staff of an organisation conducting operations at the airport.	
71A(3) In this section:	
<i>Aviation education facility</i> means any of the following:	
(a) A flying training school;	
(b) An aircraft maintenance training school;	
(c) A facility that provides training in relation to air traffic control;	
(d) A facility that provides training for cabin crew;	
(e) Any other facility with the primary purpose of providing training in relation to aviation related activities.	
<i>Community care facility</i> includes the following:	
(a) A facility that provides aged care within the meaning given by the <i>Aged Care Act 1997</i>	
(b) A nursing home within the meaning given by the <i>National Health Act 1953</i> ;	
(c) A retirement village within the meaning given by the Social Security Act 1991;	
(d) A facility that provides respite care within the meaning given by the <i>Aged Care Act 1997</i> .	
Planning period	
72(1) A draft or final master plan must relate to a period of 20 years. This is called the <i>planning period</i>.	

[airport] [year] DRAFT MASTER PLAN – ASSESSMENT – sections 71(2), 71(6), 71(7), 71A, 72, 76(1), 79, 80(1), 80(2), 81(2), 81(3), 81(4), 81(5)

CRITERIA	ASSESSMENT
72(2) However, the environment strategy in a draft or final master plan must relate to a period of 5 years.	
New draft master plan to be submitted before expiry of old plan	
76(1) If a final master plan (the original plan) is in force for an airport, the airport-lessee company must give the Minister, in writing, a draft master plan for the airport:	
(a) No later than 5 years after the original plan came into force; or	
(b) Within a longer period that the Minister specifies in a written notice to the airport-lessee company. The planning period for the draft master plan must begin immediately after the expiry of the original plan.	
Public comment and advice to State etc.	
79(1A) Before giving the Minister a draft master plan for an airport under section 75, 76 or 78, the airport-lessee company for the airport must advice, in writing, the following persons of its intention to give the Minister the draft master plan:	
(a) The Minister, of the State in which the airport is situated, with responsibility for town planning or use of land;	
(b) The authority of that State with responsibility for town planning or use of land;	
(c) Each local government body with responsibility for an area surrounding the airport.	
79(1B) The draft plan submitted to the Minister must be accompanied by:	
(a) A copy of the advice given under section (1A); and	
(b) A written certificate signed on behalf of the company listing the names of those to whom the advice was given.	
79(1) After giving the advice under subsection (1A), but before giving the Minister the draft master plan, the company must also:	
(a) Cause to be published in a newspaper circulating generally in the State in	

[airport] [year] DRAFT MASTER PLAN – ASSESSMENT – sections 71(2), 71(6), 71(7), 71A, 72, 76(1), 79, 80(1), 80(2), 81(2), 81(3), 81(4), 81(5)

CRITERIA	ASSESSMENT
<p>which the airport is situated, and on the airport's website, a notice:</p> <ul style="list-style-type: none"> i. Stating that the company has prepared a preliminary version of the draft plan; and ii. Stating that copies of the preliminary version will be available for inspection and purchase by members of the public during normal office hours throughout the period of 60 business days after the publication of the notice; and iii. Specifying the place or places where the copies will be available for inspection and purchase; and iv. In the case of a notice published in a newspaper – stating that copies of the preliminary version will be available free of charge to members of the public on the airport's website throughout the period of 60 business days after the publication of the notice; and v. In the case of a notice published in a newspaper – specifying the address of the airport's website; and vi. In any case – inviting members of the public to give written comments about the preliminary version to the company within 60 business days after the publication of the notice; and 	
(b) Make copies of the preliminary version available for inspection and purchase by members of the public in accordance with the notice; and	
<p>(c) Make copies of the preliminary version available free of charge to members of the public on the airport's website:</p> <ul style="list-style-type: none"> i. In a readily accessible format that is acceptable to the Minister; and ii. In accordance with the notice. 	
<p>79(2) If members of the public (including persons covered by subsection (1A)) have given written comments about the preliminary version in accordance with the notice, the draft plan submitted to the Minister must be accompanied by:</p> <p>(a) Copies of those comments; and</p>	
<p>(b) A written certificate signed on behalf of the company:</p> <ul style="list-style-type: none"> i. Listing the names of those members of the public; and ii. Summarising those comments; and iii. Demonstrating that the company has had due regard to those comments in preparing the draft plan; and <p>Setting out such other information (if any) about those comments as is specified in the</p>	

