



Australian Government
Department of Infrastructure
and Regional Development

An airport for Western Sydney

Building Western Sydney's future

➤ Jobs ➤ Better roads ➤ Economic benefits ➤ Better access to aviation services



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ISBN: 978-1-925401-86-8 | SEPTEMBER 2016/INFRA3005

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An airport for Western Sydney

Transport connections are essential for modern cities. The proposed Western Sydney Airport will shape the development of Western Sydney's future. It will connect Western Sydney to the world, meet growth in demand for aviation services and provide tens of thousands of jobs closer to where people live.

Western Sydney is a dynamic, multicultural region and is currently home to almost half of Sydney's population, but only around 30 per cent of its jobs are located in the region. Its economy is Australia's third largest, with its population predicted to grow by a further one million by the early 2030s. The Australian Government is investing in Western Sydney to meet its growing needs and to help its acceleration as a thriving region with vital transport connections.

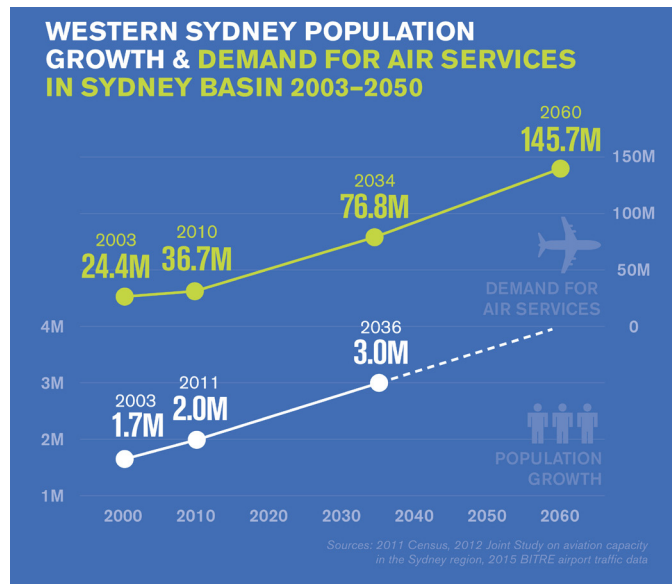
Detailed planning and preparation is underway towards a Western Sydney Airport commencing operations in the mid-2020s.



Increasing aviation demand

Demand for aviation services in the Sydney region is forecast to double over the next 20 years and will continue to grow. Sydney (Kingsford Smith) Airport cannot accommodate this demand alone. Even if operational restrictions were removed at Sydney (Kingsford Smith) Airport, it could not meet Sydney's long-term aviation needs.

Without more aviation capacity the *2012 Joint study on aviation capacity in the Sydney region* (Joint Study) found that by around 2027 new services could not be accommodated at Sydney (Kingsford Smith) Airport unless another service was cancelled. By around 2035, it found there would be limited scope for any further growth of regular passenger services.



The economic cost of not meeting Sydney's future aviation demand would be substantial. By 2060 the impact to the Australian economy could total \$34 billion in foregone gross domestic product and NSW alone could forego \$17.5 billion in gross state product.

Access

Good transport links will be needed for the proposed airport to meet its full potential. To this end the Australian and the NSW governments have started construction of new and upgraded roads for the proposed airport and the residents of Western Sydney, under the \$3.6 billion Western Sydney Infrastructure Plan.

Rail will also play a vital role in supporting both the growth of Western Sydney and the proposed airport. This is why the Australian and the NSW governments are working together to undertake the Western Sydney Rail Needs Scoping Study to examine the passenger rail transport needs of the Western Sydney region and the proposed airport.

In preparation for a rail connection, the Australian Government is ensuring the airport site will be rail ready by preserving space for rail access through the airport site, including station boxes.



What the airport will look like

A Western Sydney Airport would be developed in stages in response to passenger demand. It would be a full-service airport, catering for all types of domestic and international passenger and freight services.

