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11.0

**LAND USE PLAN**



# 11.0 LAND USE PLAN



NSW Tourism Minister George Souris turning the first sod for the new Rydges Hotel at Terminal 1 with Sydney Airport chairman Max Moore-Wilton and chief executive officer Kerrie Mather

## Key points

- The land use plan is very similar to the land use plan set out in the 2009 Master Plan. Changes are minimal:
  - Some small areas zoned for commercial use in the 2009 Master Plan are zoned in the Master Plan for aviation purposes
  - More than 90% of land is classified as available for aviation purposes
- This Master Plan presents the strategic direction of the airport, in accordance with the Airports Act:
  - Implementation of individual developments within the framework of the strategic direction will adapt to meet the changing needs of airlines and other customers

**The Master Plan outlines Sydney Airport's land use plan for the period to 2033, over 90% of which is land zoned for aviation purposes.**

This chapter provides an airport land use zoning plan (**Figure 11.1**).

It provides an explanation of each zone, providing the community and government with appropriate visibility of Sydney Airport's vision for the evolution of Sydney Airport while maintaining the flexibility required to allow investments and detailed design to respond to market needs. This approach is consistent with the purposes of a final master plan for an airport set out in Section 70(2) of the Airports Act, including:

- To establish the strategic direction for efficient and economic development at the airport over the planning period of the plan; and*
- To provide for the development of additional uses of the airport site; and*
- To indicate to the public the intended uses of the airport site... "*
- To reduce potential conflicts between uses of the airport site and to ensure that uses of the airport site are compatible with the areas surrounding the airport*

and the reality that the aviation industry may evolve beyond that which is currently foreseen.

## 11.1 Indicative airport layout plan

The existing layout for Sydney Airport is shown at **Figure 11.3**. The development plan that reflects consultation to date with respect to the airport layout and aviation forecasts up to 2033 is set out at **Figure 11.4**. As noted



in Chapter 3, the aviation industry is continually and rapidly changing. Sydney Airport responds to these changes by adapting and reprioritising its program of investment. **Figure 11.4** must be interpreted in light of these conditions and it is not intended to be taken as a definitive description of the future development of Sydney Airport.

## 11.2 Land use zoning plan

The land use planning framework for proposed future development and operation of Sydney Airport operates by designating zones and identifying permissible uses for each zone. All proposed developments on the airport site identified in the land use tables require development approval (refer to Appendix E).

This chapter together with Appendix E demonstrates how the proposed on-site uses set out in this Master Plan can be reconciled with the zones and land uses adjoining and adjacent to the airport, identifying consistency with the NSW state planning systems, where practicable.

Sydney Airport's land use zoning plan (**Figure 11.1**) supports the indicative airport layout plan at **Figure 11.4** for the airport.

## 11.3 Key planning and land use changes in this Master Plan

The land use plan is very similar to the land use plan set out in the 2009 Master Plan:

- Some areas classified for business use in the 2009 Master Plan are now zoned for aviation purposes
- Some areas classified for utilities and environmental conservation are now zoned for business purposes
- More than 90% of land is classified as available for aviation purposes
- Permissible developments within the varied zones are not considered to have a significant environmental impact. All future development proposals will be appropriately assessed and managed through comprehensive planning and environmental strategies and controls

The airport has an approximate total site area of 907 hectares, 900 hectares which is subject to the provisions of the Airports Act 1996 and associated regulations. Seven hectares of this land is owned by Sydney Airport on a freehold basis and therefore any development is subject to the NSW Environmental Planning and Assessment Act 1979. As a result of the changes made in the Master Plan, there has been a further reduction in the area of land being made available for interim land uses (discussed further below). **Table 11.1** provides an overview of the land use changes.

This shows that the Master Plan 2033 has:

- Increased the area of land zoned for aviation purposes by 11.4 hectares
- Increased the area of land available for interim, non-aviation development by 0.9 hectares
- Marginally decreased land zoned for business development by 0.4 hectares

**Table 11.1 Land uses (at end of 20 year planning periods)**

Land uses	2023/4 (MP 2003/4)		2029 (MP 2009)		2033 (MP 2033)	
	Area (ha)	Share (%)	Area (ha)	Share (%)	Area (ha)	Share (%)
Aviation activities	771.5	85.7%	819.0	91.0%	830.4	91.6%
Interim land uses	93.4	10.4%	18.7	2.1%	19.6	2.2%
Business activities	26.9	3.0%	33.2	3.7%	32.8	3.6%
Utilities and environmental conservation	8.0	0.9%	29.0	3.2%	24.2	2.7%

Source: Sydney Airport and AECOM

**Table 11.2 Land use zone areas**

Land use zones	Area (hectares)
AD1 Aviation Activity and Aviation Support Facilities	598.6
AD2 Airport Terminal and Support Services	188.4
AD3 Airport Logistics and Support	43.4
AD4 Utilities Reservation	0.002
AD5 Aviation Reservation	19.7
BD1 Business Development	20.3
BD2 Enviro-Business Park	12.6
EC1 Environmental Conservation	24.0
<b>Total</b>	<b>907.0</b>

Source: Sydney Airport and AECOM

The allocation of zones to land owned by Sydney Airport was based on demand from aviation land uses such as terminal extensions, aircraft stands, hangars, taxiways, and defined by operating and safety constraints such as obstacle limitation surfaces, navigational aid surfaces, and environment protection zones. Land reserved for logistics and business activities plays a key role in supporting the aviation function through the development of supporting infrastructure such as freight, administrative facilities/offices and on-airport hotels.

Residual parcels of land are reserved for interim uses or are remnant areas with minimal aviation utility, which may be used for appropriately scaled business opportunities. These residual parcels are predominantly located on the periphery of the airport and as such offer the opportunity to create a defined, soft edge to the airport as well as provide an appropriate transition zone between on-site and off-site land uses, including facilities such as food and drink premises.

While Section 112 of the Airports Act states that land use planning and the regulation of building works on an airport operates to the exclusion of state legislation, a conscious effort has been made to adopt, where practicable, the land use definitions contained in the

Standard Instrument – Principal Local Environmental Plan now being used in NSW. This provides a greater degree of consistency, understanding and transparency in relation to proposed land uses on the airport. See Appendix E.

## 11.4 Land use zones

**Figure 11.1** sets out Sydney Airport's land use zoning plan, which is to be read with the zoning tables below that reflect appropriate land uses within the leased site (and on adjacent land holdings owned by Sydney Airport) to satisfy the provisions of Section 71(6) of the Airports Act.

