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**APPENDIX E**

# APPENDIX E PLANNING LAWS AND REGULATIONS

Sydney Airport is subject to various airport specific and general laws and regulations. Set out below is an explanation of some of the key planning laws and regulations that apply at Sydney Airport.

All development undertaken at Sydney Airport pursuant to this PDMP will be of the quality and standard reasonably expected of a major international airport in Australia, and will provide appropriate facilities for comfort, ease of access, expeditious movement and efficient use of Sydney Airport by passengers and all other users of Sydney Airport.

## 1.0 Airport master planning

The Airports Act 1996 (the Act) requires the Master Plan to identify Sydney Airport's intentions for land use within the airport and related development of the leased area of the airport site where the uses and developments embrace in all cases – landside, surface access, and land planning/zoning aspects.

The master planning requirements are part of the Australian Government's regulatory framework for airport lessee companies. The Australian Government announced several reforms to the airport planning framework in its National Aviation Policy White Paper released in December 2009. These reforms were introduced by way of amendments to the Airports Act in December 2010.

On 5 December 2011, an extensive community consultation and engagement process for Sydney Airport's new development concept commenced. The concept would see the phased development of Sydney Airport, transforming it into two integrated terminal precincts, with international, domestic and regional services in each of the two terminal precincts.

This PDMP has been prepared in accordance with the requirements of the Act. In summary, a master plan must include the strategic direction for efficient and economic development at the airport and to indicate to the public the intended uses of the airport site. A master plan must cover a period of 20 years and be reviewed every five years. A master plan must be displayed for public comment for 60 business days and must address a variety of issues including:

- Development objectives and assessment of future needs
- Intentions for land use
- Australian Noise Exposure Forecast and the airport's intentions for managing noise
- Flight paths
- Environmental concerns
- Ground transport
- Commercial activities
- Economic contributions.

The Airports Regulations 1997 provide land use, planning and building controls for commonwealth leased airports. Part 5 of the regulations states that the Master Plan must set out proposals in a similar format to that required by state or territory legislation (as described above), specifically:

*'For Section 71 of the Act, an airport master plan must, in relation to the landside part of the airport, where possible, describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology (including definitions) consistent with that applying in, land use planning, zoning and development legislation in force in the state or territory in which the airport is located'. The land use definitions (see Appendix C) and terminology used in NSW planning legislation have been used, where appropriate, to provide a level of detail and transparency.*

Additionally the Airports Regulations 1997 specify that for Subsection 71(5) of the Airports Act a Master Plan must address:

*'any obligation that has passed to the relevant airport — lessee company under Subsection 22 (2) of the Act or Subsection 26 (2) of the Transitional Act'.*

## 2.0 Airport developments

Construction of new development at the airport is subject to a robust development assessment process that provides a system for approving building activities. The Airports (Building Control) Regulations 1996 establish a system for approving appropriate building activities on the airport site.

Regulation 2.05 of the Airports (Building Control) Regulations 1996 requires an application for approval of a building activity to include a statement describing how the proposed building activity is consistent with both the Master Plan and the Environment Strategy.

Building activities at the airport require a building activity approval from the airport building controller (ABC) who is advised by the airport environment officer (AEO). Both the ABC and the AEO are independent officers employed by the DIT.

In addition, a corresponding consent must also be granted by Sydney Airport. In this way, all proposed developments are assessed using the same process so as to determine whether the development is consistent with the Master Plan. This facilitates the independent assessment of development within the airport environment. Sydney Airport has an internal process for assessing development proposals which is described in more detail in section 3 below. A statutory assessment of the environmental impacts created by a new development is also undertaken by the AEO.

Where proposed works are deemed to require a major development plan (MDP), an environmental assessment is carried out and community consultation is undertaken prior to seeking (pursuant to Section 89 of the Act), approval from the Minister for Infrastructure and Transport. Major development plans may only be approved if they are consistent with the master plan in force for the airport.

### **3.0 Development assessment at Sydney Airport**

Development at Sydney Airport is managed under a regulatory framework set by the Airports Act 1996 and associated regulations as well as the Environment Protection and Biodiversity Conservation Act 1999.

#### **3.1 Regulatory processes**

The statutory and management process for lodging, assessing and approving works at Sydney Airport is summarised in the flow chart attached at **Figure E1**.

The Airports (Building Control) Regulations require that carrying out a building activity, as defined in Section 98 of the Airports Act 1996 (described as development in this Master Plan), must have written consent of the airport lessee company (Sydney Airport Corporation Limited). Sydney Airport's written consent is based on a management process through which stakeholder impact identification, infrastructure impacts, environmental impacts and management, current and future adjoining development interfaces, and property and legal risk issues are identified and addressed. Key aspects of this process are as follows:

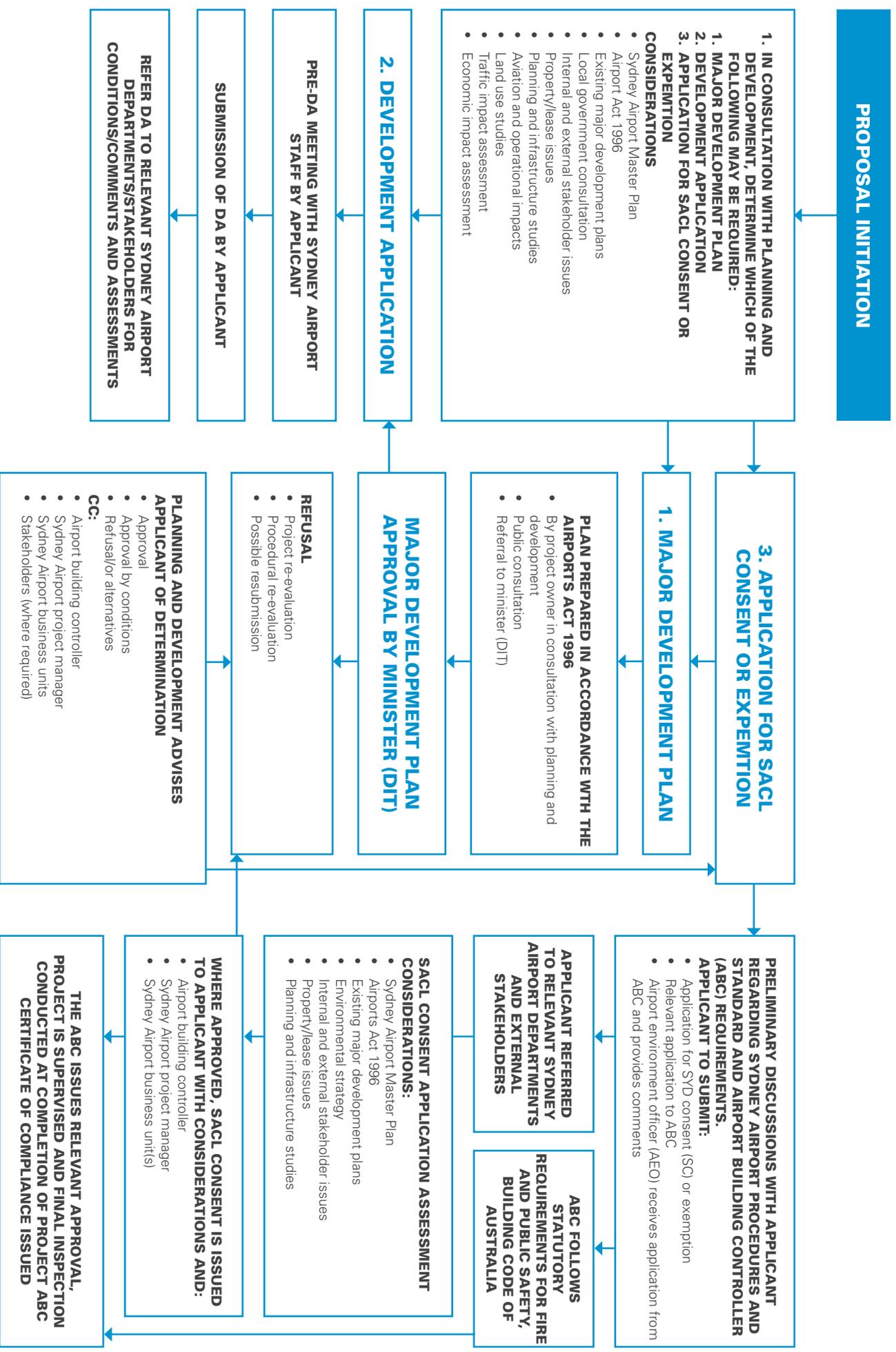
- Prior consultation with Sydney Airport planning and development as to the need for a major development plan (MDP), Sydney Airport development application, application for Sydney Airport consent or an exemption application under the Airports (Building Control) Regulations. MDPs and development applications assess the general concept for the proposal and whether it is appropriate to proceed to applications for Sydney Airport consent or exemption. These applications are considered to be written consents under Airports (Building Control) Regulations 2.03 and 2.05
- Determine whether the development is consistent with Section 32 of the Airports Act 1996
- Determine the development's consistency with the Master Plan and Environmental Strategy
- Consult with internal and external stakeholders, in particular, local government, regarding developments in proximity to boundaries as well as state government agencies.

