



<b>BANKSTOWN AIRPORT MASTERPLAN GUIDELINES 2019</b>		
<b>Control</b>	<b>Provision</b>	<b>Compliance</b>
<b>Chapter 6.0 – Airport Safeguarding and Airspace Protection</b>		
Section 6.2.	The <i>National Airports Safeguarding Framework</i> consists of a suite of guidelines which govern the operation and airports. When assessing Development Applications, BAL are required to consider whether proposed works comply with the guidelines.	The subject table and the assessment contained within <b>Section 9</b> of the Planning Report provides an assessment against the <i>Bankstown Airport Masterplan Guidelines 2019</i> .
<b>Chapter 7 – Aviation Infrastructure</b>		
Section 7.0	The chapter pertains to aviation infrastructure contained within Bankstown Airport. It provides a description of the infrastructure and establish possible future upgrades that may be undertaken to improve the airport’s operations.	An Aviation Impact Assessment is provided at <b>Appendix C</b> and confirms that the proposal will not compromise the operation or safe use of aviation infrastructure located within the airport.
<b>Chapter 8 – Land Use Planning</b>		
Section 8.0	The chapter establishes the planning framework for airport sites subject to Commonwealth legislation. It accounts for federal, state and local strategic and statutory planning policies.	The Planning Report has been prepared in accordance with the statutory framework that applies to airport sites. A detailed assessment is provided within this table, <b>Section 9</b> and <b>Section 8</b> of the Planning Report.



Section 8.3	<p>The airport planning system is governed by the <i>Airports Act 1996</i>. Section 8.4.3 establishes the approvals framework for airport sites and should be read in conjunction with the approvals process flowchart detailed in Figure 8.5. This process indicates that works requiring a merit based assessment process necessitate the submission of a development application.</p>	<p>The proposed works relate to a site within the Aviation Zone. The works relate to alterations and additions to a warehouse and ancillary office building. The proposal also seeks consent for a change of use from an 'Airport Freight Facility' to a 'Warehouse or Distribution Centre'. The proposal therefore necessitates the need for a merits assessment facilitated by the submission of a Development Application.</p> <p>A detailed justification for the proposed change of use and an assessment against the zoning objectives are provided in <i>Sections 9.1</i> and <i>9.2</i> of the Planning Report.</p>
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<p><b>Section 8.4.6</b></p>	<p>The Bankstown Airport Masterplan 2019 designates the site as forming part of the Aviation Zone. The objectives associated with the zone aim to achieve the following desired future character:</p> <p><i>The Aviation Zone is an area of the Airport which will continue to develop for the operation and movement of aircraft and associated activities. Development within the zone will continue to focus on the aviation needs of the Airport, with ancillary and related support facilities developed to enhance Airport operation. This will involve continued maintenance and improvement of aviation infrastructure.</i></p> <p>Under the land use controls framework, the proposal and associated land uses comprising a Warehouse or Distribution Centre and Ancillary Office. Neither uses are prohibited or permissible. Rather is constitutes a type of 'merit' development.</p>	<p>In summary, the proposal is not antithetical to the preferred character for the area. Specifically:</p> <p>The works are reversible in nature and do not preclude the opportunity for a future aviation use on the site.</p> <p>The proposed works will not compromise the operations of safety of the airport.</p> <p>The proposed use of the warehouse represents a continuation of its current use, noting that the existing tenant does not rely on the site's airside access arrangements and operates the warehouse as a distribution centre.</p> <p>An Aviation Freight Facility was a use identified by the former <i>Bankstown Master Plan 2004</i>. The land use is no longer included as a land use definition under the <i>Bankstown Master Plan 2019</i>. The proposed change of use is therefore a consequence of the need to address the current master plan and its associated land use framework.</p> <p>The development's proposed operations remain largely consistent with the site's existing operations. At present, Toll (the building tenant), does not utilise the airside access arrangements. Further, Toll uses the warehouse as a distribution centre. The Proponent seeks to maintain the use</p>
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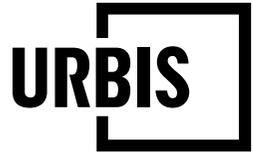
		of the warehouse as a distribution centre for fast-mile delivery and consistent with Toll's operations, will not rely on the airside access arrangements.
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<b>Section 8.5.2</b>	<p><i>Section 8.5.2 Pre-Existing Land Uses</i> recognises that where there are inconsistencies between existing land uses and the development permitted by the Master Plan, current land uses may continue to exist with no further approvals. An existing land use can be expanded or changed subject to consent being obtained by the Airport Lessee Company. There is scope for a land use to be changed to a land use that is not within the permitted use for that zone where the Airport Lessee Company is satisfied that the development is a 'compatible land use'.</p>	<p>The proposal is consistent with the provisions of the <i>Bankstown Airport Master Plan 2019</i> subject to the undertaking of a merits assessment against the proposed uses.</p> <p>The objectives of the zone centre around the need to promote the airport's aviation functions and enhance its operations. The proposal is not antithetical to the zoning objectives. The proposed alterations and additions are minor and will not impede the airport's operations.</p> <p>The proposal seeks to install fencing along the southern boundary which will prevent airside access. Notwithstanding, the proposed fencing is reversible. In light of this, future tenants may still utilise the site's airside access arrangements.</p> <p>There is a need for airports to support a balance between aviation and non-aviation development. The proposal provides the opportunity to attract future investment to the aviation zone. This investment will support the long-term viability of the airport.</p>
<b>Chapter 12 – Airport Environment Strategy</b>		



Section 12.4	Bankstown Airport's <i>Environmental Strategy</i> identifies a range of environmental aspects which are required to be managed by future developments. These aspects include air quality, heritage, biodiversity, soil and water, hazardous substance and ground-based noise.	<p>The environmental aspects identified by the Environmental Strategy that are of relevance to the proposal are addressed in <i>Section 10</i> of the Planning Report.</p> <p><b>Soil and Water</b> – The Planning Report is accompanied by a Sediment and Erosion Plan included at <b>Appendix G</b>. It confirms that a range of measures will be adopted during the construction phase to prevent water and sediment runoff.</p> <p><b>Water Quality</b> – The Stormwater Management Report at <b>Appendix G</b> confirms that the proposal will not increase impermeable areas and therefore no stormwater quality management measures are required.</p> <p><b>Ground Water</b> – The proposal does not involve excavation and accordingly will not impact ground water conditions.</p> <p><b>Biodiversity</b> – The proposal seeks to remove two non-significant trees to facilitate the construction of the cross over. These trees are not known to support significant biodiversity. The remaining works are confined to a site that has been extensively redevelopment and does not contain biodiversity.</p> <p><b>Acoustic</b> – The proposal relates to an existing building. The alterations and additions are minor and do increase the</p>
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		<p>development's exposure to aircraft noise beyond what has already been approved under DA.2006.11.</p> <p><b>Heritage</b> – The subject site is a significant distance from heritage significant sites. It does not propose to increase the bulk and scale of the development, with the works confined to the existing envelope. In consequence the proposal will not impact on site lines towards items of heritage significance.</p> <p><b>Air Quality</b> – The proposal has historically operated as a warehouse used for distribution purposes. Therefore, notwithstanding its proximity to the airport, the site has been deemed suitable for occupation from an approvals perspective.</p>
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