



APPENDICES



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(A) Approved Changes of the 2008 Minor Variation

(A) APPROVED CHANGES WITH 2008 MINOR VARIATION		
Chapter/Section	Minor Variation 2008 (MV) Proposal	Remarks
Introduction	No change	General re-statement in the context of the MV.
Objectives	No change	General re-statement in the context of the MV. This MV will not change the objectives of the Airport Leasing Company and will further enhance BAL's ability to meet current and future growth requirements for General Aviation.
Consultation	Outlines the extent of consultation undertaken to date	Consultation details provided at Appendices 2 and 3.
Site Context	No change	
Historical Context	No change	
Current Operations and Business Context	No change	Update provided on implementation of MP.
Revised Development Concept - Overview	Retention of HLS in its current location. Retention of the majority of Tower Rd aviation precinct. Change of proposed southern HLS and associated aviation precinct to non-aeronautical use.	Compatible with the MP's Aviation Zone provisions. Part of the current MP Business – Bankstown Airport Zone will become Aeronautical Zone Part of the current MP Aeronautical Zone will become Business – Bankstown Airport Zone.
Revised Development Concept – Key Objectives and Principles	No change	General re-statement in the context of the MV.
Revised Development Concept – Traffic Forecast	No change	Update provided on 2006/07 actual traffic for comparison against forecast.
Revised Development Concept – Proposed Requirements	Outlines any changes (increases/decreases) to infrastructure requirements	
Revised Aviation Development Concept – Summary of Proposal	Outlines changes (increases/decreases) to functional areas. Reaffirms consistency with MP objectives and principles. Summarises proposed facility improvements and modifications.	Increase of approximately 3.6ha in the area dedicated for aviation purposes. This adjustment results in an additional 3.9 hectares of area designated for airside tenancy buildings and associated land which will provide additional area to meet the current aviation activity and future aviation growth in line with the forecast contained in the approved Master Plan. The Minor Variation identifies the loss of approximately 0.3 of a hectare of land allocated for runway complex, however, this change has been made to facilitate improved alignment of the taxiways, runup bays and operating areas ie there has been a rebalancing of these areas within the overall area set aside for aviation purposes. This will improve the operational efficiency of the Airport and will not impact on current or future aviation capacity.
Revised Non-Aviation Development Concept – Objectives and Principles	No change	
Revised Non-Aviation Development Concept – Regional Planning Concept	No change	Release of NSW Metropolitan Strategy acknowledged.
Non-Aviation Development Concept – Zoning	Interchange of two land uses from the MP.	Increase of approximately 3.6ha in the area dedicated for aeronautical purposes.
Economic Impact of Revised Development Concept	No change	

(A) APPROVED CHANGES WITH 2008 MINOR VARIATION		
Chapter/Section	Minor Variation 2008 (MV) Proposal	Remarks
Surface Transport	Tower Road tenants and visitors will continue to access the existing facilities from Tower Road.	
Utilities	May require re-evaluation of magnitude of services required.	
Environmental Management	No change	Next Airport Environment Strategy due February 2010
Aircraft Noise	Proposed to retain existing northern HLS. The endorsed ANEF is based on southern HLS location. Helicopter flight paths will continue to reflect existing practice and the implied flight paths for the southern HLS in the MP will not occur.	Revised noise contours prepared to reflect retention of the current northern HLS – only marginal changes identified. BAL not seeking endorsement of a new ANEF, which will be done in conjunction with the next MP due in March 2010. No flight paths were shown or required for the MP. Flight path comparison drawings (northern and southern HLS) have been prepared for the MV.

(B) Summary Comparison of PDMP 2010 with MP 2005



Bankstown Airport Preliminary Draft Master Plan (PDMP)

Summary Comparison of PDMP 2010 with MP 2005

	PDMP 2010	MP 2005
Legislative	<ul style="list-style-type: none"> ▣ <i>Airports Act</i> amended in 2007 to require airports to: <ul style="list-style-type: none"> ▪ show flight paths in MPs ▪ exhibit for 60 business days ▪ greater use of web to exhibit ▣ <i>Malleson's legal review to confirm compliance</i> 	
Policy	<ul style="list-style-type: none"> ▣ <i>National Aviation Policy Green Paper</i> - late 2008 proposes changes to landuse ▣ Recent CASA GAAP Airspace Changes – July 2009. <ul style="list-style-type: none"> ▪ PDMP prepared on the basis of the current GAAP procedures, being the best available information we have at the present time. ▪ Changes likely to reduce aviation activity compared with PDMP. ▪ Changes to be incorporated in 2015 review 	
Aircraft forecasts	<ul style="list-style-type: none"> ▣ 1.5% growth decreasing to 1%, then 0.5% over 20 years ▣ 446,000 in 2024/25, 457,000 in 2029/30 due to recovery over recent years ▣ 16 to 32 daily passenger aircraft movements (more practical and aligned to commercial requirements – these are forecasts only – noise impacts are insignificant) 	<ul style="list-style-type: none"> ▣ 1.5% growth ▣ 424,000 in 2024/25 ▣ 4 to 12 daily Passenger air craft movements
Design aircraft	<ul style="list-style-type: none"> ▣ Remains Code 3C - no large jets ▣ Embraer E170 selected as BAE 146 is no longer common on the register. 	<ul style="list-style-type: none"> ▣ Code 3C (BAE-146)

Capacity	<ul style="list-style-type: none"> ▣ 480,000 -500,000 – no change ▣ Likely to reduce due to airspace changes – impact cannot be assessed for several years 	<ul style="list-style-type: none"> ▣ 480,000 – 500,000
Aviation Development Concept	<ul style="list-style-type: none"> ▣ Increased by 7.2 hectares in accordance with approved <i>Minor Variation 2008</i> ▣ New mixed use zone in north-east corner to recognises long term aviation leases in this area ▣ Aircraft wash and dedicated engine test and run-up bay ▣ Safety management statement 	<ul style="list-style-type: none"> ▣ 220m extension of runway 11C/29C ▣ Closure of runway 18/36 and taxiways in south-west
Zoning and Land Use	<ul style="list-style-type: none"> ▣ Mixed use zone in north-east corner to recognises long term aviation leases in this area ▣ <i>BAL Urban Design Guidelines</i> now included ▣ <i>NSW Metro Strategy</i> – specialized centre now included ▣ <i>BCC Draft Employment Study</i> now included ▣ Zoning in accordance with NSW template ▣ Uses changed in accordance with Green Paper initiatives e.g. no new schools, no aged care facilities ▣ More detailed forecast of development activity in the next 5 years in accordance with Green Paper initiatives 	
Economic Activity	<ul style="list-style-type: none"> ▣ 2009 - \$1.38bn, 2500 jobs, 6000 flow on ▣ 2029/30 – 13,000 jobs 	<ul style="list-style-type: none"> ▣ \$1.2bn
Surface Transport	<ul style="list-style-type: none"> ▣ Internal ring road replaced by collector roads, specific route of internal roads will depend on operational and commercial requirements ▣ Updated traffic Paramics modeling for same key roadworks and locations and discussions with RTA on apportionment, base Paramics model agreed by RTA ▣ Birdwood Road intersection removed 	<ul style="list-style-type: none"> ▣ Internal indicative ring road ▣ Key road works and locations identified



Infrastructure	<ul style="list-style-type: none"> ▪ Storm water/flooding policy – no off-site impacts in accordance with stated BAL policy 	
Environment	<ul style="list-style-type: none"> ▪ 2 environmentally significant sites ▪ Heritage management updated 	
Aircraft Noise	<ul style="list-style-type: none"> ▪ Current noise Australian Noise Exposure Index (ANEI) shown for first time ▪ ANEI - 2029/30 Australian Noise Exposure Forecast (ANEF) comparison shown ▪ Flight path diagrams provided for aircraft and helicopters ▪ Comparison of noise with and without passenger operations ▪ N60 comparison 24/25 to 29/30 	<ul style="list-style-type: none"> ▪ ANEF 2024/25 ▪ N60 2024/25 (not required but included for ease of understanding)
Airspace	<ul style="list-style-type: none"> ▪ Operational updates ▪ Impacts of airspace management changes including Class D will not be fully understood for several years and will be incorporated in the 2015 review 	