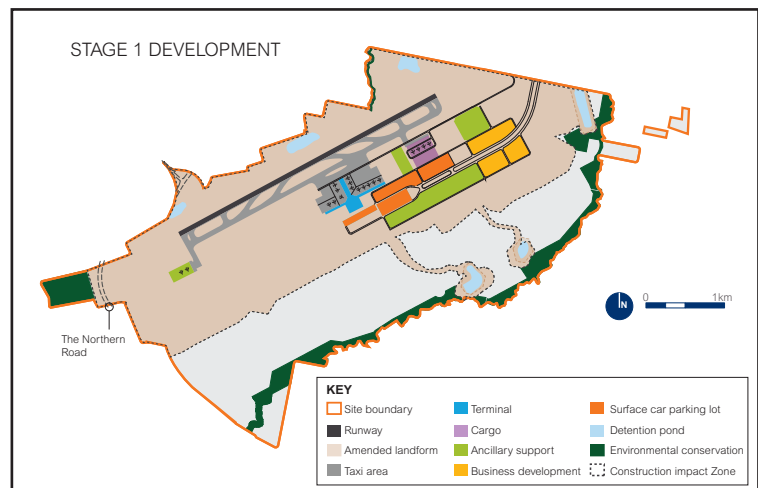
It would have a northeast-southwest runway alignment, meaning aircraft would take off and land over the areas that have been protected from urban development for nearly 30 years. The distance from the end of the runway to the nearest built-up suburban area will be over 10 kilometres.

Stage 1 airport development (mid-2020s)

On opening in the mid-2020s, the proposed airport will have a single runway around 3.7 kilometres in length. This is long enough to handle the full range of aircraft that may operate from the airport, including the Airbus A380.

Catering for up to 10 million passengers a year, the Stage 1 airport will include terminal and runway areas, as well as the following facilities:

- ➔ cargo facilities;
- ➔ dedicated maintenance areas;
- ➔ a public transport hub;
- ➔ easy-access parking from the upgraded road network; and
- ➔ areas set aside for business parks.

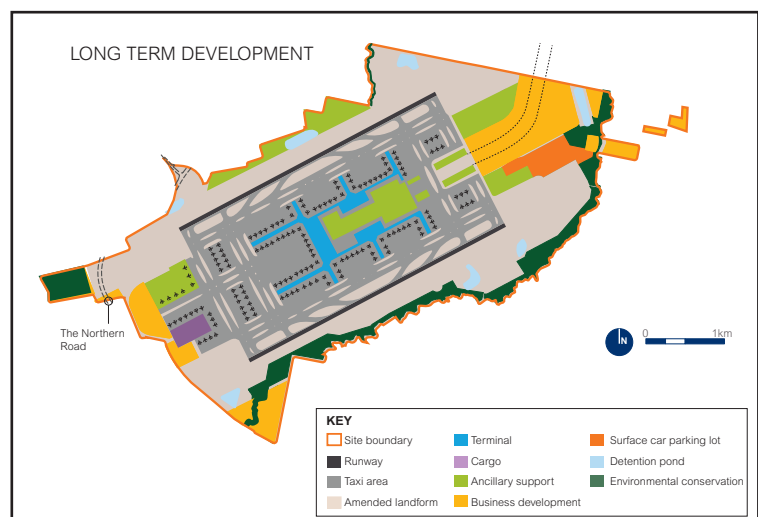


When the proposed airport opens it is expected to service around five million passengers a year – about the number of passengers that use Gold Coast Airport today. After around five years, this could grow to 10 million passengers each year. The Stage 1 development will be designed to be flexible enough to accommodate expansions required for anticipated growth in demand.

Long term (around 2063)

The proposed airport is expected to be progressively developed as demand increases beyond 10 million passengers a year. The need for a second parallel runway would be triggered when demand approaches 37 million passengers annually, which could occur around 2050.

In around 2063, the airport is expected to accommodate approximately 82 million passengers annually.



