

## 4. Land use plan

### 4.1 Context

The Stage 1 development would be constructed and operated in accordance with the draft Airport Plan, which forms a transitional planning instrument under the Airports Act (see Section 3.2.2). The concept design outlined in the draft Airport Plan provides the planning framework for the proposed airport until the first master plan is in place. This part includes the development objectives for the proposed airport, indicative flight paths, projected aircraft noise contours and the Land Use Plan for the airport site. The concept design, including the Land Use Plan, cannot be altered without approval of the Minister for Infrastructure and Regional Development.

The indicative concept design outlined in Part 2 of the draft Airport Plan considers the development objectives, design rational and performance criteria for the Stage 1 development. It also sets out the Land Use Plan for the airport site. While the indicative concept design may be subject to some change depending on the business needs of the ALC and consistency with this EIS, the Land Use Plan cannot be altered without the approval of the Minister for Infrastructure and Regional Development.

The Land Use Plan will be applicable in the period between an airport lease being granted to an ALC and a master plan being developed by the ALC and approved by the Minister for Infrastructure and Regional Development. The Land Use Plan regulates the types of development, in terms of permissible land uses, that can occur within the airport site. It also outlines land uses and indicative developments that will facilitate long term growth.

Developments are only permissible where they meet the planning objectives and permitted uses outlined for each zone. Once an airport lease is granted, any development requires a building approval from the airport building controller under the Airports (Building Control) Regulations 1996. In deciding whether to approve the building activity, the airport building controller will consider, among other things, whether the building activity is consistent with the Land Use Plan contained in the Airport Plan (or the Land Use Plan included in any master plan that replaces it).

Any major development plan must be consistent with the Land Use Plan in the Airport Plan or, if the Airport Plan is replaced by a master plan, with the Land Use Plan contained within that master plan. Any sensitive development (as defined in section 71A of the Airports Act) which is not specifically authorised by Part 3 must comply with section 89A of the Airports Act; this section requires the Minister for Infrastructure and Regional Development to approve the preparation of a major development plan for the sensitive development.

### 4.2 Land use zones

This section provides an overview of land use zones and permissible uses as described in the draft Airport Plan. For land use planning purposes, the airport site has been divided into a number of zones. These land use zones (including the approximate area of each zone for the Stage 1 development) are listed in Table 4–1.

**Table 4–1 – Proposed land use zones within the airport site (Stage 1 development)**

Land use zone	Approximate area (hectares)
AD1 Aviation Activity	322
AD2 Terminal and Support Services	229
AD3 Aviation Logistics and Support Facilities	230
AD4 Aviation Activity (Reservation)	494
BD1 Business Development	167
BD2 Business Development (Reservation)	148
EC1 Environmental Conservation	129
<b>TOTAL</b>	<b>1,780</b>
<b>Overlays<sup>1</sup></b>	
Detention Ponds	32
Indicative Airport Access Road	14
Potential Road Corridor	15 <sup>2</sup>
Existing Roads On Site	15

<sup>1</sup> Not included in total

<sup>2</sup> 11ha may otherwise be zoned as EC1 and 4ha otherwise zoned as AD3 if not used for re-routing The Northern Road.

The land use zones applicable to the Stage 1 development are presented in Figure 4–1. These land use zones would apply from the grant of an airport lease until a master plan is prepared and in force.

Figure 4–2 presents an indicative long-term Land Use Plan for reference purposes only. It provides context for the aviation reservation zones and indicates the expected location of major aviation infrastructure, such as the second runway and associated taxiways.

