



4.0

Environmental Management Issues

## 4 ENVIRONMENTAL MANAGEMENT ISSUES

The 2005 AES described the environmental context in which Camden Airport operates and identified the primary sources of environmental impact associated with the operations at the Airport. It established objectives and targets for the management of aspects of the Airport environment and identified the actions that would be taken to achieve those objectives and targets.

This Section discusses the status of, and the ongoing and future management of the environmental aspects identified in the 2005 AES; namely it describes:

- additional information obtained since the approval of the 2005 AES, new issues of significance that have been identified, and the initiatives taken to mitigate and control environmental impacts at the Airport, in relation to air quality, water quality, soil quality, ground-based noise, flora and fauna, heritage, waste climate change and resource use, and
- the future actions that are proposed to deliver on the objectives and targets specified each of these aspects of the environment.

An implementation plan prioritising the actions required to deliver this Strategy will be developed and provided to the Department within 4 months of approval of this AES.

Environmental achievements against the 2005 AES are described in each sub-section below. In addition a summary table is included in Appendix D. This table details the 2005 commitments whether these have been achieved and comments on how they have been achieved. In addition the table indicates which commitments are ongoing in the 2010 AES and identifies new commitments for the 2010 Strategy.

### 4.1 AIR QUALITY

#### 4.1.1 BACKGROUND

The NSW Government's Air Quality Management Plan, entitled *Action for Air* first prepared in 1998 and updated in 2006/7 identified the key areas for action to manage Sydney's air quality over the next 25 years. Airport related air quality issues were not regarded as significant. Instead motor vehicles and wood fire heating were identified as the major sources of concern for pollutants in the Sydney Basin.

Aviation emissions were found to be a very minor contributor to total Sydney airshed emissions with the largest airport, Sydney (Kingsford Smith) Airport projected to contribute in 2020 only 0.6 per cent of total carbon monoxide, 3.6 per cent of oxides of nitrogen and 0.4 per cent of non-methane hydrocarbons.

An update of the *Air Emission Inventory for the Greater Metropolitan Region in NSW in 2007*, found that aircraft remain a minor contributor of emissions within the Sydney Basin, representing just 0.8 per cent of total carbon monoxide emissions and 1.9 per cent of nitrogen emissions.

General Aviation airports such as Camden Airport are very small contributors to the total emissions in the Sydney airshed. Most of the emissions would be from aircraft exhaust, which is regulated by DITRD LG through the *Air Navigation (Aircraft Engine Emissions) Regulations*, and so are outside the control of CAL and excluded from consideration in this AES.

The *National Pollutant Inventory (NPI)* is an Internet database ([www.npi.gov.au](http://www.npi.gov.au)) maintained by the DEWHA, that gives information on the types and amounts of pollutants being emitted to the environment by industrial facilities that exceed specified thresholds of pollutant types. Two of Camden Airport's tenants, BP Australia Limited (Air BP Camden) and The Shell Company of Australia Ltd (Shell Camden Airport Depot) submitted NPI reports in the course of the 2005 AES.

The primary sources of air emissions from activities at the Airport (other than aircraft) addressed by this AES comprise bulk petroleum fuel storage and refuelling activities. Other sources of air emissions include:

- point sources including aircraft maintenance activities;
- vehicle traffic to, from and on the Airport;
- aircraft engine ground runs; and
- dust, including possible asbestos fibres, generated during construction or building maintenance activities.

The most common sources of potential impact on air quality are associated with Tier 1 tenant operations, as evidenced by the NPI reports. Tenants are responsible for demonstrating that their air emissions, including from point sources, chemical or fuel storages, vehicular traffic, aircraft engine ground runs or dust generated during construction activities, are compliant with the requirements of the *Airports Act 1996*. Compliance is progressively reviewed by CAL during environmental audits.

Emissions generated from vehicle traffic to, from and on Camden Airport are not expected to be significant as Camden Airport is not used for regular passenger services.

#### 4.1.2 ENVIRONMENTAL ACHIEVEMENTS

The following management actions were undertaken at the Airport in relation to air quality issues during the period of the 2005 AES:

- the register of buildings containing asbestos materials was maintained and updated as required;
- airport tenants that triggered threshold limits continued NPI reporting;
- tenants identified during audits as having halon-based fire extinguishers were advised that they must be appropriately disposed of; and
- the potential impact of all development proposals on air quality at Camden Airport was assessed and measures were imposed, as required, to ensure that developments and their associated activities did not have an adverse impact on local air quality and that they met the air quality standards specified in the *Airports (Environment Protection) Regulations 1997*.