[airport] [year] DRAFT MASTER PLAN – ASSESSMENT – sections 71(2), 71(6), 71(7), 71A, 72, 76(1), 79, 80(1), 80(2), 81(2), 81(3), 81(4), 81(5)

CRITERIA	ASSESSMENT
regulations.	
Consultations	
80(1) This section applies if:	
(a) An airport-lessee company gives the Minister a draft master plan under section 75, 76 or 78; and	
(b) Before the publication under section 79 of a notice about the plan, the company consulted (other than by giving an advice under subsection 79(1A)) a person covered by any of the following paragraphs: <ul style="list-style-type: none"> i. A State government; ii. An authority of a State; iii. A local government body; iv. An airline or other user of the airport concerned; v. Any other person. 	
80(2) The draft plan submitted to the Minister must be accompanied by a written statement signed on behalf of the company:	
(a) Listing the names of the persons consulted; and	
(b) Summarising the views expressed by the persons consulted.	
81(2) The Minister must:	
(a) Approve the plan; or	
(b) Refuse to approve the plan.	
81(3)(a) In deciding whether to approve the plan, the Minister must have regard to the following matters:	
(aa) the extent to which the plan achieves the purposes of a final master plan	
(a) the extent to which carrying out the plan would meet present and future requirements of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport concerned;	
(b) The effect that carrying out the plan would be likely to have on use of land: <ul style="list-style-type: none"> i. within the airport site concerned; and ii. in areas surrounding the airport. 	

[airport] [year] DRAFT MASTER PLAN – ASSESSMENT – sections 71(2), 71(6), 71(7), 71A, 72, 76(1), 79, 80(1), 80(2), 81(2), 81(3), 81(4), 81(5)

CRITERIA	ASSESSMENT
(c) The consultations undertaken in preparing the plan (including the outcome of the consultations);	
(d) The views of the Civil Aviation Safety Authority and Airservices Australia, in so far as they relate to safety aspects and operational aspects of the plan.	
81(4) Subsection (3) does not, by implication, limit the matters to which the Minister may have regard.	
81(5) If the Minister neither approves, nor refuses to approve, the plan before the end of:	
(a) The period of 50 business days after the day on which the Minister received the draft plan; or	
(b) A longer period (of no more than an extra 10 business days) that the Minister specifies in a written notice to the airport-lessee company; The Minister is taken, at the end of that period, to have approved the plan under subsection (2).	

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Question no.: 111

Program: 2.4 Air Transport

Division/Agency: Aviation and Airports

Topic: Previous TCU Consolidation Decisions

Proof Hansard Page: 30 (28 May 2015)

Senator Gallacher, Alex asked:

...

Senator GALLACHER: Will the federal minister have the capacity to overturn the decision to relocate the Adelaide terminal control unit to Melbourne?

Mr Mrdak: I think that is a matter that we cannot really comment on. The matter is essentially one for the board of the organisation. The minister has been briefed. The minister is certainly very closely engaged with—

Senator GALLACHER: I know that I cannot ask you for an opinion and you will not comment on that, but—

Mr Mrdak: No.

Senator GALLACHER: Can I ask you for a fact. Did a previous minister intervene and overturn the decision?

Mr Mrdak: I am not aware of such a decision.

Senator GALLACHER: You are not aware of it? So this was not overruled in the Howard government?

Mr Mrdak: I would have to go and check—I am sorry, Senator.

Senator GALLACHER: Perhaps you could go and check if there was a case built for relocation and it never happened. That is a fact—that is not—

Mr Mrdak: I am sorry—I just do not want to mislead you. I will obviously take that on notice and check...

Answer:

The Airservices Australia (Airservices) Board decided in its August 2006 Board Meeting not to proceed with integration of the Adelaide, Cairns and Sydney Terminal Control Units into facilities in Brisbane and Melbourne.

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Question no.: 112

Program: 2.4 Air Transport

Division/Agency: Aviation and Airports

Topic: Local government approaches to Ministers on airport rates payments

Proof Hansard Page: 38 (28 May 2015)

Senator Urquhart, Anne asked:

Senator URQUHART: I just want to ask you about airports and rates payments. Can you advise me if you are aware of any airports that are not paying rates to local government?