In order to meet the requirements of Section 71 of the Airports Act and Regulation 5.02(2) of the Airports Regulations 1997, the NSW planning terminology and controls have been used from the Standard Instrument – Principal Local Environmental Plan (NSW Department of Planning 2008) (known as the LEP Template), where practicable, to be as consistent as possible with current NSW planning practice.

The land use zone plan at **Figure 11.1** identifies land within the boundaries of Sydney Airport, and also identifies land holdings beyond the airport's boundary owned by Sydney Airport. For the land holdings beyond

the airport, the zonings and permissible uses are generally consistent with those adopted by the relevant local government authority under the NSW planning system. The land use zone areas are set out in **Table 11.2**.

Appendix H defines terms for the purposes of the Master Plan and the nominated land uses based on, where practicable, definitions contained in the NSW LEP template. However, in some instances, definitions have been altered or a new one prepared to adequately reflect airport operations.

Before approval is granted for any land use which is identified as being permissible within the relevant zone, regard must be had to the objectives of the relevant zone.

Where there are inconsistencies between current land use on Sydney Airport and the development concept as represented by the land use zoning plan, the current land uses may continue and development of those sites and their curtilage for their current purpose shall be regarded as an existing and additional permissible form of development on those sites.

#### 11.4.1 AD1 – aviation activity and aviation support facilities

This zone (yellow on the land use zoning plan) primarily caters for aviation activities to meet aviation requirements currently and over the planning period. Refer to **Table 11.3**

Aviation activity, airfield operations and air freight volumes provide the fundamental basis for the planning of airport facilities. In this regard, the content in Chapters 4, 6 and 8 of this Master Plan have had significant influence on the land area that was required to be reserved for aviation activities and aviation support facilities. As such, the area (approximately 598.6 hectares) designated as AD1, representing 66% of the total site area, has been zoned to meet these operational requirements.

In addition, development for the purposes of aviation support facilities, which maximise the efficiency of airport operations, are permissible within this zone. This includes any development that is ordinarily incidental or ancillary to development for those purposes.

#### 11.4.2 AD2 – airport terminal and support services

This zone (purple on the land use zoning plan) applies to the terminal precincts. Refer to **Table 11.4**.

Growth of international, domestic and regional traffic has required ongoing upgrade and expansion of the passenger terminals and their support activities (such as landside access, car parking and utilities). To accommodate the projected growth in traffic forecasts as detailed in Chapter 3 of the Master Plan and the associated needs of the terminal and passenger systems as detailed in Chapter 5 of the Master Plan, the terminals are proposed to be developed as two integrated terminal precincts servicing a mix

**Table 11.3 AD1 aviation activities and aviation support facilities**

Objectives	Permissible Uses with Consent
The objectives of the AD1 zone are to:	Advertisement
Provide for aviation activities and aviation support facilities	Advertising structure
Facilitate compatible and ancillary functions within the zone provided that development does not render the land unfit for aviation activities	Aircraft maintenance facility
Protect the long-term viability and operational efficiency of Sydney Airport for its primary function	Aviation activity
To ensure heritage items are appropriately considered and managed	Aviation support facility
Coordinate the orderly and economic use and development of land until such time as it is required for aviation activities or aviation support facilities	Car park
	Food and drink premises
	Freight handling and transport facility
	Liquid fuel depot and distribution facility
	Navigational aids
	Office premises
	Parking space
	Passenger transport facility
	Public administration building
	Research station
	Road
	Service station
	Signage
	Takeaway food and drink premises
	Temporary structure
	Transfer corridor
	Transport depot
	Utility undertaking
	Warehouse and distribution centre
	Works depot



**Table 11.4 AD2 airport terminal and support services**

Objectives	Permissible uses with consent
The objectives of the AD2 zone are to:	Advertisement Advertising structure Amusement centre Aviation activity Aviation support facility Business premises Car park Child care centre Convenience store Entertainment facility Food and drink premises Freight handling and transport facility Function centre Health care professional Hotel or motel accommodation Kiosk Liquid fuel depot and distribution facility Medical centre Mixed use development Navigational aids Office premises Parking space Passenger transport facility Public administration building Restaurant Retail premises Road Service station Shop Signage Takeaway food and drink premises Temporary structure Tourist or visitor accommodation Transfer corridor Utility undertaking Vehicle sales or hire premises Warehouse and distribution centre Works depot
Protect the long-term viability and operational efficiency of Sydney Airport for its primary function	
Facilitate development of contemporary passenger terminals and related facilities for the handling, transfer and processing of passengers that are capable of meeting the standards expected by international, domestic and regional travelers as well as supporting the needs of Sydney Airport's workforce	
Encourage employment opportunities	
Facilitate compatible and ancillary functions within the zone provided that development does not render the land unfit for aviation activities	
To ensure heritage items are appropriately considered and managed	
Provide for aviation activities and support facilities	

of international, domestic and regional passengers during the planning period. Accordingly, the area (approximately 188.4 hectares) designated for AD2 purposes, representing 20.8% of the total site area, has been zoned to meet these operational demands.

Development to facilitate the provision of goods and services to meet the quality and standards that international, domestic and regional travellers have come to reasonably expect from a world-class transport hub are also permissible in this zone.

#### 11.4.3 AD3 – airport logistics and support

This zone (orange on the land use zoning plan) applies to land for airport logistics.

Freight volumes are projected to grow over the planning period, as detailed in Chapter 8 of this Master Plan. To accommodate and support the projected growth, an airport logistics zone has been created in the northern part of the airport (approximately 43.4 hectares) which represents 4.8% of the total site area.

Development to facilitate freight logistics operations as well as other ancillary uses identified in Table 11.5 are permissible in this zone, including office space which

is ancillary to any of the identified permissible uses in **Table 11.5**.

#### 11.4.4 AD4 – utilities reservation

This zone (light blue on the zoning map) applies to various portions of land surrounding the main area of the airport (approximately 0.002 hectares), representing approximately 0.02% of the total site area, which essentially reflects current usage (refer to Chapter 9 of the Master Plan). Refer to **Table 11.6**.

Development consistent with the provision of infrastructure and softening the visual impact of such works is permissible with consent in this zone.

#### 11.4.5 AD5 – aviation reservation

This zone (pink on the land use zoning plan) is reserved both for future aviation activities and aviation support facilities and will be incrementally released for aviation purposes over the next 20 years as it becomes operationally required. However, until such time as the land is required for aviation activities or aviation support facilities, this Master Plan will facilitate the highest and best use of the land. Refer to **Table 11.7**.

