

> Executive Summary

Introduction

This purpose of this document is for Bankstown Airport Limited (BAL) to present its 2004/05 Master Plan (MP) for Bankstown Airport.

The MP is based on BAL's vision and objectives for the Airport. The implementation of BAL's vision will result in Bankstown Airport being transformed into a major activity hub within the Sydney metropolitan area, bringing increased jobs and prosperity to the Bankstown and Greater Western Sydney regions.

Bankstown Airport already makes a significant contribution to the Bankstown and Greater Western Sydney economies, generating more than 6,000 high quality jobs and \$1.2 billion in economic activity. BAL's vision anticipates significantly increasing this contribution based on a strategy encompassing sustainable development principles over the next 20 years. BAL recognises that to achieve sustained growth in the long term requires a strategy that values appropriate sustainable design and management principles.

BAL's vision includes an Aviation Development Concept which enhances Bankstown Airport's role as Australia's premier General Aviation (GA) facility and a Land Development Concept which envisages the continued growth and development of its property business in a way that will integrate and benefit the sustainable development of Sydney in line with the NSW Government's *Metropolitan Strategy for Sydney*.

Aviation Development Concept

Despite the downturn in GA activity experienced in 2003/04, the Aviation Development Concept commits BAL to improving the long term sustainability and growth of the aviation industry within the Sydney Basin.

BAL's traffic forecasts envisage aircraft movements growing modestly from current levels to around 424,000 in 2024/25. While this level of traffic is around 25 per cent higher than recent highs, achieved in 2001/02, it is still around 15 per cent lower than the high experienced in 1989/90.

Key elements of the Aviation Development Concept through which BAL will improve the long term sustainability of the aviation industry and facilitate the growth of traffic levels include:

- improving operational and land use efficiency by consolidating GA activity into a contiguous, dedicated zone on the northern side of the airport, with sufficient space for growth and expansion of new and existing tenants;
- separating fixed wing and rotary operations via the relocation of the helipad and the addition of a dedicated rotary tenant complex on the southern side of the airport. The potential noise impacts of this relocation on the residents to the south of the airport (primarily the residents of Milperra) has been minimised by the adoption of flight paths that maximise the use of tracks over the Georges River and industrial area; and
- matching the supply of aviation infrastructure to demand, thereby ensuring that facilities required by users can be provided and facilities not required can be redeveloped for alternate uses. On this basis, a 220m extension to Runway 11C/29C is proposed, enabling some aircraft that can currently use Bankstown Airport to operate without payload or stage length restriction. In addition, closure of Runway 18/36 is proposed on the basis that it is used very infrequently, has extremely limited forecast use and its closure will create community benefits.

BAL's traffic forecasts also envisage the introduction of niche passenger services, although these services are expected to account for less than 1 per cent of total aircraft movements. Despite the inclusion of some passenger traffic in the forecast, this MP does not envisage Bankstown Airport becoming Sydney's second airport. Aviation facilities planning has been conducted on the basis of Code 3C aircraft such as the BAe 146 and F100 – aircraft that can and do use Bankstown Airport.

The Aviation Development Concept presented in this MP categorically rules out Code 4C aircraft, such as the B717, B737 and A320 from using Bankstown Airport.

Land Development Concept

Over the past decade, property management and development has become an increasingly important part of BAL's business. Whereas property activities typically account for only 20 to 30 per cent of an airport's income, Bankstown Airport is different, with property accounting for more than 80 per cent of revenue.

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Growth in property revenue has assisted in turning Bankstown Airport into a profitable business and has contributed to BAL's capacity to invest in the provision and maintenance of infrastructure and services to all users. Consequently, the Land Development Concept is a key part of this MP.

The Land Development Concept is the key to the transformation of Bankstown Airport into a major activity hub in the Sydney metropolitan region. It is also the driver behind BAL's aspirations for Bankstown Airport to substantially lift its contribution to jobs and economic activity in the Bankstown and Greater Western Sydney regions.

The Land Development Concept is based on the 160 hectares of land that has been identified in this MP as being surplus to aviation, open space and environmental reserve requirements. While a substantial proportion of this land is already currently occupied by a mix of industrial, commercial and retail tenancies, other parts are either currently under-utilised or have been released for development by the land use efficiency measures adopted as part of this MP.