Pursuant to the Airports Act and Airports (Building Control) Regulations, Sydney Airport's written consent must also be accompanied by the consent of the airport building controller before works commence. Works of a minor nature may be expected only after consultation with the ABC. ABC applications are made pursuant to the Airports Act and Regulations and focus primarily on:

- Consistency of the development with the Master Plan
- Compliance with the Building Code of Australia
- A statutory assessment of the environmental impacts created by new developments, which is assessed by the airport environmental officer through the airport building controller, in accordance with the Airport (Building Control) Regulations. Sydney Airport also has regard for the "type, location, bulk, height, density, design and external appearance of the development that will result from the proposed building activity ('development' for the purpose of this Master Plan)."

Environmental impact assessment is regulated by the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act), the Airport (Environmental Protection) Regulations 1997 (AEPR) and the Sydney Airport Environmental Strategy 2005-2010. Sydney Airport's environmental requirements are summarised in the fact sheet for environmental impact assessment of development and other applications at Sydney Airport, July 2003.

Figure E1 Sydney Airport planning and development process



### 3.2 Development standards

In addition to assessing proposals on regulatory compliance, proposals are also assessed on their performance in relation to a range of aviation, infrastructure, planning and environmental studies.

Due to the nature of the airport environment, development standards relating to each development are assessed on aviation-related standards not normally found in local planning ordinances. However, common planning standards and practices are applied to airport development where it is prudent to do so.

Sydney Airport's development standards are typically based on the list of documents and issues at **Table E1**. Each development is assessed on its performance against each of these issues and corresponding guidelines and benchmark documents.

**Table E1 Development standards**

Issue	Area	Sydney Airport Guidelines and Benchmark Documents
<b>Airside infrastructure</b>	Aviation	MOS 139, ICAO Annex 14
<b>Navigation surveillance systems</b>	Aviation	Airservices Australia Navigational Aid Surface Drawings, MOS 172
<b>Aircraft noise</b>	Aviation	Building siting and insulation AS2021-2000 – Aircraft Noise Intrusion – Building, Siting and Construction
<b>Obstacle limitation surface</b>	Aviation	Airports (Protection of Airspace Regulations)
<b>Runway end safety</b>	Aviation	MOS 139
<b>Lighting</b>	Aviation	MOS 139
<b>Bird hazard</b>	Aviation	Wildlife management plan
<b>Dust hazard</b>	Aviation	Airport works plans
<b>Aviation security</b>	Aviation	Transport security program
<b>Radar reflectivity and navigational aids</b>	Aviation	Assessed on a case by case by Airservices Australia
<b>Master grading</b>	Infrastructure	Services master plan
<b>Utilities</b>	Infrastructure	Services master plan
<b>Advertising and signage</b>	Planning	Sydney Airport Master Plan; SEPP 64 principles
<b>Land use</b>	Planning	Sydney Airport Master Plan
<b>Road traffic generation, traffic and transport management</b>	Planning	Ground transport strategy, RTA guide to traffic generating development
<b>Utilities protection</b>	Planning	New southern railway, underground fuel and gas pipelines, services master plan
<b>Contaminated sites</b>	Environmental	Contaminated sites register
<b>Heritage</b>	Environmental	Environment strategy and heritage management plan
<b>Fuel storage</b>	Environmental	Above-ground fuel storage policy
<b>Asbestos</b>	Environmental	Work health and safety standards
<b>Environmentally sustainable development</b>	Environmental	Environment strategy

### 3.3 External consultation

**Table E2** outlines a list of the agencies consulted on an ongoing basis. Note that agencies are consulted where there is a requirement for specific input on a particular issue. Other agencies not appearing below may also be consulted.

**Table E2 External consultation**

Consulted Party	Reason
<b>Department of Planning and Infrastructure (NSW)</b>	Consultation regarding major on-airport developments
<b>Airlines and tenants</b>	Consultation regarding major on-airport developments
<b>Local government authorities</b>	Stakeholder consultation with local government on development interface issues on the airport boundary
<b>Airservices Australia and Civil Aviation Safety Authority</b>	Radar/Navigational/OLS interference issues
<b>Roads and Maritime Services</b>	Trunk road access, advertising signage, traffic generating developments
<b>Sydney Water Corporation</b>	Potable water, trade waste, heritage (Alexandra Canal), air rights
<b>Sydney Ports Corporation</b>	Port Botany/airport interface issues
<b>Energy Australia</b>	Electrical supply – network issues on-site/off-site
<b>JUHI</b>	Pipeline protection – hydrant installation and pipeline
<b>Airport Link Company</b>	New southern railway tunnel protection
<b>APA Group</b>	Moomba Gas pipeline protection
<b>Department of Sustainability, Environment, Water, Population and Communities</b>	Heritage matters

### 4.0 Consistency with state environmental planning policies, zones and section 117 directions

#### 4.1 Consistency with state environmental planning policies

**Table E3 State environmental planning policies**

State Environmental Planning Policy	Relevance / Consistency
<b>No 1 – development standards</b>	The purpose of SEPP No. 1 is to provide more flexibility to development standards. The SEPP allows an authority to approve a non-complying development proposal provided that they can show that the set standard is unreasonable or unnecessary.  Sydney Airport has a comprehensive development assessment process pursuant to the aims and objectives of the Airports Act 1996.
<b>No 4 – Development Without Consent and Miscellaneous Exempt and Complying Development</b>	As above
<b>No 19 – Urban Bushland</b>	The aim of this SEPP is to protect and preserve bushland in urban areas. The SEPP applies to the local government areas (LGAs) of Botany Bay and Marrickville. This SEPP applies to Wollie Creek Regional Park located within Rockdale LGA and runs from Cooks River approximately 1 km from Sydney Airport. The provisions of this SEPP do not specifically apply to the airport. However, as the relevant LGAs are identified as land to which the SEPP applies, it has been considered.
<b>No 22 – Shops and Commercial Premises</b>	SEPP No. 22 permits a change of non-conforming (commercial) use within a business zone, from one kind of commercial premises to another kind of commercial premises or shop, provided that that change will incur only minor (if any) environmental impact within that zone and on surrounding uses. Any change of use is handled through Sydney Airport’s internal development assessment process and may also require airport building controller approval.