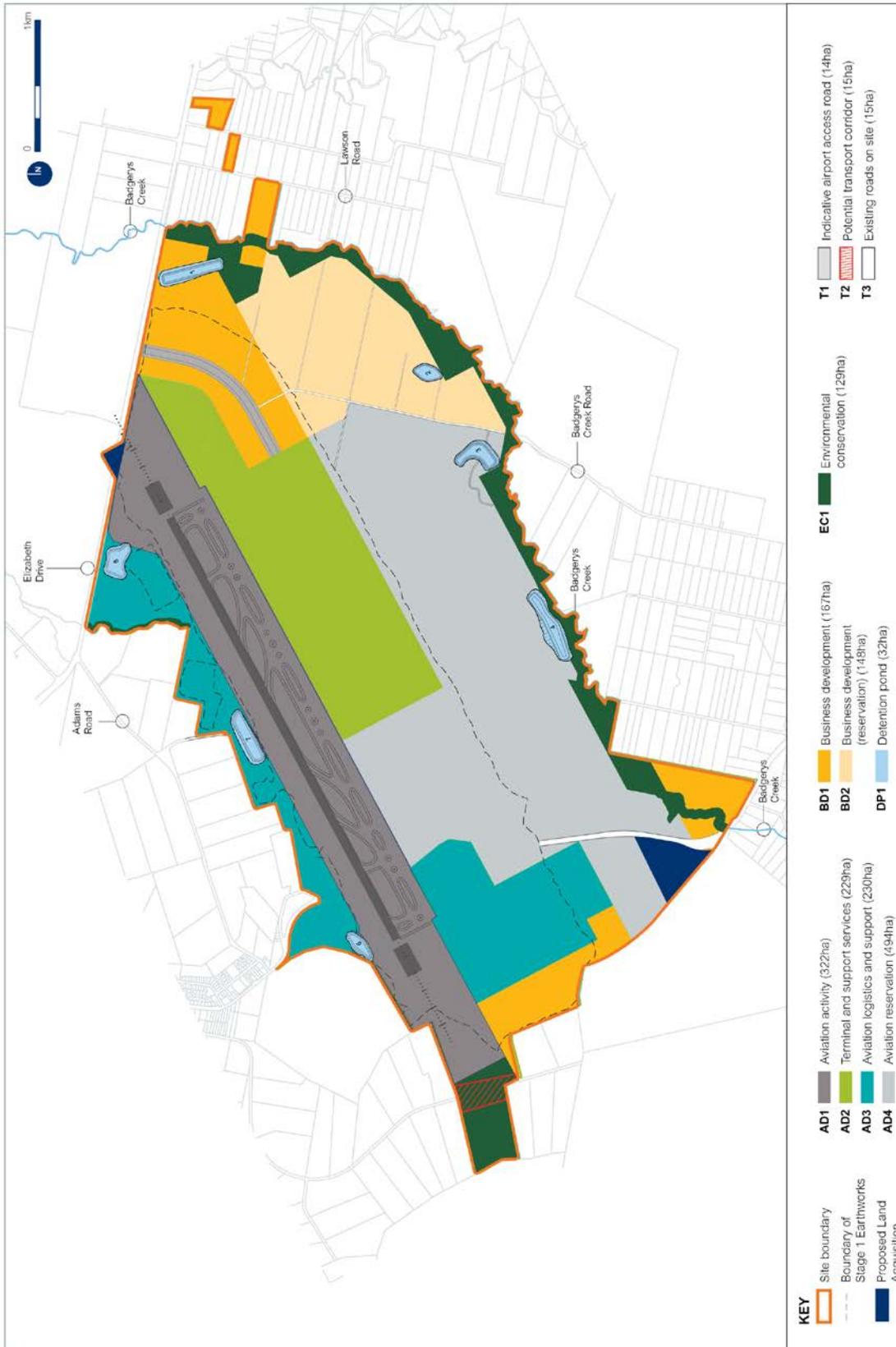


Figure 4-1 – Land use zones (Stage 1)



Figure 4-2 – Indicative land use zones (long term)

## 4.3 Land use zones – objectives and permissible uses

Each land use zone encompasses a series of objectives and permissible uses.

### Objectives

Any development within a zone must be consistent with the objectives for that zone. In addition, a development must also meet the following objectives:

- to protect the long term viability and operational efficiency of the proposed airport; and
- to ensure the environment and heritage items are appropriately considered and managed.