The area designated (approximately 19.7 hectares) for

**Table 11.5 AD3 airport logistics and support**

Objectives	Permissible uses with consent
The objectives of the AD3 zone are to:	Advertisement Advertising structure Aircraft maintenance facility Animal boarding or training establishment Aviation activity Aviation support facility Business premises Car park Child care centre Freight handling and transport facility Hotel or motel accommodation Industrial retail outlet Industry Light industry Liquid fuel depot and distribution facility Mixed use development Navigational aids Office premises Parking space Passenger transport facility Public administration building Research station Road Self-storage units Service station Signage Storage premises Takeaway food and drink premises Temporary structure Transfer corridor Transport depot Utility undertaking Vehicle sales or hire premises Warehouse and distribution centre Wholesale supplies Works depot
Protect the long-term viability and operational efficiency of Sydney	
Airport for its primary function	
Facilitate the development of freight services and airport logistics (and ancillary office space)	
Ensure development is compatible, where practicable, with surrounding land uses in this area	
Facilitate compatible and ancillary functions within the zone provided that development does not render the land unfit for aviation activities	
To ensure heritage items are appropriately considered and managed	

**Table 11.6 AD4 utilities reservation**

Objectives	Permissible uses with consent
The objectives of the AD4 zone are to:	Advertisement Advertising structure Recreation areas Road Utility undertaking
To accommodate special uses off the airport site that are consistent and compatible with surrounding development and land use zones	
To ensure heritage items are appropriately considered and retained where practicable	

this purpose has been informed by the operational requirements of the airport for the planning period, as detailed in Chapters 4, 6 to 10 inclusively and Chapter 12, represents 2.2% of the total site area.

There are a number of commercial activities that can be located on that land in the interim. Sydney Airport will pursue development strategies that allow for the necessary controls to ensure delivery of the aviation needs detailed throughout the Master Plan. This includes ongoing tenure reviews and the consideration and implementation of temporary and alternative uses.

The non-aviation land uses identified in this zone are essentially land uses that are permitted with consent on a short to medium term basis.

#### Particular assessment requirements

Before development approval is granted within this zone for a use that is for non-aviation purposes, the consent authority must first be satisfied that the development of the kind being proposed will not render the land unfit for aviation purposes and that appropriate provisions are in place to ensure that the land can be vacated as it becomes needed for aviation activities or aviation support facilities. Such measures are to be documented in an application for development approval.

#### 11.4.6 BD1 – business development

This zone (light green on the land use zoning plan), is dedicated to on-site business development. The operational requirements of the airport over the planning



**Table 11.7 AD5 aviation reservation**

Objectives	Permissible uses with consent
The objectives of the AD5 zone are to:	Advertisement Advertising structure Aircraft maintenance facility Animal boarding or training establishment Aviation activity Aviation support facility Business premises Car park Child care centre Convenience store Educational establishment Entertainment facility Food and drink premises Freight handling and transport facility Function centre Health care professional Industrial retail outlet Industry Kiosk Landscape and garden supplies Light industry Liquid fuel depot and distribution facility Medical centre Mixed use development Navigational aids Office premises Parking space Passenger transport facility Public administration building Research station Restaurant Retail premises Road Self-storage units Service station Shop Signage Storage premises Takeaway food and drink premises Temporary structure Tourist or visitor accommodation Transfer corridor Transport depot Utility undertaking Vehicle sales and hire premises Warehouse and distribution centre Wholesale supplies Works depot
Protect the long-term viability and operational efficiency of Sydney Airport for its primary function	
Co-ordinate the orderly and economic use and development of land until such time as it is required for aviation activities or aviation support facilities	
Integrate compatible aviation, business and industrial activities in accessible locations	
Encourage appropriate employment opportunities in accessible locations	
Ensure that development will not render the land unfit for aviation activities or aviation support facilities when it is required for these purposes	
To ensure heritage items are appropriately considered and managed	

period have been detailed throughout the Master Plan and have been adequately provided for in the Master Plan's zone plan. In this regard, the operating capacity of the airport will not be compromised by the provision of a business development zone. Refer to **Table 11.8**.

Six parcels of land, occurring primarily on the periphery of the airport holding (approximately 20.3 hectares in total), have been identified as residual for any number of reasons, including but not limited to, matters such as:

- Air navigation services requirements
- Obstacle limitation surface requirements
- Access
- Ground access circulation requirements
- Depth
- Airfield connectivity - physical separation via roads, passenger terminals, built form and the like

The respective approximate areas of these residual parcels are: 7.06 hectares (T1 precinct), 3.54 hectares (T2/3 precinct), 0.96 hectares (Joyce Drive North), 1.04 hectares (General Holmes Drive North), 1.75 hectares (General Holmes Drive South and 5.91 hectares (M5 East Freeway). Collectively, the BD1 zone represents 2.2% of the entire site area.

Appropriately, this land has now been reserved for the purpose of business development to provide employment opportunities in accessible locations, support the local workforce and locate suitable businesses along significant corridors. In designating the peripheral residual parcels of land for the purposes of business development, regard has been given to landside access issues contained in Chapter 7 of this Master Plan. Generally, it is envisaged that the BD1 zone will be accessed via an internal road network (to the airport), with existing access and egress points utilised, where possible.

**Table 11.8 BD1 business development**

Objectives	Permissible uses with consent
The objectives of the BD1 zone are to	Advertisement
To enable a mix of business, retail and industrial uses in locations that are close to and that support the functioning of the airport	Advertising structure
To integrate suitable and compatible land uses in accessible locations so as to maximise public transport patronage and encourage cycling	Aviation activity
To encourage employment opportunities and promote businesses along main roads	Aviation support facility
Enable a limited range of other land uses that will provide facilities and services to meet the day-to-day needs of local workforce	Bulky goods premises
To ensure heritage items are appropriately considered and managed	Business premises
To maximise, where possible the use of existing access and egress points	Car park
	Child care centre
	Convenience store
	Educational establishment
	Entertainment facility
	Food and drink premises
	Freight handling and transport facility
	Function centre
	Health care professional
	Hotel or motel accommodation
	Industrial retail outlet
	Industry
	Kiosk
	Landscape and garden supplies
	Light industry
	Marina
	Medical centre
	Mixed use development
	Office premises
	Parking space
	Passenger transport facility
	Public administration building
	Research station
	Restaurant
	Retail premises
	Road
	Self-storage units
	Service station
	Shop
	Signage
	Storage premises
	Takeaway food and drink premises
	Temporary structure
	Tourist or visitor accommodation
	Transfer corridor
	Transport depot
	Utility undertaking
	Vehicle sales and hire premises
	Warehouse and distribution centre
	Wholesale supplies

The development of these areas for business purposes and resulting floor space will be restricted by operational aviation requirements in conjunction with physical constraints associated with development. Such constraints include:

- Building height
- Building separation
- Landscaping
- Internal circulation areas and parking
- Obstacle limitation surface requirements
- Air navigation services requirements
- Access and egress points

#### Particular assessment requirements

Before development approval is granted within this zone, the consent authority must first be satisfied that

the development of the kind being proposed will not adversely impact on any aviation activity or aviation support facility, either existing or proposed during the planning period.

