

> Introduction



Bankstown Airport

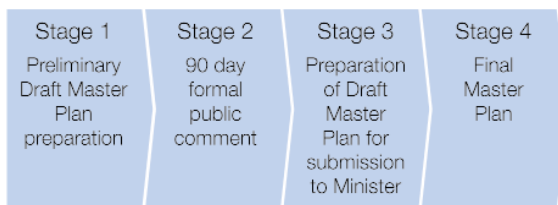
Master Plan
2004/05



2.1 Purpose of This Document

The purpose of this document is for BAL to present the 2004/05 MP for Bankstown Airport, as required under the Airports Act 1996, for public comment. This MP represents the fourth of four stages involved in the preparation and approval of an Airport Master Plan as shown in Figure 1 below.

Figure 1
Stages Involved in the Preparation of an Airport Master Plan



As the final stage in the process of preparing an Airport Master Plan, this document has been prepared by BAL after a process that included market demand analysis, technical studies, initial consultation with key stakeholders, a 90 day public comment period and submission of a draft document to the Minister for approval.

2.2 Definition of an Airport Master Plan

An Airport Master Plan is a framework document which broadly outlines an Airport Lessee Company's (ALC) vision and objectives for the Airport and provides a Development Concept for the next 20 years addressing the needs of airport users, forecasts in relation to aircraft noise exposure and an assessment of environmental issues and plans for addressing those issues.

The intention of the master plan is to ensure that sufficient land is allocated, in the most appropriate location, to meet the long term forecast of aviation activity so that any non-aviation development takes into account the Local and State government planning frameworks.

Airport Master Plans are also intended to provide flexibility and should evolve as circumstances change. Although the Airports Act 1996 requires Airport Master Plans to be prepared every five years, there is also a provision for making minor variations within the five year period.

2.3 Role of Airport Master Plans

As a framework document, BAL's MP will play both a planning and a regulatory role in the on-going management of Bankstown Airport.

Once approved, BAL's MP will have three primary planning roles as follows:

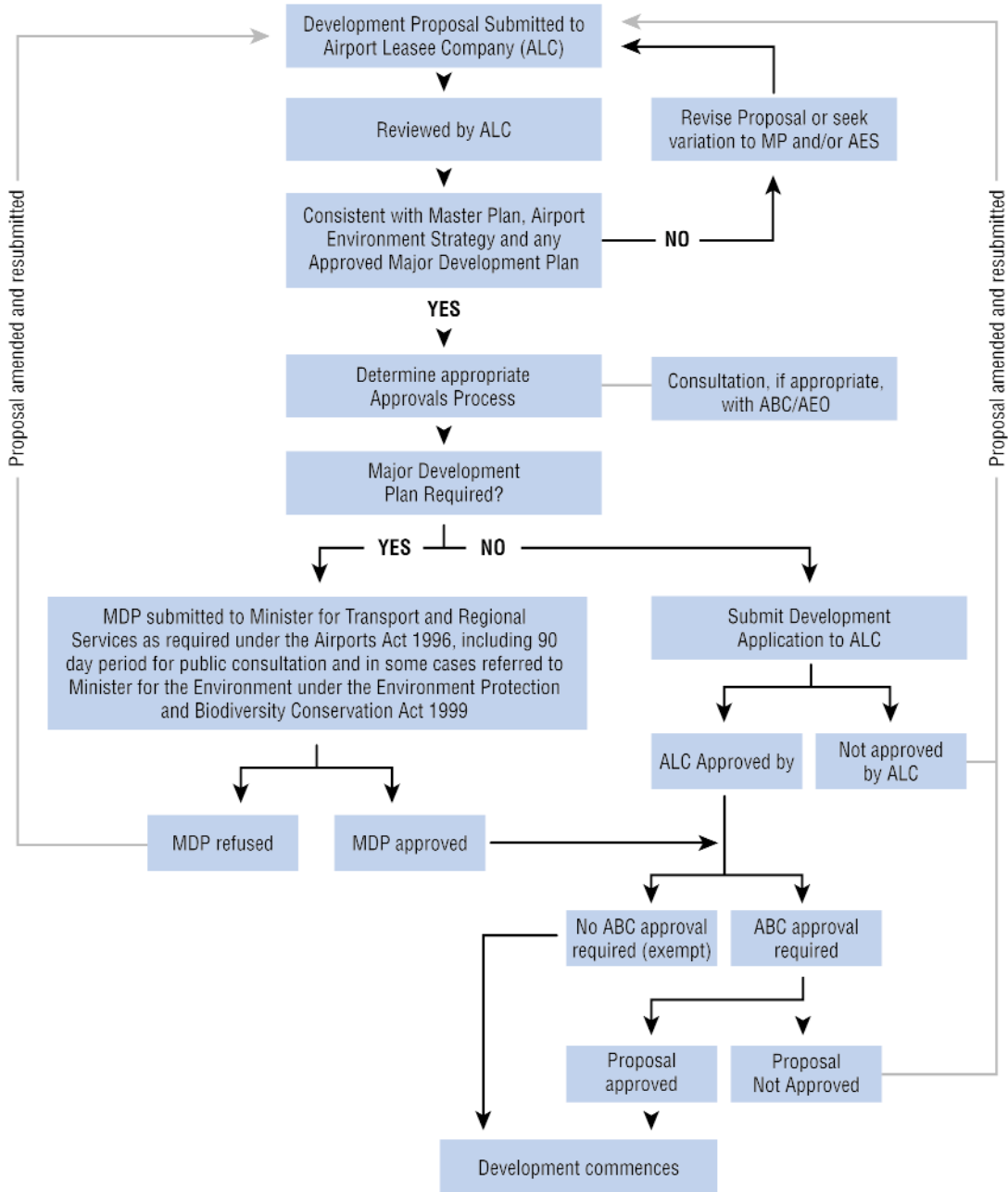
- providing stakeholders with an understanding of BAL's vision and objectives for the airport;
- providing direction on land use so that long term aviation requirements are catered for and that non-aviation developments are appropriately integrated with other airport activities; and
- providing planning flexibility so that BAL can adjust its strategies to accommodate an ever changing commercial and operating environment.