### Permissible uses

The permissible uses largely adopt the definitions used in the Dictionary contained in the *Standard Instrument (Local Environment Plans) Order 2006* (NSW), except where airport specific terms are required. Definitions of permissible uses are at Appendix 1 of the draft Airport Plan. A permissible use that is marked with an asterisk “\*” is only permissible to the extent that the use relates to the construction, development or operation of the airport site. Existing uses on the airport site on the day the Airport Plan is determined are permissible until future development occurs in accordance with the land use objectives and permissible uses contained in the draft Airport Plan, provided that the existing use continues uninterrupted.

A description of the land use objectives and permissible uses for each land use zone is provided below. A permissible use marked with an asterisk is only permissible to the extent that the use relates to the construction, development or operation of the airport site.

### 4.3.1 AD1 Aviation activity

This land use zone primarily caters for runways and associated taxiways and navigational aids. The objectives and permissible uses of this land use zone are described in Table 4–2.

**Table 4–2 – Objectives and permissible uses – AD1 Aviation Activity**

Objectives	Permissible uses
<p>The objectives of the AD1 zone are to:</p> <ul style="list-style-type: none"><li>• provide for safe, secure and efficient airfield operations including aircraft take-off, landing and taxiing;</li><li>• provide for aviation activities and aviation support facilities; and</li><li>• facilitate compatible and ancillary functions within the zone provided that development does not render the land unfit for aviation activities</li></ul>	<ul style="list-style-type: none"><li>• Aviation activity</li><li>• Detention pond</li><li>• Earthworks*</li><li>• Environmental protection works</li><li>• Extractive industry*</li><li>• Liquid fuel depot and distribution facility</li><li>• Navigational aids</li><li>• Public administration facility</li><li>• Public utility undertaking</li><li>• Road</li><li>• Signage (other than an advertisement)</li><li>• Telecommunications facility</li><li>• Temporary structure</li><li>• Works depot*</li></ul>

\*Only permissible to the extent that the use relates to the construction, development or operation of the airport site.

### 4.3.2 AD2 Terminal and support services

This land use zone applies to the terminal precincts and terminal support facilities for the Stage 1 development. Forecast growth of international, domestic and regional air traffic requires the establishment, development and expansion of a passenger terminal and support activities (such as landside access, car parking and utilities). To accommodate the projected growth in traffic forecasts, the terminal is proposed to be developed as an integrated terminal precinct servicing a mix of international, domestic and regional passengers during the planning period. Developments 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.

The objectives and permissible uses of this land use zone are described in Table 4–3.

**Table 4–3 – Objectives and permissible uses – AD2 Terminal and Support Services**

Objectives	Permissible uses
<p>The objectives of the AD2 zone are to:</p> <ul style="list-style-type: none"> <li>• facilitate development of a contemporary passenger terminal and related facilities for the handling, transfer and processing of passengers that are capable of meeting the standards expected by international, domestic and regional travellers as well as supporting the needs of the proposed airport’s workforce;</li> <li>• enable future expansion of the airport’s operations, including associated aviation facilities;</li> <li>• encourage employment opportunities;</li> <li>• facilitate compatible and ancillary functions within the zone provided that development does not render the land unfit for aviation activities; and</li> <li>• Provide for aviation activities and support facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Amusement centre</li> <li>• Animal boarding</li> <li>• Aviation activity</li> <li>• Aviation support facility</li> <li>• Business premises</li> <li>• Car park and parking spaces</li> <li>• Child care centre</li> <li>• Convenience store</li> <li>• Detention pond</li> <li>• Earthworks*</li> <li>• Environmental protection works</li> <li>• Extractive industry*</li> <li>• Food and drink premises</li> <li>• Freight handling and transport facility</li> <li>• Hotel or motel accommodation</li> <li>• Kiosks</li> <li>• Liquid fuel depot and distribution facility</li> <li>• Markets</li> <li>• Navigational aids</li> <li>• Office premises</li> <li>• Passenger transport facility</li> <li>• Public utility undertaking</li> <li>• Public administration facility</li> <li>• Road</li> <li>• Shop</li> <li>• Signage</li> <li>• Telecommunications facility</li> <li>• Temporary structure</li> <li>• Terminal</li> <li>• Transfer corridor</li> <li>• Vehicle hire premises</li> <li>• Works depot*</li> </ul>

\*Only permissible to the extent that the use relates to the construction, development or operation of the airport site.