#### 11.4.7 BD2 – enviro-business park

This zone (dark green on the land use zoning plan) caters for environmentally sensitive business uses on land close to the environmentally significant Mill and Engine Ponds and to the Cooks River and Mill Stream. The BD2 zone has an approximate area of 12.6 hectares which represents 1.4% of the total site area. Refer to **Table 11.9**.

Development in this zone is generally of a kind that is sensitive to the environmental values of the land in this zone and adjacent lands. Development permissible in this zone must have no more than a minor impact on the



**Table 11.9 BD2 enviro-business park**

Objectives	Permissible uses with consent
The objectives of the BD2 zone are to:	Advertisement Advertising structure Animal boarding or training establishment Business premises Child care centre Earthworks or engineering works Environmental facility Environmental protection works Food and drink premises Office premises Parking space Recreation area Service station Sewage reticulation system Signage Takeaway food and drink premises Utility undertaking Vehicle layby area
Provide for a limited range of sustainable development, particularly for business purposes, that will not compromise the ecological, cultural or scientific value of this land or adjacent land including the Mill and Engine Ponds and the Mill Stream	
Ensure buildings achieve design excellence having particular regard to the surrounding natural and built environment and the associated sensitivities	
Encourage appropriate employment opportunities in accessible locations	
Enable a limited range of other land uses that will provide facilities and services to meet the day-to-day needs of local workforce	
Incorporate appropriate environmental management principles and controls into development proposals	
To ensure heritage items are appropriately considered and managed	

**Table 11.10 EC1 environmental conservation**

Objectives	Permissible uses with consent
The objectives of the EC1 zone are to:	Advertisement Advertising structure Environmental protection works Kiosk Parking space Recreation area Road Signage Utility undertaking Waterway and foreshore management activities
Protect the ecological and scenic values of the waterways in this area	
Maintain the health and natural flows of the waterway	
Enable maintenance dredging of the Mill Stream and related activities to maintain water depths and to ensure sedimentation accumulation is managed and controlled	
To ensure heritage items are appropriately considered and managed	

environment when all appropriate measures to avoid, reduce or minimise its impact on the locality have been implemented.

When any development is operational, it must not pose a significant risk to the health of the immediately adjoining biophysical environment. Due to the environmentally sensitive nature of this land, proposed development will be required to comply with applicable environmental legislation and the current Sydney Airport Environment Strategy.

The development of these areas for enviro-business purposes and resulting floor space will be restricted by operational aviation requirements in conjunction with physical constraints associated with development.

Such constraints include:

- Building height
- Building separation
- Landscaping
- Internal circulation areas and parking
- Obstacle limitation surface requirements
- Air navigation services requirements
- Access and egress points

#### Particular assessment requirements

Before development approval is granted within this zone, the consent authority must first be satisfied that the development of the kind being proposed will not adversely impact on neighbouring environmentally sensitive areas. The design, construction and operation of such developments will need to consider the proximity to the sensitive areas and investigate the incorporation of appropriate mitigating strategies such as the provision of setbacks and reserves.

#### 11.4.8 EC1 – environmental conservation

This zone (dark blue on the land use zoning plan) applies to the environmental values of the Engine Ponds, Mill Pond and Mill Stream as they form part of the Botany Wetland System and the wider aquatic environment of Botany Bay. The EC1 zone represents 2.6% of the total site area (approximately 24 hectares). As a result of the presence of the parallel runway in conjunction with tidal influences, the Mill Stream requires ongoing maintenance to control the accumulation of sediment and facilitate natural flow and flushing processes. Refer to **Table 11.10**.

### Particular assessment requirements

For the purposes of this zone, advertisements and advertising structures are to be erected only along the roadside.

Before development approval is granted within this zone, the consent authority must first be satisfied that the development of the kind being proposed will not adversely impact on neighbouring environmentally sensitive areas. The design, construction and operation of such developments will need to consider the proximity to the sensitive areas and investigate the incorporation of appropriate mitigating strategies such as the provision of setbacks and reserves.

## 11.5 Consistency with NSW statutory planning framework

The NSW land use planning framework is set by the Environmental Planning and Assessment Act 1979 (EP&A Act) and the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation). Parts 3 to 5 of the EP&A Act regulate development and land use planning in NSW from preparation of environmental planning instruments to development and environmental assessment procedures.

### 11.5.1 Development objectives

The development objectives for Sydney Airport are consistent with the objects of the EP&A Act, in that environmentally responsible development based on sustainability principles is encouraged, as is the promotion and co-ordination of the land. The preparation of major development plans (MDPs) for major developments on Sydney Airport includes an environmental impact assessment, considering all potential impacts of the proposed development on the environment. Appendix E provides an outline of the development assessment process at Sydney Airport, which is similar to the processes for assessing development under the EP&A Act.

### 11.5.2 State environmental planning policies

State environmental planning policies (SEPPs) are prepared under Part 3 of the EP&A Act and deal with issues significant to NSW. SEPPs are administered by the Minister for Planning and Infrastructure as statutory environmental planning instruments that require consideration in the development assessment and environmental assessment processes.

In the preparation of this Master Plan, regard was given to the SEPPs (including REPs now deemed to be SEPPs), identified that would apply to Sydney Airport if it were governed by state legislation (refer to Appendix E). The proposed land uses and the process for gaining approval for development at Sydney Airport are generally consistent with the provisions of these SEPPs.

### 11.5.3 Regional environmental plans

As of 1 July 2009, regional environmental plans were removed from the hierarchy of environmental planning instruments in NSW. However, all existing REPs are now deemed to be SEPPs and therefore still require consideration.

