CM13.1. Contract 24/02919 - Construction of Taxiway Alpha

DATE	15 October 2025	**FIL REFERENCE**	FIL24/02919-02
CONFIDENTIAL	No		
FURTHER ENQUIRIES	Andrew Lawson City Projects	**PHONE**	6023 8111
AUTHOR	Brendan Tracey		

Purpose of Report

To recommend to Council a preferred contractor for Contract No. 24/02919 - Construction of Taxiway Alpha, through a qualitative and quantitative assessment.

Background

Albury Airport (ABX) is a key regional aviation hub owned and operated by Albury City Council. Located on the eastern side of Albury, the airport is less than a 10-minute drive from the city's central business district and occupies approximately 106.9 hectares. It supports a range of aviation activities including Regular Passenger Transport (RPT), aircraft maintenance, and general aviation.

In addition to its commercial operations, Albury Airport plays a vital role in supporting emergency services across both New South Wales and Victoria. This includes aerial firefighting, aeromedical operations, and activities conducted by the Department of Defence. The airport's strategic location and infrastructure make it an essential asset for regional resilience and emergency response.

To support future growth and enhance operational capabilities, Albury Airport has secured Commonwealth grant funding for several key infrastructure projects. These initiatives align with the recommendations outlined in the Albury Airport Master Plan 2018 and aim to improve efficiency, safety, and emergency preparedness.

The Albury Airport Western Precinct Expansion project has been awarded funding of $5 million by the Australian Government under a funding deed through the Department of Primary Industries and Regional Development.

The funded projects include the Western Precinct Master Plan, the detailed design and construction of the extension of Taxiway Alpha, and the design and construction of a new Emergency Service Aerial Support Apron. These developments will reduce aircraft taxiing times, improve emergency response capacity, and strengthen the airport's role in regional aviation and disaster support.

The scope of works extends Taxiway Alpha approximately 300 metres to the western threshold of the runway. The new taxiway consists of a 21-metre-wide sealed pavement inclusive of drainage, lighting and line marking. Works required to complete this include bulk earthworks, stormwater and subsoil drainage, in-situ subgrade stabilisation, pavement construction, asphalt surfacing, electrical works and line marking.

A plan indicating the location of the works is attached for information (Attachment 1).

Procurement Objectives

The objectives of this procurement activity are strategic in nature. The planned outcomes seek to address the following considerations that align to the themes within AlburyCity's Community Strategic Plan – *Towards Albury 2050*:

- **Social Impact** –Albury is a liveable city supporting sustainable population growth through the provision of high-quality infrastructure, industry-leading services and high levels of amenity. The extension of the taxiway aims to maintain and improve capability of the Albury Airport to support current and forecast aircraft traffic volumes.

- **Economic Impact** –the project will provide improved amenities to customers of Albury Airport, both commercial, and members of the public. This will be achieved by improving the capacity and efficiency of traffic operations by reducing 'back-tracking' of aircraft.

- **Environmental Impact** – a Review of Environmental Factors has been undertaken (Attachment 2) to assess the likely impacts across a range of environmental values. It was determined that the net environmental impact of the development is considered negligible, and the environment will be protected through implementation of suitable measures.

- **Civic Leadership Impact** – the extension of Taxiway Alpha aligns with Stage Two of Recommendation 16 of the Albury Airport Master Plan 2018, which states: "Extend Taxiway A to the west to adjoin runway 07 threshold to Code C (medium term)". The extension of Taxiway Alpha will also facilitate access to the future Emergency Services apron in the Western Precinct.

Invitation to Tender

Tenders were invited by Council for Contract No.24/02919 - Construction of Taxiway Alpha, and advertised in the Border Mail, Sydney Morning Herald and on Tenderlink. Tenders closed at 12 noon on 18 September 2025.

The contract duration on site is estimated at 15 weeks and will be completed in the 2025/26 financial year.

Council's endorsed budget allocation for the project is $3.3 million (including GST).

Tender Assessment

At the close of tenders, submissions were received from the following companies in alphabetical order:

- Airport Consultancy Group (Varsity Lakes, QLD);

- AP Delaney & Co Pty Ltd (Albury, NSW); and
- Excell Gray Bruni Pty Ltd (Wodonga, VIC).

All tenders were received and evaluated in accordance with the local government legislation of NSW and Council's Social and Sustainable Procurement Policy and Guidelines.

The assessment panel for the tender comprised of Project Lead - Brendan Tracey, Sourcing Coordinator/Procurement Partner - Paul Dwyer, Senior Project Engineer - Russell Fagan and Team Leader Project Delivery - Miguel de Oliveira.

Conformity Check

A conformity assessment was undertaken to ensure all submissions received were in accordance with the contract documentation and specification.

Company	Schedules returned with supporting information	WHS & Insurance Documentation accepted	Conformity Status
Airport Consultancy Group Pty Ltd	Yes	Yes	Conforming
AP Delaney & Co Pty Ltd	Yes	Yes	Conforming
Excell Gray Bruni Pty Ltd	Yes	Yes	Conforming

As indicated above, all submissions were assessed as conforming tenders, and companies are WHS registered with Council or could provide the necessary documentation to demonstrate the ability to meet Council's WHS requirements.

Quantitative Assessment (Pricing)

The contract was issued seeking a project lump sum tendered by suppliers to complete the project.

The tendered prices and ratings relative to the lowest price are tabulated below for the full contract term.

