

21 Planning and land use

The site for the proposed airport is located within Badgerys Creek and Luddenham, in the Liverpool local government area. The Australian Government acquired approximately 1,780 hectares of land for the proposed airport in the 1980s and 1990s. Planning for the proposed airport and surrounding land uses has been ongoing for a number of decades, across all levels of government.

In developing the Western Sydney Priority Growth Area (previously part of the South West Priority Growth Area and the Broader Western Sydney Employment Area) around the proposed airport site, the NSW Government and local councils have taken into consideration the potential opportunities and impacts from the proposed airport. Implementation of these strategic planning approaches is expected to result in surrounding land uses transitioning from rural-residential and agricultural to urban. The proposed airport development would contribute to this process.

Existing rural residential, agricultural, recreational, community and extractive industry land uses on the airport site would also be removed where required to support the development of the airport. Infrastructure improvements to key roads and railways would also facilitate land use change in the broader region.

Measures to manage land use and planning impacts are proposed, including mitigation measures for employment land use conflict, zoning rationalisation, integration of operational airspace controls and aircraft noise protection as well as infrastructure corridor protection. Through successful implementation of these measures, the proposed airport and its surrounds would become a focus for employment-generating land uses in Western Sydney, creating jobs for the new residents of the Western Sydney Priority Growth Area and the broader Western Sydney area.

21.1 Introduction

The proposed airport would affect the existing and potential future uses of surrounding land. This chapter considers potential impacts of the construction and operation of the Stage 1 development. This assessment builds on previous studies and considers how the proposed Stage 1 development would affect surrounding rural, agricultural, employment and recreational lands.

The need for a second Sydney airport—and its potential location at Badgerys Creek—have been subject to consideration over a number of decades. As such, planning by successive Australian, State and local governments reflects the potential for an airport at the airport site.

This chapter considers the prospect of rezoning surrounding land, or making additional land use controls, to deal with potential impacts of the proposed airport. Controls are also considered to manage safety, noise, lighting, air quality and local traffic impacts.

21.2 Methodology

A specialist report on planning and land use impacts of the proposed airport was prepared for this EIS (see Appendix N (Volume 4)). The broad methodology adopted for the preparation of the planning and land use assessment included:

- inspection and analysis of the key characteristics of the airport site and surrounding land;
- review of existing Commonwealth and NSW legislation applying to the airport site and surrounding land;

- review of strategic land use plans relevant to the airport site and surrounding land to identify NSW Government objectives for development of the area;
- consultation with planning staff in local councils within the vicinity of the airport site to confirm applicable land use plans, policies and assessment considerations;
- review of relevant sections of other technical reports prepared for the EIS;
- assessment of the likely impacts of the airport proposal on surrounding land uses; and
- recommendations for mitigation measures to minimise the impacts of the proposal.

The planning and land use assessment has been prepared in accordance with the *Guidelines for the Content of a Draft Environmental Impact Statement – Western Sydney Airport* (EIS guidelines) issued in January 2015.

21.3 Existing environment

The airport site is located within the localities of Badgerys Creek and Luddenham, within the Liverpool local government area (LGA). The northern boundary of the airport site adjoins the Penrith LGA boundary. The site is situated about 60 kilometres west of the Sydney central business district and 50 kilometres west of Sydney (Kingsford Smith) Airport.

Commencing in the mid-1980s the Australian Government acquired approximately 1,780 hectares of land for the airport site. The current Australian Government land holding comprises over 20 lots, with the majority of the land located in a consolidated title (1,667 hectares).

Prior to commencement of operation of the Stage 1 development, the Australian Government will consider acquisition of additional land or interests in land—such as easements—for properties which are located either within the footprint of the airport proposal, or which are otherwise required for airport operational matters. Where developments for matters such as aircraft navigational safety (e.g. runway lighting or instrumentation) are located outside of the airport site on land over which the Australian Government has rights such as an easement permitting the development, the Airport Plan will authorise the carrying out of these developments as ancillary developments (see s96C and s96L of the *Airports Act 1996*).

21.4 Existing land uses

21.4.1 Airport site

The majority of the airport site comprises low density rural residential and agricultural land uses. Rural residential tenancies range from approximately one to 40 hectares in area. Agricultural land uses include cattle grazing and horticulture.

In addition to rural residential and agricultural land uses, the following built features are also found on the airport site:

- the former Badgerys Creek Primary School (closed in December 2014);
- Badgerys Creek Park;
- three gravesites (St Johns Anglican Church, Badgerys Creek Uniting Church, Anschau family grave (Luddenham), and a former gravesite at St Francis Xavier Church); and
- a quarry (Blue Sky Mining).

Badgerys Creek flows along the southern and eastern boundary of the airport site, and Oaky Creek originates in the centre of the site and flows northwards. Both creeks drain to South Creek and the Hawkesbury River.

The airport site supports a variety of vegetation types and is contained within the 'Cumberland Plain' Mitchell Landscape. This landscape comprises low rolling hills and valleys in a rain shadow area between the Blue Mountains and the coast, with vegetation characterised by grassy woodlands and open forest dominated by Grey Box (*Eucalyptus moluccana*) and Forest Red Gum (*Eucalyptus tereticornis*) and poorly drained valley floors with forests of Cabbage Gum (*Eucalyptus amplifolia*) and Swamp Oak (*Casuarina glauca*).

The airport site contains a number of internal roads, all of which (except for The Northern Road) were compulsorily acquired by the Australian Government in July 1991. The following roads within the site are currently maintained by Liverpool Council under an agreement with the Australian Government:

- Anton Road
- Badgerys Creek Road
- Ferndale Road
- Fuller Street
- Gardiner Road
- Jackson Road
- Jagelman Road
- Leggo Street
- Longleys Road
- Pitt Street
- Taylors Road
- Vicar Park Lane
- Winston Close

It is noted that Willowdene Avenue also crosses the site in part. This road is not owned by the Commonwealth or proposed to be acquired.

The arterial roads that currently service the site are:

- Elizabeth Drive – a classified road which forms the northern border of the airport site;
- The Northern Road – a classified road which intersects the western part of the airport site on a north-west to south-east alignment; and
- Badgerys Creek Road – a local road which intersects the eastern part of the airport site on a north to south alignment, connecting Elizabeth Drive to The Northern Road.

21.4.2 Surrounding land

The airport site is located within Liverpool LGA, with the northern airport site boundary coinciding with the southern boundary of the Penrith LGA at Elizabeth Drive. Beyond the immediate LGAs, Blue Mountains LGA lies to the west; Wollondilly, Camden and Campbelltown LGAs lie generally to the south; and Bankstown, Fairfield and Blacktown LGAs lie generally to the east of the airport site.

21.4.3 Liverpool local government area

The village of Luddenham is located immediately west of the airport site, generally straddling The Northern Road between Park Road and Adams Road. As of 2012, Luddenham village contained 224 properties with a population of 819 (Liverpool Council). Luddenham village comprises neighbourhood retail shops and low density residential housing with average lot sizes of around 500 square metres.

Luddenham also has two large recreation reserves (Luddenham Showground and Sales Park) and two primary schools (Holy Family Primary School and Luddenham Public School). The Hubertus Country Club directly adjoins the north-western boundary of the airport site. Rural residential properties of up to 10 hectares surround the village.

