

> Non-Aviation Land Development Concept  
– Regional Planning Context



Bankstown Airport

Master Plan  
2004/05



# > Non-Aviation Land Development Concept – Regional Planning Context

## 17.1 Regulatory Requirements

Regulations under the Airports Act 1996, require that the MP must, where possible, in relation to the landside part of the airport, 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 in which airport is located.

Notwithstanding this requirement, it should be noted that:

- land use and planning within the airport site is regulated under the Airports Act 1996 and not under the NSW EP&A Act 1979;
- particular language is used in this MP to comply with Airports Act 1996 requirements only, and is not intended to import or apply any state land use planning or zoning requirements or obligations on either BAL or Bankstown Airport;
- where the concept of a ‘development’ is used in this MP, it describes a ‘building activity’ and associated land use as set out in the Airports Act 1996 and associated regulations (rather than the definition of ‘development’ in the EP&A Act);
- where the concept of a public utility undertaking is used in reference to the land use zonings contained in this MP, this describes the provision of infrastructure services such as electricity, gas, telecommunications, water, sewer, stormwater and fuel rather than adopting the definition within Part 2 of the NSW Environment Planning and Assessment Model Provisions (the Model Provisions); and
- this MP contains definitions of land use types in Appendix 3. Many definitions are the same as these in the NSW Model Provisions. However, not all Model Provisions definitions were suitable. Appendix 3 clarifies where Model Provisions definitions have been adopted and where other master plan specific terms are used.

The Local Environment Plan (LEP) zoning map for the region surrounding Bankstown Airport is provided in Figure 14.

## 17.2 Relationship to Planning Policy and Planning Instruments

Although the Airport’s future land use and planning is regulated under the Airports Act 1996, and not under the (EP&A Act 1979), it is relevant that an understanding of NSW Planning Policy and its associated planning instruments be outlined within this DMP.

The statutory planning framework within NSW is provided through the EP&A Act. The objectives of the EP&A Act are as follows:

- (a) to encourage:
  - (i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, town and villages for the purpose of promoting the social and economic welfare of the community and a better environment;
  - (ii) the promotion and co-ordination of the orderly and economic use and development of land;
  - (iii) the protection, provision and co-ordination of communication and utility services;
  - (iv) the provision of land for public purposes;
  - (v) the provision and co-ordination of community services and facilities; and
  - (vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats; and
  - (vii) ecologically sustainable development; and
  - (viii) the provision and maintenance of affordable housing; and
- (b) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State; and
- (c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.