Company	Contract Value (incl GST)	Rating (100)
Excell Gray Bruni Pty Ltd	$2,882,158	100
AP Delaney & Co Pty Ltd	$3,132,250	92
Airport Consultancy Group Pty Ltd	$4,046,032	71

The budget allocation for the project is $3.3 million (including GST), with two submissions being within the allocated budget.

As detailed above, the submission from Excell Gray Bruni Pty Ltd was the most favourable from a cost perspective, being $250K (9%) more favourable than AP Delaney & Co Pty Ltd.

The remaining submission from Airport Consultancy Group Pty Ltd is substantially higher than the other submissions (between 31% and 40%) and greater than the allocated budget. For this reason, it was not considered further in this assessment.

Qualitative Assessment (Non-price aspects)

A qualitative assessment considered a range of criterion including:

- **Experience** – relevant experience in performing same or similar projects; developing experience including research and innovation;
- **Methodology/program of work** – work methods, project/scope understanding, proposed product, program, and timeline;
- **Capacity** – availability of resources, current and future commitments, and workload;
- **Capability** – skills, specialisation, certification, business systems to deliver required goods/services/works, contract management capabilities; and
- **Benefit to the region and Australian manufacturing** – local impact on social, economic and community outcomes to benefit the Albury/Wodonga region and Australian producers.

Company	Experience (30%)	Methodology/ Program (30%)	Capacity (20%)	Capability (10%)	Local Benefit (10%)	Total (100%)
AP Delaney & Co Pty Ltd	26	26	17	9	8	86
Excell Gray Bruni Pty Ltd	22	25	17	8	8	80

AP Delaney & Co Pty Ltd is a local company based in Albury, NSW, and has undertaken a wide range of civil infrastructure projects in the local area. The company has previously completed numerous projects for Council, including three similar projects (Taxiway Charlie, Strengthen Taxiway Bravo and North East Apron rebuild) all at the Albury Airport.

Current work commitments are new subdivision works at Brooklyn Fields Estate Stages 6–7 (anticipated completion April 2026), Albury Hospital redevelopment completion (anticipated completion December 2026) and Dean Street apartments (anticipated completion December 2026).

AP Delaney & Co Pty Ltd is a highly capable and cooperative contractor with a strong track record of delivering civil construction projects to a high standard. AlburyCity has worked extensively with the company on major infrastructure projects such as the Taxiway Charlie and Bravo reconstructions and the North East Apron rebuild at Albury Airport, all of which were completed on time and to specification. The company is ISO-certified across quality, environmental, and safety management systems, and is widely recognised in the Albury-Wodonga region for their professionalism and reliability.

The submission provided by AP Delaney & Co Pty Ltd included a construction methodology and detailed construction program. The methodology addressed all key elements of the project and was consistent with the required staging of construction. The construction program also included a logical work breakdown addressing all activities. The program indicates a construction duration of 20 weeks.

The company indicated that should they be awarded this tender, 100% of materials and labour would be sourced locally. AP Delaney & Co Pty Ltd provides sponsorship to numerous local community groups and sporting clubs.

Excell Gray Bruni Pty Ltd is a local company based in Wodonga, VIC, and has extensive experience across a wide range of civil infrastructure projects for public and private sector clients.

Their current work commitments include Murray Park Estate for EDM Group (anticipated completion December 2025) and projects for Wilson Transformer Company (anticipated completion January 2026) and East Bandiana Defence (anticipated completion March 2026).

Excell Gray Bruni Pty Ltd is a reliable civil contractor with strong experience in public and private infrastructure projects. Council has successfully engaged the company on multiple projects. They have consistently demonstrated excellent time management, milestone achievement, and quality outcomes. Both internal and external reviews of their performance are positive. Notable projects the company have completed for AlburyCity include the Albury Riverside Precinct, Ernest Grant Park, the Thurgoona Drive and Evesham Place Intersection Upgrade and the Centaur Road Reconstruction. Excell Gray Bruni Pty Ltd demonstrated exceptional performance in the delivery of these projects.

Excell Gray Bruni Pty Ltd submitted a program with the shortest works duration of only 12 weeks for on-site activities, with completion expected March 2026, including two weeks contingency. Their submitted construction methodology demonstrated a solid understanding of the scope of works.

Excell Gray Bruni Pty Ltd nominated that 100% of materials, specialist plant and equipment, labour and subcontractors will be sourced in the region, with most project activities completed using the company's direct employees. The company also listed several community groups, sporting groups and events which they sponsor. They have also indicated that this procurement activity will provide them the opportunity for skill and technology transfer to local individuals through ongoing training of their recently engaged Cadet Engineer who will be involved in this project.

From the information provided, both companies demonstrate they have the required management systems, experience, capacity, plant and equipment, resources, and availability to provide AlburyCity with a quality product and the meet project objectives.

Risk

- **Business Risk** – financial risks during construction are possible if latent/unknown conditions are encountered. Risks during construction have been mitigated through an extensive site investigation, which informed detailed requirements within the contract. There is sufficient budget funding to provide for project management and contingency to cover latent conditions.

- **Corporate Risk** – this project is located within the Albury Airport which is subject to high levels of public visitation as well as commercial operations; hence, the project will be visible to the community. The successful delivery of this project will provide improved amenity for users of the Albury Airport, and overall risk in this area is considered low.