To the north-east and east of the airport site are the localities of Badgerys Creek and Kemps Creek. The Badgerys Creek riparian corridor defines the eastern boundary of the site. The land to the east of Badgerys Creek is largely used for agriculture, including the Ingham's Multiplication Farm (poultry farm). The recreational areas of Kemps Creek Nature Reserve and the Western Sydney Parklands are also located to the east of the airport site.

South-west of the airport site in the locality of Greendale, land use is predominantly large-lot rural residential. Some agricultural activities are present, including the Leppington Pastoral Company and the University of Sydney Research Farms. The area contains the largest landholdings within the Liverpool LGA with many properties exceeding 40 hectares in size (Liverpool Council 2012).

Bringelly is located about 4.5 kilometres south of the airport site and is characterised by large-lot residential properties. The 2012 Liverpool Rural Lands Study recommended 775 hectares of land be converted from RU1 to RU4 rural zoning in order to further limit fragmentation of the land in Bringelly, with a minimum lot size of 10 hectares. A decommissioned Royal Australian Air Force Telecommunications facility and the Boral Bringelly Brickworks are also located in Bringelly.

21.4.4 Penrith local government area

Land uses are predominantly rural residential in the vicinity of Badgerys Creek to the north of the site. Adjoining the northern boundary of the airport site, north of Elizabeth Drive, is a cattle grazing farm adjacent to a landfill facility. The area north of the airport is drained by two creeks, Cosgroves Creek and Badgerys Creek, which are identified as 'Environmental Conservation' areas in the *Penrith Local Environmental Plan 2010* (Penrith LEP).

About three kilometres north of the airport site is the site of the proposed Sydney Science Park. The area was rezoned in July 2015 from RU2 Rural Landscape to B7 Business Park, B4 Mixed Use and RE1 Public Recreation. The objectives of the rezoning are to accommodate research and development employment, education, and supporting retail and residential uses. The Sydney Science Park would form part of the Western Sydney Priority Growth Area (see to Section 21.5.4 for further details).

About five kilometres north of the airport site is the Twin Creeks estate. The 340 hectare estate comprises an 18-hole golf course, function centre, restaurant and more than 200 dwellings.

The localities of Kemps Creek and Mount Vernon are located to the north-east of the airport site. These localities largely comprise rural residential dwellings with average lot sizes of 10 hectares. Lot sizes decrease in the eastern part of Mount Vernon, east of Mamre Road. These localities are drained by two creeks—South Creek and Kemps Creek—which are identified as ‘Environmental Conservation’ areas in the Penrith LEP.

The Defence Establishment Orchard Hills is located approximately nine kilometres north of the airport site and is used for storage, distribution and Defence explosive ordnance training.

21.5 Planning for the proposed airport and surrounds

21.5.1 Australian Government legislation and regulation

21.5.1.1 *Environment Protection and Biodiversity Conservation Act 1999*

The Department of Infrastructure and Regional Development submitted a referral under the EPBC Act for the development of the proposed airport on 4 December 2014. The Department of the Environment invited public comment on the referral for 12 business days.

On 23 December 2014, a delegate of the Minister for the Environment determined the proposed airport to be a controlled action. The referral decision instrument identifies the following controlling provisions under the EPBC Act as being relevant for this proposal:

- world heritage properties (sections 12 and 15A);
- national heritage places (sections 15B and 15C);
- listed threatened species and communities (sections 18 & 18A); and
- Commonwealth actions (section 28).

The delegate also determined that the proposed airport development would be assessed by the preparation of an EIS. As a result of recent amendments to the Airports Act, approval of the proposed airport under Part 9 of the EPBC Act is not required, but an EIS must be prepared and an Airport Plan for the proposed airport must be determined before the development can proceed.

21.5.1.2 *Airports Act 1996*

The proposed airport would be developed and operated under the Airports Act. The Airports Act has been amended to provide for an Airport Plan, which is a transitional planning instrument for the Stage 1 development as a greenfield airport site. This amendment provides a single and transparent environment and development approval for the proposed airport. The Airports Act amendment provides for the preparation of an Airport Plan which is determined by the Infrastructure Minister.

In determining the Airport Plan, the Infrastructure Minister must accept any environmental conditions proposed by the Environment Minister, taking into account the EIS. An airport lease would be granted by the Commonwealth to an ALC, which would then become responsible for the airport site.

Leased federal airports are subject to a planning framework set out in the Airports Act. As part of the planning framework, airports are required to prepare a master plan. A master plan is a 20-year strategic vision for the airport site which is renewed every five years. It addresses future land uses, types of permitted development and noise exposure forecasts for the areas surrounding the airport. A master plan also includes an environment strategy which sets out the Airport Lessee Company's (ALC) objectives and proposed approach for managing environmental issues. It is the basis on which the Commonwealth measures the environmental performance of airports and the document by which airport tenants determine their environmental responsibilities.

A master plan must also address the likely effect of proposed on-airport developments on the local and regional economy, and community. This includes an analysis of how proposed developments fit within the planning schemes for commercial and retail development in the area adjacent to the airport.

For the proposed airport, the ALC will be required to submit for approval a full master plan within five years of an airport lease being granted or in such longer period as approved by the Infrastructure Minister. Part 2 of the Airport Plan will provide the planning framework for the airport until the first master plan is in place.

21.5.1.3 Convention concerning the protection of the World Cultural and Natural Heritage

Australia is a State Party to the World Heritage Convention which aims to promote cooperation to protect heritage around the world that is of outstanding universal value. The World Heritage Convention is implemented by the World Heritage Committee, which among other functions, establishes the World Heritage List—a list of properties that have outstanding universal value.

The Greater Blue Mountains Area was inscribed on the World Heritage List in 2000. Nations that are parties to the World Heritage Convention agree to use their own resources to protect their World Heritage properties as far as possible.

21.5.1.4 Australian Standard 2021

The Australian Standard 2021:2015 *Acoustics – Aircraft noise intrusion – Building siting and construction* (AS 2021) provides guidance on the siting and construction of buildings in the vicinity of airports to minimise aircraft noise intrusion. The guidance provided by AS 2021 is based on the predicted level of aircraft noise exposure at a given site using the Australian Noise Exposure Forecast (ANEF) system.

The NSW Government and local councils give effect to AS 2021 in land use planning for new development in environmental planning instruments, and as a necessary consideration in building siting and design as part of the assessment of new development applications within the noise impact zone of airports.

21.5.1.5 Role of Airservices Australia

Airservices Australia provides air traffic control, aviation rescue and firefighting as well as other related services to the aviation industry. This includes maintaining technology used by the industry for navigation and surveillance, and aircraft flight path and noise monitoring.

21.5.2 National Airports Safeguarding Framework

The National Airports Safeguarding Framework (NASF) is a nationally agreed set of guidelines implemented by each State and Territory that aims to:

- improve community amenity by minimising aircraft noise-sensitive developments near airports including through the use of additional noise metrics and improved noise-disclosure mechanisms; and
- improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.