### 4.3.3 AD3 Aviation logistics and support

This land use zone applies to land used for airport logistics and to support airport operations.

Development to facilitate freight logistics operations as well as other compatible and ancillary uses identified in the table below are permissible in this zone, including office space related to any of the identified permissible uses.

The objectives and permissible uses of this land use zone are described in Table 4–4.

**Table 4–4 – Objectives and permissible uses – AD3 Aviation Logistics and Support Services**

Objectives	Permissible uses
<p>The objectives of the the AD3 zone are to:</p> <ul style="list-style-type: none"> <li>• facilitate the development of freight services and airport logistics (and ancillary office space);</li> <li>• ensure development is compatible, where practicable, with surrounding land uses in this area; and</li> <li>• facilitate compatible and ancillary functions within the zone provided that development does not render the land unfit for aviation activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Animal boarding</li> <li>• Aviation activity</li> <li>• Aviation support facility</li> <li>• Business premises</li> <li>• Car park and parking spaces</li> <li>• Detention pond</li> <li>• Earthworks*</li> <li>• Environmental protection works</li> <li>• Extractive industry*</li> <li>• Food and drink premises</li> <li>• Freight handling and transport facility</li> <li>• Light Industry</li> <li>• Liquid fuel depot and distribution facility</li> <li>• Navigational aids</li> <li>• Office premises</li> <li>• Public administration facility</li> <li>• Public utility undertaking</li> <li>• Retail – low intensity</li> <li>• Road</li> <li>• Signage</li> <li>• Telecommunications facility</li> <li>• Temporary structure</li> <li>• Transport depot</li> <li>• Works depot*</li> </ul>

\*Only permissible to the extent that the use relates to the construction, development or operation of the airport site.

#### 4.3.4 AD4 Aviation reservation

This land use zone is reserved for future aviation activities and aviation support facilities and has been informed by the operational requirements of the proposed airport for the planning period. It would be incrementally released for aviation purposes as it becomes operationally required, over the next 40 years or so.

The non-aviation land uses identified in this zone are permitted on a short to medium term basis until the land is required for aviation purposes provided that:

- the proposed development will not render the land unfit, or affect the capacity of the land to be used, for aviation purposes;
- the proposed development will be capable of being removed or relocated easily and economically; and
- appropriate provisions or arrangements are in place which ensure that the land can be vacated when needed for aviation purposes.

The ALC will be required to pursue development strategies that allow for the necessary controls to ensure delivery of the aviation needs. This includes ongoing tenure reviews and the consideration and implementation of temporary and alternative uses.

Development in this zone must not adversely impact on neighbouring environmentally sensitive areas. The design, construction and operation of such developments will need to consider the sensitivity of and proximity to the biophysical environment, including Badgerys Creek, and investigate the incorporation of appropriate mitigation strategies such as the provision of setbacks and reserves.

The objectives and permissible uses of this land use zone are described in Table 4–5.

