

## > Part C – Issues Management

Part C of the Bankstown Airport MP identifies planning issues associated with the Development Concept and discusses the way in which BAL proposes to manage those issues. The issues identified include:

- surface transport;
- utilities;
- environment management;
- aircraft noise; and
- airspace protection.

These issues and proposed management actions are described in further detail in the following Sections.





# Bankstown Airport

Master Plan  
2004/05



## > Surface Transport



Bankstown Airport

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## 21.1 Overview

The proposed aviation and non-aviation developments included in BAL's Development Concept for Bankstown Airport will have an impact on both the internal and external road networks.

In order to understand these impacts and the way in which they are proposed to be managed, this MP addresses the:

- existing surface transport network;
- proposed internal surface access Development Concept; and
- assessed external road network requirements.

## 21.2 Existing Surface Transport Network

The existing surface transport network includes an internal and external road network as well as public transport links. These are described in further detail below.

### 21.2.1 External Road Network

Bankstown Airport is located within close proximity to a number of major roadways which provide access to the site and allow the Airport to play its role in generating economic activity and jobs for Western Sydney.

The arterial roads of Milperra Road and Henry Lawson Drive bound the airport to the south and west respectively. Henry Lawson Drive also provides a vital link from Bankstown Airport to the M5 Motorway.

Various sections of the Bankstown Airport site are accessible from the external road network as follows:

- Marion Street via Airport Avenue in the north, primarily servicing the aviation and non-aviation tenancies in the northern sector of the Airport;
- Henry Lawson Drive via the intersection at Tower Road (signalised) in the west;
- Henry Lawson Drive via the intersection at Rabaul Road (unsignalised and only available between 6:00am and 8:00pm) in the west;
- Milperra Road via the signalised intersection at Murray Jones Drive in the south, servicing the Boeing facility;
- Milperra Road, via the new signalised intersection in the south, servicing the Bunnings facility; and

- Allingham and Birch Streets in the east, servicing commercial and aviation tenancies.

These access points are not connected, with the exception of Marion St and Henry Lawson Drive access points. These are connected primarily via Tower Road and a range of other roads that form part of the internal road network. This general lack of connectivity results in traffic loads generated by Airport and related activity being reasonably evenly spread between the arterial roads to the south and west and the collector and local roads to the north and east.

In terms of heavy vehicle access, only Milperra Road and Henry Lawson Drive are designated as B-Double access routes. Consequently, any developments requiring B-Double access need to be able to access these routes.

BAL has identified the need for upgrading of external access points and external roads servicing the Bankstown Airport site. This is discussed in further detail in Section 21.4.

### 21.2.2 Internal Road Network

Bankstown Airport has an extensive internal road network maintained by BAL. These internal roads primarily service the aviation and non-aviation users and tenants of the airport and are open to the public to access the various businesses located on the airport. Some aspects of the internal road network – such as Tower Road – are also used by the general public as a thoroughfare, connecting suburbs north and east of the airport, including Georges Hall, Condell Park, Bankstown and others, to Henry Lawson Drive and suburbs to the south and west, including Chipping Norton, Moorebank and Liverpool.

Analysis by BAL as part of the preparation of this MP has identified the need for upgrading of the internal road network to achieve a number of objectives including:

- to service the growth in aviation and non-aviation that is anticipated at the airport; and
- to direct the traffic generated by aviation and non-aviation activity at Bankstown Airport through the arterial roads to the west (Henry Lawson Drive) and south (Milperra Road).

These proposed upgrades to the internal road network are discussed in further detail in Section 21.3 below.

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### 21.2.3 Public Transport

Public transport access to Bankstown Airport is achieved by a combination of rail and bus. These connections are described below.

#### Rail

Bankstown Airport is located in close proximity to four major suburban rail lines – the Main Southern Line and the Cumberland Line are approximately 6km to the west of the airport, the Bankstown Line is approximately 4km to the east and the East Hills Line is approximately 3km to the south.

#### Bus

Bus services in the area of Bankstown Airport are provided by Transit First, a private operator which operates services in a contracted area to the NSW Ministry of Transport. Transit First Buses currently operate two services in close proximity to Bankstown Airport – one servicing the southern areas of the airport and one servicing the northern areas of the airport as follows:

- the 860 service, which operates between the Liverpool Bus-Rail Interchange and the Bankstown Bus-Rail Interchange. The closest bus stop to Bankstown Airport is on Milperra Road in the south-west corner; and
- the 937 service, which operates between the Bankstown Bus-Rail Interchange and Georges Hall. Three bus stops occur along Marion St, near the intersections with Birch Street, Airport Avenue and Own Road.

In addition, the NSW Government's Review of Bus Services in 2003 identified Liverpool to Bankstown as a Strategic Bus Corridor which also has potential to provide additional service to the Bankstown Airport site.

