

> Site Context



Bankstown Airport

Master Plan
2004/05



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6.1 General Locality

Bankstown Airport is located approximately 26 kilometres by road south-west of the Sydney Central Business District and lies entirely within the City of Bankstown. It is bounded by Marion Street to the north, Riverwood Golf Course and Henry Lawson Drive to the west, Milperra Rd to the south and Birch and Wackett Streets to the east.

The Airport comprises 313 hectares of relatively flat, open land. In addition to being the premier GA facility in Australia, land at Bankstown Airport is used for a variety of aviation and non-aviation purposes, described in further detail in Section 6.2 below.

The locality plan of the Airport is provided in Figure 4. The notable features of the Bankstown Airport Locality Plan include:

- **proximity to major population and growth centres** – Bankstown Airport is located within relatively short drive times of major population and growth centres such as Bankstown, Liverpool, Fairfield and Parramatta. These population and growth centres provide strong catchment areas for the aviation and non-aviation businesses located on Bankstown Airport.
- **part of a major industrial/commercial area** – Bankstown Airport is located within a primary Industrial/Commercial zone within the Bankstown City Council area. Although Marion Street to the north marks the commencement of largely residential areas, the areas immediately to the east, south and west are largely industrial/commercial areas.
- **serviced by quality road transport links** – Bankstown Airport has two primary motor vehicle access points – Marion Street to the north and Henry Lawson Drive to the south-west. However, the airport is also serviced by major arterial roads such as:
 - Milperra Road/Newbridge Road to the south, connecting the airport environs to Liverpool to the west and Revesby/Lakemba to the east;
 - the M5, also to the south, connecting the airport environs to Sydney Airport and the CBD to the east and Liverpool, Campbelltown and ultimately Canberra to the south-west;

- Henry Lawson Drive to the west, connecting the airport environs to Parramatta and the north-western suburbs of Sydney to the north and the Sutherland Shire to the south; and
- the Hume Highway to the north, connecting the airport environs to Fairfield and Liverpool to the west and areas such as Strathfield to the east.

6.2 Existing Land Uses

An aerial photograph of Bankstown Airport is provided in Figure 5. The aerial photograph highlights the fact that land at Bankstown Airport is currently used for a wide variety of purposes, including aviation, non-aviation business and community uses.

A breakdown of land use by broad usage categories is set out in Table 1 below. Half of the land at the Airport is reserved for aircraft movement and parking areas as well as aviation related tenancies. The areas devoted to each land use category is highlighted in Figure 6.

Table 1
Bankstown Airport Land Uses

Land Use	Area (hectares)
Runway complex	85.4
Aircraft movement, parking & airside tenancy areas*	72.9
Total - Aviation Areas	158.3
Environment protection & open space areas	12.3
Other area**	142.6
Total – All Areas	313.2

* Aircraft movement, parking & airside tenancy area includes some informal aircraft parking areas and some unutilised areas.

** Other area includes existing tenancies (eg Boeing, Bunnings, south west corner retail precinct, other landside tenancies in the southern and northern sectors of the airport) and other area otherwise unutilised.

Source: Bankstown Airport Limited & URS analysis

Of the 313.2 hectares at Bankstown Airport, 43.4 hectares are currently leased to around 180 commercial property tenants. These tenants primarily fall into three main categories:

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- aviation – flying schools, aircraft maintenance, scenic flights and aircraft couriers;
- aviation related – light aviation manufacturing, servicing and repairs and industry supply chain activities; and
- general commercial and industrial – fast food retailers, supermarket, service station, logistics facilities, financial services organisations, manufacturing, commercial offices and telecommunications infrastructure facilities.
- **east of the Airport** – at the northern end of the airport, there is a commercial/industrial business park east of Birch and Wackett Streets that acts as a buffer between the airport and residential areas further to the east. At the south eastern end of the airport, land use to the east is dominated by industrial and commercial areas; and
- **south of the Airport** – there is a substantial industrial/commercial precinct south of Milperra Rd, as well Bankstown Golf Course, which act as a buffer between the Airport and the residential areas of Milperra and Revesby to the south.

6.3 Land Use in Adjoining and Surrounding Areas

The land immediately surrounding Bankstown Airport is of mixed land use. The Airport site is located at the junction of two major roads – Milperra Road and Henry Lawson Drive, adjacent to the following zones, derived from the Bankstown City Council Local Environment Plan:

- 4(a) General Industrial;
- 4(b) Light Industrial;
- 3(b) Business – Other Centres;
- 6(a) Open Space;
- 6(b) Private Recreation; and
- 2(a) Residential.