APPENDIX 2

Consultation Activities Undertaken

Date	Activities	By Who	Individual or Group Consulted
7 May 09	Meeting	Kim Ellis	Department of Infrastructure, Transport, Regional Development and Local Government - John Doherty - Karen Gosling
13 May 09	Letter with leaflet	Kim Ellis	Department of Infrastructure, Transport, Regional Development and Local Government - John Doherty
21 May 09	Briefing	Kim Ellis	BACCF
22 May 09	Letter with leaflet	Kim Ellis	Government Elected Representatives: - Bankstown Council Mayor (Tania Mihailuk) - Minister for Infrastructure, Transport, Regional Development and Local Government (Anthony Albanese) - Chief Advisor to Minister (Anthony Sachs) - Jason Clare MP - Darryl Melham MP - Tony Stewart MP - Alan Ashton MP - Alison Megarrity MP - Danna Vale MP
22 May 09	Letter with Leaflet	Kim Ellis	Department of Infrastructure, Transport, Regional Development and Local Government - Karen Gosling (copy of the 22 May 09 letter to Jason Clare MP)
22 May 09	Letter with Leaflet	Kim Ellis	Department of Environment, Water, Heritage & the Arts - Chris Murphy
22 May 09	Letter with Leaflet	Kim Ellis	Air Services Australia - Loretta Petroff
22 May 09	Letter with Leaflet	Kim Ellis	Civil Aviation Safety Australia - Roger Weeks
22 May 09	Letter with Leaflet	Kim Ellis	Aircraft Owners and Pilots Association - Tim Blatch
22 May 09	Letter with Leaflet	Kim Ellis	Australian Airports Association - Ken Keech
28 May 09	Letter with Leaflet	Kim Ellis	Tourism & Transport Forum Australia - Christopher Brown
28 May 09	Email (leaflet)	Kim Ellis	Sydney Airport Corporation Ltd - Russell Balding
28 May 09	Letter & Leaflet	Kim Ellis	BACA
09 June 09	Letter & Leaflet	Kim Ellis	Airport Building Controller - Trevor Dartnell - Steve Glanville
09 June 09	Letter with leaflet	Kim Ellis	Airport Environment Officer - Joanne Stuckey
09 June 09	Letter with Leaflet	Kim Ellis	Bankstown City Council - Luke Nichols
09 June 09	Letter with Leaflet	Kim Ellis	Fairfield City Council - Alan Young

Date		By Who	Individual or Group Consulted
09 June 09	Letter with Leaflet	Kim Ellis	Liverpool City Council - Phil Tolhurst
09 June 09	Letter with Leaflet	Kim Ellis	Camden Council - Greg Wright
09 June 09	Letter with Leaflet	Peter Crowley	BAL Tenants
15 June 09	Letter with Leaflet	Kim Ellis	Department of Premier & Cabinet- Infrastructure NSW - Peter Duncan
15 June 09	Letter with Leaflet	Mario Bayndrian	Airport Businesses
15 June 09	Metro Flyer (E-Flyer)	BAL	Distributed to 1200 Sydney Metro Flyer recipients
16 June 09	Meeting	Kim Ellis	Bankstown Airport Community Link - Peter Boutros
17 June 09	Letter	Kim Ellis Mario Bayndrian	Airservices - Loretta Petroff - Jo Doherty
09 July 09	Letter	BAL	Dept of Premier and Cabinet - Dianne Leeson (cc Peter Duncan)
14 July 09	Meeting	Kim Ellis Karl Mezgailis	Dept of Premier and Cabinet - Dianne Leeson - Matthew Scherb
17 July 09	Metro Flyer (E-Flyer)	BAL	Distributed to 1200 Sydney Metro Flyer recipients
21 July 09	Meeting	Kim Ellis Karl Mezgailis	Bankstown Council Councillors and Senior Staff
22 July 09	Meeting	Kim Ellis Mario Bayndrian	Aircraft Owners and Pilots Association
22 July 09	Meeting	Mario Bayndrian	Bankstown Labor Party
23 July 09	Letter	Desiree Lammerts	Gandangara Local Aboriginal Land Council - Sharon Brown - Mark (Jack) Johnson
23 July 09	Meeting	Kim Ellis	Department of Infrastructure, Transport, Regional Development and Local Government - John Doherty - Dept representatives
24 July 09	Letter	Kim Ellis	Department of Infrastructure, Transport, Regional Development and Local Government - John Doherty
28 July 09	Briefing	Kim Ellis	Chief Adviser to Minister - Anthony Sachs
4 Aug 09	Briefing	Kim Ellis	- Jason Clare MP - Darryl Melham MP
4, 5 Aug 09	Community Newsletter	BAL	Distributed to 30,000 local residents and interested parties
10 Aug 09	Email	Kim Ellis	Warren Truss MP
10 Aug 09	Email re pre-release briefing		Government Elected Representatives
12 Aug 09	Email update	Kim Ellis	- Jason Clare MP - Darryl Melham
13 Aug 09	Briefing	Kim Ellis Karl Mezgailis	BACCF
18 Aug 09	Briefing	Kim Ellis Karl Mezgailis Desiree Lammerts	Department of Environment, Water, Heritage & the Arts - Chris Murphy - Department Representatives

Date		By Who	Individual or Group Consulted
18 Aug 09	Briefing	Kim Ellis Karl Mezgailis Desiree Lammerts	Department of Infrastructure, Transport, Regional Development and Local Government - Karen Gosling - Department Representatives
20 Aug 09	Metro Flyer (E-Flyer)	BAL	Distributed to 1200 Sydney Metro Flyer recipients
24 Aug 09	Letter with Proposed ANEF and Noise Information	Kim Ellis	Bankstown, Liverpool, Fairfield City Councils
27 Aug 09	Briefing	Kim Ellis Karl Mezgailis	Government Elected Representatives
28 Aug 09	Letter with Draft Documents	Kim Ellis	Government Elected Representatives
31 Aug 09	Letter with Proposed ANEF and Noise Information	Kim Ellis	Department of Premier and Cabinet, Department of Planning
31 Aug 09	Briefing	Kim Ellis Karl Mezgailis	Department of Premier & Cabinet, RTA, DoP, State and Regional Development, DECC, Ministry of Transport, Sydney Water

APPENDIX 3

Leaflet to Stakeholders

BANKSTOWN AND CAMDEN AIRPORTS MASTER PLAN AND ENVIRONMENT STRATEGY REVIEW 2010

TPG 1: 090529

Reviews of the Master Plan (MP) and Airport Environment Strategy (AES) for Bankstown and Camden Airports have commenced. These reviews are essentially a “refresh” of the current MPs by the addition of more recent details and information, with the fundamental concepts of the 2004/05 MPs and the 2005 AESs (as amended for Bankstown by the 2008 MP Minor Variation) to remain.

The Reviews are being prepared in accordance with the requirements of the Airports Act 1996. The Act requires that a MP and an AES be reviewed by Bankstown Airport Limited (BAL) and Camden Airport Limited (CAL) every 5 years.

BANKSTOWN AIRPORT PROPOSED CHANGES

A number of minor changes are proposed for Bankstown Airport. These changes are generally in response to legislative requirements. The proposed changes are summarised below.

Aviation

- Update of traffic forecasts, where relevant
- Factual changes to the airport layout, operating procedures and technology
- Obstacle limitation surface (OLS) and PANS-OPS review
- Assessment of the Australian Noise Exposure Forecast (ANEF) noise contours for the year 2030, with N60 noise metrics and flight paths (see Figure 1)
- Assessment of any other proposed Master Plan changes on airport operations
- Allowance is made for an aircraft wash bay and engine run-up bay (noise attenuating).