During the preparation of this Master Plan, REPs that would be applicable to Sydney Airport if the site were subject to NSW legislation were identified and reviewed to demonstrate the Master Plan's consistency with such provisions (refer to Appendix E).

### 11.5.4 Section 117 ministerial directions

Under section 117(2) of the EP&A Act, the NSW Minister for Planning and Infrastructure is authorised to direct a local council to do or have regard to certain things when exercising its functions. These directions generally apply to all local councils unless a direction is area specific.

The current local planning directions, the majority of which were issued on 1 July 2009, have been considered for the purpose of this Master Plan (refer to Appendix E). If Sydney Airport were subject to NSW planning provisions, the following s117 ministerial directions would have to be applied specifically to the land use zoning provisions of the Master Plan:

#### 1. Employment and resources

- Business and industrial zones (refers to Direction 1.1)

#### 2. Environment and heritage

- Environmental protection zones (refers to Direction 2.1)
- Coastal protection (refers to Direction 2.2)
- Heritage conservation (refers to Direction 2.3)

#### 3. Housing, infrastructure and urban development

- Integrating land use and transport (refers to Direction 3.4)
- Development near licensed aerodromes (refers to Direction 3.5)

#### 4. Hazard and risk

- Acid sulfate soils (refers to Direction 4.1)

#### 5. Regional planning

- Second Sydney Airport Badgerys Creek (refers to Direction 5.8)

#### 6. Local plan making

- Approval and referral requirements (refers to Direction 6.1)
- Reserving land for public purposes (refers to Direction 6.2)



- Site specific provisions (refers to Direction 6.3)

The Master Plan is considered to be consistent with the above directions insofar as it:

- Encourages employment growth through the co-location of business and industry on site and in a suitable location which is highly accessible (Directions 1.1 and 3.4)
- Provides measures to protect and conserve environmentally sensitive areas and heritage items (Directions 2.1, 2.2 and 2.3)
- Integrates land use and supports the increased use of public transport (Directions 1.1 and 3.4)
- Ensures appropriate obstacle clearances areas are adhered to and ensures the effective and safe operation of the aerodrome by appropriate on-site zoning and land use (Direction 3.5)
- Does not include provisions for concurrence, consultation or referral for development applications (MDP included) unless so prescribed, has not identified designated/major developments and does not include restrictive planning controls (Direction 6.1)
- Permits the creation of recreation areas within the BD2 enviro-business park zone and AD4 utilities reservation zone (Direction 6.2)

Having regard to the above, the Master Plan has given appropriate consideration to the current s117 directions. The proposed land use zones and associated planning provisions for Sydney Airport are generally consistent with each of the identified directions.

### 11.5.5 Standard Instrument – Local Environmental Plan

On 21 September 2005, the NSW Minister for Planning announced the introduction of a Standard Instrument – Principal Local Environmental Plan (LEP template) for all local government areas within the state of NSW. Of particular relevance for the Sydney Airport Master Plan are the LEPs for the Botany Bay, Marrickville and Rockdale local government areas (LGAs) as these LGAs either apply to part of the land on Sydney Airport as well as land that is either adjoining or adjacent to the airport.

The Botany Bay Local Environmental Plan 2013, as amended, was prepared in accordance with the standard Instrument and gazetted on 21 June 2013. The Botany Local Environmental Plan (LEP) 2013 is discussed in Appendix E.

The Marrickville Local Environmental Plan 2011, as amended, was prepared in accordance with the standard instrument and gazetted on 12 December 2011. The Marrickville Local Environmental Plan (LEP) 2011 is discussed in Appendix E.

The Rockdale Local Environmental Plan 2011, as amended, was prepared in accordance the standard

instrument and gazetted on 5 December 2011. The Rockdale Local Environmental Plan (LEP) 2011 is discussed in Appendix E.

As shown in **Figure 11.2**, the land use zones for Sydney Airport on the periphery of the airport site take into consideration the future zones likely to be implemented in the adjoining LGAs in order to offer a degree of consistency between the zones and land uses on Sydney Airport and those of the surrounding lands.

### 11.5.6 Consistency with local environmental plans

Local environmental plans (LEPs) are prepared under Part 3 of the EP&A Act and provide the local planning provisions and development controls for a local government area.

As noted above, the Sydney Airport site is located within the LGAs of Botany Bay, Rockdale and Marrickville as shown in **Figure 11.2**.

For the first five years of the planning period, the Airports Act requires the Master Plan to include an analysis of how the proposed developments in the Master Plan fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport.

The relevant planning schemes in this instance are:

- Botany Bay Local Environmental Plan (LEP) 2013
- Marrickville Local Environmental Plan (LEP) 2011
- Rockdale City Local Environmental Plan (LEP) 2011

A review of the land use provisions of the master plan and those in the above LEPs was undertaken to assess planning consistency (see **Appendix E**). The Master Plan is compatible with the local planning objectives of adjacent local government areas. As such, they fit within the planning schemes for commercial and retail development in areas adjacent to the airport.

### 11.6 Consistency with Sydney metropolitan planning

#### 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 metropolitan area over the next 25 years. The metropolitan plan acknowledges that development at Sydney Airport is not currently subject to state or local planning controls<sup>1</sup> and as such, specific development initiatives as they relate to the future growth and development of the airport have been limited within the strategy.

Reference is, however, made to the airport, its typology as a specialised strategic centre and its significant location and role within the global economic corridor (GEC).

Economic corridors play a critical role for the metropolitan

<sup>1</sup> NSW Department of Planning "Metropolitan Strategy – City of Cities: A Plan for Sydney's Future", pg 101, 2005

economy. 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 Macquarie Park via Chatswood, St Leonards, North Sydney, Sydney city, Green Square through to Sydney Airport. Employment and economic activity are concentrated in these types of corridors.

Strengthening the role of the economic corridor has been targeted through infrastructure upgrades ensuring connectivity via the Eastern Distributor and the M5 East, with the Orbital Motor Network, and the Airport Rail Link. Infrastructure upgrades in and around the GEC will continue to be required over the planning period.

### **Subregional strategies**

Subregional planning is a component of the metropolitan plan that provides the detailed level of the subregions of Sydney within the City of Cities long-term framework. Sydney Airport is identified in two subregional strategies, as the airport is located within the local government area of Botany Bay in the East Subregion and Marrickville and Rockdale in the South Subregion.

#### **Draft East Subregional Strategy 2007**

The East Subregion Draft Subregional Strategy 2007 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.

