

> Non-Aviation Land Development Concept – Zoning

Bankstown Airport

Master Plan
2004/05



> Non-Aviation Land Development Concept – Zoning

18.1 Land Use Zoning Overview

BAL has prepared a land use zoning plan (Figure 15) and zoning table (Table 7) to facilitate and control future development at the airport.

The objectives of each land use zone and permissible uses are set out below. All development is required to go through the approvals process described in Figure 2 in Section 2.

Development which is not specified within a particular zone as permissible, may nevertheless be permitted by BAL where it is satisfied the development is a 'compatible land use' being development that is not inconsistent with the provisions of the Master Plan; is not inconsistent with the objectives of the zone in which the use will be located; will not have an adverse effect on other land within the locality; and will not render the land unfit for the purpose for which it has been zoned.

Overall, any development on the Airport must be consistent with the MP.

northern side of the runway complex with a small area for helicopter operations and hanger located to the south of the runway complex.

The objective of this zone is to identify land for current and future aeronautical development as well other development compatible within the airport environment.

Development which may be carried out with consent includes: advertisement; aircraft and airport maintenance and storage facilities; aircraft engine testing areas; aircraft surveillance equipment; airport freight facilities; airport terminal and support facilities; business premises; bushland regeneration works; commercial premises; car park; child care centre; communications facility; compatible land use; flood mitigation works; fuel storage and distribution; industry; land filling; meteorological facilities; public utility undertaking; road; road transport terminal; runways, taxi-ways, helipads and aprons; service station; shops (servicing the daily convenience needs of the local workforce and population or servicing those associated with the airport terminal); security control and screening points; transport depot; transport infrastructure; transport terminal; utility installation; visual and non-visual navigation aids; warehouse.

18.2 Aeronautical zone

This zone is shown in blue shading on the zoning plan in Figure 15. It is generally located on the

Table 7
Bankstown Airport Zones

Zone	Gross Area (Hectares)	Location & General Description
Aeronautical zone	142.0	Includes runway/taxiway/helipad complex, aircraft parking and aviation tenant areas (plan colours: pale, light, mid and dark blue).
Business – Bankstown Airport zone	98.9	Primarily the non-aviation areas to the south of the runway complex, as well as some areas at the each of the runway ends (plan colour: light yellow).
Employment zone	51.8	Primarily the non aviation areas to the north of the runway complex to the north, east and west of the ring road (plan colour: dark yellow)
Mixed Aeronautical / Employment use zone	9.3	North of the runway complex but south of the ring road in two sections, one to the north and one to the west (plan colour: cream).
Environment protection zone	6.0	Bushland areas adjacent to Deverall Park – identified in Environment Strategy as environmentally sensitive (plan colour: dark green).
Open space zone	5.3	Two areas, one of the western extremity of the airport and the other to the east (plan colour: light green).