#### 4.1.3 OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Table 1 contains the objectives, targets for air quality at Camden Airport and the proposed measures that will be implemented to prevent, control or reduce the impacts of Airport operations on air quality (including ozone depleting substances).

TABLE 1 AIR QUALITY OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

<p>Objectives:</p> <ol style="list-style-type: none"> <li>1. Prevent or minimise air pollution (including minimising the release of ozone depleting substances) to the extent practicable and comply with regulatory requirements.</li> </ol>
<p>Targets:</p> <ol style="list-style-type: none"> <li>1. Comply with the requirements of the <i>Airports Act 1996</i> and <i>Airports (Environment Protection) Regulations 1997</i>.</li> </ol>
<p>Actions:</p> <p>CAL will:</p> <ol style="list-style-type: none"> <li>1. Require audits of tenant operations to assess compliance with the <i>Airports (Environment Protection) Regulations 1997</i> (Annually).</li> <li>2. Assess air quality requirements and options for minimising emissions of air pollutants in the development assessment and approval process at the Airport (For each development proposal).</li> <li>3. Monitor the annual tenant NPI reports for those that trigger NPI reporting thresholds and discuss options for reducing emissions of air pollutants with tenant (Annually).</li> <li>4. Identify the options the tenants who trigger the NPI reporting threshold propose to implement to reduce emissions of air pollutants (June 2010)</li> <li>5. Monitor the aggregate Airport emissions report undertaken by NSW EPA every 5 years and assess options for reducing emissions of air pollutants (Five yearly).</li> <li>6 Identify and assess options to reduce air emissions at the Airport (Annually)</li> <li>7. Promote and encourage the use of alternative fuels and other measures to reduce emissions of air pollutants at the Airport (For each development proposal).</li> <li>8. Monitor the emissions from all spray paint booths on the Airport (Annually).</li> <li>9 Prepare and implement an Asbestos Management Plan (Dec 2010).</li> <li>10. Maintain the Asbestos Register for the Airport (Annually).</li> </ol>

## 4.2 WATER QUALITY

### 4.2.1 BACKGROUND

The Hawkesbury Nepean Catchment Management Authority (CMA) was formed to protect the natural values of the Hawkesbury-Nepean and ensure it continues to be a healthy and productive catchment; it does this by working in partnership with Local Government and the community to build capacity and commitment at the local level to rehabilitate degraded waterways. The Hawkesbury Nepean CMA has prepared a Catchment Action Plan establishing goals and setting targets for the whole of the catchment including the Nepean River. CAL is a stakeholder within the Western Sydney portion of the catchment and works cooperatively with the Hawkesbury Nepean CMA to achieve positive outcomes for the Nepean River.

#### SURFACE WATER

Camden Airport lies within the bend of the Nepean River and is bounded on the northern, western and southern sides by the Nepean River. Rain that falls on Camden Airport is concentrated and collected through a system of pipelines, box culverts and open drains which ultimately discharge into Nepean River via points on the Airport boundary.

A number of activities at the Airport have the potential to affect the water quality of the Nepean River. The major sources of potential surface water pollution on the Airport include:

- spills and leaks during aircraft servicing and maintenance, aircraft refuelling and runoff from aircraft washing;
- spills and leaks or sediment discharge during construction and maintenance activities;
- spills and leaks associated with bulk liquids storage; and
- spills occasioned by accidents during vehicle travel on the Airport.

There are three fuel depots at the Airport, which are operated by tenants – One of these is currently non-operational and awaiting permanent closure. All are small self service facilities and do not include mobile refuelling tankers. All comprise in-ground tanks and bowsers located adjacent to the aprons. Only the most recently installed facility contains a bunded area for use during resupply of the in-ground tank and a triple inceptor. The hard stand where aircraft park during refuelling operations has no protection.

CAL will liaise with the Hawkesbury Nepean CMA on a cooperative basis to ensure environmental integrity of this catchment area and achieve positive environmental outcomes for the Nepean River.