#### **Economic gateway**

Sydney Airport is identified a number of times within the key directions for the East Subregion. The first key direction 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 Master Plan.

#### **Retail centres**

A further key direction for the East Subregion is the need to support the future role of retail centres within the subregion. The strategy identifies Sydney Airport and environs as a specialised centre for the East Subregion, through its provision of employment opportunities, and subregional and metropolitan services. While it is important to reinforce existing retail centres, the airport and its retail services are ancillary to the operations of the airport, providing fundamental services for airport employees as well as passengers.

#### **Public transport access**

The need to improve east-west public transport access is a further key direction identified for the East Subregion. This direction considers the importance of strengthening the east-west public transport link 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 but 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 Master Plan. Periphery land uses provide a compatible interface and an appropriate transition to aviation activities and aviation support facilities.

The Master Plan 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 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.

#### **Draft South Subregional Strategy 2007**

The South Subregion Draft Subregional Strategy 2007 identifies Sydney Airport and environs various times within the key directions and actions for the area.

#### **Employment lands**

The first key direction for the South Subregion is to retain strategic employment lands, specifically the older industrial developments around the airport. This surrounding industrial land is considered key employment land as it has good access to the airport, existing rail infrastructure and connecting arterial roads. This land is also considered key as it provides significant residential support services, light industry and the opportunity for more intensive employment land uses.

The South Subregional Strategy identifies the portion of the airport site and environs that are within 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. 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, but it will 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 Turella, by improving connections between these areas and the airport and to protect employment lands around Sydney Airport and Port Botany. The 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 South and East Subregional Strategies correspondingly identify Sydney Airport and environs as a specialised centre that plays a vital economic and employment role, generating metropolitan wide benefits. Being identified as a specialised centre, Sydney Airport and environs is linked by corridors with other strategic centres, such as the Sydney's CBD. These corridors are generally highly concentrated areas of activity.

The Master Plan 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 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.

### **Draft Metropolitan Strategy for Sydney 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.

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.

### **NSW planning system review**

NSW 2021, the 10-year state plan, sets goals and targets for the economy, employment, housing supply, infrastructure delivery and community services among other things. It seeks to supply 100,000 new jobs in NSW and facilitate the delivery of 25,000 new dwellings a year by 2020.

With a focus on its commitments in the state plan, the government has released a bill for a Planning Act

to replace the EP&A Act. The proposed new planning regime presents a number of key themes including a greater focus on strategic planning, an aim for clearer planning controls, and suggests a shift towards more categories of complying development, and substantial change to the environmental planning instruments that will apply in NSW.

The NSW Government introduced new planning legislation into NSW Parliament on 22 October 2013. The new planning legislation is known as the Planning Bill 2013 and is, at the time of finalising the Master Plan, being debated in NSW Parliament. The NSW Government proposes that the Planning Bill 2013 replace the current planning legislation, the EP&A Act. Sydney Airport is closely monitoring the review of the NSW planning system and the proposed Planning Act.

### **Summary**

Both the East and South Subregional Strategies outline the need for obligatory working relationships between Sydney Airport and federal, state and local governments in order to manage growth of aviation and non-aviation activities at Sydney Airport.

The significance of Sydney Airport's role in the economy has been quantified in employment and economic contribution terms. A recent study by Deloitte Access Economics completed in January 2013 indicated that Sydney Airport generates 283,700 jobs (equivalent to 8% of NSW employment), including 160,000 direct jobs. The study also found that the airport provides a direct and indirect contribution of \$27.6 billion, equivalent to 6% of the NSW economy and 2% of the Australian economy.

In preparation of the Master Plan, the key directions and actions as identified in the Draft East Subregional Strategy and the Draft South Subregional Strategy have been identified and considered and it is concluded 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 and with that, it is important to maintain employment lands that surround the airport, including those residual parcels on the periphery of the airport no longer required for aviation purposes.

The Draft East Subregional Strategy's key directions focus on strengthening existing centres, improving infrastructure and protecting the area's tourism. Direction 1 aims to protect the employment lands in the vicinity of the Airport/Botany Bay. The Master Plan supports this direction through zone creation and as an extension of those zones, job creation, while not reducing employment lands. Direction 4 raises concerns in relation to the growth of out-of-centre retail at the expense of existing retail centres. While it is important

to reinforce existing retail centres, the airport and its retail services are ancillary to the operations of the airport, providing fundamental services for airport employees as well as passengers.

The Draft South Subregional Strategy's key directions 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 AD2 and BD1 zones in this section of the airport as they will implement the necessary land use controls that will allow business to develop 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.