The NASF comprises seven key planning principles:

- Principle 1: The safety, efficiency and operational integrity of airports should be protected by all governments, recognising their economic, defence and social significance;
- Principle 2: Airports, governments and local communities should share responsibility to ensure that airport planning is integrated with local and regional planning;
- Principle 3: Governments at all levels should align land use planning and building requirements in the vicinity of airports;
- Principle 4: Land use planning processes should balance and protect both airport and aviation operations as well as community safety and amenity expectations;
- Principle 5: Governments will protect operational airspace around airports in the interests of both aviation and community safety;
- Principle 6: Strategic and statutory planning frameworks should address aircraft noise by applying a comprehensive suite of noise measures; and
- Principle 7: Airports should work with governments to provide comprehensive and understandable information to local communities on their operations concerning noise impacts and airspace requirements.

The NASF guidelines provide comprehensive information and recommendations relating to six airport safeguarding matters. The NASF guidelines are:

- Guideline A: Measures for Managing Impacts of Aircraft Noise;
- Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports;
- Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports;
- Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation;
- Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports; and
- Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports.

21.5.3 Protection of operation airspace surfaces

Protecting the immediate airspace around airports is essential to ensuring and maintaining a safe operating environment and to provide for future growth. An obstacle limitation surface (OLS) is designed to provide protection for aircraft operating in visual flight conditions. It is a series of virtual surfaces around a runway, which establish the height limits for objects in and around an airport. It identifies the lower limits of an airport's airspace, which should be kept free of obstacles that may endanger aircraft during take-off, preparation to land and landing.

The OLS for the proposed airport is being developed based on the indicative long term layout as identified in the revised draft Airport Plan. The OLS is expected to be declared under the Airports (Protection of Airspace) Regulations in the second half of 2016. The OLS will be protected under Part 12 of the Airports Act and the Airports (Protection of Airspace) Regulations 1996.

The declaration of an OLS will also enable local councils and land use planning authorities to incorporate the protected airspace as appropriate in their land use planning instruments.

The Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) provide for the establishment of surfaces to protect aircraft during take-off, landing or manoeuvring and when aircraft are operating in non-visual conditions. The PANS-OPS surfaces are generally above the OLS and are designed to safeguard an aircraft from collision with obstacles when an aircraft's flight may be guided solely by instruments, such as in conditions of poor visibility.

Structures, trees or other activities that intrude into these surfaces are potential obstacles to aircraft, and therefore a potential safety hazard, and must be controlled. Under the Airports (Protection of Airspace) Regulations, PANS-OPS surfaces are also protected from intrusions. Over time the declaration process for the proposed airport will include proposed PANS-OPS surfaces, in order to protect these from intrusions.

The PANS-OPS for the proposed airport will be developed and declared in response to the formal flight path design prior to commencement of operations.

21.5.4 NSW Government legislation

The NSW planning legislative framework consists primarily of the *Environmental Planning and Assessment Act 1979* (the EP&A Act), the *Environmental Planning and Assessment Regulation 2000* and the following three key instruments which are made under the EP&A Act:

- State environmental planning policies (SEPPs) – these policies outline the NSW Government's approach to dealing with particular planning issues. They can be either site or subject specific. Often SEPPs provide land zoning and development controls, designate particular types of development for State or regional planning governance, or add specific requirements for existing development processes;
- local environmental plans (LEPs) – each local government area has a LEP to guide development and protect natural resources within LGAs. LEPs are prepared by local councils and made by the NSW Minister for Planning. Most follow a standard form and include mainly standard provisions, which are applied to the particular circumstances of the relevant LGA. LEPs are the primary source of land use zoning and local regulation. LEPs are generally subordinate to SEPPs; and

- local planning directions, issued by the Minister for Planning under section 117 of the EP&A Act, which provide direction on matters that planning proposals need to address.

21.5.5 State Environmental Planning Policies

A summary of SEPPs that are relevant to planning and land use around the proposed airport is presented in Table 21–1.

Table 21–1 Applicable State Environmental Planning Policies

State environmental planning policy	Provision
<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i> (Growth Centres SEPP)	This policy aims to coordinate the release of land for residential, employment and other urban development in the North West and South West Growth Centres of Sydney. The proposed airport site is located adjacent to the South West Growth Centre. The Growth Centres SEPP provides development controls for the land in the vicinity of the airport site.
<i>State Environmental Planning Policy (Infrastructure) 2007</i> (Infrastructure SEPP)	This policy aims to facilitate the effective delivery of infrastructure across the State.
<i>State Environmental Planning Policy (Western Sydney Employment Area) 2009</i> (WSEA SEPP)	This policy establishes the Western Sydney Employment Area (WSEA) to provide businesses in Western Sydney with land for industry and employment generating uses, including transport and logistics, warehousing and commercial office space. The WSEA lies to the north of the airport site.

21.5.6 Local Environment Plans

21.5.6.1 Liverpool

Land use zones

The airport site is located within the Liverpool LGA. The Liverpool Local Environmental Plan 2008 (Liverpool LEP) sets out the land use controls and matters for consideration for development within the Liverpool LGA, and follows the Standard Instrument format.

The majority of the airport site is zoned SP1 – Special Activities (Commonwealth) under the Liverpool LEP. Surrounding land zones are RU1 – Primary Production (east and west) and RU4 Primary Production Small Lots (south-east).

Noise management

The LEP includes a provision (clause 7.18) for development in areas subject to potential aircraft noise from the proposed airport. This clause responds to the Minister’s section 117 direction for noise management. Under clause 7.18:

- development consent is required for the erection of a building on land where the ANEF shown on the Liverpool LEP Airport Noise Map exceeds 20 if it is erected for residential purposes or for any other purpose involving regular human occupation;
- the following development is prohibited unless it meets the requirements of AS 2021 with respect to interior noise levels:
 - residential accommodation on land where forecast noise exposure levels exceed 20 ANEF; and

- business premises, entertainment facilities, office premises, public administration buildings, retail premises and tourist and visitor accommodation on land where forecast noise exposure levels exceed 25 ANEF.
- the following development is prohibited:
 - educational establishments, hospitals and places of public worship on land where forecast noise exposure levels exceed 20 ANEF;
 - dwellings on land where forecast noise exposure levels exceed 25 ANEF (other than development consisting of the alteration, extension or replacement of an existing dwelling house where the development is consistent with the objectives of this clause); and
 - business premises, entertainment facilities, office premises, public administration buildings, retail premises and tourist and visitor accommodation on land where forecast noise exposure levels exceed 30 ANEF.

21.5.6.2 Penrith

Land use zoning

The Penrith Local Environmental Plan 2010 (Penrith LEP) sets out the land use controls and matters for consideration for development within the Penrith LGA, and follows the Standard Instrument format. Surrounding land to the north of the airport site is zoned RU2 Rural landscape under the Penrith LEP.

There are three urban settlements in proximity to the project area within the Penrith LGA. These are at Luddenham, Twin Creeks and Kemps Creek.

To the west of the site is Luddenham village, which spans Penrith and Liverpool LGAs. Development under the Broader Western Sydney Priority Growth Area would likely lead to land use transition in Luddenham village (see to Section 21.5.4). The applicable land use zones for Luddenham village under the Penrith LEP are:

- R5 Large Lot Residential;
- R2 Low Density Residential;
- RU5 Village;
- B1 Neighbourhood Centre; and
- RE1 Public Recreation.

Twin Creeks Golf and Country Club is located about five kilometres north of the airport site. This locality comprises 200 large-lot residential dwellings and a golf course, and is zoned E4 Environmental Living.