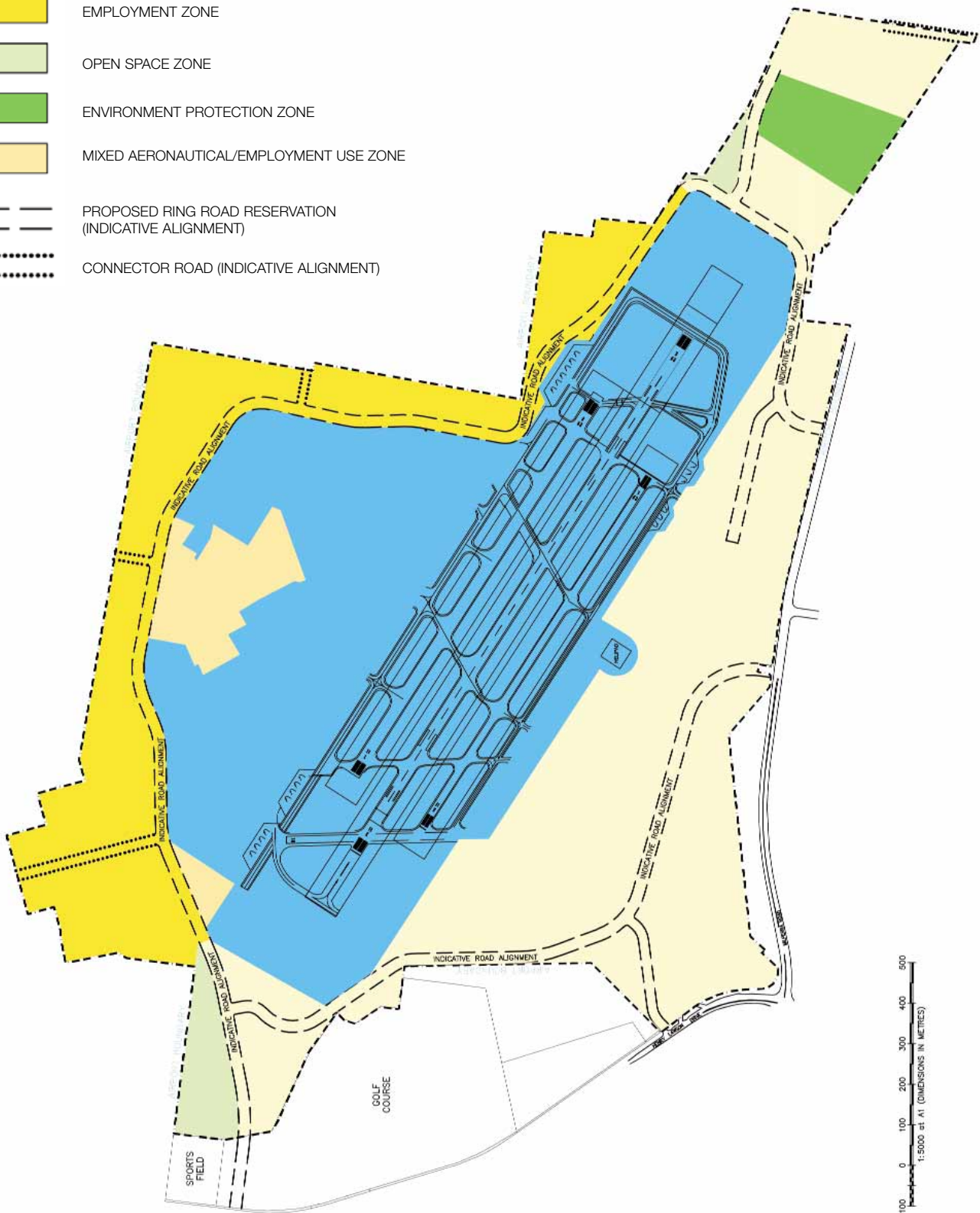
> Figure 15

Bankstown Airport Zoning Plan



LEGEND

- AERONAUTICAL ZONE
- BUSINESS – BANKSTOWN AIRPORT ZONE
- EMPLOYMENT ZONE
- OPEN SPACE ZONE
- ENVIRONMENT PROTECTION ZONE
- MIXED AERONAUTICAL/EMPLOYMENT USE ZONE
- PROPOSED RING ROAD RESERVATION (INDICATIVE ALIGNMENT)
- CONNECTOR ROAD (INDICATIVE ALIGNMENT)



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18.3 Employment Zone

This zone is shown in dark yellow shading on the zoning plan in Figure 15. It is generally located between the aeronautical zone and the northern limits of the airport site.

The objective of this zone is to encourage a broad range and mix of employment and industrial development within a coordinated and cohesively planned environment. Such development will include industries, warehousing, high technology and business uses, with retail uses serving the needs of the local workforce and population.

Development which may be carried out with consent: advertisement; aged care facility; amusement centre; bulky goods retailing; business premises; bushland regeneration works; car park; child care centre; club; commercial premises; communications facility; community facility; compatible land use; educational establishment; flood mitigation works; generating works; hospital; hotel; industry; land filling; motel; motor showroom; place of assembly; place of public worship; public utility undertaking; recreation facility; refreshment room; plant nursery; road; road transport terminal; service station; shop (servicing the daily convenience needs of the local workforce and population); transport depot; transport terminal; utility installation; warehouse.