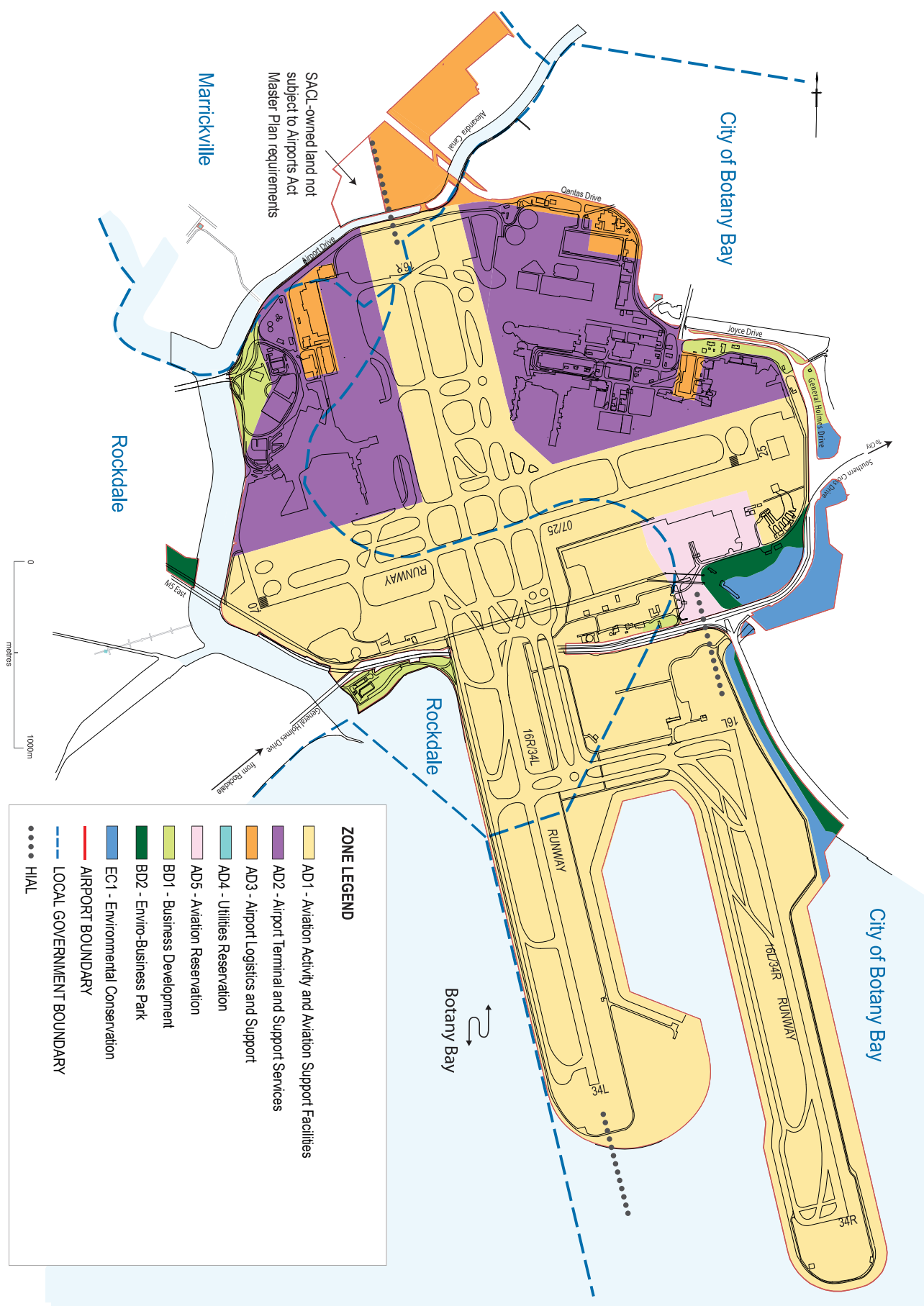
The Draft South Subregional Strategy identifies land in the Marrickville LGA abutting the northern perimeter of the airport for industrial uses associated with freight and logistics. This use is reflected in the zoning of the northern portion of the airport under the Master Plan as AD3 (airport logistics and support) that facilitates freight logistics and other industrial and light industrial uses.

There is the potential for the airport's business centres to compete with the major centres of Hurstville and particularly Kogarah which is in closer proximity to the airport. However, the Draft South Subregional Strategy notes that Kogarah may need to focus on specialist retail to distinguish itself from the centres of Rockdale and Hurstville and this in turn would further distinguish it from the airport.

The Master Plan provides 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 employment generation and in this regard, are considered compatible with the metropolitan plan and its subordinate strategies.

## Land use zoning plan

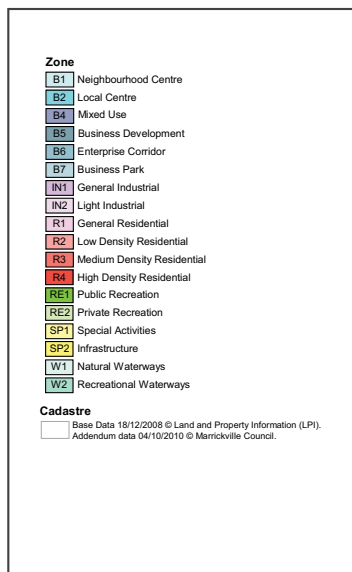
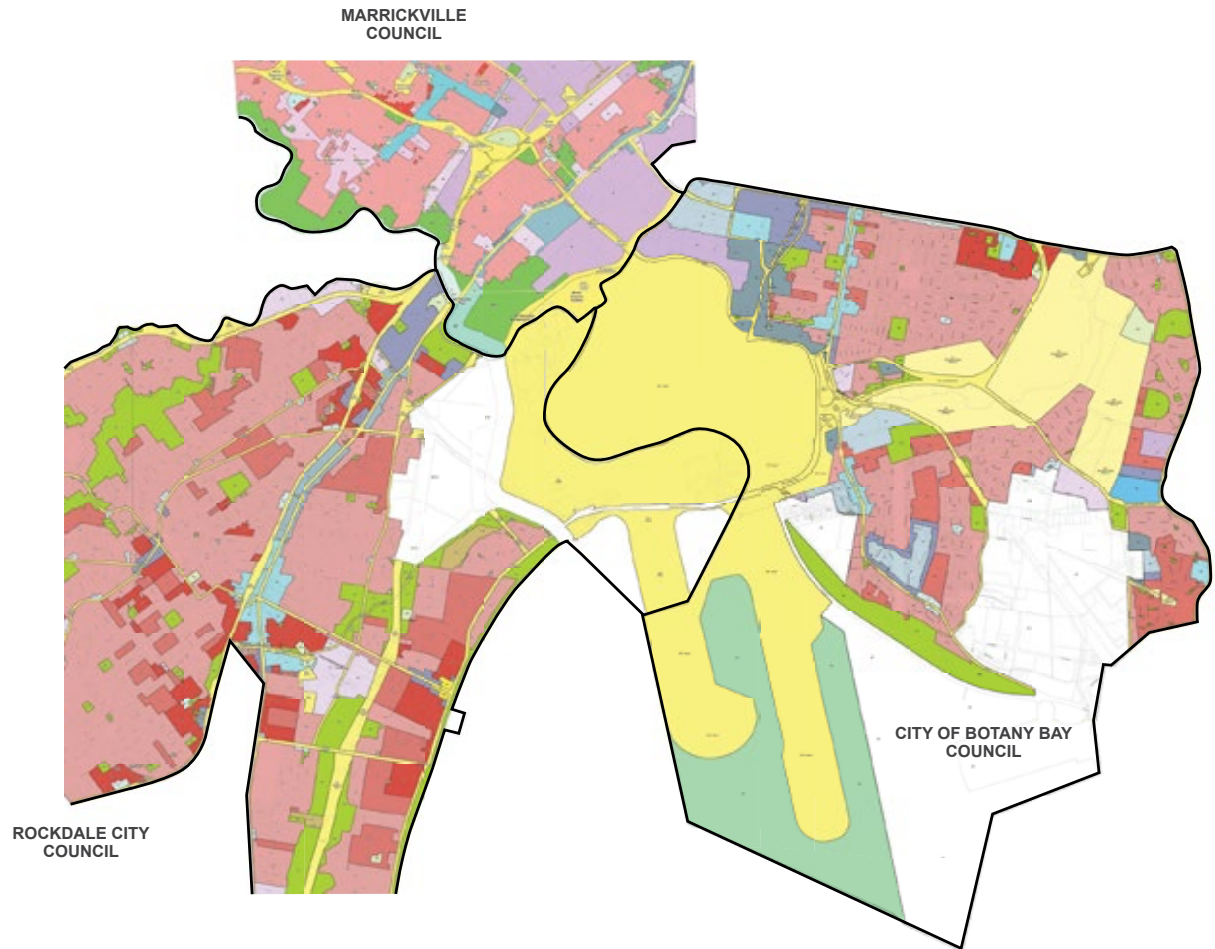
This drawing has been prepared to illustrate the Sydney Airport Master Plan and is not intended to serve any other purpose. The drawing must be read in conjunction with the Master Plan.