#### GROUNDWATER

There is no known contaminated groundwater at Camden Airport. However, there are a number of potential sources of groundwater pollution, including:

- leakage from underground fuel tanks (no leaks are known to have occurred at the Airport);
- spillage of fuels and chemicals;
- chemical use (such as pesticides/herbicides), particularly historical chemical use; and
- historic activities, such as landfilling.

The risk of groundwater contamination is managed through investigation and monitoring potential sources of contamination and modification of work practices, where required, to minimise the risks to groundwater that are identified. The main potential risk to groundwater comes from underground storage tanks. New tanks contain double skins and are monitored.

#### WASTEWATER

Potential sources of wastewater include:

- aircraft and vehicle washing;
- parts and equipment washing;
- aircraft and vehicle servicing; and
- industrial processes.

Wastewater is either discharged to sewer or septic system for treatment or removed by a licensed contractor for disposal off-site at an approved facility.

#### 4.2.2 ENVIRONMENTAL ACHIEVEMENTS

The following environmental achievements were made at the Airport in relation to water quality issues during the period of the 2005 AES:

- All new developments on the Airport incorporated design features to ensure they do not affect off-airport flood levels. Confirmation that the development will not adversely impact off-airport flood levels is required from a suitably qualified professional;
- New developments on the Airport now incorporate water sensitive urban design (WSUD) features such as rainwater tanks and landscaping with drought resistant native species; this practice improves sustainability by reducing reliance on town water supply;
- Regular inspections of stormwater drains and regular auditing of tenant premises has identified potential sources of pollution and action has been taken to eliminate these sources;
- Environment Information Sheets on a range of topics relevant to the protection of surface water quality including storage of fuels and chemicals, spill response and clean-up and operation and maintenance of spray painting facilities have been prepared. The Information Sheets are available on the Airport's website and tenants have been notified of the availability of the sheets via monthly newsletters and mail-outs. The Information Sheets are also distributed to relevant tenants during environmental audits of their premises and operations; and
- Short articles on matters relevant to the protection of surface water quality regularly appear in the monthly newsletter to tenants.

#### 4.2.3 WATER QUALITY OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Table 2 contains the objectives, targets and proposed measures that will be implemented to prevent, control or reduce the impacts of operations at the Airport on water quality.

TABLE 2 WATER QUALITY OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

<p>Objectives:</p> <ol style="list-style-type: none"> <li>1. Promote and improve sustainable water use practices.</li> <li>2. To prevent or minimise surface or groundwater pollution.</li> <li>3. Detect and manage the risk of groundwater pollution.</li> </ol>
<p>Targets:</p> <ol style="list-style-type: none"> <li>1. Comply with the requirements of the <i>Airports Act 1996</i> and <i>Airports (Environment Protection) Regulations 1997</i>.</li> </ol>
<p>Actions:</p> <p>CAL will:</p> <ol style="list-style-type: none"> <li>1. Require all new developments to adopt Water Sensitive Urban Design principles (Jan 2010).</li> <li>2. Encourage new and existing tenants to adopt sustainable water use practices (Jan 2010)</li> <li>3. Continue to develop and implement a Stormwater Management Plan and a Groundwater Management Plan as part of the EMS (Dec 2011). The Plans will include the following actions: <ul style="list-style-type: none"> <li>- Consideration of water quality requirements and promotion and encouragement of options for collection of stormwater for beneficial reuse in the development assessment and approval process at the Airport (refer to Section 4.8 on Resource Use).</li> <li>- Monitoring of performance of tenants (including existing bulk fuel storage facilities) in operating and maintaining surface water and in-ground collection and treatment systems in areas which have the potential to be impacted by petroleum hydrocarbons and reporting of non-compliances to the AEO.</li> <li>- Require annual audits of tenant operations to assess compliance with <i>Airports (Environment Protection) Regulations 1997</i>.</li> <li>- Random inspections of tenant facilities to visually inspect stormwater systems.</li> <li>- Incident reporting and response program for surface water, wastewater and groundwater.</li> <li>- Assessment of options for managing the impacts of pollutants in stormwater discharges from paved areas.</li> <li>- Liaison with the AEO regarding the continued development and implementation of the Plans.</li> </ul> </li> <li>4. Document the Stormwater and Groundwater Management Plans (Dec 2011)</li> <li>5. Require new underground fuel installations to be designed and installed in accordance with NSW regulatory requirements (Jan 2010).</li> <li>6. Require existing underground storage tanks to be monitored in compliance with NSW regulatory requirements (Jun 2010).</li> <li>7. Continue to liaise with the Hawkesbury-Nepean CMA to ensure environmental integrity of this catchment area (When required).</li> </ol>