<p><b>No 33 – Hazardous and Offensive Development</b></p>	<p>SEPP 33 aims to identify potentially hazardous or offensive development and, in determining whether a development is hazardous or offensive industry, requires measures to be employed to reduce the impact of such development.</p> <p>Any proposed development of a hazardous or offensive nature on Sydney Airport requires development consent. Supporting information may include a hazard analysis prepared in accordance with relevant requirements.</p>
<p><b>No. 55 – Remediation of Land</b></p>	<p>The objectives of SEPP 55 include the remediation of contaminated land for the purpose of reducing the risk to human health or another aspect of the environment. Under the SEPP, a consent authority must not grant consent to a development unless it has considered whether the land is contaminated and whether it is suitable, or can be made suitable, for the proposed use.</p> <p>Sydney Airport has legislative requirements and internal processes to manage contaminated sites to achieve objectives similar to the aims and objectives of SEPP 55. These objectives are documented in Sydney Airport Environment Strategy 2013 - 2018.</p>
<p><b>No 64 – Advertising and Signage</b></p>	<p>SEPP 64 aims to ensure outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable location, and is of high quality design and finish.</p> <p>Consistent with the aims of SEPP 64, Sydney Airport considers issues of road safety, amenity, character and finish when assessing proposals for advertisements and signage within the airport.</p>
<p><b>No 71 – Coastal Protection</b></p>	<p>The aims of SEPP 71 is to ensure that development in the NSW coastal zone is appropriate and suitably located, to ensure that there is a consistent and strategic approach to coastal planning and management, and to ensure there is a clear development assessment framework for the coastal zone.</p> <p>The Master Plan provides for improved public access in the area of Commonwealth Beach (Kyeemagh) which is consistent with the aims of this SEPP. Any future development in this area would also be cognisant of the need to ensure protection of the visual amenity and beach environment. The SEPP outlines development controls for the disposal of effluent and stormwater and public access to areas covered by this SEPP.</p>
<p><b>Major Development 2005</b></p>	<p>This SEPP applies to state significant sites, as described in Schedule 3 of the SEPP, and transitional Part 3A projects as described in Schedule 6A of the Environmental Planning and Assessment Act 1979. It is noted that Part 3A only continues to apply to projects that were approved prior to 1 October 2011 or undetermined project and concept plan applications where director general requirements were issued before this date. The major development SEPP would therefore only apply where there are any existing Part 3A approvals affected by the transitional provisions.</p>
<p><b>State and Regional Development 2011</b></p>	<p>This SEPP identifies development to which the state significant development assessment and approvals pathway (under Part 4 of the EP&amp;A Act) applies and relates to development deemed to be state significant and critical state significant infrastructure. Subject to this SEPP, determination of development applications is conferred to joint regional planning panels.</p> <p>This SEPP replaces SEPP (Major Development) 2005 to facilitate the application of assessment processes that apply to state significant development and state significant infrastructure not affected by commonwealth development approval requirements.</p>

<p><b>Infrastructure 2007</b></p>	<p>The aim of the infrastructure SEPP is to facilitate development of a range of infrastructure works in NSW. The SEPP establishes a consistent planning regime for infrastructure projects and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process. The SEPP supports greater flexibility in the location of infrastructure and service facilities along with improved regulatory certainty and efficiency</p> <p>The commencement of infrastructure SEPP repealed a number of SEPPs that would have otherwise applied to the airport site. The provisions of the applicable repealed SEPPs have been subsumed in the infrastructure SEPP, including:</p> <ul style="list-style-type: none"> <li>• SEPP No. 11 – Traffic Generating Developments</li> <li>• SEPP No. 31 – Sydney (Kingsford Smith) Airport</li> <li>• SEPP No. 35 – Maintenance Dredging of Tidal Waterways</li> <li>• SEPP No. 43 – New Southern Railway</li> </ul> <p>In addition, the infrastructure SEPP was amended in 2011 in accordance with the state and regional development SEPP to facilitate the introduction of a new approvals pathway applicable to development classified as state significant development and state significant infrastructure (refer to SEPP State and Regional Development above). The Master Plan is consistent with the provisions of the infrastructure SEPP insofar as the Master Plan requires both an environmental assessment and accountability regime in requiring consent for all works undertaken on the airport site.</p>
<p><b>Temporary Structures and Places of Public Entertainment 2007</b></p>	<p>This SEPP provides for the erection of temporary structures and the use of places for public entertainment while protecting public safety and local amenity. The SEPP supports the transfer of the regulation of places of public entertainment and temporary structures from the Local Government Act 1993 to the EP&amp;A Act. The Master Plan considers this SEPP and has included temporary structures as a use that is permitted with consent in specified land use zones.</p>
<p><b>Sydney Regional Environmental Plan No. 33 – Cooks Cove</b></p>	<p>As of 1 July 2009, Regional Environmental Plans (REPs) are no longer part of the hierarchy of planning instruments in NSW and are now deemed as SEPPs. Cooks Cove REP is therefore deemed to be a SEPP.</p> <p>Cooks Cove is a 100 hectare site in Arncliffe, located to the west of the airport site. Development proposed for the site is largely consistent with adjacent airport operations and involves the relocation of the Kogarah Golf Club to the south of the site, urban development comprising a 21 hectare trade and technology centre and 80 hectares of open space. As part of the project, new and upgraded sporting fields.</p> <p>A key objective of the Cooks Cove REP is to capitalise on the physical proximity of Cooks Cove to the airport to create trade-focussed development. The REP establishes zoning and development controls to facilitate development within the Cooks Cove site. The REP provides opportunities to locate employment generating activities in the area, designates public and private open space, improves foreshore access and provides protection for the existing wetlands. Airport operations have been considered in the formulation of the SREP.</p>

## 4.2 Consistency of Master Plan’s zones with LEP provisions

### 4.2.1 Introduction

Local environmental plans (LEPs) are prepared under Part 3 of the NSW Environmental Planning and Assessment Act 1979 (EP&A Act) and provide the local planning provisions and development controls for a local government area (LGA). The Sydney Airport site is located within the Botany Bay, Rockdale and Marrickville LGAs (see **Figure 11.2** in Chapter 11). The applicable LEPs and the relevant associated provisions under each are outlined in this appendix, together with an assessment of the consistency of the Master Plan’s land use zones with the relevant provisions.

### 4.2.2 Definition of development on Sydney Airport

In relation to Sydney Airport operations and development, an undertaking for the purpose of air transport is defined under Marrickville Local Environmental Plan 2011 (Marrickville LEP), Rockdale Local Environmental Plan 2011 (Rockdale LEP) and Botany Bay Local Environmental Plan 2013 (Botany Bay LEP) as either an ‘airport’ or ‘public utility undertaking’.

Definitions contained within Botany Bay, Marrickville and Rockdale LEPs that are related to airports and airport associated uses are as follows:

*“air transport facility means an airport or a heliport that is not part of an airport, and includes associated communication and air traffic control facilities or structures.”*

*“airport means a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes, and includes associated buildings, installations, facilities and movement areas and any heliport that is part of the airport. Airports are a type of air transport facility.”*

*“depot means a building or place used for the storage (but not sale or hire) of plant, machinery or other goods (that support the operations of an existing undertaking) when not required for use, but does not include a farm building.”*

*“freight transport facility means a facility used principally for the bulk handling of goods for transport by road, rail, air or sea, including any facility for the loading and unloading of vehicles, aircraft, vessels or containers used to transport those goods and for the parking, holding, servicing or repair of those vehicles, aircraft or vessels or for the engines or carriages involved.”*

*“passenger transport facility means a building or place used for the assembly or dispersal of passengers by any form of transport, including facilities required for parking, manoeuvring, storage or routine servicing of any vehicle that uses the building or place.”*

*“public utility undertaking means any of the following undertakings carried on or permitted to be carried on by or by authority of any government department or under the authority of or in pursuance of any commonwealth or state act:*

- (a) railway, road transport, water transport, air transport, wharf or river undertakings,*
- (b) undertakings for the supply of water, hydraulic power, electricity or gas or the provision of sewerage or drainage services,*
- (c) and a reference to a person carrying on a public utility undertaking includes a reference to a council, electricity supply authority, government department, corporation, firm or authority carrying on the undertaking”.*

### **4.2.3 City of Botany Bay**

The relevant zoning provisions of Botany Bay Local Environmental Plan 2013 (Botany Bay LEP), as they relate to and its land use zones, are detailed below.