The elements of the Land Development Concept are based on sustainable development principles that integrate development with the NSW Government's *Metropolitan Strategy for Sydney*, while providing significant growth potential for the economic contribution of Bankstown Airport. The key elements include:

- the division of the development land into two land use zones – a business zone and an employment zone. These zones have been developed taking into consideration local and state government planning frameworks and will assist BAL to facilitate and control future development of the Airport;
- the provision of an environment protection zone, known as the bushland area adjacent to Deverall Park, to protect and enhance the environmental qualities of the Reserve and its associated vegetation. This is consistent with BAL's Airport Environment Strategy (AES); and
- the provision of an open space zone, with areas in the eastern and western sectors of the airport.

Managing the Impacts of the Aviation & Land Development Concepts

The Aviation and Land Development Concepts outlined above raise a number of issues that need to be addressed as part of this MP. These issues and BAL's strategy to manage them include:

■ **surface transport;**

The MP identifies a number of surface transport issues related to the integration of land use and transport infrastructure to facilitate opportunities to access public transport, including:

- **ring road** – an internal ring road around the site is proposed. The ring road is designed to distribute traffic across the site, service both aviation and non-aviation developments, increase the number of access/egress points and direct as much access/egress traffic as possible through arterial roads, Milperra Road and Henry Lawson Drive, rather than collector or local roads. While the MP shows a standard 30 metre reserve for the ring road, the actual extent of the development of the ring road (eg number of lanes etc) and the timing of development of each element of the ring road, will be determined by demand requirements and other practicalities. BAL anticipates that the development of the ring road will progress in stages over time.
- **public transport** – bus, cycleway and pedestrian facilities will be incorporated into the proposed ring road where appropriate, encouraging public transport access to the site; and
- **external network** – analysis indicates that a number of improvements to the external road network are expected to be required.

■ **utilities/infrastructure;**

The development concepts will require upgrading of power, water and sewerage infrastructure across the site. To the extent possible, these will be included in the verge area of the proposed ring road. Sustainability principles such as energy efficiency and water conservation and re-use will be incorporated into new developments.

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■ **flooding & stormwater management;**

BAL has identified flood and stormwater management as important issues for this MP. Strategies to manage any impacts and opportunities generated by the development concepts on flood and stormwater issues are identified in this MP, including:

- design of facilities such as roads, car parks and landscape areas to provide flood storage capacity and to allow the free passage of floodwaters and to optimise the opportunities for retention and re-use of stormwater; and
- utilisation of stormwater detention systems in new buildings to reduce runoff peaks and volumes and the management of the quality of any water flowing into the drainage network to create opportunities for retention and re-use of stormwater.

■ **environment management;**

BAL has developed this MP consistent with the AES which identifies the way in which environmental issues such as air quality, surface water quality, contaminated soil, noise, flora/fauna and resource efficiency will be managed.

■ **heritage;**

BAL has identified that some aspects of the airport have heritage significance. The development concepts provide for the primary aspect of heritage – the chevron shaped alignment of hangars at the southern end of Airport Avenue – to be conserved. A heritage management strategy is being prepared so that heritage issues can be considered as part of the development approval process.

■ **sustainability;**

BAL has determined that property developments will adapt high standards of environmental and social sustainability by striving to utilise resources in an efficient manner while meeting the expectations of stakeholders.

■ **aircraft noise;**

BAL has conducted extensive aircraft noise modelling as part of this MP.

The Australian Noise Exposure Forecast (ANEF) contours based on the 2024/25 traffic forecasts highlight a substantial reduction in ANEF contours,

particularly the 20 ANEF contour, when compared to the current ANEF contour endorsed by Airservices Australia. This reduction reflects a more realistic traffic forecast and changes to the number and configuration of runways over time. Although not formally required, BAL has also undertaken N60 modelling to provide the community with additional, and better, information on the impacts of aircraft noise. In response to issues raised by the community during the 90 day public comment period for the Preliminary Draft Master Plan (PDMP), additional ANEF and N60 modeling has been conducted based on altered flight paths for helicopter operations to the south of the airport. Consequently, the residential area of Milperra is no longer within the 20 ANEF contour with the redirected traffic using flight paths over the Georges River and industrial areas.







In addition, BAL will develop a noise management plan in consultation with Bankstown Community Consultative Forum (BACCF). This plan will include consideration of changes to the current operating procedures, such as the restriction of operation of noisy aircraft at night to minimise impact. BAL intend BACCF to have an ongoing consultative role in the development and introduction of the noise management plan.