## 4.3 SOIL QUALITY

### 4.3.1 BACKGROUND

Since the Airport was established various processes and activities that have been identified as potential sources of soil contamination (eg. waste dumping, refuelling and light aircraft maintenance) have occurred at the site. One known area of soil contamination associated with waste dumping has been identified at the Airport. In addition, minor surface contamination has been noted from time to time adjacent to tenants' facilities and is usually associated with maintenance activities and the storage of used waste oil awaiting recycling. Groundwater contamination is addressed in Section 4.2.

Since preparation of the 2005 AES, the *Environmental Site Register*, which is a database of information and records, has continued to be maintained. The Environment Site Register includes a *Contaminated Site Register* that identifies sites at the Airport that are suspected or confirmed as being contaminated. The status of the *Contaminated Site Register* is reported in the Annual Environment Report. Since 2005 one new contaminated site has been identified and added to the CSR, one site has been remediated and another, a bulk fuel storage site that was listed as a potential contaminated site, has been investigated and found not to be contaminated.

#### CONTAMINATED SITE MANAGEMENT

Management of contaminated sites at the Airport is based on the following principles:

- preventing future contamination of soil and groundwater;
- identifying, recording and assessing potential or known contaminated sites; and
- managing and where appropriate remediating existing contaminated sites to a level unlikely to pose a risk to human health and the environment, in consultation with the AEO.

#### PREVENTING CONTAMINATION

Prevention of contamination is achieved via a range of activities including;

- Lease clauses – All leases issued at the Airport incorporate strict lease clauses concerning environmental performance;
- Development Control – All developments on the Airport are subject to assessment. Development Approvals, when issued, contain conditions that reduce the risk of any potentially contaminating activities associated with the construction and operation of the proposed development;
- Audits and Inspections - CAL and the AEO assess all Tier 1 and Tier 2 tenant sites upon the expiry of their lease or, upon a proposed change of land use. If there is any reason to suspect soil contamination may have occurred in the course of the tenant's occupation a site assessment may be required;
- A system has also been developed for investigating unoccupied sites that are being proposed for use by current or potential Tier 1 and Tier 2 tenants. In this case CAL and the proponent agree on the scope of a 'baseline' or 'pre-occupancy' contamination investigation for the proposed site. The results of the pre-occupancy contamination investigation can then be used to compare with the results of a post-occupancy contamination investigation performed by the tenant (if required, as per the aforementioned procedure) at the end of their lease period. In this way, any contamination caused by the tenant during the lease period should be detected;
- Environmental audits and site inspections, which allow for regular inspection and assessment of all sites at the Airport;
- Education – CAL promotes good management and work practices that avoid or minimise the risk of soil pollution. This is achieved via face to face consultation and the preparation and issue of *Environmental Information Sheets* on best-practice environmental management; and
- Practice – Soil and fill material brought onto the Airport is subject to strict controls. The specifications for material imported to the Airport are addressed in an *Environmental Information Sheet*.

## IDENTIFICATION AND ASSESSMENT OF CONTAMINATED SITES

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Potentially contaminated sites are identified in a variety of ways. Sites on the *Camden Airport Contaminated Site Register* include facilities and areas that have historically been used for activities that have a high potential to pollute, areas that are identified in the course of environmental audits and inspections and areas that are identified in the course of site investigations undertaken prior to development or at a change of use.

Once identified, all potentially contaminated sites are entered on the *Contaminated Site Register* and categorised as having a high or a moderate to low risk to human health and the environment.

This preliminary categorisation is based on the nature of the contamination and is primarily done on the basis of any or all of following considerations:

- Toxicity – What is the risk to human health and ecology?
- Location – Is the contamination buried or at the surface? What impact does it have on the use of the area?
- Mobility – Is the contamination inert, solid or liquid?
- Proximity – How close are the nearest receptors and what is their nature? Are they likely to be impacted?
- Size – How large is the area impacted by the contamination?