#### **4.2.3.1 Botany Bay Local Environmental Plan 2013**

The relevant zoning provisions of Botany Bay Local Environmental Plan 2013 (Botany Bay LEP), as they relate to Sydney Airport and its land use zones, are described below.

#### **Zoning of Sydney Airport land under Botany Bay LEP**

##### **SP2 Infrastructure (Airport)**

The airport site is zoned SP2 Infrastructure (Airport) under the Botany Bay LEP, specifically zoning the site for airport use (refer to **Figure 11.2** in Chapter 11). The objective of the SP2 Infrastructure zone is ‘to provide for infrastructure and related uses and to prevent development that is not compatible with or that may detract from the provision of infrastructure’. Environmental protection works in this zone are permitted without consent. Land uses permitted with consent in this zone include development for the airport or development ordinarily incidental or ancillary to development for the purpose of an airport.

The Master Plan has divided this portion of the land into the following separate zones to accurately reflect on-site activities. These zones include:

- SP1 – Aviation Activities and Aviation Support Facilities
- SP2 – Airport Terminal and Support Services
- SP3 – Airport Logistics and Support
- SP4 – Utilities Reservation
- AR1 – Aviation Reservation
- B1 – Business Development
- B2 – Enviro-Business Park
- EC1 – Environmental Conservation

Each zone provides for specific types of land uses related to airport operations and other development that is considered ancillary or incidental to airport operations. The aviation related land uses are consistent with the SP2 Infrastructure (Airport) zoning under Botany Bay LEP. The business, industrial and commercial land uses that are permissible with consent under the Master Plan are consistent with the SP2 Infrastructure (Airport) zoning provisions under Botany Bay LEP where a contemporary view is taken of what the purpose of an ‘airport’ is and the complementary land uses that support it.

##### **SP2 Infrastructure (Railway)**

Adjacent to the SP2 Infrastructure (Airport) zone along the northern and eastern perimeter of the airport is the SP2 Infrastructure (Railway) zone under the Botany Bay LEP. This rail network services Port Botany and provides a buffer

between the airport and adjacent industrial and business development zones. The objective of this zone is to 'provide for infrastructure and related uses and to prevent development that is not compatible with or that may detract from the provision of infrastructure'. Environmental protection works are permitted without consent in this zone. Land uses permitted with consent in this zone include development for the purpose of a railway or development ordinarily incidental or ancillary to development for the purpose of a railway.

Zoning adjacent to the northern perimeter of the airport is SP1 (Aviation Activity and Aviation Support Facilities), SP2 (Airport Terminal and Support Services), SP2 (Classified Road) and SP3 (Airport Logistics and Support) under the Master Plan. Zoning adjacent to the eastern perimeter is SP1 (Aviation Activity and Aviation Support Facilities), SP2 (Classified Road), B1 (Business Development) and EC1 (Environmental Conservation) under the Master Plan. The zones specified under the Master Plan will not conflict with or prevent the efficient operations of the Special Uses (Railway) zone.

### **IN1 General Industrial**

A large parcel of land is located to the north of the airport site and is generally defined by Coward Street and Qantas Drive. This land is zoned IN1 General Industrial under the Botany Bay LEP. The objectives of this zone are to 'provide a wide range of industrial and warehouse land uses, encourage employment opportunities, minimise any adverse effect of industry on other land uses and to support and protect industrial land for industrial uses'.

A wide range of non-residential land uses are permitted with consent in the IN1 General Industrial zone.

This zone provides a transition to more sensitive land uses (for example, land zoned for residential uses) further north and east. In addition, the IN1 zone adjoins land zoned SP2 Infrastructure (Railway) under the Botany Bay LEP to the south, which provides a transition zone to the aviation activities located in the north of the airport site.

Land zoned SP1 (Aviation Activity and Aviation Support Facilities) and SP3 (Airport Logistics and Support) zones under the Master Plan adjoins land within the IN1 zone under the Botany Bay LEP. Collectively, these zones comprise a number of complementary land uses, ensuring that the zones will contribute towards an aviation-related commercial/light industrial hub.

### **B5 Business Development**

Land zoned B5 Business Development is located to the north-east of the airport site and is contiguous with the airport site as far south as General Holmes Drive. In addition, there is a small parcel of land zoned B5 to the east of the airport site, adjacent to Botany Road. A portion of the railway that adjoins the northern boundary of the airport is also zoned B5. The objective of this zone is 'to enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres'.

The Master Plan designates three separate zones within the area adjacent to B5 zoned land, those being SP1 (Aviation Activity and Aviation Support Facilities), SP2 (Airport Terminal and Support Services), SP3 (Airport Logistics and Support). Uses that are permissible with consent under these zones comprise aviation-related activities, including aviation support facilities, passenger transport terminals and support services as well as a business development. These uses are considered to be consistent with the objectives and permissible uses within the B5 zone.

### **R2 Low Density Residential**

Land zoned R2 Low Density Residential is located to the east of General Holmes Drive and adjoining the Mill Pond and the Sydney Airport landholding in this area. A portion of this residential land is identified as a heritage conservation area on the Botany Bay LEP Heritage Map. The primary objective of the R2 zone is 'to provide for the housing needs of the community within a low density residential environment' and 'to enable other land uses that provide facilities or services to meet the day to day needs of residents. An expansive area of residential zoned land (R2 Low Density and R3 Medium Density) is located east of Botany Road, adjoining areas zoned for a range of business, commercial, retail and community uses (that is, B1 Neighbourhood Centre, B2 Local Centre, B4 Mixed Use and B7 Business Park).

Land zoned RE1 Public Recreation and Foreshore Road to the south east of the airport, provides a buffer between the airport site and the residential lands to the south east. This land has been zoned by council as low density residential in recognition of the potential for land use conflicts.

Airport land adjoining the R2 zone is zoned EC1 (Environmental Conservation) under the Master Plan. Land zoned B1 (Business development) under the Master Plan is also located in proximity to land within the R2 Low Density Residential zone. The EC1 zone provides a buffer between residential dwellings to the south east and airport operations.

Land within the airport site zoned B1 (Business Development) is separated by the majority of the airport site by land zoned SP2 Classified Road (Botany Road) under the Botany Bay LEP. The B1 zone is not considered to be inconsistent with surrounding R2 zoned land given the presence of other business/commercial/retail type uses which are mostly interspersed throughout residential areas within the LGA. In addition, B1 zoned land within the north-eastern portion of the airport site is separated from residential zoning by IN2 (Industrial) and B4 (Mixed Use) zoning, providing a transition between these uses.

### **R3 Medium Density Residential**

Land zoned R3 Medium Density Residential under Botany Bay LEP does not directly adjoin the airport site but is located in proximity of the site to the north and east. In accordance with the Botany Bay LEP, council will consider the suitability of higher density development within the R3 zone in relation to other uses, in particular airport operations, to minimise the potential for conflicting land uses. Zones under the Master Plan located in closest proximity to R3 zoned areas include zones B1 (Business Development) and EC1 (Environmental Conservation), which are compatible with the purpose of the R3 zone.

### **B7 Business Park**

Land zoned B7 Business Park is situated to the north of the airport site and adjoins the airport to the east. The objectives of the B7 zone are to provide a range of office and light industrial uses, to encourage employment opportunities, and to provide facilities and services to service workers in the area. The B7 zone also aims to ensure that uses within this zone are commensurate with the capacity of the surrounding road network, particularly given the location of the airport to the south. Various different uses are permissible with consent in this zone, including business premises, community facilities, dwelling houses, light industries and recreation areas. Passenger transport facilities are also permissible within this zone and home occupations are permissible without consent.