- **WHS and Public Risk –** WHS risks due to the construction works will be controlled in accordance with AlburyCity and Albury Airport procedures. The contractor will be WHS registered with AlburyCity and will be required to implement a relevant WHS Management Plan, including Safe Work Method Statements and safety inspections. The works will always be supervised by an Airport Reporting Officer (ARO) during construction.

- **Environmental Risk** – a Review of Environmental Factors (REF) has been undertaken for these works to identify any risks and suitable measures to mitigate them. The REF determined that the risks identified were considered low, particularly given that the work area is already heavily disturbed by airport operations and previous construction activities. Sediment and erosion practices will be implemented throughout the project.

- **Delivery Program Risk** – standard risks associated with construction are possible, including delays due to inclement weather and changes due to latent/unknown construction issues. Notwithstanding, the work site is a constructed environment with existing drainage and pavement which will provide good access, minimising potential delivery risk. Extensive site investigations have been undertaken during the design and planning phase, with results indicating the risk to delivery is low.

Community Engagement

This project has been included in the Four-Year Delivery Program, which was placed on public exhibition prior to Council adoption.

The planned project outcomes also seek to address the following considerations that align with AlburyCity's Community Strategic Plan – *Towards Albury 2050*, Economic Impact as follows:

1.1 Albury is a vibrant city, providing high-quality sustainable infrastructure, industry-leading services and amenities.
1.2 Albury has an accessible, integrated transport network that connects our city through safe and efficient travel options.
1.3 Albury offers and supports diverse and evolving tourism experiences.

Summary

The scoring for the qualitative and quantitative assessment is summarised in the following table:

Company	Qualitative (Non-price Score)	Quantitative (Price Score)
Excell Gray Bruni Pty Ltd	80	100
AP Delaney & Co Pty Ltd	86	92

From the qualitative assessment, both companies have the required management systems, experience, resources and availability to successfully undertake this project.

From a quantitative perspective, the submission from Excell Gray Bruni Pty Ltd was the most favourable from a cost perspective, being $250K (9%) more favourable than the other submissions.

Therefore, based on the qualitative and quantitative assessments, it is deemed that the submission from Excell Gray Bruni Pty Ltd provides the best value for Council to deliver this project.

Conclusion

Council invited tenders for Contract No. 24/02919 - Construction of Taxiway Alpha and received three submissions.

As part of the Albury Airport Master Plan 2018, the extension of Taxiway Alpha was recommended to improve aircraft circulation and reduce delays caused by backtracking on the runway. This upgrade enhances operational efficiency, safety, and capacity for both commercial and emergency services.

Albury Airport plays a vital role in regional resilience, supporting aerial firefighting, aeromedical operations, and Defence activities across NSW and Victoria. Its strategic location and infrastructure make it an essential hub for both routine and emergency aviation needs.

This project extends Taxiway Alpha to the western threshold of the runway, and includes construction activities such as bulk earthworks, stormwater drainage, in-situ subgrade stabilisation, pavement construction, asphalt surfacing and electrical works.

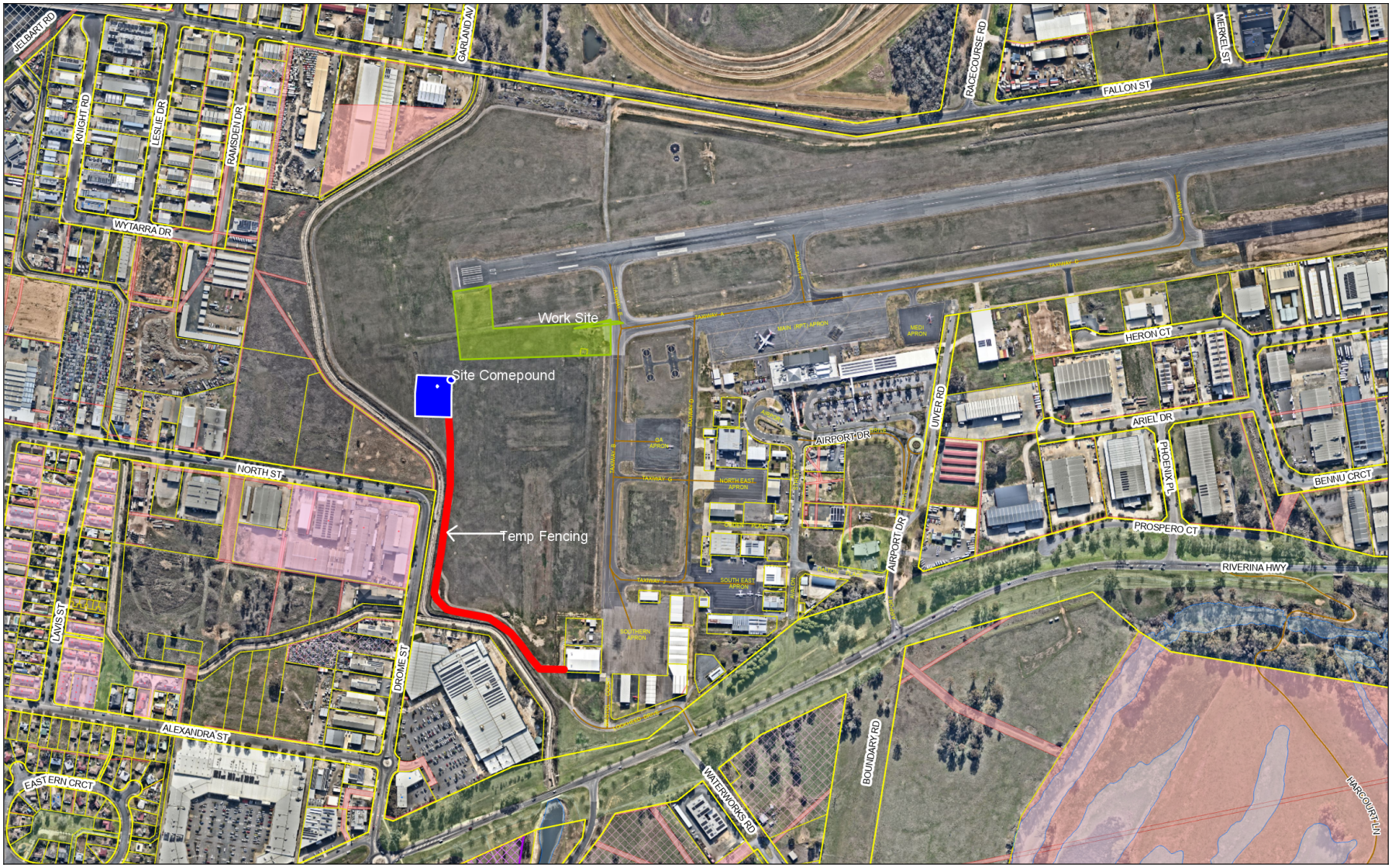
A quantitative and qualitative assessment indicated that Excel Gray Bruni Pty Ltd was the most favourable submission. Their tendered price of $2,882,157.62 (including GST) is within the budget allocation of $3.3 million including GST.