Badgerys Creek: the best airport site

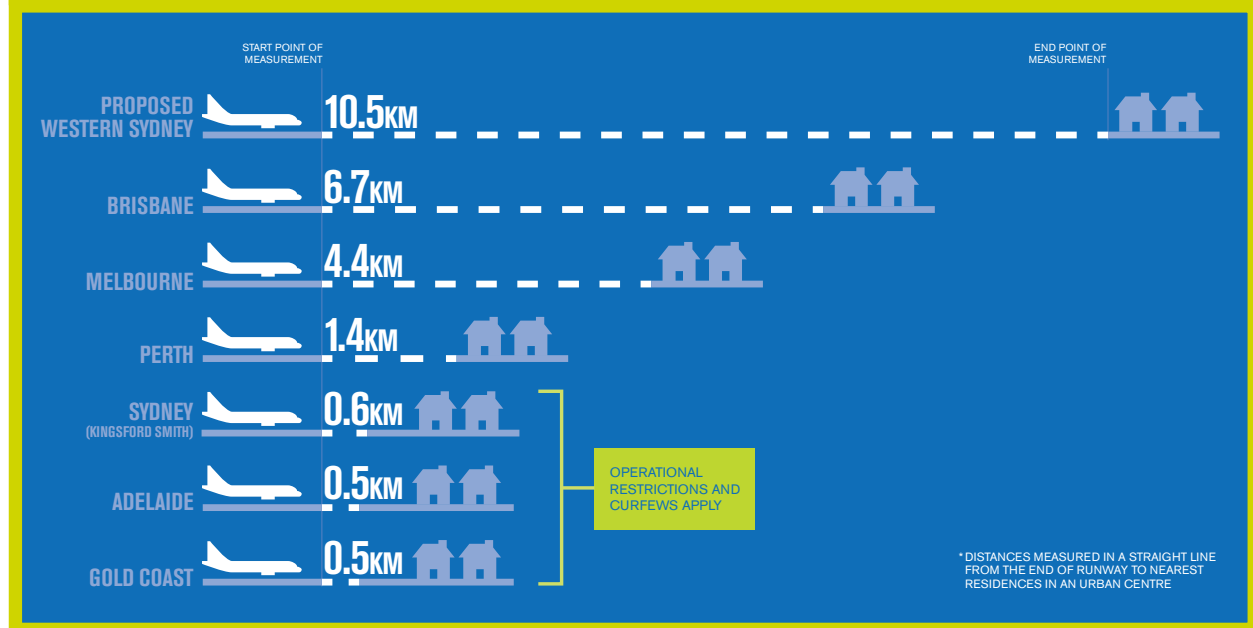
The Badgerys Creek airport site is approximately 1,780 hectares (almost twice the size of the Sydney (Kingsford Smith) Airport site) and has been preserved for an airport development for nearly 30 years.

Planning has ensured the Airport Plan makes the best use of the airport site, while minimising impacts on surrounding communities and preserving land for the airport's long-term growth.