Land zoned EC1 (Environmental Conservation), situated to the east of the airport, adjoins the B7 zone to the north and is generally bounded by General Holmes Drive and Bay Street. As noted above, the EC1 zone in this portion of the site provides a buffer to airport operations in the west and minimises the potential for land use conflicts between land zoned under the Botany Bay LEP and the Master Plan. The EC1 zone is therefore considered to be compatible with the B7 Business Park zone.

## **4.2.4 Marrickville Council**

### **4.2.4.1 Marrickville Local Environmental Plan 2011**

The relevant zoning provisions of Marrickville Local Environmental Plan 2011 (Marrickville LEP), as they relate to Sydney Airport and its land use zones, are detailed below.

#### **Zoning of Sydney Airport land under Marrickville LEP**

##### **Zone SP2 Infrastructure (Air Transport Facilities)**

A portion of the northern sector of the airport site, around Alexandra Canal, is located within the Marrickville LGA. Sydney Airport is zoned SP2 Infrastructure (Air Transport Facilities) under Marrickville LEP. The Master Plan has zoned this land for four (4) separate purposes. These are:

- SP1 – Aviation Activity and Aviation Support Facilities
- SP2 – Airport Terminal and Support Services
- SP3 - Airport Logistics and Support
- SP4 – Utilities Reservation

The objective of the SP2 (Infrastructure) zone is 'to provide for infrastructure and related uses, to prevent development that is not compatible with or that may detract from the provision of infrastructure and to protect and provide for land used for community purposes'.

Under the SP2 Infrastructure (Air Transport Facilities) zone, home occupations are permitted without consent. Roads and any development that is ordinarily incidental or ancillary to development for the purpose of air transport facilities is permitted with consent in the SP2 Infrastructure (Air Transport Facilities zone). All other land uses are prohibited in this zone.

The Master Plan proposes to zone this land as SP1 (Aviation Activity and Aviation Support Facilities), SP2 (Airport Terminal and Support Services) and SP3 (Airport Logistics and Support) which permit uses that are fundamental to airport operations.

##### **Zone IN1 General Industrial**

Sydney Airport owns a freehold parcel of land north of Airport Drive and Alexandra Canal, which is within the airport boundary, as depicted in **Figure 11.2** in Chapter 11. This freehold land does not fall within the Commonwealth's landholding of the airport. This land is therefore governed under the provisions of the NSW EP&A Act and Marrickville LEP and is zoned IN1 General Industrial under Marrickville LEP.

The purpose of the IN1 zone is to provide for industrial and warehouse uses, to encourage employment, minimise adverse effect of industry on other land uses, and to protect industrial land in proximity to Sydney Airport and Port Botany. Under the Master Plan, this land is zoned SP3 (Airport Logistics and Support) which permits uses that support airport operations.

Types of development permissible with consent in the IN1 zone include (but are not limited to) dwelling houses, general industries, light industries, neighbourhood shops, and takeaway and food and drink premises. While permissible with consent in the IN1 zone, development consent in relation to dwelling houses only applies to alterations or additions to existing dwellings. It is also noted that a number of airport related uses, such as air transport facilities, airstrips and passenger transport facilities, are prohibited in the IN1 zone.

Existing development within the IN1 zone comprises a number of uses prohibited under Marrickville LEP, including animal boarding or training establishments, commercial premises, child care centres, and air transport facilities. Aviation-related uses within the SP3 zone would not unreasonably intensify the use of this area beyond what currently exists. In addition, there are no sensitive land uses adjoining or in proximity to this portion of the airport site.

A portion of the IN1 zoned land is owned by Sydney Airport but is not zoned under the Master Plan and is not subject to the requirements of the Airports Act or the Master Plan.

### **RE1 Public Recreation**

Land zoned RE1 Public Recreation is located adjacent to the airport site, to the north of Alexandra Canal. A small portion of this land is located adjacent to land zoned SP1 (Aviation Activity and Aviation Support Facilities) and SP2 (Airport Terminal and Support Services) under the Master Plan. The objective of the RE1 zone is to enable land to be used for public open space or recreational purposes, provide a range of recreational settings and activities, community facilities, services and compatible land uses, and to protect and enhance the natural environment for recreational purposes.

The location of the RE1 zone on the opposite side of Alexandra Canal, coupled with the purpose of the zone, minimises the potential for land use conflicts between this land and the airport site. In addition, RE1 zoned land provides a buffer between residential development to the north and airport operations.

A portion of the RE1 zoned land is owned by Sydney Airport but is not zoned under the Master Plan and is not subject to the Master Plan requirements. Sydney Airport also owns a small portion of land adjacent to the RE1 zone, along Old Street in Tempe, which currently accommodates a water tank. This land is zoned SP4 (Utilities Reservation) under the Master Plan, which permits uses that are consistent with the current use of this land.

### **Zone SP2 Infrastructure (Rail Infrastructure Facilities, Air Transport Facilities and Stormwater Management Systems)**

Land within the Marrickville portion of the site is zoned SP2 Infrastructure and includes land for rail infrastructure facilities, air transport facilities and stormwater management systems. The objective of the SP2 Infrastructure zone is to 'provide for infrastructure and related uses, prevent development that is not compatible with or that may detract from the provision of infrastructure and to protect and provide for land used for community purposes'.

Alexandra Canal to the north of the airport is zoned SP2 Infrastructure for the purpose of stormwater management systems. Port Botany freight line and Airport Drive are zoned SP2 Infrastructure (Rail Infrastructure Facilities and Air Transport Facilities respectively). This zoning supports airport operations and is therefore consistent with the SP2 zone under the Master Plan.

### **Acoustic and height considerations**

Marrickville LEP contains provisions relating to development on land that is near the airport, has an ANEF contour of 20 or greater and where the consent authority considers the land to be affected by aircraft related noise. This provision places specific controls on development within these areas and requires the consent authority to consider the following:

- Whether the development will result in an increase in the number of dwellings or people affected by aircraft noise
- The location of the development in relation to the criteria contained in Australian Standard AS 2021-2000, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction
- Satisfaction that the development will meet the indoor design sound levels in relation to the criteria provided in Australian Standard AS 2021-2000, *Acoustics – Aircraft noise intrusion – Building siting and construction*.

Marrickville LEP contains provisions relating to the protection of airspace operations to direct the consent authority when assessing development applications to have regard to whether the proposed development will penetrate the limitation or operations surface. Development consent must not be granted if the consent authority and commonwealth body are satisfied that the proposed development will penetrate the limitation or operations surface.

## **4.2.5 Rockdale Local Environmental Plan 2011**

The relevant zoning provisions of Rockdale LEP, as they relate to Sydney Airport and its land use zones, are detailed below.

### **Zone SP2 Infrastructure (Airport)**

The portion of the airport site located within the Rockdale LGA is zoned SP2 Infrastructure (Airport), which permits development for airport purposes. Development that is ordinarily ancillary to airport purposes is permissible with consent in this zone. The Master Plan has zoned this land for five (5) separate purposes. These are:

- SP1 – Aviation Activities and Aviation Support Facilities
- SP2 – Airport Terminal and Support Services
- SP3 - Airport Logistics and Support
- B1 – Business Development
- B2 – Enviro-Business Park

The provisions of the Rockdale LEP that relate to land adjoining Sydney Airport are discussed below.

### **Zone RE1 Public Recreation**

Land zoned RE1 Public Recreation under Rockdale LEP is located along the foreshore of the Cooks River, adjacent to the airport to the west. The objectives of this zone are to enable land to be used for public open space for a range of recreational purposes and to protect and enhance the natural environment for recreation purposes. The types of uses that are permissible in the zone are recreational related uses, which includes community facilities and child care centres.

The western sector of the airport site adjacent to RE1 zoned land is zoned SP1 (Aviation Activity and Aviation Support Facilities) and B1 (Business Development) under the Master Plan.