Recommendation

That Council, pursuant to section 178 (1)(a) of the *Local Government (General) Regulation 2021* NSW, resolves to accept the tender from Excell Gray Bruni Pty Ltd and award them Contract 24/02919 - Construction of Taxiway Alpha, for the tendered lump sum price of $2,882,157.62 (including GST).

Attachments

1. Location of Proposed Works Plan (DOC25/284783).
2. Review of Environmental Factors Report (DOC25/64942)



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MAP GRID AUSTRALIA, ZONE 55
TRANSVERSE MERCATOR PROJECTION
HORIZONTAL DATUM: GEODETIC DATUM AUSTRALIA 1994
VERTICAL DATUM: AUSTRALIAN HEIGHT DATUM 1972

Albury Airport -Taxiway Alpha - Construction

SCALE:	1:5271 @ A3L
GENERATED BY:	Vaisakh.Harikumar
DATE:	Aug 20, 2025, 3:17 PM

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AlburyCity

AlburyCity

Project: Albury Airport – Taxiway Alpha Extension

Review of Environmental Factors (REF)

Prepared by
Kagan Vainisi (Environment Team)

File No.
FIL24/02770

20 December 2024

Project Details

Introduction

The Environment Team has reviewed the description of works associated with the extension of the Taxiway Alpha ('A') at Albury Airport (Figure 1). It is understood that Council proposes to extend Taxiway A to the west of the existing Runaway 07 and involves undertaking the following scope of works:

- Excavation to subgrade levels;
- Preparation of subgrade by excavation, trimming, compacting and proof rolling;
- In-situ subgrade stabilisation;
- Installation of drainage infrastructure;
- Placement of crushed rock pavement layers;
- Asphalt surfacing; and
- Installation of AGL lighting and completion of line marking.

The extension of the parallel taxiway aims to reduce back tracking of aircraft on the runway therefore reducing the interruption to landing and take-off activity and increasing runway capacity. The new taxiway will be a 'Code C' aircraft taxiway strip standard to match existing with a width of 26m and an approximate length of 300 m.

The duration of the works is anticipated to take approximately 5 months to complete.

Project Location and Environment

The project area is located to the south of the existing runway and forms an extension of the existing Taxiway A to the west. The total impact area will be approximately 1.6 hectares and will mostly occupy presently vacant land comprising managed grassland vegetation. The site is generally flat, and drainage is directed via swale drainage which traverses the site. The land is part of the Sloane's Froglet Local Area Management Plan (LAMP) area, and this species is known to occur in the surrounds.

It is noted that a BOM weather station is located at the western end of the existing extent of Taxiway A. AlburyCity is presently overseeing a project to relocate this BOM station prior to the commencement of the proposed Taxiway A extension works.

The surrounding land consists of other airport facilities including aprons and other taxiways, the runway itself and privately owned aircraft hangars on adjoining properties to the south. The undeveloped airport land surrounding these facilities, consists of managed grassland with no trees. Adjoining development otherwise comprises industrial and commercial buildings.

The existing conditions and the extent of the works area is illustrated in **Figure 1 & 2**.

Statutory and Planning Requirements

AlburyCity is both the proponent and the determining authority for the project under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Determining authorities have a duty to consider, to the fullest extent possible, all matters affecting or likely to affect the environment by reason of that activity.

The proposed development is defined as part of an ***air transport facility*** which '*…means an airport or a heliport that is not part of an airport, and includes associated communication and air traffic control facilities or structures*'.

In accordance with Division 1 Section 2.24(1) of the *State Environmental Planning Policy* (SEPP) *(Transport and Infrastructure) 2021*, development in connection with an airport may be carried out by or on behalf of a public authority without consent on any land zoned SP2 Infrastructure. Section 2.24(3) specifies development for an air transport facility is permitted without consent:

a) *Construction works,*
b) *Fencing, drainage or vegetation management*

Strategic Context

The proposed extension of Taxiway A intends to meet the relevant parts of Recommendation 16 of the *Albury Airport Master Plan 2018*, summarised as follows.