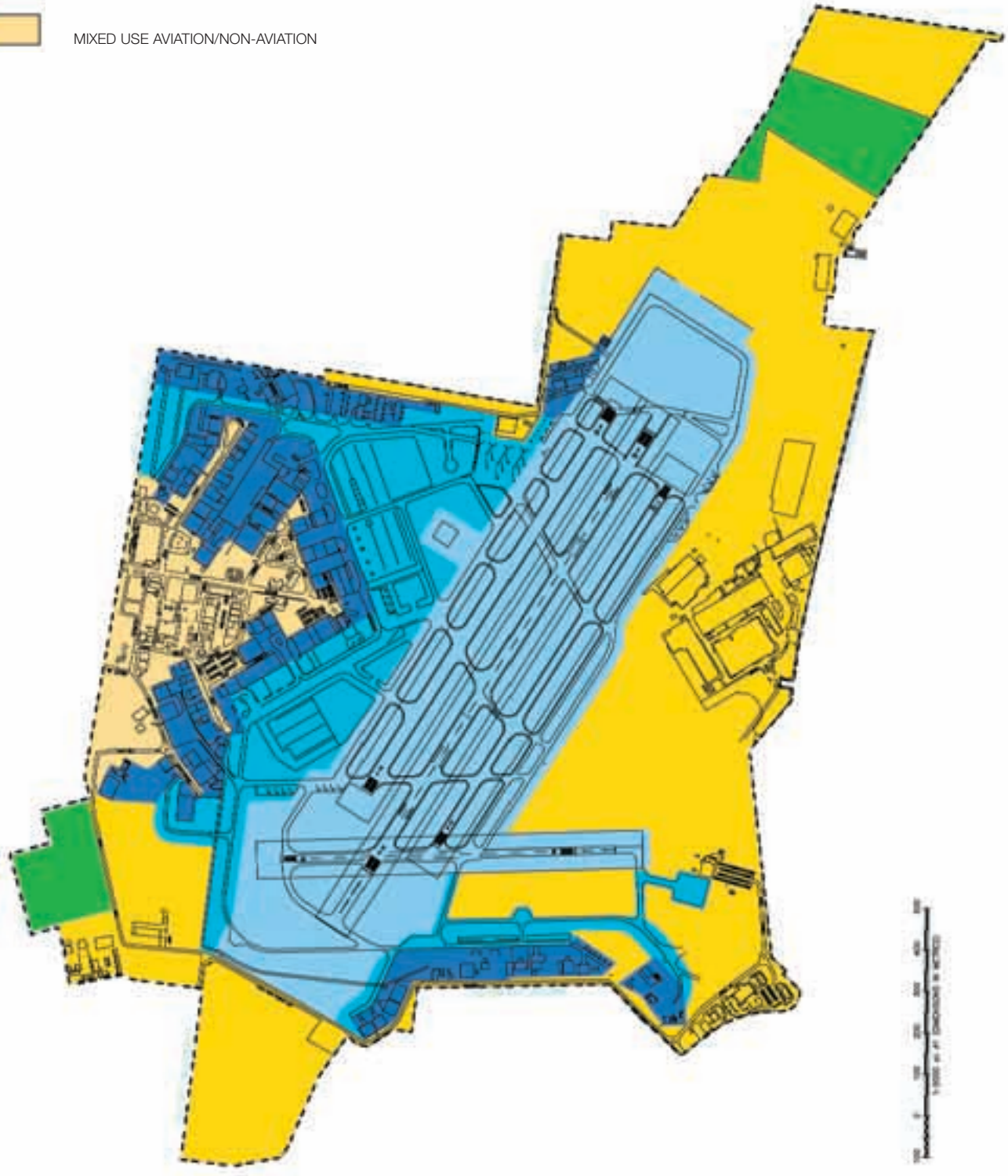
> Figure A

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














> Figure B

Bankstown Airport Development Concept 2024/25



LEGEND

	AIRSIDE TENANCY BUILDINGS & ASSOCIATED TAXI WAYS		MIXED AERONAUTICAL / EMPLOYMENT USE ZONE
	TERMINAL AND CORPORATE AIRCRAFT RESERVE		PROPOSED RING ROAD RESERVATION (INDICATIVE ALIGNMENT)
	AIRCRAFT MOVEMENT & PARKING AREAS		CONNECTOR ROAD (INDICATIVE ALIGNMENT)
	RUNWAY COMPLEX, HELIPAD & ASSOCIATED CLEARANCES		
	BUSINESS ZONE - BANKSTOWN AIRPORT ZONE		
	EMPLOYMENT ZONE		
	OPEN SPACE ZONE		
	ENVIRONMENT PROTECTION ZONE		