Figure 1: Bankstown Airport Revised ANEF (2008 Minor Variation)

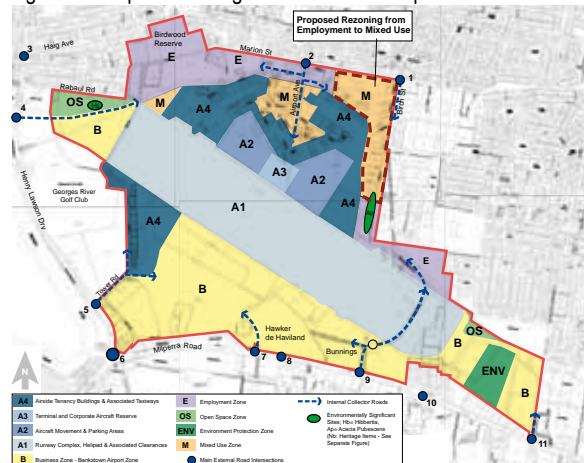


Land Use Zoning

The current land use zoning will generally be maintained, however some updates will be made, including:

- An update in accordance with the NSW Standard Template Local Environmental Plan (LEP)
- A “Mixed use” zone replaces part of the current Employment Zone to acknowledge certain existing aviation uses.

Figure 2: Proposed Changes to Bankstown Airport



Surface Transport

Investigation and identification of improvements to intersections and external roads, internal local collector roads and public transport (See Figure 2).

Flooding

BAL has prepared the *Bankstown Airport Stormwater & Flood Management Strategy* and this will serve as the overarching policy framework in the Master Plan.

Environmental

The important environmental issues being addressed in the MP and AES Review include:

- Addition of two areas of environmental significance
 - a. EPBC listed “Vulnerable” species *Acacia pubescens*
 - b. EPBC listed “Critically Endangered” species *Hibbertia glabrescens MS*
- Heritage Management
- Contaminated sites management.

BANKSTOWN AND CAMDEN AIRPORTS MASTER PLAN AND ENVIRONMENT STRATEGY REVIEW 2010

CAMDEN AIRPORT PROPOSED CHANGES

A number of changes are proposed for Camden Airport. These changes are minor and are generally in response to legislative requirements. The proposed changes are summarised below.

Aviation

- Factual changes to the airport layout, operating procedures and technology
- Obstacle limitation surface (OLS) and PANS-OPS review
- Assessment of the Australian Noise Exposure Forecast (ANEF) noise contours for the year 2030, with N60 noise metrics and flight paths
- Assessment of any other proposed Master Plan changes on airport operations.

Land Use Zoning

The current land use zoning will generally be maintained, however some updates will be made, including:

- An update in accordance with the NSW Standard Template Local Environmental Plan (LEP)
- A small adjustment is proposed to the 'Mixed Use Aviation and Non-Aviation' Zone" (see Figure 3).

Environmental

No significant changes are proposed.

Figure 3: Proposed Amendments to Camden Airport

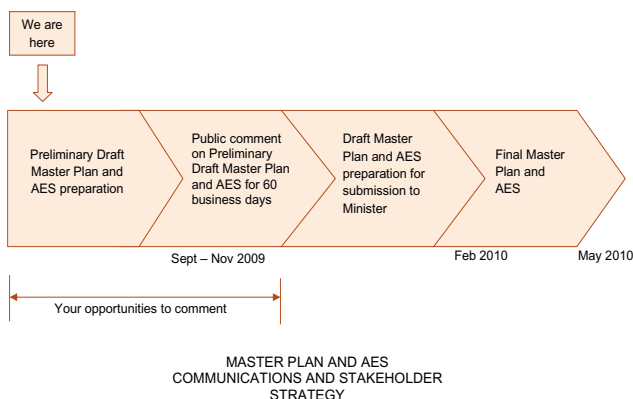


Heritage Matters

The Camden Airport Heritage Management Strategy (HMS) was prepared in April 2005 in response to a commitment of the AES. The HMS describes the history of Camden Airport and identifies items with heritage significance. All identified heritage items and the guidelines for managing heritage values are to be considered by the MP and AES.

THE REVIEW PROCESS

Your early input to the Reviews is welcome on any issues which concern you. The formal exhibition and public comment period on the Preliminary Draft documents will be extensively advertised.



CONTACT DETAILS

For input or for further information

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APPENDIX 4

Compliance with the Airports Act 1996, Regulations and Airport Development Consultation Guidelines

APPLICABLE SECTION OF THE AIRPORTS ACT 1996 AND RELATED REGULATIONS.	RELEVANT SECTION OF THE MASTER PLAN
70 Final master plans	
(1) For each airport, there is to be a final master plan	This PDMP
(2) The purposes of a final master plan for an airport are:	
(a) to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan; and	
(b) to provide for the development of additional uses of the airport site; and	
(c) to indicate to the public the intended uses of the airport site; and	
(d) 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.	
71 Contents of draft or final master plan	
(2) In the case of an airport other than a joint user airport, a draft or final master plan must specify:	
(a) the airport-lessee company's development objectives for the airport; and	Section 2: Master Plan Objectives and Sections 8, and 10-13
(b) the airport-lessee company's assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport; and	Section 7: Aviation Development Concept and Sections 9-11, 17 and 18.
(c) the airport-lessee company's intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects; and	Sections 10-12, Section 15: Land Use Zoning and Section 17: Surface Transport
(d) an Australia Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport; and	Section 20: Aircraft Noise
(da) flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport; and	Figures 24 and 25: Flight paths Section 20.3.5
(e) the airport-lessee company's plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and	Section 20: Aircraft Noise Section 3: Consultation There are no airlines using the Airport
(f) the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan; and	Part C: Issues Management Section 19: Environment Management
(g) the airport-lessee company's plans for dealing with the environmental issues, and mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts);	Part C: Issues Management Section 19: Environment Management
(h) if a draft environment strategy for the airport has been approved – the date of that approval; and	AES March 2005
(j) such other matters (if any) as are specified in the regulations.	
Matters provided by regulations	
(4) The regulations may provide that the objective, assessments, proposals, forecasts and other matters covered by subsection (2) or (3) may relate to one or more of the following:	NOTED
(a) the whole of the planning period of the plan;	This PDMP Document
(b) one or more specified 5 year periods that are included in the planning period of the plan;	Section 22
(c) subject to any specified conditions, a specified period that is longer than the planning period of the plan.	Note: no periods specified in Regulations
(5) The regulations may provide that, in specifying a particular objective, assessment, proposal, forecast or other matter covered by subsection (2) or (3), a draft or final master plan must address such things as are specified in the regulations.	Note: there are no Regulations in relation to these matters