Kemps Creek is to the east of the site, with a small village cluster within the RU4 Rural Small Holdings zoned land and a cluster of smaller-lot rural residential properties in the E4 Environmental Living zone at Mount Vernon.

Oaky Creek and Badgerys Creek to the north of the site are zoned E2 Environmental Conservation.

Noise management

Clause 7.9 of the Penrith LEP includes provisions for noise management (similar to the Liverpool LEP). Under this clause, development in the vicinity of the airport site must have regard to the use or potential future use of the site as an airport and must not have an adverse impact on the development or operation of an airport.

Clause 7.9 applies to development that is on land near the airport site and is in an ANEF contour of 20 or greater. Prior to determining a development application to which this clause applies, Penrith Council must:

- consider whether the development would result in an increase in the number of dwellings or people affected by aircraft noise;
- consider the location of the development in relation to recommended development types within ANEF zones, as outlined in AS 2021; and
- be satisfied that the development would meet AS 2021 with respect to interior noise levels for the purposes of:
 - if the development will be in an ANEF contour of 20 or greater—child care centres, educational establishments, entertainment facilities, hospitals, places of public worship, public administration buildings or residential accommodation; and
 - if the development will be in an ANEF contour of 25 or greater—commercial premises, hostels, or hotel or motel accommodation.

21.5.6.3 Fairfield

Noise management

Whilst Fairfield City Council is yet to adopt any LEP controls for the management of aviation noise, Council adopted an interim policy in May 2014. The interim policy sets out 'deemed to comply' requirements for acoustic proofing measures for residential development in Horsley Park and Cecil Park.

These requirements apply to all forms of new residential accommodation (as defined under the Fairfield LEP 2013) permitted in zones RU1 – Primary Production, RU2 – Rural Landscape, RU4 – Primary Production Small Lots, RU5 – Village. The requirements also apply to alterations and additions to existing residential accommodation.

21.5.7 Local planning directions

Under section 117(2) of the EP&A Act the NSW Government issues directions which the relevant consent authority should consider when preparing a planning proposal for a new (or amending) LEP. Relevant section 117 Directions are listed in Table 21–2.

Table 21–2 Applicable section 117 directions

Direction	Objective	Requirement
3.5 Development near licensed aerodromes (issued July 2009)	The objective of this direction is to ensure the effective and safe operation of aerodromes, uncompromised by development. It is also to ensure development for residential purposes incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.	A planning proposal that rezones land in the vicinity of an airport must include a provision to ensure that development meets AS 2021 regarding interior noise levels. The planning authority must also consult with the Commonwealth and take into account relevant development standards such as height limitations. Development which is compatible with the operation of an aerodrome must be permissible with consent.
5.8 Second Sydney Airport: Badgerys Creek (issued in 2005; re-issued July 2009)	The objective of this direction is to avoid incompatible development in the vicinity of any future second Sydney Airport at Badgerys Creek.	<p>Planning proposals must not contain provisions that enable the carrying out of development, either with or without development consent, which could hinder the potential for development of a Second Sydney Airport.</p> <p>It should be noted that this direction was made by the minister in 2005, prior to the consolidation of section 117 directions in July 2009.</p> <p>This direction applies to land within the boundaries of the proposed airport site and the 20 ANEF contour of the 1985 Second Sydney Airport Draft EIS within Fairfield, Liverpool, Penrith and Wollondilly local government areas.</p>
7.1 Implementation of A Plan for Growing Sydney (issued 14 January 2015)	The objective of this direction is to give legal effect to the planning principles, directions and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.	Planning proposals shall be consistent with the NSW Government's A Plan for Growing Sydney published in December 2014.
7.2 Implementation of Greater Macarthur Land Release Investigation (effective 22 September 2015)	The objective of this direction is to ensure development within the Greater Macarthur Land Release Investigation Area is consistent with the Greater Macarthur Land Release Preliminary Strategy and Action Plan (the Preliminary Strategy).	<p>This direction applies to planning proposals within the Greater Macarthur Land Release Investigation Area in Campbelltown City Council and Wollondilly Shire Council areas.</p> <p>Planning proposals shall be consistent with the Preliminary Strategy published in September 2015.</p>

21.5.8 Strategic planning initiatives

21.5.8.1 A Plan for Growing Sydney

A Plan for Growing Sydney (the Metropolitan Plan) (DP&E 2014) is the NSW Government's 20-year strategic development plan for the Sydney Metropolitan Area. This strategic planning document sets out the NSW Government's vision of Sydney as a strong global city and a great place to live. It provides direction for Sydney's productivity, environmental management and liveability. To deliver upon these directions, the Metropolitan Plan identifies the location of future housing, employment, infrastructure and open space areas. An element of the Metropolitan Plan outlines how the proposed airport would transform Western Sydney.

Action 1.4.1 of the Metropolitan Plan aims to improve transport links and create a new services centre and industrial precinct to support the growth of the proposed airport. The proposed airport would transform and drive future investment and jobs growth in Western Sydney. In order to protect and promote the proposed airport, the NSW Government plans to:

- ensure adequate development controls are provided for areas affected by aircraft noise and airspace to provide for future aviation needs;
- preserve land for complementary airport-related activity including a jet fuel pipeline to service the proposed airport and freight-related uses; and
- identify and preserve future transport and infrastructure corridors and related sites in the vicinity of the proposed airport.

Accordingly, the proposed airport is appropriately identified in and compatible with the broader strategic planning for Sydney.

The NSW Government seeks to develop strategic employment corridors to service the proposed airport and capitalise on the airport development. In order to promote employment growth, under Action 1.4.2 of the Metropolitan Plan the NSW Government will:

- facilitate an enterprise corridor from Leppington to the proposed airport along Bringelly Road, potentially linked to a future extension of the South West Rail Link. A flexible and innovative regulatory environment will be developed to enable a wide range of commercial activities to take advantage of transport access to this precinct and its proximity to the airport, Leppington and the future population of the South West Growth Centre (now the Western Sydney Priority Growth Area);
- facilitate development opportunities that can leverage off improved transport connections, including improvements to Elizabeth Drive, The Northern Road and Bringelly Road;
- investigate how improved transport connections, associated with the proposed South West Rail Link extension between the proposed airport to the western line will influence land use planning; and
- preserve the land needed for a major intermodal terminal and for a related Western Sydney Freight Line between Port Botany and the Western Sydney Employment Area (and new Western Sydney Priority Growth Area).

In January 2016 the NSW Government established the Greater Sydney Commission (GSC) as a new dedicated agency with responsibility to drive the delivery of the Metropolitan Plan.

Under the *Greater Sydney Commission Act 2015* (NSW), the Metropolitan Plan is deemed to be the Regional plan for the Greater Sydney Region. The GSC has responsibility for coordinating and driving the delivery of all actions in the Regional plan.

The GSC will review the Metropolitan Plan before the end of 2017 and at the end of every subsequent five-year period.

District plans are being prepared for each of the six districts identified in A Plan for Growing Sydney and public exhibition of these plans will commence before 27 January 2017. Once District plans are in place, local councils are required to review their LEPs and give effect to the relevant District plan.

21.5.8.2 Western Sydney Priority Growth Area

The Western Sydney Priority Growth Area is a strategic planning initiative that aims to provide jobs, homes and services in the land around the proposed airport. The extent of the Western Sydney Priority Growth Area is shown in Figure 21–1.