Mr Wilson: We are aware of disputes between a number of the airports and their local councils at the moment. I believe—Ms Horrocks may correct me—that at the moment there are disputes between Hobart, Launceston, the Gold Coast, Sydney Airport and Mt Isa.

Senator URQUHART: Are you aware of the value of the rates outstanding in each of those situations?

Mr Wilson: I would have to take the precise number on notice.

Senator URQUHART: But you can provide that?

Mr Wilson: We can provide to the best of our knowledge what we understand the differential is.

Senator URQUHART: Thank you. Have ministers had approaches from local government bodies in relation to this situation?

Mr Wilson: Yes.

Senator URQUHART: What has been the context of those approaches?

Mr Wilson: I have not been privy to the conversations between the local councils and the ministers, so I can only speculate in regard to—I could only speculate in regard to what those conversations have actually been.

Senator URQUHART: Are you able to take that on notice and provide that information?

Mr Wilson: Yes.

Senator URQUHART: So you will clarify what the situation is with that?

Mr Wilson: Yes, Senator.

Answer:

See answers to Question on Notice number 114.

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Question no.: 113

Program: 2.4 Air Transport

Division/Agency: Aviation and Airports

Topic: Federally Leased Airport Curfews

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Which federally-leased airports have curfews in place?
2. For each curfewed airport above:
 - a. When did the curfew come into effect?
 - b. What was the evidentiary basis for the imposition of a curfew?
 - c. What evidence is relevant for the making of a decision to legislate a curfew?
 - d. For each curfewed airport, how many households/dwellings and/or persons are currently estimated impacted by exceeding the threshold for (i) ANEF 20-25 contour; and (ii) ANEF 25-40 contour?
3. For each federally-leased non-curfewed airport, how many households/dwellings and/or persons are currently estimated impacted by exceeding the threshold for (i) ANEF 20-25 contour; and (ii) ANEF 25-40 contour?
4. Has the Department received representations about imposing curfews on existing federally-lease non-curfewed airports in the past two years?
5. If yes, which airports?

Answer:

1. Sydney, Adelaide, Essendon and Coolangatta (Gold Coast) Airport.
2.
 - a. Curfews have existed in various forms at Sydney Airport since 1958, at Adelaide and Essendon airports since 1979 and at Coolangatta since 1999.
 - b. The existence and conditions of curfews are established by Commonwealth legislation. While there are no binding criteria or specified evidence required for the introduction of curfew related bills, the present curfews at Sydney, Adelaide and Essendon evolved from scheduling procedures adopted following the introduction of international jet services to Australia in the late 1950s and the growth of domestic jet services in the 1970s. The curfew at Coolangatta was introduced on privatisation of the airport.
 - c. Consistent with the International Civil Aviation Organization's standards and practices, Australia adopts a balanced approach to managing noise around airports. This includes the consideration of a range of noise management measures including noise certification standards for aircraft, land use planning initiatives, noise mitigation measures, changes in operational procedures and other operating restrictions such as curfews depending on the individual circumstances at an airport. Operating restrictions such as curfews limit the economic contribution of an airport and should not be preferred where other approaches are possible.
 - d. The Department of Infrastructure and Regional Development does not hold information regarding how many dwellings are impacted by ANEF contours around airports. However, as part of master plans required under the Airports Act 1996, federally leased airports are required to publish an endorsed ANEF for the areas surrounding the airport. The ANEF plans and associated information published in the master plans would give some indication of level of impact on communities.
3. See answer to 2d.
4. Yes.
5. Representations have been received in relation to Brisbane, Melbourne and Perth airports.

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Question no.: 114

Program: 2.4 Air Transport

Division/Agency: Aviation and Airports

Topic: Payment of ex gratia rates by federally leased airports

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Can the Department please advise us if it is aware of any federally-leased airports not paying rates to local government?
2. If Yes: Please advise which airports you are aware are not paying rates? Please advise if Department is aware of the value of rates outstanding in each situation.
3. Have Ministers had approaches from local government bodies with regards this situation?
4. If no: Is the Government of the opinion that airports should be paying rates or rate equivalents?
5. Does the Government have any plans to clarify the situation?