Sites that are considered to be of a high risk nature must be further assessed by a suitably qualified professional. High-risk sites at Camden Airport are mainly associated with:

- potential leakage from underground tanks, pipelines and hydrant systems;
- fill material brought onto the Airport; and
- industrial activities on the Airport, including storage and handling of chemicals.

Sites that are considered to be of a low risk nature are generally managed until a change of use is proposed, then when they are investigated and remediated or managed, as required.

All investigations and assessments of potentially contaminated sites are conducted by an appropriately qualified professional with relevant expertise in the management of the type of contamination thought to occur at the site.

All assessment of potentially contaminated sites at the Airport is based on the policy framework and objectives established in the *National Environment Protection (Assessment of Site Contamination) Measure 1999*.

## REMEDIATION AND MANAGEMENT OF CONTAMINATED SITES

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Management of confirmed contaminated sites at Camden Airport is based on the preferred hierarchy of options for site clean-up and / or management established in the *National Environment Protection (Assessment of Site Contamination) Measure 1999*, namely:

- treatment of the contaminated soil on-site, if practicable, otherwise treatment of the soil off-site and returning it to the site when clean (i.e. to destroying the contamination or reducing it to an acceptable level); or if this option is not practicable, and
- containing and managing the contaminated soil onsite or removing it to an appropriate facility offsite.

If however, remediation would have no net environmental benefit or would have a net adverse environmental impact, the preferred option involves implementing an appropriate management strategy to manage the contamination on the Airport site.

### 4.3.2 ENVIRONMENTAL ACHIEVEMENTS

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The following environmental achievements were made at the Airport in relation to soil contamination during the period of the 2005 AES:

- continued development and improvements to the *Environmental Site Register*;
- ongoing update of the Site Contamination Register;
- ongoing implementation of practices aimed at preventing soil and groundwater contamination at the Airport (refer to Preventing Contamination in Section 4.3.1);

- preparation of advice on how to prevent soil contamination in the form of Environment Information Sheets. The Information Sheets are available on the Airport's website and tenants have been notified of the availability of the sheets via monthly newsletters and mail-outs. The Information Sheets are also distributed to relevant tenants during environmental audits of their premises and operations;
- implementation of a procedure for managing importation of fill material to ensure contaminated fill is not brought onto site;
- identification and remediation of one previously undetected contaminated site; and
- Confirmation that a site previously listed as potentially contaminated was in fact clean following soil validation on the removal of one of the bulk fuel storage tanks at the Airport. Installation of a new double skinned in-ground tank that meets industry best practice to replace the tank removed from the site.

### 4.3.3 OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Table 3 contains the objectives, targets and proposed measures that will be implemented to prevent, control or reduce the impacts of operations at the Airport on soil quality.

TABLE 3 SOIL QUALITY OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

<p>Objectives:</p> <ol style="list-style-type: none"> <li>1. To prevent adverse impacts associated with saline soils</li> <li>2. To prevent, detect and where appropriate remediate soil contamination.</li> <li>3. Minimise the potential health and ecological impacts associated with contaminated soil.</li> <li>4. Prevent the spread of ground contamination to neighbouring lands.</li> </ol>
<p>Targets:</p> <ol style="list-style-type: none"> <li>1. No occurrences of soil contamination from future activities on existing "clean" sites.</li> <li>2. Register and manage as appropriate known contaminated sites.</li> <li>3. Comply with the requirements of the <i>Airports Act 1996</i> and <i>Airports (Environment Protection) Regulations 1997</i></li> <li>4. Comply with standards and building codes for building in saline environments.</li> </ol>
<p>Actions:</p> <p>CAL will:</p> <ol style="list-style-type: none"> <li>1. Develop Urban Design Guidelines for the Airport that incorporate consideration of potential salinity issues in accordance with the requirements of the Department of Planning 'Site Investigation for Urban Salinity' (Dec 2011)</li> <li>2. Continue to develop and improve the <i>Environmental Site Register</i> (As required).</li> <li>3. Continue to update the Site Contamination Register (As Required).</li> <li>4. Require all Development Applications to include a statement as to how the tenants comply with the AES (For each development application).</li> <li>5. Continue to implement procedures for managing importation of fill material to ensure contaminated fill is not brought onto site (As Required).</li> <li>6. Require new lessees to undertake a base-line study of soil quality at the commencement and termination of the lease, if the AEO suspects contamination may be an issue (As Required).</li> <li>7. Adhere to CAL, industry and regulatory standards and guidelines for new fuel storage facilities (As Required).</li> <li>8. Require environmental audits of tenant operations to assess compliance with the <i>Airports (Environment Protection) Regulations 1997</i> (Annually).</li> <li>9. Conduct random inspections of tenant facilities to visually inspect facilities and activities which have potential to cause soil pollution (As Required).</li> <li>10. Implement an incident reporting and response program for all types of incidents with the potential to cause soil pollution (Jun 2011).</li> <li>11. Consider the risk of soil pollution when assessing new Development Applications ((For each development application)).</li> <li>12. Monitor existing underground storage tanks in compliance with NSW DECCW guidelines (Jun 2010)</li> <li>13. Require that tenants and all Airport users dispose of their liquid wastes, including fuel samples, in an appropriate manner that is in compliance with regulatory requirements (Mar 2011)</li> <li>14. Develop an information sheet on management of salinity issues on the Airport (Jun 2011).</li> </ol>