> Figure 14

Bankstown Airport LEP Zoning Plan

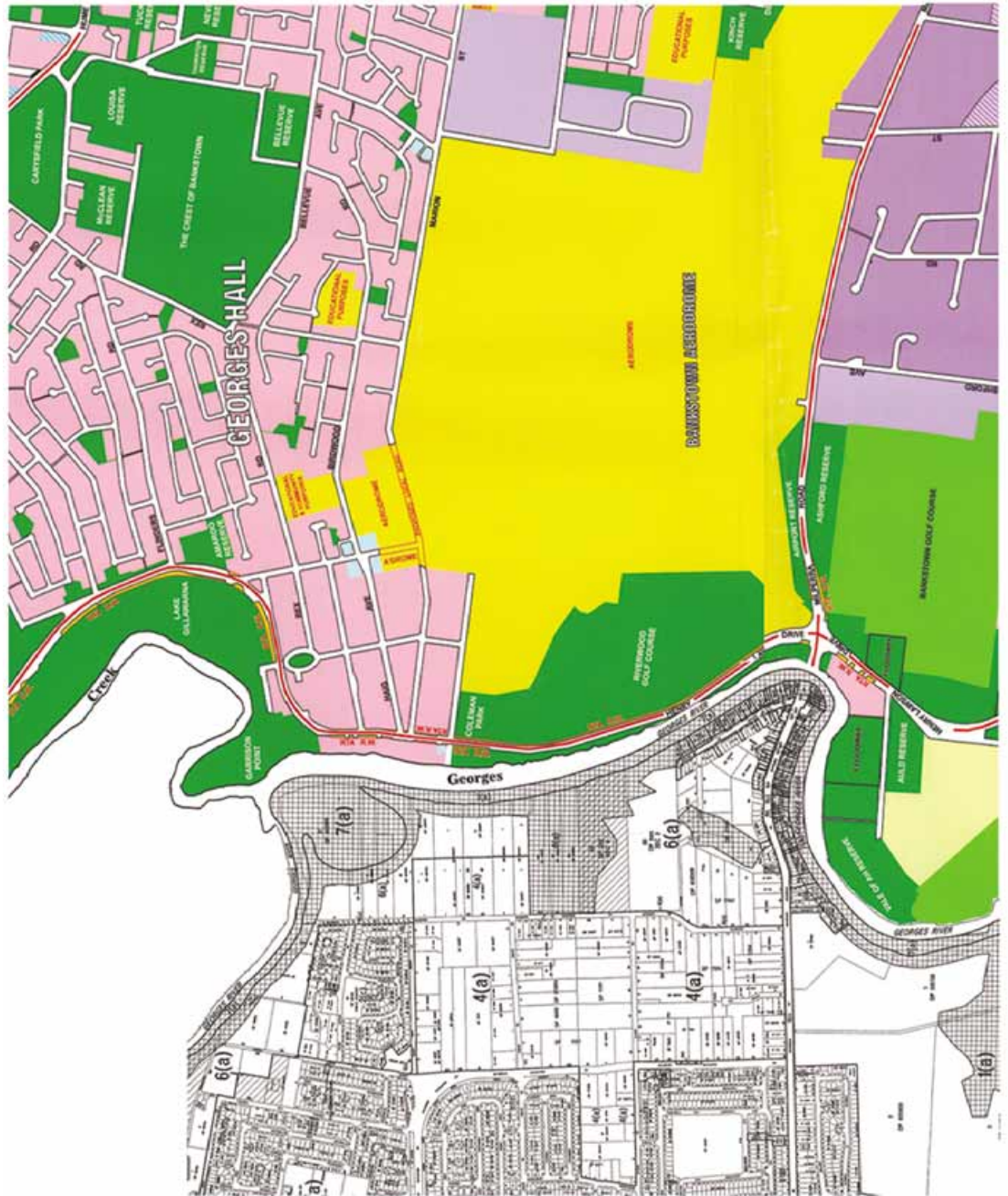


**ZONINGS**

- 1. Rural
  - 1. Rural
- 2. Residential
  - 2(a) Residential A
  - 2(b) Residential B
- 3. Business
  - 3(a) Business - CBD
  - 3(b) Business - Other Centres
- 4. Industrial
  - 4(a) General Industrial
  - 4(b) Light Industrial
- 5. Special Uses
  - 5. Special Uses (Parking, Schools etc.)
- 6. Open Space
  - 6(a) Open Space
  - 6(b) Private Recreation
- 7. Environment Protection
  - 7. Environment Protection (Conservation)
- 8. National Park
  - 8. National Parks and Nature Reserves

**GENERAL**

- Arterial Road
- Physical Road Closure
- Refer to clause 33 (of the LEP 2001 written instrument)
- Refer to clause 13(9) (of the LEP 2001 written instrument)
- Refer to clause 50 (of the LEP 2001 written instrument)
- Refer to clause 54 (of the LEP 2001 written instrument)



**LEGEND**

- ZONES**
- 1. RURAL
    - 100 Rural
    - 101 Rural - Small Holdings
    - 102 Rural - Environment Protection
    - 103 Rural - Residential
    - 104 Rural - Future Urban
  - 2. RESIDENTIAL
    - 200 Residential - Rook Course
    - 201 Residential - Flat Buildings
    - 202 Residential - City Centre
  - 3. BUSINESS
    - 300 Business
    - 301 Business - Highway
  - 4. INDUSTRIAL
    - 400 Industrial
    - 401 Industrial - Special
    - 402 Industrial - Business Park
  - 5. SPECIAL USES
    - 500 Special Uses
    - 501 Special Uses - Railways
    - 502 Special Uses - Arterial Road
    - 503 Special Uses - Local Road
    - 504 Special Uses - Airport
  - 6. RECREATION
    - 600 Recreation - Public
    - 601 Recreation - Private
    - 602 Recreation - Corridor
  - 7. ENVIRONMENT PROTECTION
    - 700 Environmental Protection - Wetland
    - 701 Environmental Protection - Bushland
- GENERAL**
- (i) Zone boundary
  - (ii) Access denied (C1.2)
  - (iii) Additional use (C1.10(i))
  - (iv) Additional use (C1.10(iii))
  - (v) Potential archaeological site (C1.6)
  - (vi) Heritage item (C1.6)
  - (vii) Heritage conservation area (C1.6)
  - (viii) Foreshore building line (C1.23)
  - (ix) Environmentally significant land (C1.18)
  - (x) Avenue of trees (C1.0)
  - (xi) Service station/Convenience store sites (C1.19(i))
  - (xii) Bushland (C1.17)

## > Non-Aviation Land Development Concept – Regional Planning Context

In addition, there are other state-administered Acts that deal with planning issues such as the Heritage Act, the Protection of the Environment Operations Act, the Rivers and Foreshores Improvement Act, etc. The EP&A Act, and the specific planning instruments that are created under it, are administered by both State Government and Local Government Councils.