Recommendation 16:

> *The implementation plan has allowed for a three-stage expansion and strengthening process for TWY C, with a long-term completion period (10+ years) planned for the full parallel extension to a code 4C capability. The staging areas are depicted in section 9.1.1. The stages are:*
>
> ***Stage one:*** *reconstruct TWY C in current configuration and upgrade to Code C (short term);*
> ***Stage two:*** *Extend TWY A to the west to adjoin runway 07 threshold to Code C (medium term); and*
> ***Stage three:*** *Extend TWY C to east to adjoin runway 25 threshold to Code C (long term)…*

Specifically, this project intends to align with part of 'Stage two' of this recommendation. It will ensure the Code C construction standards are met as required. The proposed extension reflects the intended concept layout of the airport in accordance with the masterplan (see **Figure 3**).

Environmental Assessment

As above, a total area of approximately 1.6 hectares will be impacted due to the proposed activities. A summary of environmental impacts is provided below. All impacts will be mitigated where necessary through the conditions in the following section.

Biodiversity

The area surrounding the taxiway has been disturbed due to previous construction and operation of the airport and comprises of managed grasses, drainage infrastructure and tarmac. A potential impact of the proposal is the loss of native grasses; however, the grasses within the works area are likely to be dominated by exotic grass species. The removal and temporary disturbance of native grasses is not likely to be significant as this area is heavily managed as part of airport maintenance activities. Similarly, it is not considered likely that the works will impact to threatened species or communities given this disturbance. The grasses around disturbed areas will be reinstated as per the conditions of this letter following completion of works.

Given the works are in the Sloane's Froglet LAMP area, and that individuals have been identified in the area, impacts on this threatened species is possible. The land is not predicted to be key breeding habitat; however, it is possible that they utilise the land that will be impacted by works. To avoid potential impacts, works will commence outside the breeding season (April-October), or otherwise be subject to further biodiversity assessment in consultation with Council's Environment Team prior to the commencement of works.

Heritage

The works will occur on vacant land and will not potentially impact any heritage items or conservation areas.

The works area is partially located on an area of 'low' Aboriginal cultural heritage sensitivity, as identified as part of the Albury City-Wide Cultural Heritage Study and is therefore considered to have potential for items of archaeological heritage. A search of the AHIMS database was undertaken which detected one known Aboriginal site within the works area or surrounds; however, this was located outside the site to the south of the Riverina Highway closer to the Murray River on lesser disturbed land. The airport site itself has been disturbed from historic runway/taxiway/road construction, airport infrastructure, track works and regular ongoing maintenance works. Given these factors, there is lower potential for items to be found. Notwithstanding, an unexpected finds protocol for items of Aboriginal heritage will be applied to this works as per the relevant condition.

Soil, Water & Air Quality

There is the potential for erosion and sediment runoff during construction. The implementation of a comprehensive erosion and sediment control plan will minimise any construction impacts.

There is the potential for localised contamination from chemical spills (e.g., fuel, oil). Chemicals are to be stored offsite or away from sensitive areas such as waterways or native vegetation, spill kits onsite and a stop works policy put in place if any contamination is discovered. Another potential source of contamination could be through importing of contaminated fill; however, it will be ensured that any fill material used for the project meets the POEO Act definition of virgin excavated natural material (VENM).

There is a risk of dust caused by the construction, this will require monitoring and if dust generation becomes significant, dust suppression activities will be required to be used (water cart across exposed areas).

Waste

The project will generate waste from works from the construction. These include packaging and offcuts from materials, and domestic and putrescible waste from construction workers, including drink cans and bottles and food packaging. All waste is to be separated into their appropriate waste streams then transported to the Albury Waste Management Centre.

Traffic and Access

There could be temporary and short-term disruptions to hanger and airport operations, such as through re-routing of aircraft and other vehicles. It is understood that works will occur during a period of airport closure to avoid disruption.

Traffic will temporarily increase during construction from vehicle and machinery movement and delivery.

Noise and Vibration

The vibration and noise from works may have temporary impacts on surrounding receptors. Noise must be managed to be in accordance with the Interim Construction Noise Guidelines (DECC 2009) for works both within and outside of the 'recommended standard hours' of this guideline.

Review and Determination

Author Declaration

This REF provides a true and fair review of the activity in relation to its likely effects on the environment in accordance with the *Guidelines for Division 5.1 assessments* (DPE 2022). It addresses, to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the project and provides sufficient information to determine whether there is likely to be a significant impact on the environment as a result of the project.

I have considered all environmental impacts and safeguards to the best of my knowledge and have sought advice where required.

REF prepared by: Name: Kagan Vainisi Title: Biodiversity Officer Phone: 02 6023 8329	Signature:  Date: 12/12/2024

Environment Team Review & Comment

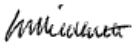
The preparation of this REF has met the requirements for Albury City Council as a determining authority to examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of that activity.

Having reviewed the documentation associated with the proposed activity, AlburyCity's Environment Team considers the potential impacts to be acceptable.

REF reviewed by: Name: Tom Crowe Title: A/Senior Environmental Officer Phone: 02 6043 8166	Signature:  Date: 20/12/2024

Determiner Declaration & Approval

I have reviewed the document and consider that the project will not have a significant impact. The project can proceed, subject to the conditions listed in the following page.