**Table 4–5 – Objectives and permissible uses – AD4 Aviation Activity (Reservation)**

Objectives	Permissible uses
<p>The objectives of the AD4 zone are to:</p> <ul style="list-style-type: none"> <li>• coordinate the orderly and economic use and development of land until it is required for aviation activities or aviation support facilities;</li> <li>• integrate compatible aviation, business and industrial activities in accessible locations;</li> <li>• encourage appropriate employment opportunities in accessible locations; and</li> <li>• ensure that development will not render the land unfit for aviation activities or aviation support facilities when it is required for these purposes.</li> </ul>	<ul style="list-style-type: none"> <li>• Agriculture</li> <li>• Animal boarding</li> <li>• Aviation activity</li> <li>• Aviation support facility</li> <li>• Detention pond</li> <li>• Earth works*</li> <li>• Environmental protection works</li> <li>• Extractive industry*</li> <li>• Navigational aids</li> <li>• Passenger transport facility</li> <li>• Public utility undertaking</li> <li>• Public administration facility</li> <li>• Retail – low intensity</li> <li>• Road</li> <li>• Shop</li> <li>• Signage</li> <li>• Telecommunication facility</li> <li>• Temporary structure</li> <li>• Terminal</li> <li>• Waste or resource management facility</li> <li>• Works depot*</li> </ul>

\*Only permissible to the extent that the use relates to the construction, development or operation of the airport site.

### 4.3.5 BD1 Business development

This land use zone is reserved for on-site business development and has been informed by the operational requirements of the proposed airport for the planning period.

Development in this zone must not:

- compromise the future aviation needs of the proposed airport;
- adversely impact on neighbouring environmentally sensitive areas;
- adversely impact on built form considerations for the airport; and
- adversely impact on surface transport access for aviation facilities.

The design, construction and operation of such developments will need to consider the sensitivity of and proximity to the biophysical environment, and investigate the incorporation of appropriate mitigation strategies such as the provision of setbacks and reserves. The developments in this zone may include office space related to any of the identified permissible uses.

The objectives and permissible uses of this land use zone are described in Table 4–6.

**Table 4–6 – Objectives and permissible uses – BD1 Business Development**

Objectives	Permissible uses
<p>The objectives of the BD1 zone are to:</p> <ul style="list-style-type: none"> <li>• enable a mix of business, retail and industrial uses in locations that are close to and that support the functioning of the airport;</li> <li>• integrate suitable and compatible land uses in accessible locations so as to maximise public transport patronage and encourage cycling;</li> <li>• encourage employment opportunities and promote businesses along main roads;</li> <li>• enable a limited range of other land uses that will provide facilities and services to meet the day-to-day needs of local workforce; and</li> <li>• maximise, where possible the use of existing access and egress points.</li> </ul>	<ul style="list-style-type: none"> <li>• Agriculture</li> <li>• Animal boarding</li> <li>• Aviation activity</li> <li>• Aviation educational facility</li> <li>• Aviation support facility</li> <li>• Business premises</li> <li>• Car park and parking spaces</li> <li>• Child care centre</li> <li>• Detention pond</li> <li>• Earth works*</li> <li>• Environmental protection works</li> <li>• Extractive industry*</li> <li>• Freight handling and protection works</li> <li>• Hotel or motel accommodation</li> <li>• Light industry</li> <li>• Medical centre</li> <li>• Navigational aids</li> <li>• Office premises</li> <li>• Passenger transport facility</li> <li>• Public Utility undertaking</li> <li>• Public administration facility</li> <li>• Recreation facility (indoor)</li> <li>• Retail premises</li> <li>• Road</li> <li>• Service station</li> <li>• Shop</li> <li>• Signage</li> <li>• Telecommunication facility</li> <li>• Temporary structure</li> <li>• Vehicle hire premises</li> <li>• Warehouse and distribution centre</li> <li>• Works depot*</li> </ul>

\*Only permissible to the extent that the use relates to the construction, development or operation of the airport site.

#### 4.3.6 BD2 Business development (Reservation)

This zone is reserved for future aviation activities and also terminal and support facilities. It has been informed by the operational requirements of the Airport for the planning period. It may be used for on-site business development but will be incrementally released for the reserved purposes as it becomes operationally required over the next 40 years or so.