The Minister for Planning, through the Department of Infrastructure Planning and Natural Resources (DIPNR), is responsible for state and regional policy direction within NSW. The primary policy document relative to the Sydney metropolitan area is 'Shaping Our Cities 1998'. This policy provides a platform for other more specific policies, such as Shaping Western Sydney, Action for Air and Action for Transport 2010, developed by the State Government.

In early 2004, the Minister for Planning announced the initiative to develop a new *Metropolitan Strategy for Sydney* to facilitate the development of Sydney and the greater metropolitan region. The Metropolitan Strategy will set out how the State Government intends to sustainably manage growth and change over the next 30 years. This Strategy will be used to:

- promote community discussion on issues and directions;
- provide leadership and vision about the type of Sydney we want to live in and the options and challenges we face;
- coordinate State Government infrastructure, investment and service delivery decisions; and
- provide a framework for industry investment.

These broader policy documents, including the visions within the new *Metropolitan Strategy for Sydney*, are implemented through State Environmental Planning Policies (SEPPs), Regional Environmental Plans (REPs) and Ministerial directions (i.e. Section 117 Directions), made under the provisions of the EP&A Act 1979, and are administered by DIPNR with some delegation to Local Government Councils.

The regulation of land use and development is implemented through LEPs, also made under the provisions of the EP&A Act 1979. These are administered by Local Government Councils. The making of LEPs requires State Government input to ensure their provisions are consistent with the broader policy documents and relevant SEPPs, REPs and Ministerial directions.

The detailed regulation of site-specific development can be included in LEPs, or alternatively through DCPs which are made and administered by Local Government Councils.

The Bankstown Airport site is significant in terms of its size, position and catchment as well as in its role as an Airport. It is significant at a regional and state level. The master planning of the Airport site has had regard to this significance and acknowledges the relevant objectives of the EP&A Act 1979. It will be positioned as a major activity hub within the context of the Sydney metropolitan area development and will be developed in an integrated manner around the airport activities.

### Section 117 Directions

Consideration has been given to Section 117 Directions under the EP&A Act 1979. These are detailed in Schedule 1 of Appendix 2.

### State Environmental Planning Policies

Consideration has been given to all current SEPPs, and relevant draft SEPPs. These are detailed in Schedule 2 of Appendix 2.

### Regional Environmental Plans

Consideration has been given to all current REPs and relevant draft REPs. These are detailed in Schedule 3 of Appendix 2.

### Local Environmental Plans

The Bankstown Airport site sits within the local government area of Bankstown. Although the Bankstown LEP 2001 (made under the NSW EP&A Act, 1979) applies to the Airport site, it does not operate so as to control development on the Airport site. Rather, the Airports Act, 1996 is the controlling legislation for environmental and planning matters on the Airport and operates to the exclusion of the NSW legislation.

The Bankstown LEP includes the Airport site within a 'Special uses' zone. The objectives of that zone are to identify land owned, used or required to be used by, or under the authority of, a public authority or for some other semi-public purposes, and also to permit a range of uses which are compatible with the locality.

## > Non-Aviation Land Development Concept – Regional Planning Context

Consideration has been given to the relevant provisions of the Bankstown LEP 2001. These are detailed in Schedule 4 of Appendix 2.

As shown in Figure 14, the Airport site sits adjacent to the following zones within the Bankstown LEP 2001:

- 4(a) General Industrial
- 4(b) Light Industrial
- 3(b) Business- Other Centres
- 6(a) Open Space
- 6(b) Private Recreation
- 2(a) Residential

Figure 14 also shows the zoning of land further west of the site. Land to the west of the Georges River is located within the Liverpool LGA and is regulated under the Liverpool LEP 1997. The physical land uses and development adjoining the Airport and located within the zones shown in Figure 14 are reflective of the nature of these zones.

### Heritage

Heritage issues are regulated through a variety of Acts – at Commonwealth, State and Local levels with only the Commonwealth legislation being effective in relation to the Airport site. This DMP recognises on-airport heritage issues. These are addressed in Section 23.