Name: Steven Millett Title: Service Leader Assets, Sustainability & Environment Phone: 02 6023 8194	Signature:  Date: 07/01/2025

Conditions

The proposed activities can proceed subject to the following conditions:

1. Preparation of a Method of Working Plan (MOWP) in accordance with Chapter 16, *Part 139 (Aerodromes) Manual of Standards 2019* that must be submitted to Civil Aviation Safety Authority (CASA) and key stakeholders. Works are not to commence until working plans have been completed and submitted to the relevant stakeholders.

2. Prior to commencement of any works, a Construction Environmental Management Plan (CEMP) must be prepared and provided for approval by the Environmental Planner. The CEMP must address all mitigation measures identified in the REF and all attached conditions. As a minimum, the CEMP is to include:
    a. A Soil and Water Management Plan
    b. An Erosion and Sediment Control Plan (ESCP) is to be included in the CEMP. The ESCP is to be prepared in accordance with Soils and Construction – Managing Urban Stormwater Volume 1 (the 'Blue Book', Landcom 2004) and Volume 2 (DECC, 2008)
    c. Biosecurity (weed management) plan
    d. Unexpected threatened species finds protocol
    e. Waste management
    f. Climate and air quality
    g. Noise and vibration
    h. Traffic management and access
    i. Unanticipated finds protocol for Aboriginal Cultural Heritage and Human remains

3. In the event that any object suspected of being of Aboriginal origin or significance is discovered and/or harmed in, or under the land, while undertaking construction activities, all construction personnel must:
    - Not harm/further harm the object;
    - Immediately cease all work at the particular location;
    - Secure the area to avoid further harm to the Aboriginal object;
    - Notify the Environmental Planner and Heritage NSW as soon as practical, providing any details of the Aboriginal object and its location; and
    - Not commence any work at the particular location unless authorised in writing by Heritage NSW.

4. Any imported fill must meet the definition of virgin excavated natural material (VENM) as defined by the *Protection of the Environment Operations Act 1997* (POEO Act).

5. Construction vehicles, plant, equipment, personnel and deliveries will enter the worksite through airport access roads and routes by direction of the Aerodrome Reporting Officer (ARO).

6. Works must commence outside the Sloane's Froglet breeding season (May-October) or otherwise be subject to further biodiversity assessment (including targeted surveys where required to determine presence) in consultation with Council's Environment Team. Any earthworks occurring within and around areas of potential habitat (open swales, depressions where water accumulates etc.) must be completed first to avoid impacts throughout breeding season.

7. Coordinate timing of construction activities with relevant airport operations and services contacts including Council's Team Leader Airport Operations Josh Thompson and the ARO.

8. Prior to works commencing, all controls are to be installed including soil and erosion control measures to ensure no polluted or sediment laden runoff enters any stormwater pit or drain.

9. Noise levels must be managed in accordance with the Interim Construction Noise Guidelines (DECC 2009) for any sensitive receptors in the surrounding area. This applies to works both within and outside the recommended standard hours. Any required noise management measures to ensure compliance with these guidelines must be detailed in the MOWP.

10. Any area to be used for stockpiling of materials, vehicle parking or equipment laydown is to have appropriate sediment fencing and, where required, bunding installed prior to use.

11. All vehicle movement is to be kept to a minimum and is to be restricted to the area indicated on the MOWP.

12. All plant and vehicles used on site are to be of the minimum size necessary to complete the works. All vehicles, plant and machinery will be refuelled on-site in the same bunded areas as aircrafts to minimise impacts if there were to be a fuel leak or spill, or otherwise in an appropriate area agreed upon by Council's Project Manager. All vehicles are to be adequately maintained and monitored for excessive emissions. Plant and vehicles are to be checked daily for leaks of oil, fuel or other liquids.

13. Any environmental incidents, including chemical leaks, are to be reported to Council's Project Manager Russell Fagan and an incident report is to be submitted.

14. Construction will be completed to CASA Standards including *Part 139 (Aerodromes) Manual of Standards 2019*.

15. Work is to stop during rain events and/or works are to be placed on hold when rainfall events are predicted.

16. Reinstate all disturbed areas post-construction. This is to include reinstatement of removed grasses each side of the taxiway by way of spray seeding, re-seeding or similar.