APPLICABLE SECTION OF THE AIRPORTS ACT 1996 AND RELATED REGULATIONS.	RELEVANT SECTION OF THE MASTER PLAN
Plan to address consistency with planning schemes	
(6) In specifying a particular objective or proposal covered by paragraph (2)(a) or (3)(a) or (c), a draft or final master plan must address the extent (if any) of consistency with planning schemes in force under a law of the State or Territory in which the airport is located.	Section 8.1, 13.1, Section 15: Zoning, and Appendix 5: Regional and Local Planning Considerations
Company to have regard to Australian Standard	
(8) In developing plans referred to in paragraph (2)(e) and (3)(e), and airport-lessee company must have regard to Australian Standard AS20201 – 1994 (“Acoustics – Aircraft noise intrusion – Building siting and construction”) as in force or existing at that time.	Section 20: Aircraft Noise; Table 9
AIRPORTS REGULATIONS 1997 – REG 5.02	
Contents of draft or final master plan	
(1) For paragraphs 71 (2)(j) and (3)(j) of the Act, the following matters are specified:	
(a) any change to the OLS or PANS-OPS surfaces for the airport concerned that is likely to result if development proceeds in accordance with the master plan;	Section 25: Airspace Protection
(b) for an area of an airport where a change of use of a kind described in subregulation 6.07 (2) of the Airports (Environment Protection) Regulations 1997 [see note 1] is proposed:	Section 19: Environmental Management; PDAES
(i) the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations; and	Section 19: Environmental Management; PDAES
(ii) the airport-lessee company's plans for dealing with any soil pollution referred to in the report.	Section 19: Environmental Management; PDAES
(2) For section 71 of the Act, an airport master plan must, in relation to the landside part of the airport, where possible, describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology (including definitions) consistent with that applying in, land use planning, zoning and development legislation in force in the State or Territory in which the airport is located.	Section 14, Section 15: Zoning, and Appendix 5: Regional and Local Planning Considerations
(3) For subsection 71(5) of the Act, a draft or final master plan must:	
(a) address any obligation that has passed to the relevant airport-lessee company under subsection 22 (2) of the Act or subsection 26 (2) of the Transitional Act; and	(Legal Review) Section 15.10
(b) address any interest to which the relevant airport lease is subject under subsection 22 (3) of the Act, or subsection 26 (3) of the Transitional Act.	(Legal Review) Section 15.10
(4) In subregulation (1):	
“OLS” and PANS-OPS surface have the same meanings as in the Airports (Protection of Airspace) Regulations	
<p>Note 1</p> <p>Subregulation 6.07 (2) – Airports (Environment Protection) Regulations</p> <p>A change of use to which paragraph (1)(d) applies is a change that necessitates greater environmental protection measures because the use will result in the land being used in a way, or for a purpose, that will, or is reasonably likely to, cause greater harm:</p> <p>(a) to an aspect of the environment; or</p> <p>(b) to the health, safety or, in any respect, the welfare of, human beings.</p>	
Airport Development Consultation Guidelines 2007	
	<p>Section 3: Consultation</p> <p>Appendix 1: Summary Comparison of PDMP 2010 PDMP with MP 2005.</p> <p>Appendix 2: Consultation Activities Undertaken</p> <p>Appendix 3: Leaflet to Stakeholders</p>

APPENDIX 5

Regional Planning Considerations

APPENDIX 5 / SCHEDULE 1: - SECTION 117 DIRECTIONS UNDER EP&A ACT

Directions:	Objectives / Relevance / Consistency
1. Employment and Resources	
1.1 Business and Industrial Zones	The objectives of this direction is to encourage employment growth in suitable locations such as Bankstown Airport, to protect employment land and support the viability of identified centres. Bankstown Airport/Milperra is recognised as a strategic centre in the Metropolitan Plan. The Master Plan seeks to provide areas for business and industrial uses.
1.2 Rural Zones	Not relevant
1.3 Mining, Petroleum Production and Extractive Industries	Not relevant
1.4 Oyster Aquaculture	Not relevant
1.5 Rural Lands	Not relevant
2. Environment and Heritage	
2.1 Environment Protection Zones	The Airport is not located within an environmental protection zone. However, the bushland adjacent to Deverall Park is acknowledged as an area that has environmental sensitivity identified in the Airport Environment Strategy and is within an Environmental Protection zone under this MP.
2.2 Coastal Protection	Not relevant
2.3 Heritage Conservation	The Bankstown Airport Heritage Management Strategy (HMS) was prepared in April 2005 and identifies 26 items with heritage significance. The HMS provides principles, policies and specific guidelines for managing the heritage values of items at Bankstown Airport during ongoing operations and proposed future development.
2.4 Recreation Vehicle Areas	Not relevant
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	Not relevant
3.2 Caravan Parks and Manufactured Home Estates	Not relevant
3.3 Home Occupations	Not relevant
3.4 Integrating Land Use and Transport	The MP enhances the Airport's position as a transport and employment area and integrating a variety of land uses in the one location. In turn, this improves the opportunity for access to the site by means other than private transport; the opportunities for public transport; and provides for the efficient movement of freight.
3.5 Development Near Licensed Aerodromes	The objectives of this direction are: (a) to ensure the effective and safe operation of aerodromes, and (b) to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and (c) to ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise. These factors have been addressed in the Master Plan.
4. Hazard and Risk	
4.1 Acid Sulfate Soils	Any development within areas affected by acid sulphate soils will be subject to the development assessment process.
4.2 Mine Subsidence and Unstable Land	Not Relevant

Directions:	Objectives / Relevance / Consistency
4.3 Flood Prone Land	All development will be required to address the relevant principles and guidelines established by the NSW Floodplain Development Manual and the Bankstown Airport Stormwater & Flood Management Strategy 2006 which was prepared to serve as the overarching policy framework in the Master Plan. .
4.4 Planning for Bushfire Protection	Not Relevant.
5. Regional Planning	
5.1 Implementation of Regional Strategies	The relevant land use strategies, policies, outcomes and actions for relevant Regional Strategies have been considered in the preparation of this MP.
5.2 Sydney Drinking Water Catchments	Not Relevant
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not Relevant
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not Relevant
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	Not Relevant
5.6 Sydney to Canberra Corridor	(Revoked 10/7/2008. See Direction 5.1)
5.7 Central Coast	(Revoked 10/7/2008. See Direction 5.1)
5.8 Second Sydney Airport: Badgerys Creek	Not Relevant
6. Local Plan Making	
6.1 Approval and Referral Requirements	The Master Plan complies with the objective of this direction which is to ensure that zoning provisions encourage the efficient and appropriate assessment of development.
6.2 Reserving Land for Public Purposes	The site is currently zoned Special Uses (Aerodrome) and its continued use as a airport is encouraged within the Master Plan.
6.3 Site Specific Provisions	The master Plan complies with the objective of this direction which seeks to discourage unnecessarily restrictive site specific planning controls.

APPENDIX 5 / SCHEDULE 2: - STATE ENVIRONMENTAL PLANNING POLICIES

State Environmental Planning Policies	Response
SEPP No. 1 - Development Standards	BAL manages a development assessment process pursuant to the aims and objectives of the Airports Act 1996.
SEPP No. 4 - Development without Consent and Miscellaneous Complying Development	Changes of use are managed through the development process pursuant to the aims and objectives of the Airports Act 1996.
SEPP No. 6 - Number of Storeys in a Building	Not relevant
SEPP No. 14 - Coastal Wetlands	Not relevant
SEPP No. 15 - Rural Land-Sharing Communities	Not relevant
SEPP No. 19 - Bushland in Urban Areas	Bushland area adjacent to Deverall Park is identified as 'an environmental protection' zone in the Master Plan and AES.
SEPP No. 21 - Caravan Parks	Not relevant
SEPP No. 22 - Shops and Commercial Premises	Any change of use is to be handled through the development assessment process and may also require Airport Building Controller approval.
SEPP No. 26 - Littoral Rainforests	Not relevant
SEPP No. 29 - Western Sydney Recreation Area	Not relevant
SEPP No. 30 - Intensive Agriculture	Not relevant
SEPP No. 32 - Urban Consolidation (Redevelopment of Urban Land)	Not relevant