18.4 Business – Bankstown Airport Zone

This zone is shown in light yellow shading on the zoning plan in Figure 15. It is generally located on the southern side of the runway complex and at either end of the runway approach.

The objective of this zone is to encourage a broad range and mix of commercial and business development within an integrated and active precinct. This mix and range of development will include retail, entertainment and leisure uses. Other employment-generating development will be permitted within the zone in locations that are compatible with this commercial activity.

Development which may be carried out with consent: advertisement; aged care facility; amusement centre; bulky goods retailing; business premises; bushland regeneration works; car park; child care centre; club; commercial premises; communications facility;

community facility; compatible land use; educational establishment; flood mitigation works; generating works; hotel; hospital; industry; land filling; motel; motor showroom; place of assembly; place of public worship; public utility undertaking; recreation facility; refreshment room; plant nursery; road; road transport terminal; service station; shop; transport depot; transport terminal; utility installation; warehouse.

18.5 Mixed Aeronautical / Employment Use Zone

This zone is shown in cream shading on the zoning plan in Figure 15. It is located within two areas on the northern side of the runway and directly adjacent to the aeronautical zone.

The objective of this zone is to identify land that is suitable for either aeronautical, aeronautical-related or employment and business development, or a combination of such development. This will be developed within coordinated and cohesively planned environment.

The zone already houses a number of aviation related tenancies which prefer to locate on-airport but do not require airside access, as well as non-aviation tenancies, car parking facilities and vacant areas. While this area was not identified as being required for aviation purposes (ie airside access) on the basis of the traffic forecasts adopted for this MP, the mixed use zoning provides for some flexibility should additional areas be required. The mixed use zoning also allows the area to be utilised for employment purposes in the interim.

Development which may be carried out with consent: those uses listed within the Aeronautical zone; and those uses listed within the Employment zone.

18.6 Environmental Protection Zone

This zone is shown in dark green shading on the zoning plan in Figure 15. It generally aligns with the area known as the bushland areas adjacent to Deverall Park and is located within the eastern runway approach.

The objective of this zone is to protect and enhance the environmental qualities of the bushland areas adjacent to Deverall Park and its associated vegetation.

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Development which may be carried out with consent: advertisement; bushland regeneration works; communications facility; compatible land use; flood mitigation works; land filling; public utility undertaking; road; recreation facility; and utility installation.

18.7 Open Space Zone

This zone is shown in light green shading on the zoning plan in Figure 15. The areas of open space are located at both the eastern and western ends of the runway approach.

The objective of this zone is to identify land for open space, recreational and compatible uses to enhance the environment surrounding the airport.

The first open space area at the western extremity of the airport serves a number of purposes as follows:

- provides a buffer between the residential areas in Rabaul Road and the proposed ring road;
- replicates the existing open space/sporting field use (tennis courts and soccer pitch) on the airport side of Rabaul Road; and
- provides an alternate location for some of the open space/sporting field areas in Birdwood Park.

The second open space area at the eastern end of the airport is currently used as netball courts. It is not proposed to change this use.

Development which may be carried out with consent includes: advertisement; bushland regeneration works; car park; club; communications facility; community facility; compatible land use; flood mitigation works; land filling; public utility undertaking; recreation facility; road; shop (ancillary to the open space function of the zone); and utility installation.

18.8 Development and Building Consent

With certain limited exceptions pursuant to the Airports (Building Control) Regulations 1996, all development at the Airport will require both BAL development consent as well as building approval from the Airport Building Controller (ABC).

18.9 Existing Use Rights

Where there are inconsistencies between current land uses and the development permitted under the zonings within this MP, the current land uses may continue to exist with no further approvals. They may expand or change on their respective sites and within their curtilage subject to the consent by BAL.

18.10 Pre-Existing Interests

On 1 July 1998, BAL became the airport-lessee company for Bankstown Airport. At that time, BAL assumed pre-existing lessor obligations under various leases in existence at the Airport. It became the head-lessee of the Airport subject to a number of other interests in the airport land including the interests conferred by pre-existing leases. Many of these rights remain in existence today. Others are no longer in existence or will cease to exist during the planning period. BAL will, in its implementation of this MP continue to act consistently with these pre-existing interests which remain on foot from time to time.