#### Cycling & Pedestrians

Bankstown City Council's (BCC) Bike Plan 1999 lists all proposed cycleways surrounding Bankstown Airport. A number of cycleways connect various areas to Bankstown Airport. Currently, pedestrian facilities on the road network surrounding Bankstown Airport are limited.

#### Summary – Public Transport

Analysis by BAL as part of the preparation of this MP

has identified the need to improve public transport access to the Bankstown Airport site. This is discussed in Section 21.3.2.

### 21.3 Proposed Internal Surface Access Development Concept

The proposed internal surface access Development Concept for Bankstown Airport is presented as part of the overall Development Concept for the Airport in Figure 11. The key elements of this internal surface access Development Concept are described below.

#### 21.3.1 Internal Roads

The key element of the surface access Development Concept that forms part of this MP is the development of an internal ring road. The indicative ring road alignment is shown in Figure 11. This alignment is intended to provide an indicative location and to highlight access/egress points. Further detailed engineering and traffic analysis may alter the alignment shown, although access/egress points are expected to remain. It is important to note that 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. The Ring Road will not permit B-double access to residential areas to the north.

Analysis conducted as part of the preparation of this MP highlighted that enhancements to the current internal road network, entry and egress points would be required.

The key features of the proposed internal ring road include:

- distribution of traffic throughout the site and to service aviation and non-aviation developments, thus reducing the impact of any proposed development on the surrounding community and road network system. Seven access/egress points are proposed to link the ring road with surrounding streets. Importantly, these access/egress points will be linked to the southern and western boundaries of the airport directing traffic onto arterial, rather than collector or local roads;
- a safer, more direct and faster system of traffic distribution than the existing internal road network

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with its winding/indirect paths and frequent intersections/roundabouts;

- provision of an additional new link between Henry Lawson Drive and Bankstown Airport, passing through the western end of the runway complex and the northern section of Riverwood Golf Course. This proposed new link has a number of benefits including:
  - relieving airport related traffic from Rabaul Road;
  - relieving traffic from the heavily used intersection of Tower Road and Henry Lawson Drive;
  - providing access/egress to the northern sectors of the airport from the south and west relieving the need to utilise Tower Road; and
  - relieving traffic from levels that would otherwise occur in residential areas, including Marion Street.

The indicative alignment of this new link is highlighted in Figure 11 and has been located with consideration of the following factors:

- provision of an open space buffer between Rabaul Rd and the proposed new link;
- appropriate setbacks and clearances for aircraft operations; and
- appropriate distances between the Rabaul Rd and the new link intersection with Henry Lawson Drive.

BAL has held discussions with the management of Riverwood Golf Course and DIPNR on this proposed new link. BAL anticipates that further consultation and discussion will be required, including with the NSW Roads & Traffic Authority (RTA).

- provision of an efficient, high-quality thoroughfare between areas north and east of the airport and areas south and west. This replaces the existing access through Tower Road and should improve general access for people in Georges Hall, Condell Park and Bankstown to areas to the south-west such as Liverpool;
- directing B-Doubles to the southern and western access/egress points. It is not proposed that access/egress points in Haig Avenue, Marion Street or Birch/Alingham Street would be available to B-Double vehicles. All existing and future tenants at Bankstown Airport will be required to direct B-Double vehicles through access/egress points on Henry Lawson Drive or Milperra Road; and

- provision of efficient access to the eastern most area of the Airport via a road link through the least sensitive areas of the bushland areas adjacent to Deverall Park.

### 21.3.2 Public Transport

The surface access Development Concept for Bankstown Airport includes the provision, where appropriate, of bus, cycleway and pedestrian facilities that will provide improved access to public transport. These facilities will be incorporated into the proposed internal ring road, improving the public transport access to the site and bringing public transport closer to the major employment and required access points. BAL will consult with the RTA, Bankstown and Liverpool City Councils and the NSW Government to determine the level of public transport service upgrades required to extend existing and planned services connecting the Airport to Liverpool and Bankstown.

## 21.4 Assessed External Road Network Requirements

In the development of this MP, the following improvements to the external road network are expected to be required as a result of regional growth:

- upgrading of Henry Lawson Drive to a four lane road from the Hume Highway to the intersection with the M5; and
- grade separation of the Milperra Road and Henry Lawson Drive intersection.

This MP includes the requirement for:

- construction of a proposed new link between Henry Lawson Drive and Bankstown Airport at the western end of the runway complex, through Riverwood Golf Course;
- the introduction of signal controls and other traffic management measures at a number of access points across the site (eg signal controls at intersection of Marion Street and Airport Avenue).

BAL will undertake traffic assessments and will continue to engage in discussions with the NSW Government and the RTA on external road planning issues. Further access infrastructure will be critical to further economic growth in the region.