The Western Sydney Priority Growth Area is expected to be the primary planning initiative to coordinate housing and employment growth in the area and promote compatible developments around the airport site. This will help to maximise the benefits and minimise the impacts of the proposed airport.

An accompanying Land Use and Infrastructure Strategy is under development to guide new infrastructure investment, identify new homes and jobs close to transport, and coordinate services in the Western Sydney Priority Growth Area. A new special infrastructure contribution levy will be established to cover the cost of regional road infrastructure, strategic land use planning costs and environmental protection measures.

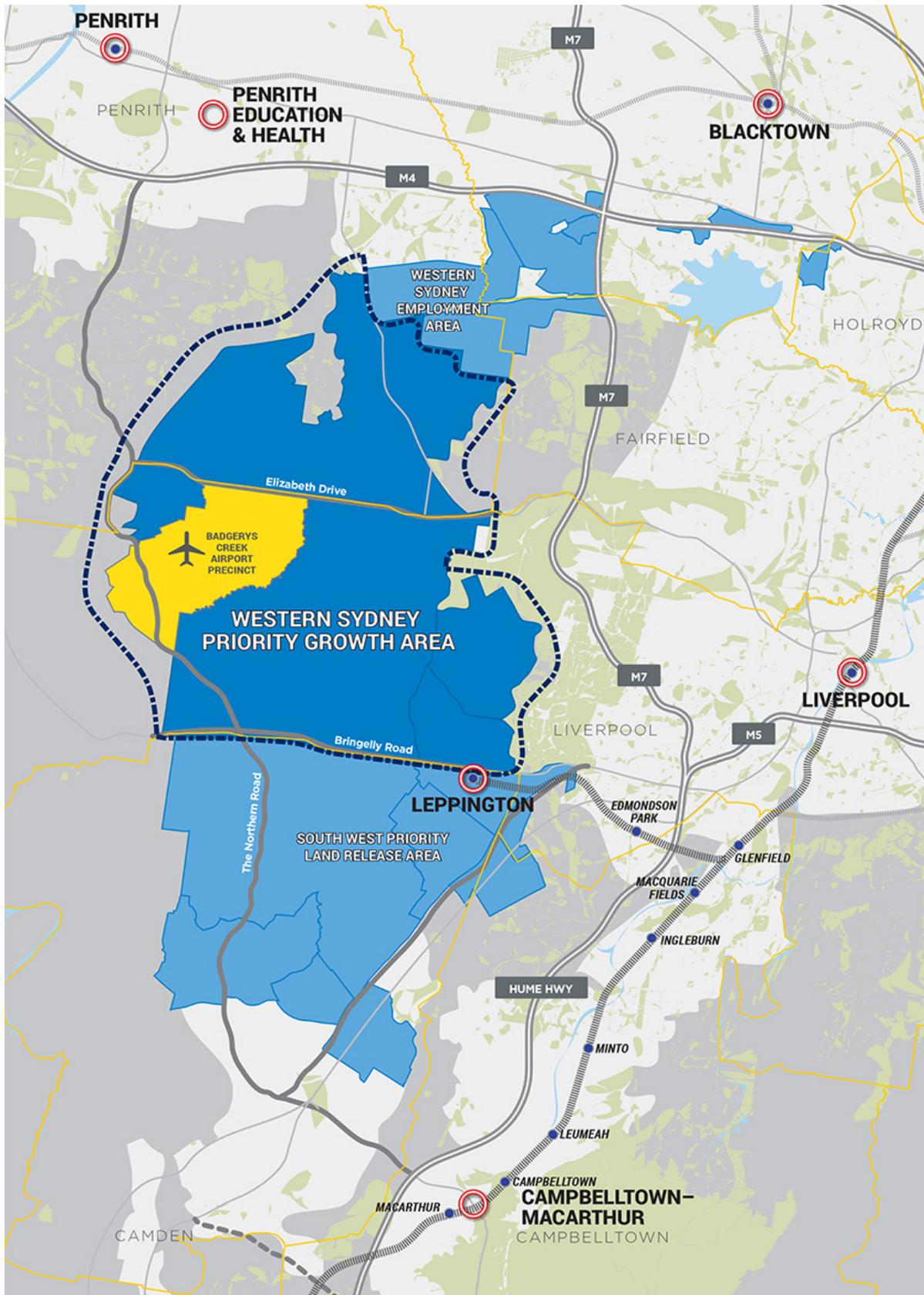


Figure 21-1 Western Sydney Priority Growth Area

21.5.8.3 Western Sydney Employment Area

The Western Sydney Employment Area is a strategic planning initiative that aims to provide businesses in Western Sydney with land for industry and employment including transport, logistics, warehousing and office space. The Western Sydney Employment Area is adjacent to the Western Sydney Priority Growth Area and is shown in Figure 21–1. The Western Sydney Employment Area would provide opportunities for residents of Western Sydney to work locally.

Previously the NSW Government had intended to extend the Western Sydney Employment Area to the south, including the area which is now the airport site. Following the Australian Government announcement in April 2014 to locate an airport at Badgerys Creek, the plans for the extension of the Western Sydney Employment Area were replaced with the introduction of the Western Sydney Priority Growth Area which will be focussed on ensuring compatible employment and housing development around the airport site.

21.5.8.4 South West Priority Growth Area

The South West Priority Growth Area is a strategic planning initiative dedicated to providing housing in Western Sydney. The associated land release area is adjacent to the Western Sydney Priority Growth Area and is shown in Figure 21–1 (labelled as South West Priority Land Release Area).

The South West Priority Growth Area involves development of communities in precincts including Oran Park, Turner Road, East Leppington, Austral and Leppington North, Edmondson Park and Catherine Fields. Collectively the developments would create around 40,000 residences along with local amenities such as schools, public parks, employment areas and town centres. Planning is ongoing for other precincts such as Lowes Creek and Marylands.

21.5.8.5 North West Priority Growth Area

The NSW Government established the North West Priority Growth Area in 2005 to encourage sustainable planning on Sydney's urban edge and provide housing in the north-west of Sydney that is close to employment, schools and other services. The supply of housing generated by the initiative is expected to put downward pressure on housing costs.

The North West Priority Growth Area is approximately 10,000 hectares in size and over time, approximately 70,000 new dwellings will be built. The NSW Government has also planned upgrades to transport infrastructure to support new housing.

21.5.8.6 Greater Macarthur Priority Growth Area

The NSW Government released a preliminary strategy and proposed amendments to *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* in late 2015 to incorporate land in Menangle Park, Mount Gilead and Wilton as future residential and employment areas in Sydney's far south. The preliminary strategy identifies opportunities to deliver up to 35,000 homes in Menangle Park and Mount Gilead and in a new town at Wilton. The Greater Macarthur Priority Growth Area in relation to the proposed airport, Western Sydney Priority Growth Area and South West Priority Growth Area is shown in Figure 21–2.