Answer:

1. To the Department's knowledge all federally leased airports have made ex-gratia rates payments to the relevant local authorities in accordance with the airport lease provision. Because of the policy of pursuing broad competitive neutrality between costs to commercial operations on and off airport, the airport leases provide for the ALCs to make an ex-gratia payment to local authorities in lieu of rates.
In some cases there have been disputes about the land valuation or the rates amount notified by local authorities. Where airports and local governments are in dispute, some airports have only paid the undisputed amount. The underlying objective of competitive neutrality would not support an expectation to pay any amount notified by a local authority if that amount exceeds of level of rates applied to comparable off-airport landowners. The lease also identifies areas on airport excluded from ex-gratia rates calculations. In some cases there have been disputes over whether excluded sites were included in the notified rates amount by local authorities. While some disputes have arisen in the past generally these have been resolved and documented in agreements between ALCs and local authorities. The Department is not a party to these negotiated agreements.
2. The Department is aware the following airports have recently disputed notified amounts from their local authorities: Sydney, Gold Coast, Jandakot, Hobart, and Launceston. While the Department is not a party to negotiations on ex-gratia rates payments, the information held by the Department on the difference in amounts sought is set out below.

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Airport	Differential
Hobart	A difference of approximately \$250,000 resulting from a new airport site valuation and rating process employed by Clarence City Council.
Gold Coast	A difference of \$780,436, charged in FY15 by the Gold Coast City Council resulting from a retrospective revaluation of the airport site for FY08-15.
Jandakot	<p>The Department does not have information on the amount in dispute, but has the following information:</p> <p>For the portion of the ex gratia rates payable to the City of Cockburn:</p> <ul style="list-style-type: none">- A difference of \$0.00298 per dollar of gross rental value (GRV) for sites with a GRV less than \$700,000 (\$0.067/dollar of GRV compared to the amount charged of \$0.06998/dollar of GRV).- A difference of \$0.01358 per dollar of gross rental value (GRV) for sites with a GRV greater than \$700,000 (\$0.067/dollar of GRV compared to the amount charged of \$0.06998/dollar of GRV).
Launceston	A difference of approximately \$300,000 resulting from a new airport site valuation and inclusions of potentially non rateable (aeronautical) areas in the assessment by Northern Midlands Council.
Sydney	<p>The Department does not have information on the amount in dispute, but has the following information:</p> <p>For the portion of the ex gratia rates payable to Marrickville Council, a difference of \$0.00659349 per dollar of value (\$0.01645533 per dollar is charged on the value of the airport compared to \$0.00986184 applied to comparable off-airport landowners).</p> <p>For the portion of ex gratia rates payable to Rockdale City Council, a difference of \$0.0141164 per dollar of value (\$0.018341 per dollar is charged on the value of the airport compared to \$0.0042246 applied to comparable off-airport landowners).</p>

3. Yes.
4. Government expects the airports to comply with the lease conditions, including in relation to the payment of rate equivalents.
5. The Government is concerned there are unresolved disputes and urges the parties to engage in a committed attempt to reach a resolution. The Secretary of the Department of Infrastructure and Regional Development wrote to all local authorities in August 2014 to set out the Department's expectations around the payment of ex-gratia rates.

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Question no.: 115

Program: n/a

Division/Agency: Aviation and Airports

Topic: Licencing of airside bus drivers at Sydney and other federally leased airports

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Are the drivers of airside buses at Sydney Airport required to have a NSW bus authority licence?
2. What legislation or regulations govern arrangements for operation of such buses at federally-leased airports generally?

Answer:

1. Sydney Airport authorises drivers and equipment to operate airside in accordance with the Sydney Airport Airside Vehicle Control Handbook. Under the handbook Sydney Airport requires persons to be properly educated /authorised to operate the different types of machinery, and it is expected that a driver would hold the same qualification as required off-airport. The Handbook is issued under the Airports (Control of On-Airport Activities) Regulations 1997.
2. The *Airports Act 1996* and the Airports (Control of On-Airport Activities) Regulations 1997 contain provisions relating to airside vehicle operations.