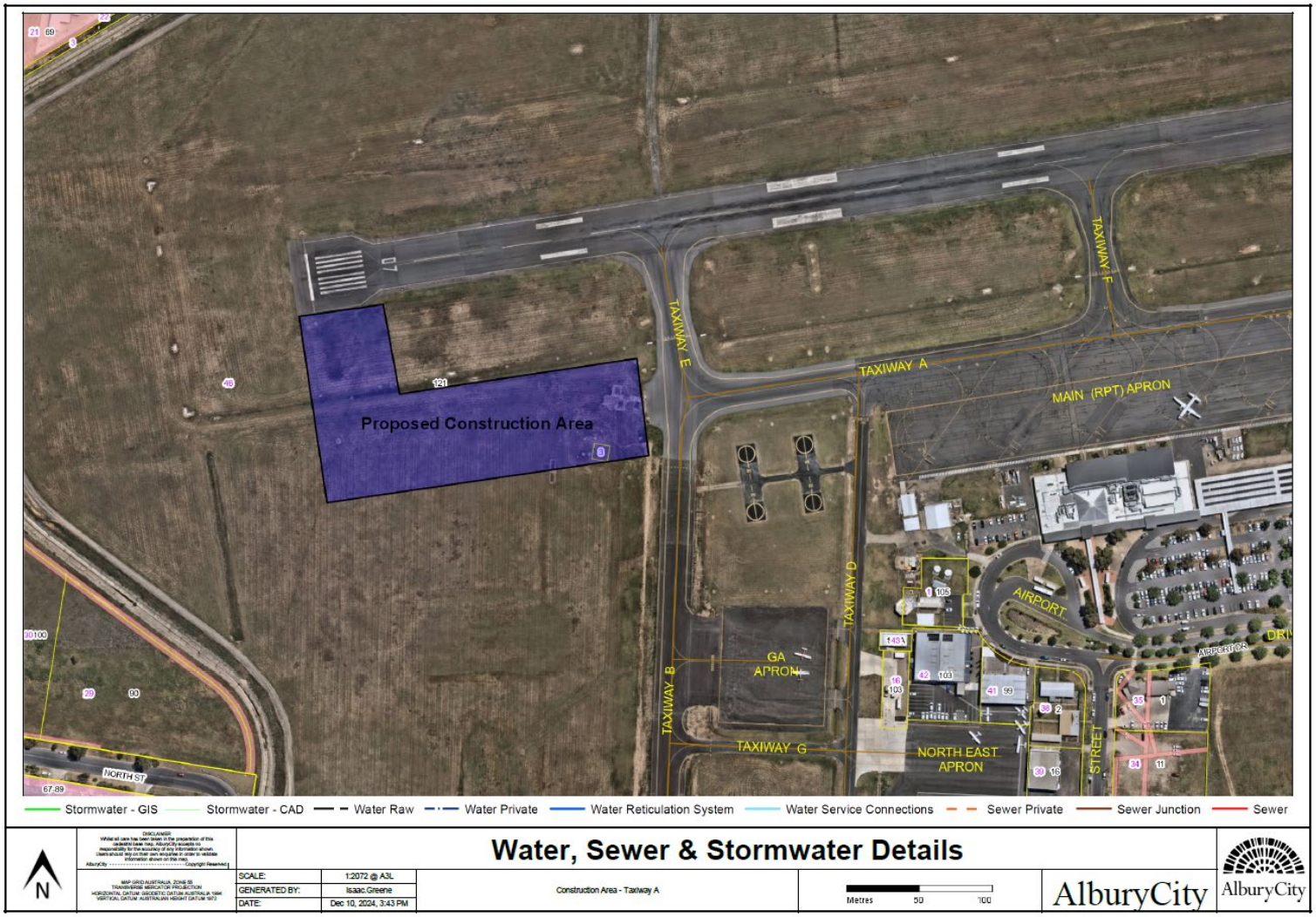


Figure 1: Location of Taxiway Alpha Stage 2 Extension Works

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PO Box 553 Albury NSW 2640

Kiewa Street 323

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ABN 92 965 474 349

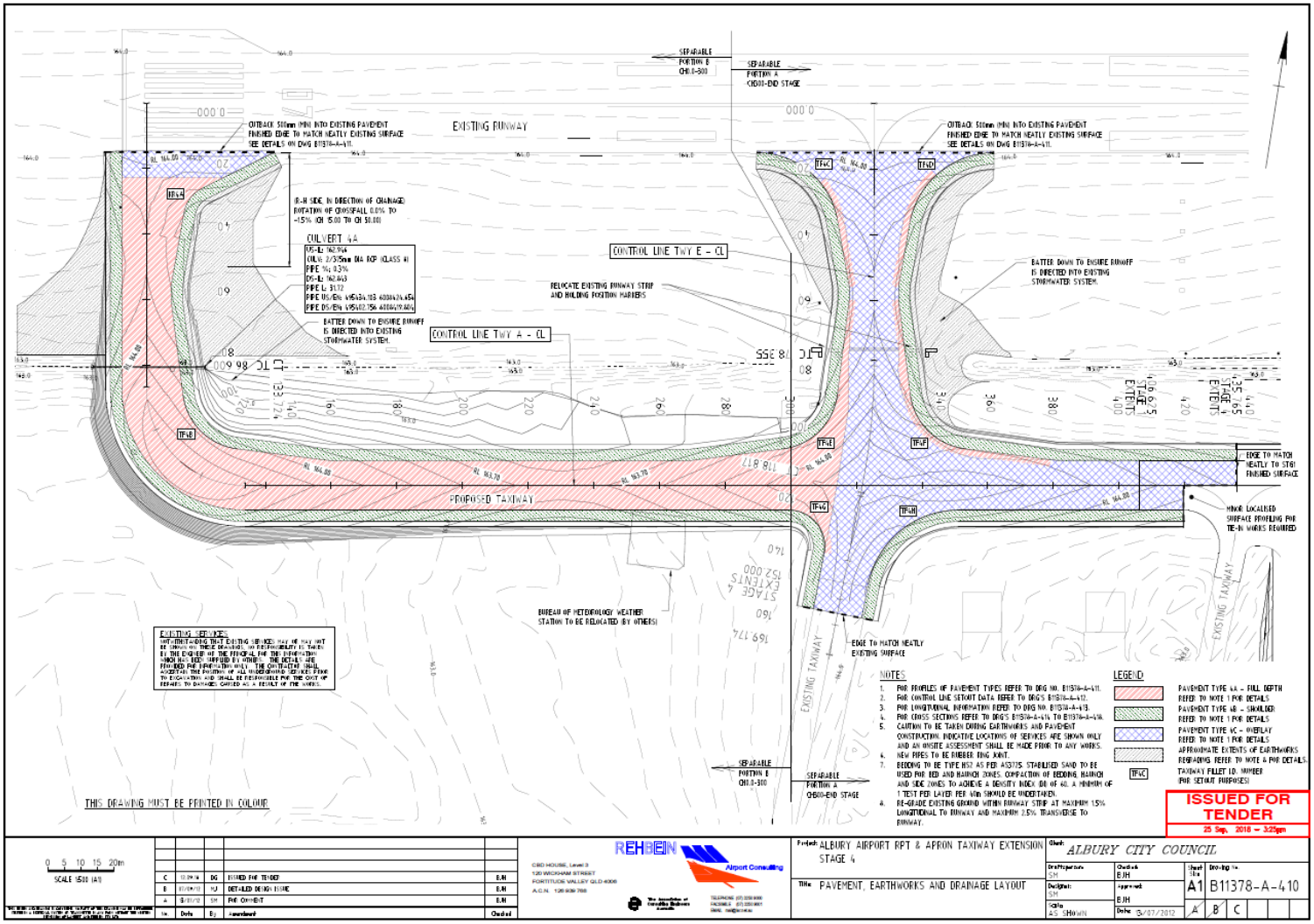


Figure 2: General Arrangement Plan