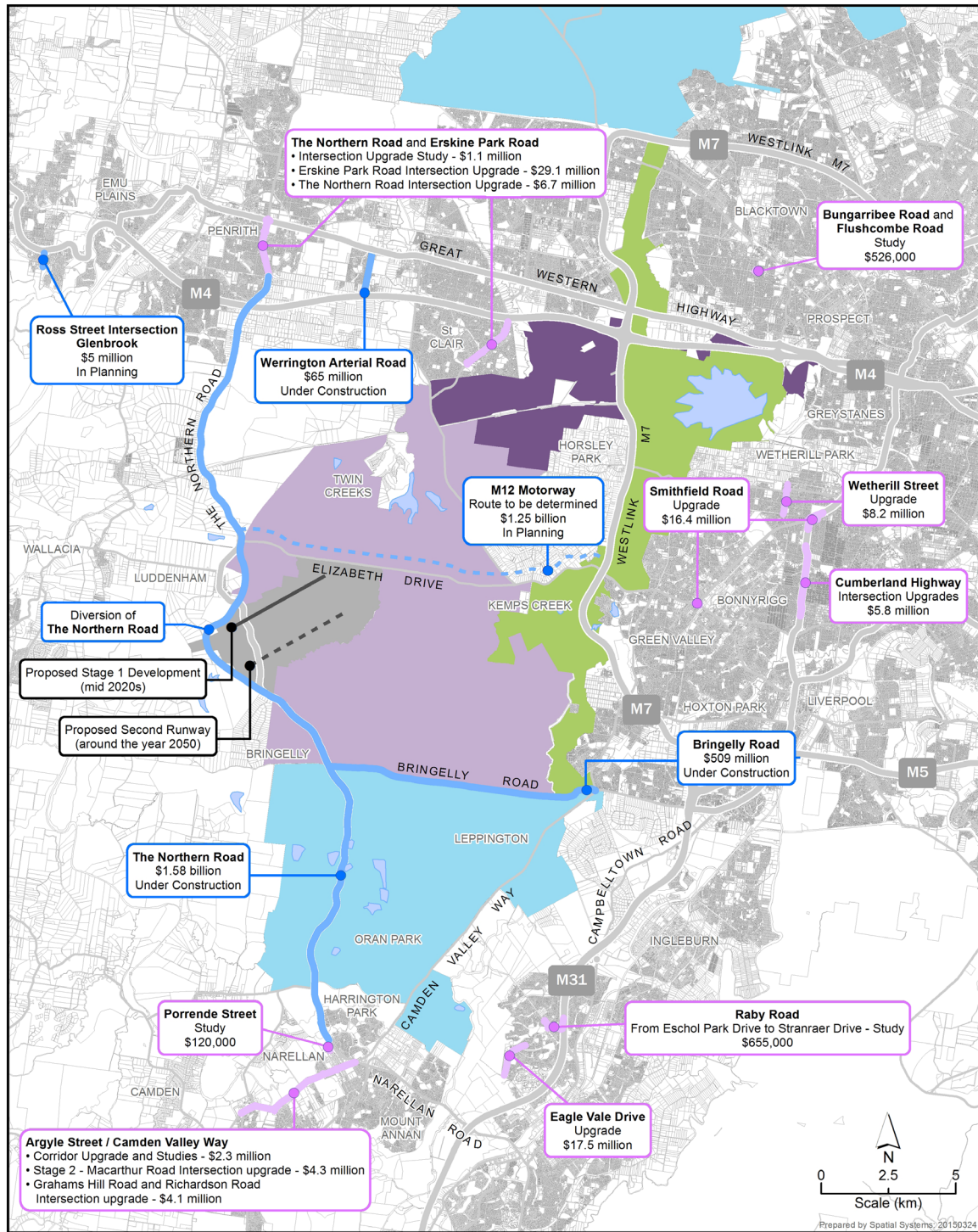
The Joint Study assessed 80 sites across 18 locations in the Greater Sydney region. Consistent with previous studies, Badgerys Creek was found to be the best site to meet growing aviation demand due to its proximity to road and rail transport links and longstanding planning restrictions which have protected the area from incompatible urban development. This will allow Sydney to finally have a curfew-free airport, better connecting to the world and resulting in increased economic benefits for the community. It is also ideally positioned to deliver jobs and economic growth for Western Sydney.

MAJOR AUSTRALIAN AIRPORTS:

DISTANCE OF RUNWAYS FROM NEAREST SUBURBAN RESIDENCES*



Location of Western Sydney Airport site and \$3.6 billion Western Sydney Infrastructure Plan



Jobs and growth for Western Sydney

An airport for Western Sydney will be a major generator of employment and economic activity, during both its construction and operation. It will be a catalyst for investment and job growth, providing long-term employment opportunities, accelerating infrastructure and housing development and strengthening Western Sydney as a major economic region in its own right.