The separation achieved by the Cooks River ensures that the proposed zonings will not conflict with the public recreation areas. Amenity impacts on existing open space areas will remain unchanged.

### **Zone R2 Low Density Residential**

Land zoned R2 Low Density Residential is located to the south-west of the airport site, with a band of open space (zoned RE1 Public Recreation) separating this residential zoning and the Cooks River.

Land use zones within the airport that are closest to R2 zoned land are SP1 (Aviation Activity and Aviation Support Facilities) and B1 (Business Development). The physical barrier created by the Cooks River provides a buffer between residential zoning in the west and airport activities in the east.

### **Clause 6.3 Development in areas subject to aircraft noise**

The provisions of Clause 6.3 of Rockdale LEP place specific controls on developing land within areas directly affected by aircraft noise. That is, land in proximity to the airport site and within an ANEF contour of 20 or greater. The provision directs council to ensure the guidelines provided in Australian Standard AS 2021-2000 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction are incorporated in the design and construction of buildings that are affected by noise and vibration associated with airport operations.

### 4.3 Consistency with relevant Section 117 directions

Table E4 Relevant Section 117 directions

Section 117 direction	Relevance/consistency
<b>1. Employment and resources</b>	
1.1 Business and industrial zones	<p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> <li>• Encourage employment growth in suitable locations,</li> <li>• Protect employment land in business and industrial zones</li> <li>• Support the viability of identified strategic centres.</li> </ul> <p>The objectives of this direction are consistent with Sydney Airport's strategic direction for the airport to provide significant employment lands as presented in the Master Plan. The State Government has indicated the need to support and strengthen the nation's economic gateways (Sydney Airport and Port Botany) and this intent has been incorporated into the Master Plan. Accordingly, the Master Plan is generally consistent with this direction.</p>
1.2 Rural zones	Not relevant
1.3 Mining, petroleum production and extractive industries	Not relevant
1.4 Oyster aquaculture	Not relevant
1.5 Rural lands	Not relevant
<b>2. Employment and heritage</b>	
2.1 Environment protection zones	<p>The objective of this direction is to protect and conserve environmentally sensitive areas. Areas of the airport have been classified as environmentally sensitive and subsequently been acknowledged in Sydney Airport's Environment Strategy 2013 - 2018. Environmentally sensitive areas within the airport site are identified by EC1 (Environmental Conservation) zoning under the Master Plan. Within these zones, only land uses that are consistent with the environment protection standards applicable to the land are permitted. Accordingly, the Master Plan is generally consistent with this direction.</p>
2.2 Coastal protection	Not relevant
2.3 Heritage conservation	<p>The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance. There are various local and state heritage items located on the airport site. Heritage conservation is covered in the environment (in Chapter 13). Sydney Airport's Environment Strategy 2013 - 2018 identifies the relevant heritage legislation and standards that apply to the airport. Land within the airport site is governed by the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). Sydney Airport is therefore required to comply with the provisions relating to heritage under the EPBC Act. Accordingly, the Master Plan is generally consistent with this direction.</p>
2.4 Recreation vehicle areas	Not relevant
<b>3. Housing, infrastructure and urban development</b>	
3.1 Residential zones	Not relevant
3.2 Caravan parks and manufactured home estates	Not relevant
3.3 Home occupations	Not relevant
3.4 Integrating land use and transport	<p>The objectives of this direction are to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> <li>• Improving access to housing, jobs and services by walking, cycling and public transport,</li> <li>• Increasing the choice of available transport and reducing dependence on cars,</li> <li>• Reducing travel demand including the number of trips generated by development and distances,</li> <li>• Supporting efficient and viable operation of public transport services, and providing for the efficient movement of freight.</li> </ul> <p>Sydney Airport is serviced by a public bus, rail and taxi services and as such is consistent with the objectives of this direction. The airport site integrates land use and transport effectively and is serviced by public transport. The site also provides space and services required for private transport modes. In addition, through the strategic co-location of facilities and services within the site, the needs of airport patrons and the local workforce are adequately catered for, thereby reducing special-purpose trip generation. Accordingly, the Master Plan is generally consistent with this direction.</p>

3.5 Development near licensed aerodromes	<p>The objectives of this direction are:</p> <ul style="list-style-type: none"> <li>To ensure the effective and safe operation of aerodromes,</li> <li>To ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and</li> <li>To ensure development for residential purposes or human occupation, if situated on land within the ANEF contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.</li> </ul> <p>This direction aims for the effective and safe operation of aerodromes and for appropriate development in the vicinity of aerodromes.</p> <p>Sydney Airport is required to apply the Australian Standard 2021-2000 with respect to internal noise levels of proposed developments and does so as required. Accordingly, the Master Plan is generally consistent with this direction.</p>
3.6 Shooting ranges	Not relevant
<b>4. Hazard and risk</b>	
4.1 Acid sulphate soils	<p>The objective of this direction is to avoid significant environmental impacts from the use of land that has a probability of containing acid sulphate soils (ASS). The Department of Planning and Infrastructure's ASS risk maps show that there is a risk of ASS adjacent to the airport. The intent of this direction is to ensure that intensification of land uses does not occur on land with a probability of containing ASS. As most of Sydney Airport's land has been subject to extensive modification, such as land-filling and terrain flattening, the land is generally classified as 'disturbed terrain' and the provisions of this direction do not directly apply.</p> <p>Sydney Airport has a contaminated sites strategy that has been documented in the Sydney Airport Environment Strategy 2013 – 2018. Sydney Airport ASS is identified as an environmental management issue, which requires assessment as part of new developments and earthworks.</p>
4.2 Mine subsidence and unstable land	Not relevant.
4.3 Flood prone land	<p>The objectives of this direction are:</p> <ul style="list-style-type: none"> <li>To ensure that development of flood prone land is consistent with the NSW Government's flood prone land policy and the principles of the Floodplain Development Manual 2005, and</li> <li>To ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.</li> </ul> <p>The airport site sits adjacent to the Cooks River and is identified as a flood planning area in accordance with Rockdale Council's flood planning map. The airport currently has flood planning measures in place to minimise and manage the impacts of flooding on airport operations. Accordingly, the Master Plan is generally consistent with this direction.</p>
4.4 Planning for bushfire protection	Not relevant.
<b>5. Regional planning</b>	
5.1 Implementation of regional strategies	Not relevant.
5.2 Sydney drinking water catchment	Not relevant.
5.3 Farmland of state and regional significance on the NSW Far North Coast	Not relevant.
5.4 Commercial and retail development along the Pacific Highway	Not relevant.
5.8 Second Sydney Airport Badgerys Creek	<p>The objective of this direction is to avoid incompatible development in the vicinity of any future second Sydney Airport at Badgerys Creek. This direction gives guidance to local governments seeking to rezone land in areas surrounding the proposed second Sydney Airport site. This direction does not apply specifically to Sydney Airport.</p>
<b>6. Local plan making</b>	
6.1 Approval and referral requirements	<p>The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development. This direction specifically applies to all councils in their preparation of a draft LEP and aims to minimise the inclusion of provisions that require the concurrence, consultation or referral of development applications to a minister or public authority. Notwithstanding, the national significance of Sydney Airport requires ongoing consultation and concurrence with the minister and public authorities to ensure that obstacle clearance areas are sufficient and that aviation practices are not compromised.</p>