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323 Kiewa Street

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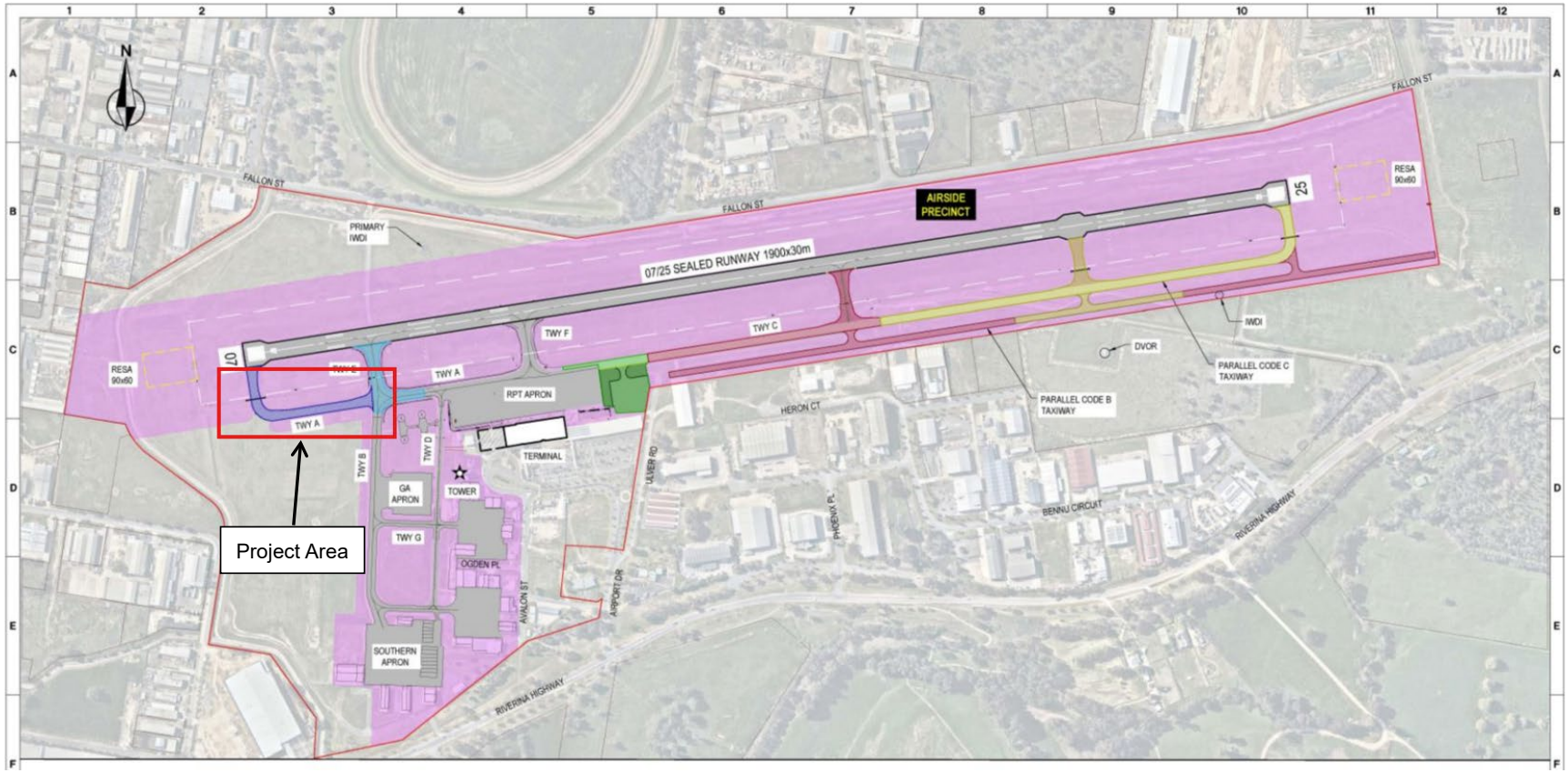


Figure 3: ABX Airside precinct conceptual layout plan extract (Retrieved from Figure 29 of the Albury Airport Final Masterplan 2018)

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