To maximise local employment and business opportunities throughout construction and operation of a Western Sydney Airport, an employment plan will be put in place to maximise job opportunities for locals, and provide training and employment opportunities for Indigenous people and people with disadvantages.

Construction

Construction of the Stage 1 development (one runway and up to 10 million annual passengers) will see increasing demand for goods and services in Western Sydney, which will have flow-on benefits for local businesses and suppliers. The construction period is expected to generate an additional \$1.9 billion in value add for the Western Sydney economy, and a further \$400 million across the rest of Sydney.

Over the construction period for the proposed airport, over 11,000 jobs are expected to be created in the construction, engineering and professional services industries. Airport construction jobs will vary from year to year according to the type of work being undertaken (e.g. bulk earthworks, runway construction, terminal fit-out).

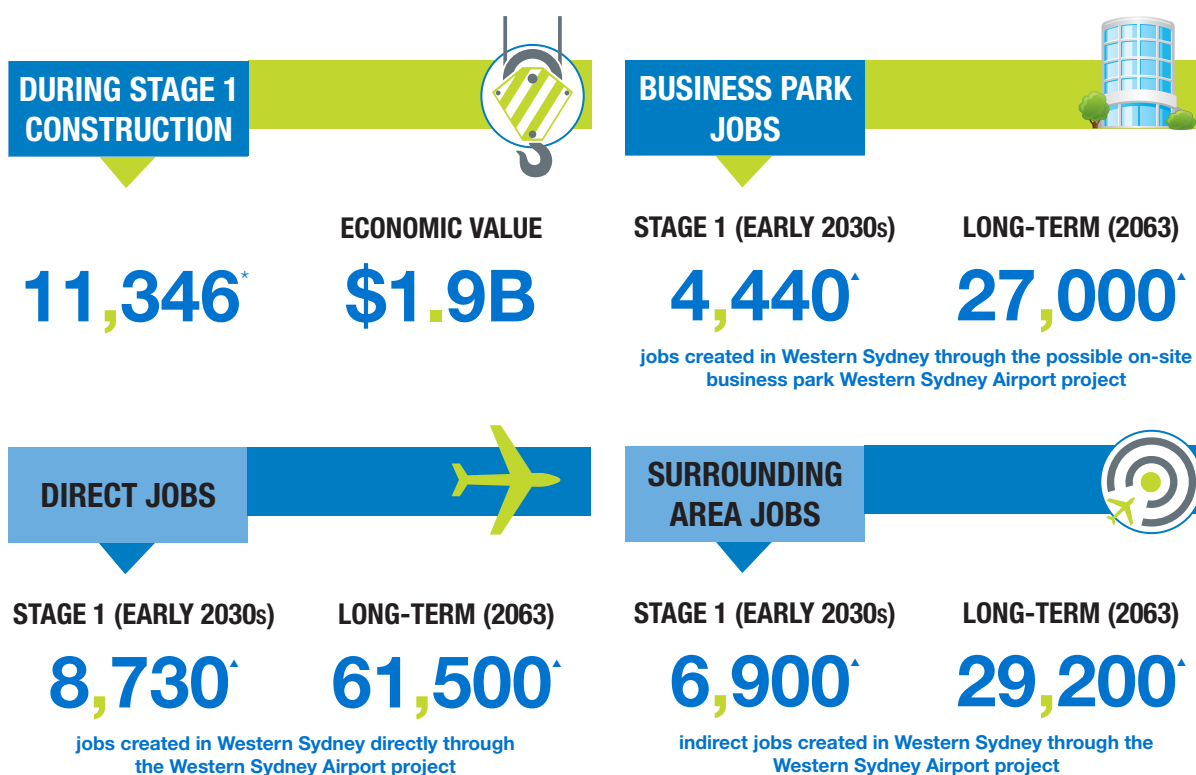


Airport operations

Once the proposed airport is operational (around the mid-2020s) it will stimulate the local economy, particularly in industries related to aviation, such as retail, transport and logistics, and professional services. In addition, this is forecast to boost tourism in Western Sydney and the Blue Mountains. These economic impacts will draw economic activity, population growth, and employment growth towards Western Sydney, helping to rebalance economic development across the Sydney region.