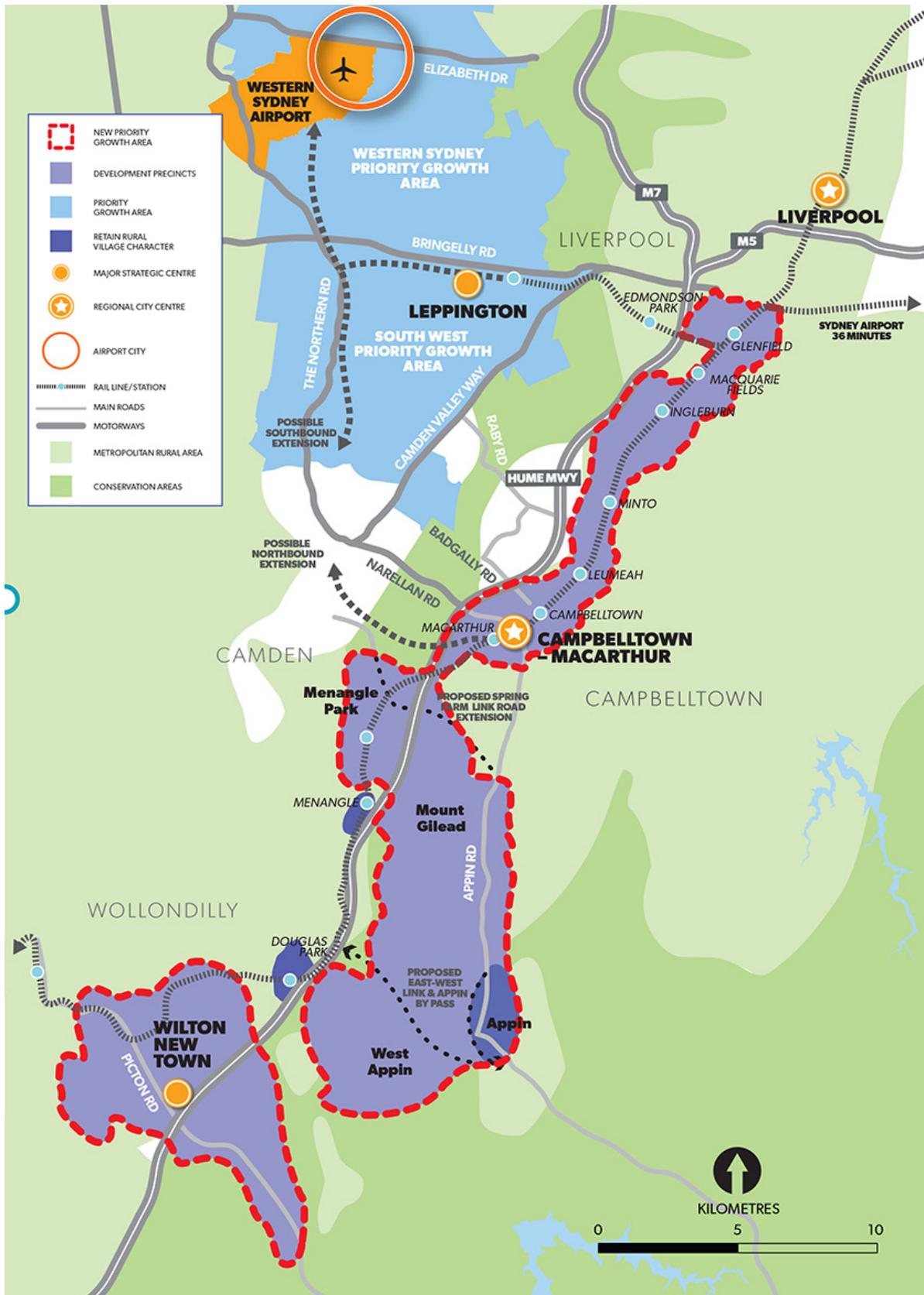


Figure 21–2 Greater Macarthur Priority Growth Area

21.5.9 Infrastructure projects

21.5.9.1 Western Sydney Infrastructure Plan

The Australian and NSW governments are currently delivering a plan to improve transport infrastructure in Western Sydney. The Western Sydney Infrastructure Plan seeks to ensure that the proposed airport would be supported by high quality transport infrastructure for the efficient movement of passengers, employees and freight. The Australian Government's contribution of \$2.9 billion to the Western Sydney Infrastructure Plan includes funding for the following works:

- upgrade of The Northern Road to a minimum of four lanes from Narellan to Jamison Road, including realignment of the road around the western boundary of the airport site;
- construction of a new four-lane motorway between the M7 Motorway and The Northern Road;
- upgrade of Bringelly Road to a minimum of four lanes from Camden Valley Way to The Northern Road;
- building the Werrington Arterial Road between the M4 Motorway and the Great Western Highway;
- upgrade of the Ross Street and Great Western Highway intersection at Glenbrook; and
- a \$200 million local roads package.

21.5.9.2 Future Rail Access

For the proposed airport to reach its long term capacity, rail services would be required at the airport site at an appropriate point in its development. The Stage 1 development does not currently anticipate a rail service because the recently approved road network upgrades have been assessed as adequate to support anticipated airport demand for at least a decade after operations commence. The Australian Government recognises, however, that rail could provide a benefit to passengers and employees using the airport as well as the broader Western Sydney Region.

For this reason, the Australian and NSW governments are undertaking a Joint Scoping Study on the Rail Needs for Western Sydney, including the proposed airport. The Scoping Study will consider options for future rail links, including decisions about timing and rail service options, both directly to the airport site and within the Western Sydney region. The Scoping Study will also consider what it would take to have rail on the airport site by the time the airport is operational.

21.5.9.3 Outer Sydney Orbital

Transport for NSW is investigating suitable corridors for the Outer Sydney Orbital. The Outer Sydney Orbital would provide a north-south connection for a future motorway, freight rail, and where practical, may be co-located with the South West Rail Link Extension.

The proposed alignment would be located to the west of the airport site, possibly connecting the M5 South West Motorway to the M4 Western Motorway.

The airport site is immediately east of the corridor investigation area. Transport for NSW has committed to take into consideration the development of the future airport by coordinating and working closely with relevant government agencies in assessing corridor options for the Outer Sydney Orbital. The corridor provides the opportunity for multimodal linkages for employment, freight and passenger movements directly related to the proposed airport.

21.6 Assessment impacts during construction

The incidental land use and planning impacts which may occur during the construction phase of the proposal are assessed in the relevant (noise, air quality and traffic) impact assessment chapters of this EIS (Chapters 10, 11, 12 and 15).

Changes to land uses within the footprint of the airport site would occur with the commencement of construction of the proposed airport and continue throughout its operation. Potential impacts associated with land use changes at the airport site are discussed in the following section on operational impacts.

21.7 Assessment of impacts during operation

Having regard to the existing environment, strategic planning at the local and regional scale, and the scope of the proposal, the following likely impacts on land use and planning from the proposed airport have been assessed.

21.7.1 Land use impacts

21.7.1.1 Rural residential lands

Since the mid-1990s, land use planning controls have been in place to protect against the likely impacts of a potential airport at Badgerys Creek. The impacts of the proposed airport on sensitive surrounding land uses would likely be reduced by the considered application of land use zones and development controls that are largely already in place through planning instruments for the South West Priority Growth Area, Western Sydney Employment Area and local council planning controls.

The implementation of developments consistent with State regional planning strategies will inevitably change the character of the area surrounding the airport site. The proposed airport is expected to accelerate the transition from rural-residential to urban land uses. Airport operations would increase passenger and freight road traffic, and result in increased aircraft noise and air quality impacts. The social impact assessment provides further details on these impacts and the socio-economic benefits expected from the proposed development (see Chapter 23).