In summary, the land use in adjoining and surrounding areas includes:




- **north of the Airport** – the majority of the land to the north of the airport (ie north of Marion Street) is used for residential purposes. This DMP has been developed with the intention of reducing impact on these areas and where possible, improving their amenity and traffic access to areas south of the airport;
- **west of the Airport** – the majority of the western boundary of the Airport is Riverwood Golf Course, which itself is bounded by Henry Lawson Drive and the Georges River. Residential areas exist west of the Georges River, towards the southern boundary of the airport, although the majority of land immediately west of the Georges River is a mix of parks and industrial activity;

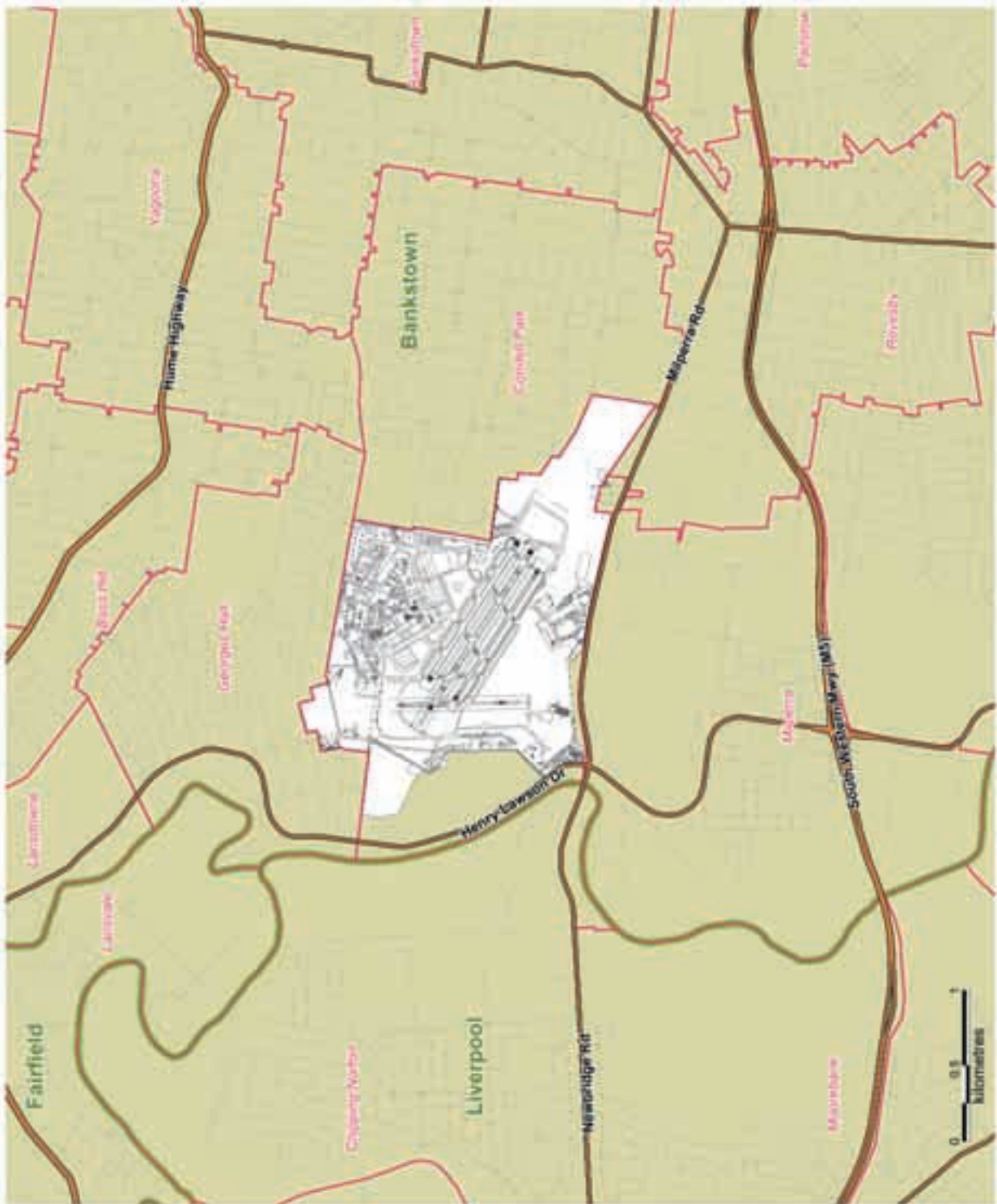
> Figure 4

Bankstown Airport Locality Plan



LEGEND

-  LOCAL GOVERNMENT AREA BOUNDARY
-  SUBURB BOUNDARY
-  BANKSTOWN AIRPORT BOUNDARY



> Figure 5

Bankstown Airport Aerial Photo





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> **Figure 6**

Bankstown Airport Current Land Use Layout



LEGEND

-  CURRENT AVIATION TENANCY BUILDINGS & ASSOCIATED TAXI WAYS
-  AIRCRAFT MOVEMENT & PARKING AREAS
-  RUNWAY MOVEMENT HELIPAD & ASSOCIATED CLEARANCES
-  EXISTING LANDSIDE TENANCIES AND LAND SURPLUS TO CURRENT AVIATION REQUIREMENTS
-  OPEN SPACE ZONE
-  MIXED USE AVIATION/NON-AVIATION