6.2 Reserving land for public purposes	Not relevant.
6.3 Site specific provisions	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls. This direction is not specifically applicable to the operations of the airport or airport development proposals as the site is not strictly subject to the provisions of any state environmental planning instruments. Rather, the airport is required to demonstrate consistency, where possible, with state planning legislation. In this regard, the Master Plan has not incorporated any unnecessary restrictive planning controls. However land has been appropriately zoned for operational requirements. Accordingly, the Master Plan is generally consistent with this direction.
<b>7. Metropolitan planning</b>	
7.1 Implementation of the metropolitan plan for Sydney 2036	<p>The objective of this direction is to give legal effect to the vision, transport and land use strategy, policies, outcomes and actions contained in the metropolitan plan. Planning authorities are therefore required to ensure that planning proposals achieve the overall intent of the metropolitan plan.</p> <p>The metropolitan plan is the NSW Government's long-term strategic plan to maintain Sydney's role in the global economy and to plan for growth and change within the Sydney metropolitan area over the 25 year forecast period.</p> <p>Sydney Airport is designated as a specialised centre under the metropolitan plan, which emphasises the importance of promoting the role of the airport within the metropolitan economy and the global economic corridor.</p> <p>Sydney Airport and Port Botany are significant in that they provide the economic gateway to Sydney and the nation. The key economic role of Sydney Airport through the provision of employment and business opportunities is therefore emphasised within the metropolitan plan.</p>

## 4.4 Metropolitan Planning

### 4.4.1 Metropolitan Plan for Sydney 2036

The Metropolitan Plan for Sydney 2036 (metropolitan plan) is the NSW Government's long-term strategic plan to maintain Sydney's role in the global economy and to plan for growth and change within the Sydney region over a 25 year period to 2036. The metropolitan plan was developed in 2010 and supersedes the 2005 Metropolitan Strategy – City of Cities (Metropolitan Strategy). The metropolitan plan builds on the strengths of the metropolitan strategy, with a focus on optimising coordination between state and local government to meet the aims of the plan.

The metropolitan plan recognises Sydney Airport as a specialised centre, which means its important role in the metropolitan economy should be promoted. In particular, the globalisation of the economy has resulted in a shift in demand for the types of goods and services to be provided in and around the airport. The metropolitan plan also recognises Sydney Airport's significant location within Sydney's global economic corridor (GEC). Economic corridors play a critical role for the metropolitan economy and the GEC in particular is a key driver of Sydney's wealth generation and will continue to be into the future. The GEC extends from Sydney Airport and Port Botany in the south to Sydney's Central Business District (CBD), North Sydney and Macquarie Park in the north. Employment and economic activity are concentrated along this corridor.

Strengthening the role of the economic corridor has been targeted through infrastructure upgrades to improve connectivity and through local planning to identify suitable land uses along the corridor, particularly in proximity of the airport. While the metropolitan plan has a vision for 770,000 new dwellings throughout Sydney's subregions, it recognises that the specialised centres of Port Botany and Sydney Airport would not be appropriate locations for new residential development. In addition, as Sydney Airport handles half of Australia's international air freight, the metropolitan plan recognises the opportunity to convert existing residential areas in proximity to the airport into industrial areas to support nearby freight industry. This would require investigating the suitability of locations near the airport (in terms of noise) over the medium to long term.

The metropolitan plan recognises the significant growth in airport activity forecast over the next 25 years and growth in passenger movements from 32 million in 2007 to 79 million by 2029. In addition, Sydney Airport and environs has an employment capacity target of +22,000 to 2036. The M5 Motorway is identified as an important link to the Sydney Airport Port Botany area which, with increased traffic movements to and from the airport and between the airport and the CBD, is already operating near capacity. Capacity issues would therefore need to be addressed in order to cater to increased airport activity generated by increased passenger and employee movements.

The metropolitan plan identifies future directions for strategic centres and summarises future directions for Sydney Airport and examples of NSW Government support for optimising the role and operations of the airport as follows:

*Future directions:*

- *Maintain international aviation gateway function for freight and passengers*
- *Work with federal and local governments to manage the impacts of on airport non-aviation development proposals*
- *Manage the impacts of airport freight and passenger growth on transport systems*
- *Protect and enhance strategic employment lands*
- *To ensure long-term demand for aviation infrastructure is met, the Federal and NSW governments are preparing an aviation strategic plan for the Sydney region. A joint study has been established to prepare the plan which will identify options and strategies to meet the aviation capacity needs of the Sydney region. The joint study will also consider land transport infrastructure around Kingsford Smith Airport and the future use of the Commonwealth-owned Badgerys Creek site formerly earmarked for a second Sydney Airport.*

*Examples of State Government support:*

- *Airport and port access strategy*
- *Strategic bus corridors 21, 29*
- *Potential improved road link from M5 to airport and Port Botany.*

Furthermore, draft subregional strategies were developed as part of the 2005 metropolitan strategy and remain a key planning tool for councils to implement the metropolitan plan at the local level. Due to its location within three local government areas, Sydney Airport is identified in two subregional strategies – the Draft East Subregional Strategy (covering Botany Bay) and the South Subregional Strategy (covering Marrickville and Rockdale).

#### **4.4.2 Draft metropolitan strategy for Sydney to 2031**

Draft Metropolitan Strategy for Sydney 2031 (released March 2013) builds on Metropolitan Plan Sydney 2036, providing an updated strategy for the growth of Sydney. The draft strategy collaborates with other state plans including the NSW Long Term Transport Master Plan and State Infrastructure Strategy.

The draft strategy promotes five key urban outcomes for Sydney: balanced growth; a liveable city; productivity and prosperity; healthy and resilient environment; accessibility and connectivity. Six new subregions are proposed, with Sydney Airport located within part of Central Subregion and South Subregion.

Under the strategy, Sydney Airport remains as a specialised precinct and the international and national gateway to the global economic corridor (GEC). The airport is therefore a key piece of economic infrastructure for the growth of global Sydney.

To support the on-going airport function, the draft strategy identifies strategic requirements to improve access and transport linkages.

#### **4.4.3 Subregional strategies**

##### **4.4.3.1 Draft East Subregional Strategy**

The draft East Subregional Strategy identifies the important role the east subregion plays in the provision of transport infrastructure through Sydney Airport and Port Botany. The strategy outlines the significant employment opportunities and the transportation of passengers and freight, facilitating trade and cooperatively assisting to maintain Sydney's role as a global City. The key directions of the draft East Subregional Strategy, as they relate to Sydney Airport, are described below.

##### **Economic gateway**

A key direction of the draft East Subregional Strategy is to support and strengthen the nation's economic gateways through the protection of strategic employment lands in the area around Sydney Airport and Port Botany. The significance of Sydney Airport and Port Botany, and particularly their adjacency, is such that they provide the economic gateway to Sydney and the nation. The role of Sydney Airport within the GEC by providing employment and business opportunities will be strengthened through the PDMP.

##### **Retail centres**

The draft East Subregional Strategy identifies the need to support the future role of retail centres within the subregion, particularly given the potential expansion of retail development within Sydney Airport. Notwithstanding, the strategy identifies Sydney Airport and environs as a specialised centre through its provision of employment opportunities, and subregional and metropolitan services. While it is important to reinforce existing retail centres, retail services within the airport provide fundamental services for airport employees and passengers.

## **Public transport access**

The draft East Subregional Strategy asserts the importance of strengthening east-west public transport access for commuters and exploring opportunities to strengthen the movements between subregions and bordering growth centres, such as Green Square. Green Square contains significant transport infrastructure that links Sydney's CBD and Western Sydney with the airport. This infrastructure, however, is currently underutilised.

## **Mascot industrial area**

The Mascot industrial area is identified as being of strategic importance and should be retained for industrial purposes. This land is located north-east of the airport and is zoned predominantly for airport-related business.

This land accommodates a significant amount of activity generated by the airport, such as freight and logistics. The importance of maintaining this land for airport-related purposes is emphasised, a direction that is in line with the PDMP. Periphery land uses provide a compatible interface and an appropriate transition to aviation activities and aviation support facilities.

The 2012 Master Plan designates land for the purposes of aviation activities, business development, freight and logistics as well as interim industrial and commercial land uses adjoining the east subregion. These will support, encourage and complement the strategic employment lands adjoining Sydney Airport as well as significantly contribute to job creation and target realisation over the planning period.