State Environmental Planning Policies	Response
SEPP No. 33 - Hazardous and Offensive Development	All forms of industrial development are permissible within the Business zone, Employment zone, Aviation zone and Mixed Aviation and Employment zone. Any proposed development of a hazardous or offensive nature requires consent through the development assessment process. In some cases the AES may necessitate an Environmental Management Plan for which BAL would have regard to the current circulars and guidelines published by Workcover NSW, the NSW DECC (EPA) and DoP.
SEPP No. 36 - Manufactured Home Estates	Not relevant
SEPP No. 39 - Spit Island Bird Habitat	Not relevant
SEPP No. 41 - Casino/Entertainment Complex	Not relevant
SEPP No. 44 - Koala Habitat Protection	Not relevant
SEPP No. 47 - Moore Park Showground	Not relevant
SEPP No. 50 - Canal Estates	Not relevant
SEPP No. 52 - Farm Dams and Other Works in Land and Water Management Plan Areas	Not relevant
SEPP No. 53 - Metropolitan Residential Development	Not relevant
SEPP No. 55 - Remediation of Land	Environmental issues within Bankstown Airport are regulated by the Airports Act 1996 (and associated regulations) and the Environment Protection and Biodiversity Conservation Act 1999. The Airports Act 1996 requires BAL to prepare an Airport Environment Strategy for the airport. Any development of the land would have to consider this Strategy. Contaminated land sites are managed through this Strategy and are also subject to regulation by the Airport Environment Officer, a body appointed by the Commonwealth Government under the Airports Act 1996 to regulate environmental impacts at the Airport. BAL has developed internal processes to manage contaminated sites to achieve objectives similar to the broad aims and objectives of SEPP 55.
SEPP No. 59 - Central Western Sydney Economic and Employment Area	Not relevant
SEPP No. 60 - Exempt and Complying Development	Not relevant
SEPP No. 62 - Sustainable Aquaculture	Not relevant
SEPP No. 64 - Advertising and Signage	BAL acknowledges the aims and objectives of SEPP 64. BAL considers issues of amenity, character and finish through its development assessment process.
SEPP No. 65 - Design Quality of Residential Flat Development	Not relevant
SEPP No. 70 - Affordable Housing (Revised Schemes)	Not relevant
SEPP No. 71 - Coastal Protection	Not relevant
SEPP (Housing for Seniors or People with a Disability) 2004	This type of housing is generally not encouraged within the airport (following advice in the 2008 Green Paper)
SEPP (Building Sustainability Index: BASIX) 2004	Any development will be developed having regard to the Aims of the Policy where relevant
SEPP (Major Development) 2005	Not relevant
SEPP (Sydney Region Growth Centres) 2006	Not relevant
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not relevant
SEPP (Temporary Structures and Places of Public Entertainment) 2007	Not relevant
SEPP (Infrastructure) 2007	The aim of this SEPP is to encourage a range of infrastructure works in NSW, by a consistent planning regime and appropriate consultation. The SEPP supports greater flexibility in the location of infrastructure and service facilities. The Master Plan is consistent with the SEPP's provisions for a robust development assessment regime.
SEPP (Kosciuszko National Park - Alpine Resorts) 2007	Not relevant

State Environmental Planning Policies	Response
SEPP (Rural Lands) 2008	Not relevant
SEPP (Exempt and Complying Development Codes) 2008	Not relevant
SEPP (Western Sydney Parklands) 2009	Not relevant
SEPP (Affordable Rental Housing) 2009	Not relevant
SEPP (Western Sydney Employment Area) 2009	Not relevant

APPENDIX 5 / SCHEDULE 3: - REGIONAL ENVIRONMENTAL PLANS

Sydney Regional Environmental Plans	Response
REP No. 5 - Chatswood Town Centre	Not relevant
REP No. 6 - Gosford Coastal Areas	Not relevant
REP No. 7 - Multi-Unit Housing - Surplus Government Sites	Not relevant
REP No. 8 - Central Coast Plateau Areas	Not relevant
REP No. 9- Extractive Industry (No. 2)	Not relevant
REP No. 10 - Blue Mountains Regional Open Space	Not relevant
REP No. 11 - Penrith Lakes Scheme	Not relevant
REP No. 12 - Dual Occupancy	Not relevant
REP No. 13 - Mulgoa Valley	Not relevant
REP No. 14 - Eastern Beaches	Not relevant
REP No. 16 - Walsh Bay	Not relevant
REP No. 17 - Kurnell Peninsula	Not relevant
REP No. 18 - Public Transport Corridor	Not relevant
REP No. 19 - Rouse Hill Development Area	Not relevant
REP No. 20 - Hawkesbury-Nepean River (No. 2 - 1997)	Not relevant
REP No. 21 - Warringah Urban Release Areas	Not relevant
REP No. 24 - Homebush Bay Area	Not relevant
REP No. 25 - Orchard Hills	Not relevant
REP No. 26 - City West	Not relevant
REP No. 27 - Wollondilly Regional Open Space	Not relevant
REP No. 28 - Parramatta	Not relevant
REP No. 29 - Rhodes Peninsula	Not relevant
REP No. 30 - St Marys	Not relevant
REP No. 31 - Regional Parklands	Not relevant
REP No. 33 - Cooks Cove	Not relevant
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	Not relevant

Greater Metropolitan Regional Environmental Plan	Response
Drinking Water Catchments Regional Environmental Plan No. 1	Not relevant
REP No. 2 - Georges River Catchment	This REP aims to protect the water quality of the Georges River and its tributaries and the environmental quality of the whole catchment. Water management issues are captured in Airport Environmental Strategy and acknowledge the importance of the Georges River.

APPENDIX 5 / SCHEDULE 4: - LOCAL PLANNING INSTRUMENTS – BANKSTOWN LEP 2000

Bankstown Local Environmental Plan 2001		Bankstown Airport Master Plan
LEP Provision	Details	Response
General LEP Objectives	Provides various broad principles that are required to be considered in regulated development and preparing development control plans – including urban design, the natural environment, location of trip generation activities, economic impacts and the amenity of residential areas.	The principles included within are required to be considered in these objectives are matters that will be considered in the development assessment process.
LEP Definitions	Provides a comprehensive list of the definitions used in the LEP.	Definitions for terms in the LEP are contained in the Dictionary contained in schedule 1 to the LEP. The dictionary contains a comprehensive list of defined terms.
LEP Zones – on Airport	The LEP includes a variety of land use zones across the Bankstown LGA.	<p>The area of the airport is zoned “5 (Special Uses)”, and marked as “Aerodrome” on the zoning map. Under clause 13(5) of the LEP, on land zoned “special uses” development (including ordinarily ancillary or incidental development) may be carried out with consent for the purpose of the land use (i.e, aerodrome) indicated. In addition, the zoning table for zone 5 permits with consent a variety of other uses including, most relevantly, car parks, community facilities, helicopter landing sites, public buildings and recreation areas.</p> <p>The land use zones in this MP make more specific provision for the airport by dividing it into smaller zones than are shown in the LEP.</p> <p>All of the aviation use categories would clearly be consistent with the Special Uses 5 zone, as would many of the non-aeronautical uses.</p> <p>The business, industrial and retail uses permissible under the MP are inconsistent with the 5 zone if a narrow view is taken of what an “aerodrome” purpose is.</p>
Additional Discretion to Grant Consent	Provides Council with the authority to approve certain uses that are not as permissible uses in the zoning table subject to the satisfaction of certain criteria including: being of a nature that warrants approval; not of being inconsistent with the objectives of the zone; not being inconsistent with any other environmental planning instruments; and not having an adverse effect on other land in the locality.	<p>Provides Council with the authority to approve certain uses that are not included as permissible uses in the zoning table, provided that the Council is satisfied that the development:</p> <ol style="list-style-type: none"> (1) is of a nature that would justify an amendment to the LEP in order to permit the development, (2) is not inconsistent with the objectives of the zone, (3) is not inconsistent with the terms of any other environmental planning instrument and (4) will not have an adverse effect on other land in the vicinity.”
Development by Public Authorities	Allows public authorities to undertake activities or development on the land without development consent under the EP& A Act and includes specific reference to air transport.	On-airport activities are regulated by the Airports Act 1996, and not the EP&A Act, however development will have regard for the objects of the EP&A Act.
General Objectives of the LEP – Special Provisions	The special provisions of the LEP aim to minimize the impact of development on the environment, recognizing specific constraints to development as well as regulating specific types of development.	Any development will need to consider the provisions of the Airport Environment Strategy and will be subject to the development assessment process.
General Environmental Considerations	This provision applies to development which is likely to have a significant environmental impact. Consideration of a number of environmental matters must be adhered to.	Any development will need to consider the provisions of the Airport Environment Strategy and will be subject to the development assessment process.
Environmentally Significant Land	This provides objectives for environmentally significant land broadly to minimise the impact of development on this land.	<p>Bushland adjacent to the Deverall Park is identified as an ‘environmental protection zone’ in the Master Plan.</p> <p>Any development will need to consider the provisions of the Airport Environment Strategy and will be subject to the development assessment process.</p>