Airports generate more jobs during operation than in construction. Because airports provide a service, the number of jobs required during operation will increase as passenger numbers grow. The proposed airport would create jobs for a range of workers with various skill levels and qualifications, including as baggage handlers, ground staff and engineers, as well as jobs in supporting industries like security, catering, retail, warehousing, administration, communications and IT.

In the early 2030s, the proposed Western Sydney Airport is expected to provide nearly 9,000 direct jobs and more than 4,000 at an anticipated on-site business park. This will increase over time and by the early 2060s, this would mean more than 60,000 direct jobs and a further 27,000 in business parks.



* Measured in person years. Includes indirect and direct jobs over the whole construction period.

▲ Full time equivalent jobs

Note: Job numbers are anticipated based on forecasting included in the Environmental Impact Statement

What kinds of jobs will an airport create?

Looking at the types of jobs at Australia's major airports shows the typical make-up of the workforce, both at an airport and within on-site business parks. The table below shows the variety of jobs created by an airport and percentage across different occupations.

% of jobs	Occupation type	Typical jobs
16.9%	Office services and administrative support	Quarantine and biosecurity inspectors; immigration officers; warehouse administrators; bookkeepers; receptionists; call centre staff; personal assistants; office managers
14.6%	Technicians and trade	Avionics engineers; mechanicals; chefs and bakers; telecommunications technicians; electrical engineering technicians; IT
14.6%	Community and personal service	Fire fighters; security staff; hospitality workers (baristas, bar staff, waiters); flight attendants; police officers
14%	Professionals	Aeronautical engineers; air traffic controllers; accountants; human resource experts; architects; finance; marketing and public relations
12%	Machinery operators and drivers	Aircraft refuellers; crane, hoist and lift operators; bus and taxi drivers; engineering production workers; forklift drivers
10.9%	Sales and retail	Sales assistants; retail workers; property managers; service station attendants; car rental workers
9.9%	Managerial	Retail and hospitality managers; conference and event organisers; project managers; importers and exporters; wholesalers; chief information officers
7.2%	Labourers	Cleaners; food preparation assistants; freight handlers

Sustainability

Sustainability will be integrated into the proposed Western Sydney Airport's design, construction and operation. This will increase efficiency in resource and energy consumption, reduce waste, improve liveability around the airport site, and enhance engagement with the local community.

The airport design will incorporate sustainability rating requirements, including:

- ➔ Infrastructure Sustainability Council of Australia ratings – covering design, construction and operations;
- ➔ Green Star ratings – sustainability of buildings and fit-outs; and
- ➔ National Australian Built Environment Rating System – performance-based environmental efficiency ratings for buildings.

By adopting these standards, the proposed airport will be able to reduce its environmental impact during construction and operation through energy efficiency, water use and urban planning.

An environmental conservation zone of around 117 hectares will be set aside on the airport site to protect a range of flora and fauna. This will help maintain vegetation and provide movement corridors for fauna.

Sustainability plan

A sustainability plan will be developed to guide the construction and operation of the proposed airport. This plan will identify targets for a range of sustainability measures, outlined below:

- ➔ reduced electricity use;
- ➔ reduced fuel use;
- ➔ quantity of waste recycled;
- ➔ quantity of waste reused;
- ➔ reduced water consumption;
- ➔ waste water recycling and reclaiming;
- ➔ water harvested for reuse;
- ➔ embodied energy and water use in building and construction materials;
- ➔ recycled content in building and construction materials; and
- ➔ biodiversity enhancement.



An airport for Western Sydney: next steps

Developing a greenfield airport is a complex project, and will be one of the largest infrastructure projects Australia has seen in decades. A range of work is being undertaken across all aspects of the project towards delivering an operational Western Sydney Airport in the mid-2020s.