In terms of its regulatory role, once approved, the Master Plan will form an integral part of BAL's Development Approvals Process as set out in Figure 2 below. One of BAL's first forms of review of any Development Application (DA) is consistency with the MP.

Conversely, however, the inclusion of a development in BAL's MP does not imply automatic approval of that development. Any development, including those incorporated into the MP are still subject to the approvals process set out in Figure 2.

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Figure 2
BAL Development Approval Process



2.4 Integration of Master Plan and Environment Strategy

The Airports Act 1996 also requires BAL to prepare an Airport Environment Strategy (AES). The current AES was approved in February 2005 in accordance with the requirements of the Airports Act 1996.

The Airports Act 1996 requires AES' to be updated every five years, BAL updated Bankstown Airport's AES, in parallel with the preparation of this MP. Consequently, this MP reflects the issues and initiatives addressed in BAL's AES.

BAL's AES has also undergone a 90 day public comment period.

2.5 Methodology Used for the Preparation of this MP

The methodology utilised in the preparation of this MP is outlined in Figure 3. The Figure highlights the phases in the process as follows:

- Phase 1 – data gathering and objective setting;
- Phase 2 – aeronautical traffic forecasts and facilities requirements analysis;
- Phase 3 – commercial development concept based on land surplus to aviation requirements;
- Phase 4 – preparation of a development concept, analysed for potential impacts on traffic, services infrastructure, environment, heritage, aircraft noise and airspace protection;
- Phase 5 – preparation of a land use/zoning plan;
- Phase 6 – preparation of the PDMP;
- Phase 7 – 90 day public comment period;
- Phase 8 – revision of aviation and non-aviation development concepts;
- Phase 9 – preparation of the DMP; and
- Phase 10 – submission of DMP and approval of MP by the Minister

In addition to the ten phases, BAL's MP preparation process also included on-going consultation with key stakeholders, informing them of the planning process and gathering inputs/comments as required.

2.6 Structure of this MP

To facilitate general review of this MP, the document has been split into three parts as follows:

- **Part A: Master Planning Context**
 - this Part provides all of the contextual information required to understand the MP.
- **Part B: Development Concept**
 - this Part presents both the Aviation and the Land Development Concepts, as well as the economic impacts arising out of the implementation of the Plan.
- **Part C: Issues Management**
 - this Part details the way in which BAL proposes to manage the transport, infrastructure, environment, heritage, noise and airspace protection issues arising from the Aviation and Land Development Concepts.

Figure 3
Master Plan Preparation Process