Bankstown Local Environmental Plan 2001		Bankstown Airport Master Plan
LEP Provision	Details	Response
Ecological Sustainable Development (ESD)	The requires consideration of ESD principals including conservation of energy, waste minimisation, encouraging the use of public transport, avoiding environmentally damaging materials and avoiding of adverse impacts on the natural environment.	Any development will need to consider the provisions of the Airport Environment Strategy and will be subject to the development assessment process.
Trees	Clause 20 provides details of Council's Tree Preservation Order (TPO), and the need to seek development consent when removing trees.	The retention of existing trees where appropriate, has been included in the Master plan. Tree removal will be subject to the development assessment process.
Acid Sulfate Soils	Outlines that development consent is required for works on Acid Sulphate by acid sulphate soils and lists various classes of works.	Any development within areas affected will be subject Soils to the development assessment process
Development Adjacent to Residential Zones	Requires various matters to be considered for development adjacent to residential 2(a) or 2(b) land in order to address amenity impacts.	Impacts on the adjoining land uses, including residential areas, are required to be considered in the development assessment process.
Airports	This is a specific clause that relates to proposed developments in the vicinity of the airport and how the airport may impact on the development in terms of noise (ANEF) and its building form through the obstacle limitation surface plan (OLS) established by the Airport	The MP incorporates noise and OLS standards which are addressed in the body of this MPR.
Outdoor Advertising	Outlines provisions for certain forms of outdoor advertising.	Relevant signage will be considered as part of the development assessment process.
Flood Liable Land	Requires consideration of any relevant DCP and the requirements of any floodplain development manual for development on flood liable land.	Any development on flood liable land will be the subject to the development assessment process. This process includes development addressing the guiding principles contained within Bankstown Council's relevant DCPs and NSW Floodplain Management Manual.
Landfill	Requires certain matters for consideration in respect to land-filling activities including the economic use of the land and there being no adverse impact on the natural environment or property.	Land filling on Airport land requires approval. This will need to consider the Airport Environment Strategy and other provisions of the MP and is subject to the development assessment process.
Floor Space Ratio (FSR)	Outlines the objectives of FSR as being to regulate scale and bulk consistent with the character of the area.	Appropriate built form controls will be developed and required to be considered within the development assessment process.
Access for People with Disabilities.	Any new building must comply with the BCA in relation to access and facilities for people with disabilities.	Compliance with the BCA in respect to disabled access is required by the Airport Building controller as part of the building permit process as well as being subject to the development assessment process..
Brothels	Brothels are only permitted on certain land in 4(a) and 4(b) zones.	Under the Airports Regulations brothels are not permitted on Airport land.
Development along arterial roads	Consent must not be granted to development on an allotment of land that has a boundary adjoining an arterial road (or a road related area adjoining or associated with an arterial road) unless the consent authority is satisfied whin road design and safety requirements.	BAL will continue with detailed discussions with the RTA and BCC in relation to improvements to Henry Lawson Drive and Milperra Road.

Bankstown Local Environmental Plan 2001		Bankstown Airport Master Plan
LEP Provision	Details	Response
Heritage Provisions	Outlines objectives and provisions for the protection of heritage items and their setting and states that consent is required for any alterations, works or changes to heritage items. Other provisions and objectives relate to development in the vicinity of heritage items, archaeological sites or potential archaeological sites and their setting.	Under Schedule 6 of the LEP, the “Bankstown aerodrome” is a listed heritage item. Development proposals will need to consider the relevant Heritage Management Strategy proposed for the Airport.
LEP Zones– Adjoining Airport	The airport is surrounded by a number use zones as shown in Figure 14.	

APPENDIX 6

Definitions / Abbreviations / Terms

Note

* Bankstown LEP 2001

** Standard LEP definition

*** Bankstown Airport Master Plan 2005/2010

(A) DEFINITIONS

*Advertisement means a sign, notice, device or representation in the nature of an outdoor advertisement visible from any public place or public reserve and includes any structure intended to display an advertisement.

***Aircraft Maintenance Facility means a building or place used for the repair and fitting of accessories to aircraft or vehicles associated with airport operations, and includes work involving body building, panel building, panel beating, spray painting or chassis restoration.

**Airport means a place used for the landing, taking off, parking, maintenance or repair of aeroplanes (including associated buildings, installations, facilities and movement areas and any heliport that is part of the airport).

**Amusement centre means a building or place (not being part of a pub or registered club) used principally for playing:

- (a) billiards, pool or other like games, or
- (b) electronic or mechanical amusement devices, such as pinball machines, computer or video games and the like.

***Bulky goods retailing means a building or place used primarily for the sale by retail or auction, the hire or display of items (whether goods or materials) which are of such a size, shape or weight as to require: a large

area for handling, storage or display; or direct vehicular access to the site of the building or place by members of the public, for the purpose of loading items into their vehicles after purchase or hire.

***Bush regeneration works means the regeneration of bushland or vegetation areas including the removal of exotic species and material.

**Building identification sign means a sign that identifies or names a building and that may include the name of a building, the street name and number of a building, and a logo or other symbol, but that does not include general advertising of products, goods or services.

***Business identification sign means a sign:

- (a) that indicates:
 - (i) the name of the person or business, and
 - (ii) the nature of the business carried on by the person at the premises or place at which the sign is displayed, and
- (b) that may include the address of the premises or place and a logo or other symbol that identifies the business, but that does not include any advertising relating to a person who does not carry on business at the premises or place.

***Business premises means a building or place in which there is carried on an occupation, profession, service, light industry or trade which provides a service directly and regularly to the public.

**Car park means a building or place primarily used for the purpose of parking motor vehicles, including any manoeuvring space and access thereto, whether operated for gain or not.

***Child care centre means a building or place which is used (whether or not for profit) for the purpose of educating, minding or caring for children (whether or not any of the children are related to the owner or operator), but only if the following conditions are satisfied:

- (a) the children number 6 or more, are under 6 years

of age, and do not attend a government school, or a registered non-government school, within the meaning of the Education Reform Act 1990, and

- (b) the building or place does not provide residential care for any of the children (other than those related to the owner or operator).

***Club means a building used by persons associated, or by a body incorporated, for social, literary, political, sporting, athletic or other lawful purposes whether of the same or of a different kind and whether or not the whole or a part of such building is the premises of a club registered under the Registered Clubs Act 1976.

***Commercial premises means a building or place used as an office or for other business or commercial purposes, but does not include a building or place elsewhere specifically defined in this Preliminary Draft Master Plan or a building or place used for a purpose elsewhere specifically defined in this Preliminary Draft Master Plan.

*Communications facility means a building or other structure, work or place used primarily for transmitting or receiving signals for the purpose of communication, including radio masts, transmission towers, satellite discs and the like.

**Community facility means a building or place:

- (a) owned or controlled by a public authority or non-profit community organisation, and
- (b) used for the physical, social, cultural or intellectual development or welfare of the community, but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation.

***Compatible land use means development that is not inconsistent with the provisions of the Preliminary Draft 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.

*Compatible use, in relation to a heritage item, means a use which involves no change to culturally significant fabric, but involves a change which is substantially reversible, or which results in a minimal impact on heritage significance.

***Development for the purposes of this Master Plan means:

- (a) Constructing buildings or other structures,
- (b) Altering the structure of buildings or other structures,
- (c) Undertaking, constructing or altering earthworks (whether or not in relation to buildings or other structures),
- (d) Undertaking, constructing or altering engineering works, electrical works or hydraulic works (whether or not in relation to buildings or other structures).
- (e) Demolishing, destroying, dismantling or removing:
 - (i) Buildings or other structures, or
 - (ii) Earthworks, or
 - (iii) Engineering works, or
 - (iv) Electrical works, or
 - (v) Hydraulic works,
- (f) Undertaking land clearing.