21.7.1.2 Agricultural lands

Development of the proposed airport and associated urban expansion in Western Sydney over the next few decades would necessitate the loss of productive agricultural land that is close to the Sydney market. This loss of agricultural activity would occur both within the direct footprint of the proposed airport itself and within surrounding lands as land uses transition from rural to urban. Ongoing regional urbanisation is facilitated by the NSW Government's Metropolitan Plan which recognises the role of the proposed airport in transforming and driving future investment and jobs in Western Sydney.

Existing agricultural activities located in the Cumberland Basin are provided a competitive advantage due to their proximity to the Sydney market. Locational factors of agricultural activities in Western Sydney are seldom related to environmental or other factors of production. Agricultural activities which are currently located in areas affected by urban transition in Western Sydney would be displaced to alternate urban fringe locations. The Metropolitan Plan identifies other rural lands within or close to the Sydney metropolitan area which may be used as alternate agricultural sites. The Department of Primary Industries is also managing this transition, and released an Industry Action Plan for Agriculture in November 2014 which addresses related issues.

21.7.1.3 Employment lands

The Broader WSEA was established directly in response to the announcement by the Australian Government in 2014 that the site for the proposed airport would be the Commonwealth-owned land at Badgerys Creek. The NSW Government's subsequent announcement of the Western Sydney Priority Growth Area, which includes the area previously identified as the Broader WSEA, supports the creation of new employment opportunities and services for local residents in areas around the airport site and in the existing Western Sydney Employment Area.

The proposed airport would be a mutually beneficial land use, creating demand for employment generating activities and transport infrastructure required for freight and logistics.

The land use plan in the revised draft Airport Plan identifies land use zones for retail and commercial development within the airport site. Though specific businesses and activities are yet to be confirmed, the impacts of these proposals on the proposed airport and surrounding lands would be subject to a separate approval process under the Airports Act. This may include a requirement for a Major Development Plan to be prepared, depending on the nature of proposed development.

21.7.1.4 Recreational lands

Badgerys Creek Park would be removed as part of the development of the airport.

Aircraft overflights may result in visual and noise impacts on the following recreational reserves and areas:

- Twin Creeks Golf and Country Club;
- Ropes Creek Reserve (Erskine Park);
- Eastern Creek Raceway;
- Sydney International Equestrian Centre (Horsley Park);
- Western Sydney Parklands (Horsley Park);
- Calmsley Hill City Farm (Abbotsbury); and
- Sales Park (Luddenham);
- Bents Basin State Conservation Area (Greendale); and
- Burratorang Recreation Area (Silverdale).

The Twin Creeks Golf and Country Club is predicted to be exposed to more than 10 noise events above 70 dBA on average each day and Bents Basin State Conservation Area is forecast to experience night time noise levels above 60 dBA, which could affect camping. Impacts on recreational lands are not currently addressed under AS 2021.

The noise assessment of the Stage 1 development is documented further in Chapter 10. Impacts on the Greater Blue Mountains World Heritage Area are assessed in Chapter 26.

21.7.1.5 Airport site land use zone

Most of the airport site is currently zoned SP1 – Commonwealth Activities under state planning instruments. The Department of Infrastructure and Regional Development will work with NSW DP&E to allow for any parts of the airport site not currently zone SP1 to be rezoned.

21.7.2 Airport operations

21.7.2.1 Airspace development controls

As discussed in Section 21.5.3, protecting airspace on and around airports is essential to maintaining a safe operating environment. OLS and PANS-OPS surfaces will be identified for the proposed airport as part of ongoing operations planning.

The OLS, which is generally lower than the PANS-OPS, serves as a first filter for assessing the operational impact of an obstacle. Subject to an assessment, obstacles may need to be lowered, removed or marked and/or lit and noted in aeronautical publications.

PANS-OPS are established to protect stages of flight during take-off, landing or manoeuvring and when aircraft are operating in non-visual conditions. Obstacles cannot be permitted into the PANS-OPS. If an obstacle were within the PANS-OPS, the published approach or departure procedure would need to be withdrawn and redesigned to ensure safe operation of aircraft.

The OLS and PANS-OPS for the proposed airport would be prescribed airspace under the Airports (Protection of Airspace) Regulations 1996. Part 12 of the Airports Act regulates building and other activities within prescribed airspace. The Department of Infrastructure and Regional Development will liaise with the NSW DP&E and relevant local councils to seek the adoption of the necessary OLS and PANS-OPS designs in applicable State environmental planning instruments to ensure future development does not impede safe aircraft operations in accordance with the National Airports Safeguarding Framework.

21.7.2.2 Public safety zones

Public safety zones (PSZs) are areas of land at the ends of runways, within which development may be restricted in order to control the number of people on the ground at risk of injury or death in the event of an aircraft accident on take-off or landing. While Australia has an excellent aviation safety record there will always be some risk associated with flying and operation of aircraft at or around airports. The use of PSZs can further reduce the already low risk of an air transport accident affecting people near airport runways.

While there is no current ICAO standard for PSZs, some jurisdictions, such as Queensland, already have in place planning guidelines or policies that consider these risks. In the absence of any nationally agreed guidance, a nominal 1,000 m, trapezoid-shaped clearance off the end of each runway threshold is identified in the indicative layouts at Figure 5–1 and Figure 5–3 of Chapter 5 (Volume 1) to cover the area of highest safety risk.

Where a PSZ is identified, additional scrutiny might be considered for new developments that:

- increase residential use and population density in the zone;
- attract large numbers of people, such as retail or entertainment developments;
- involve institutional uses, such as schools and hospitals;
- involve the manufacture or depot storage of noxious and hazardous materials; and
- attract significant static traffic.

21.7.2.3 Aircraft noise

Land use planning by the NSW Government and local councils over the last two decades has had a high regard to the potential for aircraft noise from a proposed airport at Badgerys Creek. Planning around the airport site has anticipated the potential impacts of aircraft noise by locating a substantial buffer of employment-generating development areas near the site’s boundaries.

As discussed previously, the NSW Minister for Planning’s section 117 directions have required the adoption of planning controls in local environmental plans based on the 1985 EIS noise exposure forecast. Following this approach, Liverpool Council prepared a Rural Lands Strategy in 2012 that recommended not expanding Luddenham village beyond its current extent as it may be impacted by aircraft noise from the proposed airport.

For land use planning purposes, aircraft noise impacts are measured using the Australian Noise Exposure Forecast (ANEF) measure (see to Chapter 10). The aircraft overflight noise technical report prepared for the EIS (see Appendix E1 (Volume 4)) provides Australian Noise Exposure Concept (ANEC) noise contour maps, which show forecast aircraft noise exposure levels for hypothetical future scenarios, based on indicative flight tracks and airport operating modes. It is expected that an endorsed ANEF noise exposure chart will be produced as part of the future airspace and flight path design process (see Chapter 7 (Volume 1)). This process will be completed prior to the commencement of operations at the proposed airport. The proposed ANEF—based on forecast long term operations—will provide an updated noise exposure map to guide future land use planning. Table 21–3 identifies the recommended development types within ANEF zones, as outlined in AS 2021.

