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Thank you for your correspondence to the Secretary of the Department of Planning, Industry and Environment about the Sydney Airport Demand Management Review. The Secretary asked me to respond on his behalf.

The Department of Planning, Industry and Environment (Department) welcomes the opportunity to comment on the *Sydney Airport Demand Management Review and Discussion Paper*. It is understood that the changes being considered primarily relate to Sydney Airport's hourly aircraft movement cap, operation of the regulated slot management scheme, including slot management for regional NSW flights, the impacts of COVID-19 on slot management and technical matters relating to the sunseting of the legislation. It is acknowledged that there are no proposed changes to Western Sydney Airport, other airports in the Sydney Basin nor the number of aircraft movements at Sydney Airport, as specified by the Discussion Paper.

The Department undertakes a range of functions to deliver effective and sustainable land use planning outcomes across NSW which are guided by regional, district plans and local strategic plans and Ministerial Directions for local plan making (to name a few). The Department considers that any proposed changes to demand management at Sydney Airport should consider the following with regard to land use and infrastructure planning in the Greater Sydney Metropolitan Area:

1. noise impact to urban development near airports and the impact of urban development and land use changes on the future operations of Sydney Airport, as identified in the Greater Sydney Regional Plan – *A Metropolis of Three Cities* and the Greater Sydney Commission's (GSC) District Plans;
2. the need for direct consultation with local councils regarding the impacts of such changes on their local government area and local strategic land use planning; and
3. the matters for consideration in Ministerial Direction 3.5 *Development Near Regulated Airports and Defence Airfields*, issued under Section 9.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Detailed comments and recommendations are provided below:

Greater Sydney Region Plan and Sydney District Plans

The [Greater Sydney Regional Plan – A Metropolis of Three Cities](#) is the regional plan for the Greater Sydney area and there are nine [Regional Plans](#) which apply outside of this area. In addition, there are five [District Plans](#) which implement the Greater Sydney Regional Plan, inform the preparation and assessment of land use changes, and help councils to plan and

deliver for growth and change. The [Eastern City, Southern and North](#) District Plans encompass land within the influence of Sydney Airport. With regards to airport operations and land use planning, the *Planning Priorities and Actions* in these District Plans seek to:

- facilitate the operation of Sydney Airport as a trade gateway,
- retain, manage and safeguard industrial and urban services land which support the economic function of Greater Sydney and Sydney Airport,
- protect and manage freight movements and corridors, and
- minimise adverse amenity impacts on existing and new urban development and changes to land use, such as high-level aircraft noise.

As informed by the Planning Priorities and Actions from the abovementioned District Plans, any changes to Sydney Airport's demand management should consider any resulting changes to:

- aircraft noise levels and the impact this may have on urban amenity;
- the 'prescribed airspace' and how this may influence constraints for urban development, including land for industrial, commercial, mixed use and residential purposes;
- changes to freight movements and timing, and the flow on effects to:
 - road networks and traffic congestion resulting from the timing of parcel deliveries and connections with morning and evening peak traffic periods;
 - the need to protect freight corridors from inappropriate development, such as the southern freight corridor flight path and development within its high noise corridor.

Local Strategic Planning Statements and consult with councils

Each council in NSW is required to prepare an LSPS which gives effect to the District Plans (for areas in Greater Sydney) or the Regional Plan (areas outside of Greater Sydney). The LSPS sets out the 20-year vision for land use in the local area, the special character and values and how change will be managed. As such, any proposed changes to Sydney Airport demand management will have varying implications on the strategic land use planning for each council. Please note: The LSPS's may be viewed on the relevant council website or via the [NSW Planning Portal](#).

It is recommended that consultation with local councils occurs to identify any potential issues arising from the proposed demand management changes and ongoing operation of Sydney Airport, and the Planning Priorities and Actions in the relevant LSPS.

Ministerial Direction 3.5 Development Near Regulated Airports and Defence Fields

Comment: Section 9.1 Ministerial Directions must be followed when preparing and assessing development applications, planning proposals and local environmental plans. With regards to the relationship between land use planning and airport operations, *Ministerial Direction 3.5 Development near regulated airports and defence fields* seeks to:

- Ensure that land use changes and new urban development allow for the effective and safe operation of regulated airports and defence airfields, and do not compromise their operations;
- Mitigate the impacts of aircraft noise for development on noise sensitive land, particularly with regards to internal noise levels;
- Require consultation with the Department of the Commonwealth and/or lessee or operator of the airport in certain circumstances.



Consideration be given to *Ministerial Direction 3.5* if the proposed changes to the legislation and associated instruments are to have implications for the definition and/or management of controlled activities, operational airspace and prescribed airspace (*Airport (Protection of Airspace) Regulation 1996*), and/or the ANEF contours prescribed in the Sydney Airport Masterplan 2039 and its map.

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18 December 2020

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