***Earthworks or engineering works means:

- (a) Runways, taxiways and aprons
- (b) Surface car parks
- (c) Retaining walls
- (d) Dams
- (e) Roads
- (f) Railways
- (g) Pipelines
- (h) Tunnels

***Educational establishment means a building used as a school, college, technical college, academy, lecture hall, gallery or museum, but does not include a building used wholly or principally as an institution or child care

centre.

***Flood mitigation work means work designed and constructed for the express purpose of mitigating flood impacts (on-site or downstream). It involves changing the characteristics of flood behaviour to alter the level, location, volume, speed or timing of flood waters to mitigate flood impacts. Types of works may include excavation, construction or enlargement of any fill, wall, or levee that will alter riverine flood behaviour, local overland flooding, or tidal action so as to mitigate flood impacts.

**Food and drink premises means retail premises used for the preparation and retail sale of food or drink for immediate consumption on or off the premises, and includes restaurants, cafes, take away food and drink premises, milk bars and pubs.

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

***Generating works means a building or place used for the purpose of making or generating gas, electricity or other forms of energy.

**health care professional means any person registered under an Act for the purpose of providing health care.

**Helipad means a place not open to the public used for the taking off and landing of helicopters.

**Heliport means a place open to the public used for the taking off and landing of helicopters, whether or not it includes:

- (a) a terminal building, or
- (b) facilities for the parking, storage or repair of helicopters.

***Heritage conservation management plan means a document that details the heritage significance of an

item, place or heritage conservation area and identifies conservation policies and management mechanisms that are appropriate to enable that significance to be retained.

**Heritage impact statement means a document consisting of:

- (a) a statement demonstrating the heritage significance of a heritage item, archaeological site, place of Aboriginal heritage significance or other heritage conservation area, and
- (b) an assessment of the impact that proposed development will have on that significance, and
- (c) proposals for measures to minimise that impact.

***Heritage item means a building, work, archaeological site, tree, place or Aboriginal object:

- (a) shown on Figure XX,
- (b) described in an inventory of heritage items within the Bankstown Airport Heritage Strategy 2005.

***Heritage significance means archaeological, architectural, cultural, historical, natural, or aesthetic value, scientific or social value.

***Hospital means a building or place (other than an institution) used for the purpose of providing professional health care services (such as preventative or convalescent care, diagnosis, medical or surgical treatment, care for people with developmental disabilities, psychiatric care or counselling and services provided by health care professionals) to people admitted as in-patients (whether or not outpatients are also cared for or treated there), and includes:

- (a) ancillary facilities for the accommodation of nurses or other health care workers, ancillary shops or refreshment rooms and ancillary accommodation for persons receiving health care or for their visitors, and
- (b) facilities situated in the building or at the place and used for educational or research purposes, whether or not they are used only by hospital staff or health care workers, and whether or not any such use is a commercial use.

***Hotel or motel accommodation means tourist and visitor accommodation (whether or not licensed premises under the Liquor Act 2007):

- (a) comprising rooms or self-contained suites, and
- (b) that may provide meals to guests or the general public and facilities for the parking of guests' vehicles,
- (c) but does not include backpackers' accommodation, a boarding house, bed and breakfast accommodation or farm stay accommodation.

***Industrial retail outlet means a building or place that:

- (a) Is used in conjunction with an industry (including, but not limited to, a light industry or aviation activity),
- (b) It is used for the storage, display, or sale (whether by retail or wholesale) of those goods that have been manufactured, stored or distributed on the land on which the industry is carried out.

**Industry means the manufacturing, production, assembling, altering, formulating, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling, transforming, processing or adapting, or the research and development of any goods, chemical substances, food, agricultural or beverage products, or articles for commercial purposes, but does not include extractive industry or a mine.

**kiosk means retail premises used for the purposes of selling food, light refreshments and other small convenience items such as newspapers, films and the like.

**Landscape and garden supplies means a building or place where trees, shrubs, plants, bulbs, seeds and propagating material are offered for sale (whether by retail or wholesale), and may include the sale of landscape supplies (including earth products or other landscape and horticulture products) and the carrying out of horticulture.

**Light industry means an industry, not being a hazardous or offensive industry or involving use of a hazardous or offensive storage establishment, in which the processes carried on, the transportation involved or the machinery or materials used do not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water,

waste products, grit or oil, or otherwise.

***Liquid fuel depot and distribution facility means storage and distribution premises that are used for the bulk storage and distribution of petrol, oil, petroleum or other inflammable liquid for aircraft and airport vehicles.

***Land filling means all works or activities involved in the placement of fill on land, or an excavation of land, which significantly alters the shape, natural form or drainage of land.

**Medical centre means business premises used for the purpose of providing health services (including preventative care, diagnosis, medical or surgical treatment, counselling or alternative therapies) to out-patients only, where such services are principally provided by health care professionals, and may include the ancillary provision of other health services.

***Mixed use development means a building or place comprising 2 or more different land uses, identified as permissible in the zone.

***Motel means a building or buildings (other than a hotel, boarding-house or residential flat building) substantially used for the overnight accommodation of travelers and the vehicles used by them whether or not the building or buildings are also used in the provision of meals to those travelers or the general public.

***Motor showroom means a building or place used for the display or sale of motor vehicles, caravans or boats, whether or not motor vehicle accessories, caravan accessories or boat accessories are sold or displayed therein or thereon.

***Navigational aids means any aircraft surveillance equipment, control towers, radars, visual and non-visual navigation aids and the like.

**Office premises means a building or place used for the purpose of administrative, clerical, technical, professional or similar activities that do not include dealing with members of the public at the building or place on a direct and regular basis, except where such dealing is a minor activity (by appointment) that is ancillary to the main purpose for which the building or place is used.

****Parking space** means a space dedicated for the parking of a motor vehicle, including any manoeuvring space and access to it, but does not include a car park.

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

*****Place of assembly** means a public hall, theatre, cinema, music hall, concert hall, dance hall, open-air theatre, drive-in theatre, music bowl or any other building of a like character used as such and whether used for the purposes of gain or not, but does not include a place of public worship, an institution or an educational establishment.

*****Place of public worship** means a building or place used for the purpose of religious worship by a congregation or religious group, whether or not the building or place is also used for counselling, social events, instruction or religious training.

*****Plant nursery** means a building or place used for either the growing or retail selling of plants, whether or not ancillary products are sold therein.

*****Pub** means licensed premises under the Liquor Act 1982 the principal purpose of which is the sale of liquor for consumption on the premises, whether or not the premises include hotel or motel accommodation and whether or not food is sold on the premises, but excludes gaming facilities.

*****Public administration building** means a building used as offices or for administrative or other like purposes by the Crown, a statutory body, a council or an organisation established for public purposes, and includes police stations, customs, aviation rescue and fire fighting services and the like.

*****Public utility undertaking** means any development involving the provision of infrastructure services to the site, including, but not limited to, hydraulic power,

electricity, gas, telecommunications, water, sewer, stormwater and fuel.

*****Recreation facility** means a building or place used for sporting activities, recreation or leisure activities, and may incorporate a shop or office, whether or not operated for the purpose of gain.

*****Refreshment room** means a restaurant, cafe, tea room, eating house or the like.

****Registered club** means a club in respect of which a certificate of registration under the Registered Clubs Act 1976 is in force.

*****Research facility** means a building or place used for the design, research or development of any industrial goods or any articles for commercial purposes, but does not include a building or place elsewhere defined in this Schedule.

****Restaurant** means a building or place the principal purpose of which is the provision of food or beverages to people for consumption on the premises and that may also provide takeaway meals and beverages.

****Retail premises** means a building or place used for the purpose of selling items by retail, or for hiring or displaying items for the purpose of selling them by retail or hiring them out, whether the items are goods or materials (or whether also sold by wholesale).