Table 21–3 Building Site Acceptability Based on ANEF zone (AS 2021)

Building Type	ANEF zone of site		
	Acceptable	Conditionally acceptable	Unacceptable
House, home unit, flat, caravan park	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF

Building Type	ANEF zone of site		
	Acceptable	Conditionally acceptable	Unacceptable
Public building	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF		

A number of areas surrounding the airport site are identified as affected by noise generated by aircraft operations and are within the ANEC contours calculated for this EIS. The NSW DP&E and relevant local councils will be consulted to ensure applicable environmental planning instruments are amended to include the revised ANEF forecast when it is completed.

The implementation of *Guideline A: Measures for Managing Impacts of Aircraft Noise* under the NASF provides additional guidance for managing future operational noise impacts through land use planning and development controls around the airport.

21.7.2.4 Lighting

The proposed airport lighting is expected to have minimal impact on the adjoining land uses.

The proposed runway orientation limits the possible areas that could be affected by airport approach lighting and runway lighting. An easement will be required where high intensity approach lighting protrudes beyond the site boundary.

The location of terminal buildings and other infrastructure on the southern side of the runway provides a buffer to surrounding sensitive land uses, which would reduce the impact of light emitted from these buildings. Implementation of LED apron lighting and directional external lighting would also reduce potential impacts to surrounding land.

Potential lighting impacts such as light spill and skyglow are discussed further in the landscape and visual amenity assessment in Chapter 22.

Lighting intensity restrictions will apply for non-aviation activity, such as road lighting, in the immediate vicinity of the runways. The maximum intensity of light sources where they have the potential to cause confusion or distraction to pilots within a 6 km radius of an airport may be determined under regulation 94 of the *Civil Aviation Regulations 1988*.

21.7.2.5 Air quality

Chapters 12 and 13 of the EIS provide an assessment of local and regional air quality impacts and associated health effects. New South Wales strategic planning and land use zoning under local environmental planning instruments provide for employment generation and other less sensitive land uses in areas adjoining the airport site. These uses reduce the potential for local air quality impacts on future sensitive receivers in the vicinity of the site.

Operations at the proposed airport would contribute to the cumulative impact on regional air quality from aircraft operations, road traffic, industrial emissions and other regional sources. The zoning of non-residential land uses in the vicinity of the airport would reduce the potential for impacts from airport emissions in these areas. Mitigation measures for both local and regional air quality are provided in the respective chapters of the EIS.

21.7.2.6 Traffic and transport

As outlined in the traffic and transport assessment (see Chapter 15), several local road improvements are planned for or are underway in the vicinity of the airport site.

The current alignment of The Northern Road would be partially acquired for the construction of the proposed airport. Planning work is underway under the Western Sydney Infrastructure Plan to upgrade and realign The Northern Road off the airport site. In addition, Roads and Maritime Services and Transport for NSW are undertaking corridor studies for a new M12 Motorway between The Northern Road and the M7 Westlink Motorway. The corridor for the new motorway generally parallels the alignment of Elizabeth Drive.

Badgerys Creek Road would be partially closed as part of the development of the airport site. Minor internal roads within the Commonwealth-owned land are being closed when they are no longer required.

As noted in Section 21.5.9.2, rail services would be required at the airport site at an appropriate point in its development for the proposed airport to reach its long term capacity. The Stage 1 development does not currently anticipate a rail service because the recently approved road network upgrades have been assessed as adequate to support anticipated airport demand for at least a decade after operations commence. The Australian and NSW governments are undertaking a Joint Scoping Study on the Rail Needs for Western Sydney, including the proposed airport. The Scoping Study will consider the best options for future rail links, including decisions about timing and rail service options, both directly to the airport site and within the Western Sydney region.

Planning for rail connections at the proposed airport is being undertaken in close consultation with Transport for NSW so that Airport infrastructure considerations are aligned with Transport for NSW's planning for its rail network, including the proposed extension of the South West Rail Link. Access for rail across the airport site and for one or more stations in the terminal precinct will be preserved. The rail line will be predominantly underground through the airport site to avoid critical infrastructure and will be consistent with the aviation layout and staging of the airport development while optimising ease of access for passengers. The rail alignment will preserve sufficient space for two independent rail services of two tracks each and with passenger access to the airport terminal and to a business park if required.

Subject to the findings of the Joint Scoping Study, a final rail alignment will be determined in consultation with the NSW Government. Depending on the alignment and preferred timing to develop rail services, work may be required during the Stage 1 development to either commence construction or to future-proof the corridor. Such work is expected to be subject to a separate approval process.

21.7.2.7 Jet fuel pipeline

A jet fuel pipeline may service the proposed airport in the future. Transport for NSW is working on developing options for a fuel pipeline corridor into the airport site. It is envisioned that a pipeline corridor would be protected by 2018 following public consultation in 2017. This would ensure that a route for the pipeline is available when required. This work is being undertaken in consultation with the Department of Infrastructure and Regional Development. Arrangements for access to the fuel pipeline, which may involve an easement, would be required for maintenance access and as a public safety measure. This may include planning controls restricting development on and adjacent to the pipeline.

21.7.3 Additional land acquisition

Although much of the land required for the construction of the airport has been acquired by the Australian Government, a small amount of additional land may be needed to meet operational safety and construction requirements.

The land use plan for the proposed airport identifies parcels of land that may be acquired prior to the commencement of substantial works on the airport site.

An easement or other interest will be required where high intensity approach lighting protrudes beyond the site boundary at the northern end of the first runway during the Stage 1 development and at the south-western end of the second runway during the long term development.

21.8 Mitigation and management measures

Consultations will occur with relevant State and local government agencies to maximise the effectiveness of planning interventions, infrastructure projects and other policies and programmes undertaken by the NSW Government and local councils related to the proposed airport. These consultation activities are summarised in Table 21–4. These activities are captured as part of the Community and Stakeholder Engagement Plan to be developed and approved prior to commencement of airport operation as described in Chapter 28 (Volume 2b).

Table 21–4 Mitigation measures

Issue	Mitigation measure	Timing
Operational airspace	Ensure protected airspace under the Airports (Protection of Airspace) Regulations 1997 is identified in appropriate environmental planning instruments.	Pre-operation
Noise	Ensure appropriate noise management controls are included in applicable environmental planning instruments with reference to <i>AS 2021-2015 Acoustics – Aircraft noise intrusion – Building siting and construction</i> and noise guidelines under the National Airports Safeguarding Framework.	Pre-operation
Corridor protection – rail	Identify opportunities for corridor protection for the provision of future rail connection to the airport site.	Pre-operation
Corridor protection – fuel pipeline	Identify opportunities for protecting a corridor for a future fuel pipeline.	Operation

21.9 Conclusion

The proposed airport would be a dominant feature in the region that would contribute to changing the rural character of Badgerys Creek and surrounding lands. This land use outcome has been anticipated in Commonwealth, NSW and local government strategic planning for the area over several decades and is formalised through a number of strategic employment and growth areas which include the airport site. The Australian Government will continue to work closely with State government agencies and local councils to ensure regional and local land use planning complements the future operation of the proposed airport and limits incompatible land uses in the vicinity of the airport site.

The proposed airport development would facilitate a range of infrastructure projects flagged by government to support Western Sydney's growth into the future. The proposed airport development would also be a focus for employment generating development in Western Sydney, creating jobs for the new residents of the nearby Priority Growth Areas.