### **4.4.3.2 Draft South Subregional Strategy**

Sydney Airport has a key role to play within Sydney's south subregion, which is emphasised in the key directions and actions under the draft South Subregional Strategy.

#### **Employment lands**

The first key direction for the south subregion is to retain strategic employment lands, specifically the older industrial areas around the airport. This surrounding industrial land is considered to be key employment land as it has good access to the airport, existing rail infrastructure and connecting arterial roads. This land is also considered important for its provision of significant residential support services, light industry and the opportunity to accommodate more intensive employment land uses.

The draft South Subregional Strategy identifies the portion of the Sydney Airport site within the Marrickville LGA as a significant employment lands precinct and as such has classified it Category 1 – Land to be retained for Industrial Purposes, with its key functions being freight and logistics. A Category 1 classification does not prevent sites from being intensified in their use or redeveloped to meet current industrial requirements, creating additional employment and economic benefits. It ensures these sites continue to accommodate primarily industrial and related uses, within what is generally permitted under the land use zoning.

#### **Employment growth at Sydney Airport and environs**

The second key direction for the south subregion is to plan for employment growth at Sydney Airport and environs, including Cooks Cove, Wolli Creek and Turrella, by improving connections between these areas and the airport and to protect employment lands around Sydney Airport and Port Botany. The draft South Subregional Strategy outlines that planning needs to focus on integrating the functions between commercial centres within the airport environs, by ensuring good access to adjacent subregions.

#### **Sydney Airport – specialised centre**

The draft South and East Subregional Strategies both identify Sydney Airport and environs as a specialised centre that plays a vital economic and employment role, generating metropolitan wide benefits. Sydney Airport and environs is linked by corridors with other strategic centres, such as the Sydney CBD. These corridors are generally highly concentrated areas of activity.

The PDMP has designated land for the purposes of aviation activities, business development, freight and logistics as well as interim industrial and commercial land uses adjoining the east subregion. These areas will support, encourage and compliment the strategic employment lands adjoining Sydney Airport as well as contribute to job creation and target realisation over the planning period.

### **4.4.3.3 Summary**

The draft East and South Subregional Strategies both provide employment capacity targets for the airport and environs. The east subregion is expected to accommodate 14,300 jobs and the portion of Sydney Airport located within Rockdale LGA, is identified to accommodate 4,000 jobs, with a total of 18,300 jobs to be provided by Sydney Airport and environs between 2001 and 2031. Both the East and South Subregional Strategies outline the need for an effective working relationship between Sydney Airport and commonwealth, state and local governments in order to manage growth of aviation and non-aviation activities at Sydney Airport.

These draft strategies highlighted the significance of Sydney Airport's role in the economy and this was quantified in employment and gross state product terms. Approximately 60,000 people are employed directly servicing airport-related activities, with 11,000 working at the airport. The airport has a direct annual contribution of \$6.6 billion in gross state product and represents 6% of the state economy and 2% of the national economy.

In preparation of the PDMP, the relevant key directions and actions of the draft East Subregional Strategy and the draft South Subregional Strategy have been identified and considered in relation to Sydney Airport to ensure that the Master Plan is generally consistent with the relevant components of the metropolitan plan. The metropolitan plan emphasises the significance of Sydney Airport, together with Port Botany, as being the economic gateways to the nation. It is therefore important to maintain employment lands that surround the airport.

The draft East Subregional Strategy's key directions focus on strengthening existing centres, improving infrastructure and protecting tourism in the area. Direction 1 aims to protect the employment lands in the vicinity of the airport/Botany Bay. The PDMP supports this direction through the appropriate allocation of land use zones, in particular the creation and allocation of zones that facilitate job creation, while not reducing employment areas. Direction 4 raises concerns in relation to the growth of out-of-centre retail at the expense of existing retail centres and notes that this could occur following growth in the airport's retail facilities. Furthermore, it is stated that non-aviation related commercial and retail facilities should not be permissible within the airport due to the impact on transport and surrounding centres.

The airport is serviced by public and private transport in the form of rail and bus lines and the M5 Motorway. Therefore access to retail facilities is not considered to be a constraint. The impact of additional retail uses at the airport on the viability of established centres would be considered at the development application stage. Additionally there are a range of land uses that would be provided to service the local (airport) workforce as opposed to focusing on patronage from further afield.

The key directions of the draft South Subregional Strategy focus on developing employment and commerce while upgrading infrastructure in the region. Direction 1 encourages the growth of employment particularly light industry in close proximity to the airport and Botany Bay. Direction 2 aims to increase the number of jobs within the specialised centre incorporating the airport. These policies support the introduction of both the SP2 (Airport Terminal and Support Services) and B1 (Business Development) zones in this section of the airport as they will implement the necessary land use controls to facilitate development for business purposes and thus generate employment. Additionally these business areas will contribute to the growth of the employment hub centred on the airport / Botany Bay precinct in conjunction with the development of the light industrial area.

The draft South Subregional Strategy identifies land in the Marrickville LGA abutting the northern perimeter of the airport for industrial uses associated with freight and logistics. Industrial zoning has been reflected in the PDMP through zoning of the northern portion of the airport site as SP3 (Airport Logistics and Support) under the PDMP. This zone facilitates freight logistics and other industrial and light industrial uses.

The draft South Subregional Strategy notes that Kogarah may need to become a more distinctive specialised retail centre to distinguish itself from the larger retail offering available at Rockdale and Hurstville. This may, in turn, further distinguish Kogarah from the airport.

The PDMP will provide the opportunity for the creation of economic precincts that will support, complement and encourage activity on adjoining and surrounding employment lands. These economic precincts will promote business activity and job generation and in this regard, are considered compatible with the metropolitan plan for Sydney and the relevant subregional strategies.

#### **4.4.4 NSW Long Term Transport Master Plan**

The NSW Long Term Transport Master Plan (LTTMP) was released in December 2012 and identifies strong growth to occur in numerous locations throughout metropolitan Sydney, including the Sydney Airport precinct. The LTTMP recognises the critical role of Sydney Airport as a gateway to Sydney that must be kept open and flowing. Addressing existing issues with traffic and access associated with Sydney Airport will be vital to ensuring the viability of aviation activities within Sydney Airport and surrounds, and enhancing its role as a specialised centre and part of Sydney's GEC.

The LTTMP recognises the corridor linking Sydney Airport to the CBD as one of Sydney's most important, providing access to Redfern, Central Station, Sydney CBD, and the East Hills Rail line which connects the airport to Central Station and the City loop. However, it also identifies existing capacity issues that are placing pressure on this corridor, which is only likely to grow with travel demand between Sydney Airport and the CBD anticipated to increase to 24,000 (morning peak) by 2031. With the implementation of the airport Master Plan, managing this growing demand will be essential to securing Sydney's economic growth and success.

In terms of traffic movements, Sydney Airport is already constrained as a result of increasing traffic capacities to and from the airport, particularly due to the mixing of traffic to and from the airport with through traffic to and from the CBD. Traffic congestion is also an issue along the Liverpool to Sydney Airport corridor, which will be exacerbated by high

population growth forecast in Sydney's south-west. In addition, it is also anticipated that increasing capacities along the East Hills Rail Line will have further implications for the capacity of the rail system to cope with demand at Sydney Airport.

The LTTMP sets out long term plans to improve transport infrastructure and services to sustain growth in greater Sydney, including Sydney Airport and Port Botany. The LTTMP proposes to reduce congestion affecting Sydney Airport and Port Botany by targeting traffic pinch points, increasing rail services and investigating additional bus services to and from the airport, and improving the infrastructure that supports freight flows to and from Port Botany.

The Port Botany precinct, which includes Sydney Airport, is Sydney's second largest employment area after the CBD and is a key catalyst for surrounding employment activity and growth, with significant employment growth forecast to continue into the future. Improving connections to and from Sydney Airport and between key economic corridors is therefore vital to Sydney Airport's role within the GEC.