*****Road** means road, street, lane, highway, pathway or thoroughfare.

*****Road transport terminal** means a building or place used for the principal purpose of the bulk handling of goods for transport by road, including facilities for the loading and unloading of vehicles used to transport those goods and for the parking, servicing and repair of those vehicles.

*****Runway** means a paved strip on which aeroplanes land and take off.

****Self-storage units** means storage premises that consist of individual enclosed compartments for storing goods

or materials (other than hazardous or offensive goods or materials).

****Service station** means a building or place used for the sale by retail of fuels and lubricants for motor vehicles, whether or not the building or place is also used for any one or more of the following:

- (a) the ancillary sale by retail of spare parts and accessories for motor vehicles,
- (b) the cleaning of motor vehicles,
- (c) installation of accessories,
- (d) inspecting, repairing and servicing of motor vehicles (other than body building, panel beating, spray painting, or chassis restoration),
- (e) the ancillary retail selling or hiring of general merchandise or services or both.

*****Shop** means a building or place used for the purpose of selling, exposing or offering for sale by retail, goods, merchandise or materials, but does not include a building or place elsewhere specifically defined in this Plan, a building or place used for a purpose elsewhere specifically defined in this Plan.

****Signage** means any sign, notice, device, representation or advertisement that advertises or promotes any goods, services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage, and includes:

- (a) building identification signs, and
- (b) business identification signs, and
- (c) advertisements, but does not include traffic signs or traffic control facilities.

****storage premises** means a building or place used for the storage of goods, materials, plant or machinery for commercial purposes and cars, where the storage is not ancillary to any business premises or retail premises on the same parcel of land.

*****Structures** mean:

- (a) bridges

- (b) fences
- (c) towers and pylons
- (d) tents and other temporary structures.

****Take away food and drink premises** means food and drink premises that are predominantly used for the preparation and sale of food or drink (or both) for immediate consumption away from the premises.

*****Taxiway** means a paved strip used by aircraft in taxiing to and from a terminal or runway.*****temporary structure** includes a booth, tent or other temporary enclosure (whether or not part of the booth, tent or enclosure is permanent), and also includes a mobile structure.

****Tourist and visitor accommodation** means a building or place that provides temporary or short-term accommodation on a commercial basis, and includes hotel or motel accommodation, serviced apartments, bed and breakfast accommodation and backpackers' accommodation.

****Transport depot** means a building or place used for the parking or servicing of motor powered or motor drawn vehicles used in connection with a passenger transport undertaking, business, industry or shop.

*****Transport terminal** means a building or place used as an airport terminal, a road transport terminal, a bus station or a bus depot.

*****Utility installation** means a building or work used by a public utility undertaking, but does not include a building designed wholly or principally as administrative or business premises or as a show-room.

*****Utility undertaking** means any of the following undertakings carried on or permitted to be carried on by or by authority of any Government Department or under the authority of or in pursuance of any Commonwealth or State Act:

- (a) railway, road transport, water transport, air transport, wharf or river undertakings
- (b) undertakings for the supply of water, hydraulic power,

electricity or gas or the provision of sewerage or drainage services;

- (c) and a reference to a person carrying on a utility undertaking includes a reference to a council, electricity supply authority, Government Department, corporation, firm or authority carrying on the undertaking.

****Vehicle sales or hire premises** means a building or place used for the display, sale (whether by retail or wholesale) or hire of motor vehicles, caravans, boats, trailers, agricultural machinery and the like, whether or not accessories are sold or displayed there.

****Warehouse or distribution centre** means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made.

****Works depot** means a building or place used for the storage (but not sale or hire) of plant, machinery or other goods (that support the operations of an existing undertaking, including construction) when not require for use. This includes ancillary temporary office facilities and amenities supporting such a depot.

(B) ABBREVIATIONS

Air Traffic Control Tower	ATCT
Airport Building Controller	ABC
Airport Emergency Plan	AEP
Airport Environment Officer	AEO
Airport Environment Strategy	AES
Airport Lessee Company	ALC
Airport Security Program	ASP
Airservices Australia Sydney Terminal	TCU
Australian Noise Exposure Forecast	ANEF
Australian Noise Exposure Index	ANEI
Above Ground Level	AGL
Australian Strategic Air Traffic	ASTRA
Automated Terminal Information Service	ATIS
Bankstown Airport Limited	BAL
Building Application	BA
Camden Airport Community	CAPCOM
Civil Aviation Safety Authority	CASA
Civil Aviation Safety Regulations	CASR
Civil Aviation Regulations	CAR

Common Traffic Advisory Frequency	CTAF
Department of Civil Aviation	DCA
Department of Environment , Water, Heritage and the Arts	DEWHA
Department of Planning (NSW)	DoP
Department of Infrastructure, Transport, Regional Development and Local Government	DITRDLG
Development Application	DA
Development Control Plan	DCP
Economic Impact Analysis	EIA
Environmental Management Plan	EMP
Federal Aviation Administration	FAA
Federal Airports Corporation	FAC
General Aviation	GA
General Aviation Airport Procedures	GAAP
Global Navigation Satellite System	GNSS
Global Positioning System	GPS
Gross Domestic Product	GDP
Hectares	Ha
Helicopter Landing Site	HLS
Instrument Flight Rule	IFR
Instrument Landing System	ILS
Integrated Noise Model	INM
International Civil Aviation Organization	ICAO
Lane of Entry	LOE
Level of Service	LOS
Local Environment Plan	LEP
Major Development Plan	MDP
Mandatory Broadcast Zone	MBZ
Manual of Standards	MOS
Master Plan	MP
Maximum Take-Off Weight	MTOW
National Airspace System	NAS
National Pollutant Inventory	NPI
Nautical Miles	NM
Non-Directional Beacon	NDB
Notice to Airmen	NOTM
Obstacle Limitation Surfaces	OLS
Pilot Activated Aerodrome Lighting	PAL
Preliminary Draft Airport Environment Strategy	PDAES
Preliminary Draft Master Plan	PDMP
Procedures for Air Navigation Services– Aircraft Operations	PANS-OPS
Regional Environment Plan	REP
Royal Australian Air Force	RAAF
Review of Environmental Factors	REF
Safety Management System	SMS
Sydney Metropolitan Airports	SMA
State Environment Planning Policy	SEPP
Standard Arrival Routes	STAR
Standard Instrument Departure	SID
Sydney Airport Control Area	CTA
Sydney Airport Control Zone	CTR
Sydney Airports Corporation Limited	SACL
Visual Flight Rule	VFR

(C) DEFINITION OF TERMS

Runways - Defined areas provided for the landing and take-off of aircraft. Runways are typically identified by reference to approximate compass bearings and direction when viewed from the perspective of the direction in which the aircraft is flying.

Runway 11L/29R - The northernmost of the three parallel runways.

Runway 11C/29C - The centre runway of the three parallel runways.

Runway 11R/29L - The southernmost of the three parallel runways.

Aprons - Areas defined for the safe parking of aircraft.

Taxiways/Taxilanes - Defined areas provided for the surface movement of aircraft between runways and aprons.

General Aviation (GA) - General aviation commonly refers to that part of the aviation industry that engages in activity other than scheduled commercial airline activity. By this definition, GA incorporates business, corporate, charter and freight activity. GA is often also used to mean activity by aircraft of less than 5,700kg Maximum Take-off Weight.

For the purposes of this PDMP, GA is taken to mean "all aviation activity other than that in relation to Regular Passenger Transport (RPT) and freight operations".

Regular Passenger Transport (RPT) is defined as scheduled passenger airline services. According to the Department of Infrastructure, Transport, Regional Development and Local Government,

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This Preliminary Draft Master Plan has been prepared by Bankstown Airport Limited (BAL) for the purpose of satisfying the statutory requirements of the Airports Act 1996. The development concepts presented in this Preliminary Draft Master Plan are based on certain

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APPENDIX 7

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