A number of activities could be located in this zone in the interim. The ALC will be required to pursue development strategies that allow for the necessary controls to ensure delivery of the aviation needs. 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 permitted on a short to medium term basis until the land is required for aviation purposes provided that:

- the proposed development will not render the land unfit, or affect the capacity of the land to be used, for aviation purposes;
- the proposed development will be capable of being removed or relocated easily and economically;
- appropriate provisions or arrangements are in place which ensure that the land can be vacated when needed for aviation purposes;
- there is no adverse impact on built form considerations for the airport; and
- there is no adverse impact on surface transport access for aviation facilities.

The design, construction and operation of such developments will need to consider the sensitivity of and proximity to the biophysical environment, including Badgerys Creek, and investigate the incorporation of appropriate mitigation strategies such as the provision of setbacks and reserves.

The objectives and permissible uses of this land use zone are described in Table 4–7.

**Table 4–7 – Objectives and permissible uses – BD2 Business Development (Reservations)**

Objectives	Permissible uses
<p>The objectives of the BD2 zone are to:</p> <ul style="list-style-type: none"> <li>• enable a mix of business, retail and industrial uses in locations that are close to and that support the functioning of the airport;</li> <li>• integrate suitable and compatible land uses in accessible locations so as to maximise public transport patronage and encourage cycling;</li> <li>• encourage employment opportunities and promote businesses along main roads;</li> <li>• enable a limited range of other land uses that will provide facilities and services to meet the day-to-day needs of local workforce; and</li> <li>• maximise, where possible, the use of existing access and egress points;</li> </ul>	<ul style="list-style-type: none"> <li>• Agriculture</li> <li>• Animal boarding</li> <li>• Aviation activity</li> <li>• Aviation education facility</li> <li>• Aviation support facility</li> <li>• Business premises</li> <li>• Car park and parking spaces</li> <li>• Child care centre</li> <li>• Detention pond</li> <li>• Earth works*</li> <li>• Environmental protection works</li> <li>• Extractive industry*</li> <li>• Freight handling and transport facility</li> <li>• Hotel or motel accommodation</li> <li>• Light industry</li> <li>• Medical centre</li> <li>• Navigational aids</li> <li>• Office premises</li> <li>• Passenger transport facility</li> <li>• Public utility undertaking</li> <li>• Public administration facility</li> <li>• Recreation facility (indoor)</li> <li>• Retail premises</li> <li>• Road</li> <li>• Service station</li> <li>• Shop</li> <li>• Signage</li> <li>• Telecommunication facility</li> <li>• Temporary structure</li> <li>• Vehicle hire premises</li> <li>• Warehouse and distribution centre</li> <li>• Works depot*</li> </ul>

\*Only permissible to the extent that the use relates to the construction, development or operation of the airport site.

### 4.3.7 EC1 Environmental conservation

This zone applies to the environmental value of the airport site, notably with respect to natural habitats and water flows, including Badgerys Creek, and also provides for an environmental preservation corridor to the south of the airport site. The objectives and permissible uses of this land use zone are provided in Table 4–8.

**Table 4–8 – Objectives and permissible uses – EC1 Environmental Conservation**

Objectives	Permissible uses
<p>The objectives of the EC1 zone are to:</p> <ul style="list-style-type: none"><li>• protect the ecological and scenic values of the waterways in this zone;</li><li>• maintain the health and natural flows of the waterway;</li><li>• enhance, restore and protect local biota and the ecosystem and habitats of native species, and the cultural heritage values of the land;</li><li>• provide for the effective management of remnant native vegetation, including native vegetation and regeneration and revegetation, noxious and environmental weed eradication, and bush fire hazard reduction;</li><li>• enable the land to be used as passive open space in a manner that is not inconsistent with the protection of its natural and cultural heritage values; and</li><li>• manage development to minimise impacts that could destroy, degrade, damage or otherwise have an adverse effect on natural and cultural heritage values.</li></ul>	<ul style="list-style-type: none"><li>• Environmental protection works</li><li>• Public utility undertaking</li></ul> <p><b>Note:</b> permissible land uses outlined in the draft Airport Plan would be confirmed following finalisation of the EIS.</p>