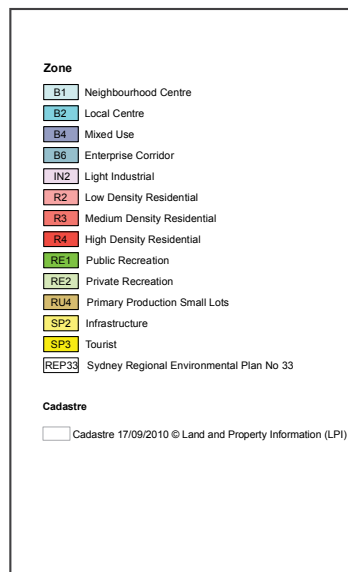


**Figure 11.2**  
Existing land use zones around Sydney Airport

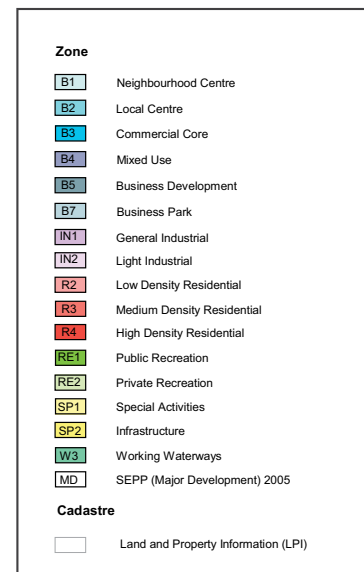
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**MARRICKVILLE**  
**Local Environmental Plan**  
**2011**



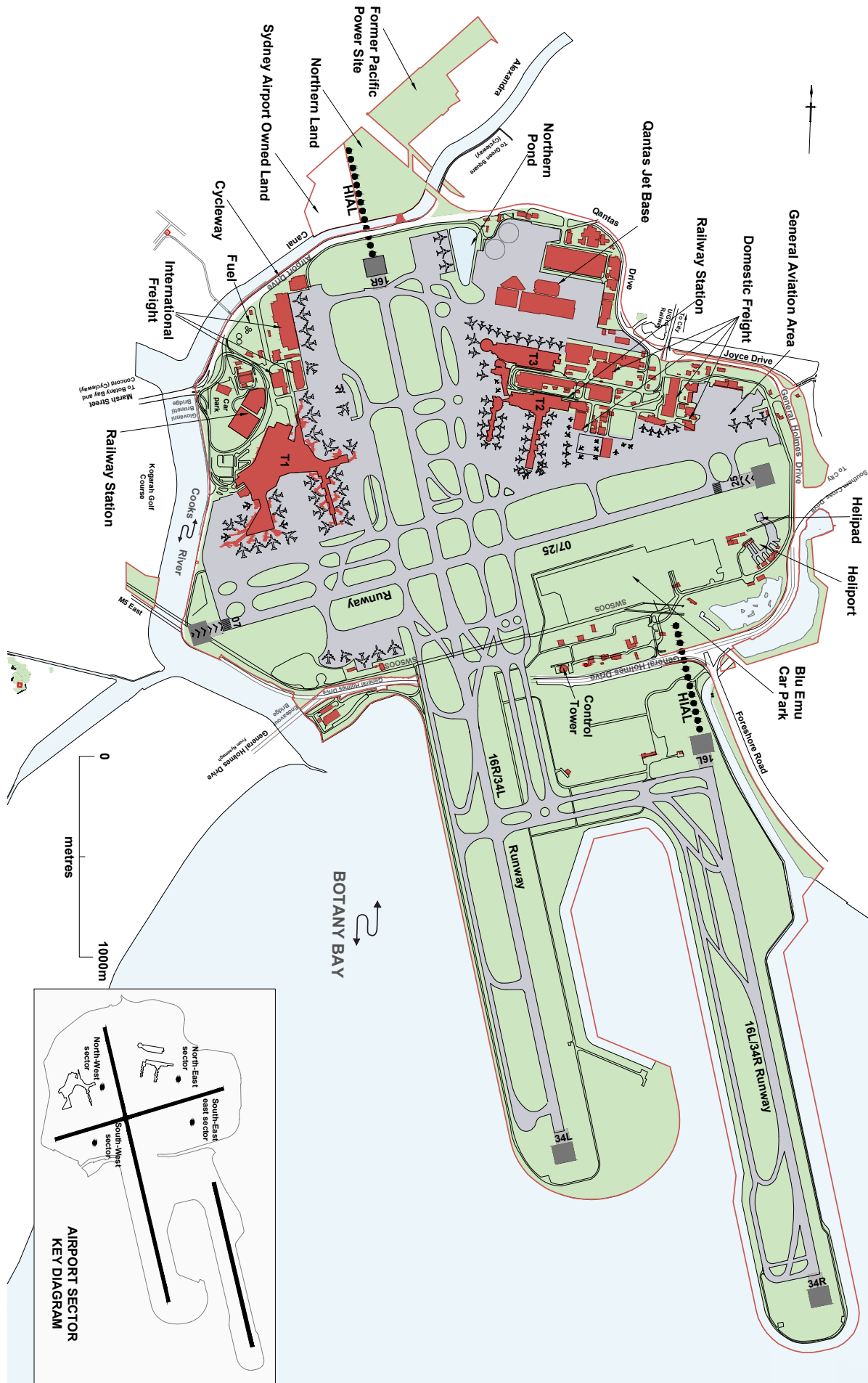
**ROCKDALE CITY**  
**Local Environmental Plan**  
**2011**



**CITY OF BOTANY BAY**  
**Local Environmental Plan**  
**2013**

**Figure 11.3**  
Existing airport layout

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