## 4.4 GROUND-BASED NOISE

### 4.4.1 BACKGROUND

#### GROUND BASED NOISE

In accordance with the *Airports (Environment Protection) Regulations 1997*, noise sources considered in the preparation of this AES include ground-based activities within the Airport boundaries, including noise generated from ground-based aircraft operations, except when taxiing, taking off and landing.

Noise generated by aircraft in flight is addressed below.

The following potential sources of ground-based noise are addressed in this AES:

- ground running of aircraft;
- aircraft servicing;
- mechanical plant and servicing equipment;
- non-aviation industrial activities;
- operation of fixed audible alarm or warning systems; and
- construction activities.

Ground-based noise criteria are provided in Schedule 4 of the *Airports (Environment Protection) Regulations 1997*, against which the AEO can enforce compliance. However, for ground-based aircraft operations, the Regulations do not define the limit of “*excessive noise*” at which regulatory action may be taken.

Ground-based noise has not been an issue at Camden Airport during the course of the 2005 AES.

#### AIRCRAFT NOISE MANAGEMENT

Camden Airport has some influence on aircraft noise and will continue to work with governments, local communities, aircraft operators, regulators and air navigation service providers to help develop practical solutions to minimise noise impacts on communities.

Aircraft noise modelling was conducted for the MP (Section 12). The modelling was undertaken to determine the Australian Noise Exposure Forecasts (ANEFs), a requirement of the Airport Master Plan, which are used to assist land-use planning.

In addition to the ANEFs, CAL undertook N60 modelling for the MP to better assist the community to understand the noise impacts associated with the forecast aircraft traffic movement. The N60 noise modelling presented in the MP measures and presents the number of noise events greater than 60 decibels over a specified period of time over particular flight paths. Noise levels greater than 60 decibels are generally considered to be intrusive to persons conducting a conversation.

The noise modelling in the MP takes into account a number of Airservices Australia’s noise impact management measures already in place at Camden Airport. CAL supports these mitigation strategies. These include:

- restriction of circuit training operations (touch and go movements) to between 6:00 am and 11:00 pm Monday through Friday, and 6:00 am and 8:00 pm Saturday and Sunday;
- the utilisation of the 06 direction for noise abatement;
- aircraft operating in the 24 and 28 directions are required to fly right hand circuits; and
- the tracking of aircraft and helicopters over rural rather than residential land.

### 4.4.2 ENVIRONMENTAL ACHIEVEMENTS

The following environmental achievements were made at the Airport in relation to noise issues during the period of the 2005 AES:

- the *Noise Complaints Register* that records the nature of a noise complaint, CAL’s investigation results, action and the response to the complainant was maintained;
- all new developments at the Airport are required to consider noise and vibration impacts during construction and operation of a new facility and where necessary prepare a *Noise and Vibration Control Plan* to manage impacts; and

- CAL has adopted a number of management actions to reduce the impacts of Airport ground-based noise on neighbouring residents, including the following:
  - designated run-up areas have been made and all tenants are aware of these areas, and
  - maintenance run-ups are limited to 7:00 am to 8:00 pm (local time), Monday to Friday and 8:00 am to 6:00 pm (local time) on Saturdays and Sundays.

