

## CHAPTER TWELVE



### Future aviation needs for the Sydney region



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### POLICY GOAL

The future aviation needs of the Sydney region are met through the provision of additional aviation capacity, effectively integrated with future land transport, and other infrastructure developments and state land use planning.

### BACKGROUND

There has been a long-standing recognition that to meet the demands of a growing population, the Sydney region will eventually require a second major airport.

There have been many studies and reviews which have highlighted a range of issues associated with a second airport including the identification of a range of possible sites. However, so far, the appropriate level of forward, longer term, integrated infrastructure planning required to progress Sydney's future airport capacity needs has yet to be undertaken.

In approving the Master Plan for Sydney Airport in June this year, the Government acknowledged that Sydney Kingsford Smith Airport will continue to play an important role in handling the nation's air traffic. The airport is a major economic hub and generates approximately \$8 billion in annual economic activity and supports more than 200,000 jobs.

However, the Government noted in approving the airport's Master Plan, that it does not accept that the airport can, nor should, handle projected long-term growth in the region.

The Government is committed to ensuring the Sydney region will have access to aviation infrastructure that supports its growth and development.

The Government will continue to adopt a balanced approach to the development of Sydney Kingsford Smith Airport – allowing for sensible commercial and economic development but also addressing the social and amenity impacts of this development on the communities living around the airport.

In this context, the Government is firmly committed to maintaining the existing hourly cap on aircraft movements and airport curfew, as well as the noise sharing arrangements, at Sydney Kingsford Smith Airport.

While the current effects of the global economic crisis on the aviation industry may have dampened growth in some aviation markets, with long-term aviation growth likely to re-emerge, the national, state and regional interest requires the Sydney region to prepare and plan for new aviation capacity.

### POLICY ISSUES

#### Better integrated planning

The key issue in examining new aviation capacity for the Sydney region has to be the successful integration of future aviation requirements with the NSW land use and infrastructure planning regime. This includes economic and employment node development and having key linkages with land transport and other infrastructure networks.

Planning for major airport developments simply cannot take place in isolation of surrounding land use planning or without integrated and effective land transport networks.

The Australian Government will be working with the NSW Government to develop an aviation strategic plan for the Sydney region. This is a historic first time that the Australian and NSW governments are aligning their planning and investment strategies.

The Aviation Strategic Plan is due to be completed in 2011 and will be developed as part of an integrated transport strategy.

In developing the aviation strategic plan, Commonwealth and State Government agencies will have regard to:



- > the views of key stakeholders including aircraft and airport operators; airport users, local councils and other government agencies (e.g. Customs, Immigration and Quarantine)
- > the likely impacts of airport operations on surrounding communities.

The development of the Plan will be oversighted by a Steering Committee which includes experts in aviation, planning and investment.

### Impact on Sydney Kingsford Smith Airport

The Government is cognizant of existing agreements in place with the current airport lessee of Sydney Kingsford Smith Airport should the Government wish to proceed with the development of a second Sydney airport within 100 kilometres of the Sydney CBD. There are also existing provisions in the *Airports Act 1996* which refer to a future Sydney West airport that will need to be considered.

These arrangements do not preclude the Government from developing a strategic plan for future airport capacity in the Sydney region.

The proposed aviation strategic plan will also need to examine the implications of future additional airport capacity on the planning and delivery of transport linkages and air traffic management flows between airports in the region.

### Possible Airport Sites and Badgerys Creek

The development of an integrated planning approach to examining future Sydney region airport capacity does not support the construction of an airport at Badgerys Creek.

Badgerys Creek is no longer an option. It has been overtaken by years of urban growth in the area and is inconsistent with future NSW spatial planning and land use development for the south-west region of Sydney.

As part of the work on future airport capacity for the Sydney region, the Government will be working with NSW to optimise the future use of the Badgerys Creek site.

The development of the site presents major opportunities for the economic development of western Sydney particularly in providing employment nodes which fit into the state's land use and infrastructure investment plans for western Sydney.

At this time the Government will not be speculating about any other particular locations or sites for additional aviation capacity which will be in or out of the aviation strategic plan. These locations will be developed as part of the work overseen by the Steering Committee and undertaken by Australian Government and NSW officials.

## CONCLUSION

The Government is committed to effective long-term infrastructure planning in Australia.

There can be no more important long-term infrastructure capacity issue than meeting the future aviation needs of the Sydney region – Australia's most populated capital city and one of our key international and domestic tourist destinations.

The Government has therefore committed, with the NSW Government, to the development of a strategic aviation plan for the Sydney region by 2011.

This plan will help inform future infrastructure planning and investment by government and industry and enable the proper integration of future airport operations with surrounding state land use planning and land transport networks.

This plan will also facilitate national, state and regional economic development and the eventual creation of thousands of jobs which will inevitably flow from future investment in additional airport capacity to serve the growing Sydney regional market.

### SUMMARY OF ACTIONS

The Australian Government will be working with the NSW Government to develop an aviation strategic plan for the Sydney region which will:

1. Consider the immediate aviation infrastructure requirements for the Sydney region and the capacity of the existing aviation infrastructure and the land transport network linkages to meet forecast demand.
2. Determine the medium and long-term aviation infrastructure requirements for the Sydney region and the capability of the existing aviation assets serving the region to meet the forecast market demand in passenger and freight transport and general aviation sectors of the industry. This would include consideration of:
  - > current airport capacity;
  - > the implications of future long-term demand forecasts for aviation services;
  - > the planning of future economic infrastructure including long-term spatial with land use planning for employment for the region;
  - > the location and nature of future urban growth in the Sydney region, and
  - > key linkages between existing aviation infrastructure with other transport networks.
3. Review existing investment strategies for the civil and Defence airport facilities in the region, including an assessment of their capacity to meet the Sydney region's future aviation requirements.
4. Identify strategies and locations to meet the aviation infrastructure needs of the Sydney region, through examining:
  - > current and future state land use and land transport planning strategies;
  - > Sydney's future requirements for transport and economic infrastructure, including Sydney's future employment nodes;
  - > existing and required transport infrastructure to support additional aviation capacity for the region;
  - > the need for other supporting infrastructure (energy, communications gas, water etc);
  - > the availability and application of off-airport protection measures to ensure existing and future airport capacity is protected from inappropriate development which may limit its effective long-term operations and growth;
  - > the interaction between airports in the region, including Sydney (Kingsford Smith) Airport;
  - > economic and investment and environmental opportunities and challenges associated with future land use; and
  - > existing airport policy and legislative requirements.
5. Identify any other matters that will need to be considered, in delivering additional aviation capacity for the Sydney region.

**Future use of the Badgerys Creek Site**

The Commonwealth and the State will develop a joint proposal for the future use of the Badgerys Creek site, by giving due consideration to:

- > current state land use and land transport planning strategies;
- > the demand for land at Badgerys Creek for future employment and economic development purposes e.g. strategic manufacturing investment and business park opportunities;
- > zoning requirements;
- > existing and required transport infrastructure to support future employment generation land use;
- > the need for other supporting infrastructure (energy, communications, gas, water etc); and
- > the appropriate land release strategies which maximise long-term employment opportunities in South Western Sydney.

The Aviation Strategic Plan is due to be completed in 2011 and will be developed as part of an integrated transport strategy.