### 4.4.3 OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Table 4 contains the objectives, targets and proposed measures that will be implemented to prevent, control or reduce the ground-based noise impacts of operations at the Airport.

TABLE 4 GROUND-BASED NOISE MANAGEMENT OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Objectives:
1. To prevent or minimise ground-based noise.
Targets:
1. Comply with the requirements of the <i>Airports Act 1996</i> and the <i>Airports (Environment Protection) Regulations 1997</i> .
Actions:
Ground-based noise
CAL will:
1. Require all developments to address noise and vibration impacts during development planning having regard to the <i>Airports (Environment Protection) Regulations 1997</i> and the NSW Industrial Noise Policy (Jan 2010).
2. Require annual environmental audits of Tier 1 tenants and selected Tier 2 tenants to assess compliance with <i>Airports (Environment Protection) Regulations 1997</i> (Jun 2010).
3. Require monitoring by a suitably qualified acoustic scientist where noise is considered excessive to assess compliance with the <i>Airports (Environment Protection) Regulations 1997</i> and the NSW Industrial Noise Policy (June 2010).
4. Provide more information regarding noise management at the Airport on the Camden Airport website (Dec 2011);
5. Maintain the <i>Noise Complaints Register</i> (As required)

#### Aircraft Noise

CAL will:

1. Establish a Camden Airport Community Consultative Forum (CACCF) and a Planning Coordination Forum (June 2010)
2. Update and report aircraft noise modelling through the Master Plan process (Every 5 years);
3. Support measures by Airservices Australia to manage aircraft noise impacts (As required);
4. Provide better information about the actions being taken to manage aircraft noise and provide links to Airservices Australia aircraft noise management information on the Camden Airport website (Dec 2011); and
5. Facilitate discussions on aircraft traffic with the community through the CACCF (As required).

## 4.5 FLORA AND FAUNA

### 4.5.1 BACKGROUND

#### FLORA

Camden Airport has largely been cleared of its original native tree vegetation except for a narrow fringe of riparian bushland along the banks of the Nepean River. Part of this remnant vegetation is regrowth following several years of sand mining within this area. Severe disturbance to trees, undergrowth and the soil occurred where sand mining took place.

A vegetation survey in 1997 identified the riparian vegetation as River Flat Forest, an Endangered Ecological Community under the *NSW Threatened Species Act 1995*. A recent vegetation survey, conducted in conjunction with extensive weed control works being undertaken within the bushland zone in 2007-08 found,

*Most of the woodland vegetation is comprised of mature overstorey with a variable understorey of weed and native shrubs. Ground covers tend to be absent where weeds dominate and variable where there is a native understorey.*

*Weed species were recorded throughout the areas that were investigated and dominated the understorey.*

The Management Plan for the Conservation Zone at Camden Airport prepared in 2001 identified 5 plant species considered “regionally significant” and 13

species considered “vulnerable” in Western Sydney. Of these two species, *Eucalyptus benthamii* and *Pomaderris brunnea* are listed “vulnerable” species under the *Environment Protection and Biodiversity Conservation Act 1999* and the *NSW Threatened Species Act 1995*.

Apart from the *Eucalyptus benthamii* adjacent to the entrance road to the Airport all the listed species and those considered ‘regionally significant’ and ‘vulnerable’ in Western Sydney occur within the riparian zone. For this reason CAL has identified this area as environmentally significant areas (see Section 2.6.). CAL will aim to conserve and protect this area. Management objectives and action plans relating to flora species and vegetation communities are provided in Section 4.5.3.

#### FAUNA

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Vegetation clearance over most of the Airport has reduced the vegetative cover (except for grasses) to the river fringe and garden or park-like plantings within the Airport’s developed areas. This has had a significant impact on the fauna of the Airport, which contains few native mammal species.

The River Flat Forest provides faunal habitat in the form of hollow tree limbs and trunks, a dense shrub layer, grass layers and aquatic habitat within drainage lines. These habitats favour smaller birds and ground dwelling mammals. A range of common birds, mammals, marsupials, reptiles and amphibians have been identified on the site, and other species may be present.

In 2007 CAL commenced a long term bird banding survey. To date 26 bird species have been captured and banded prior to re-release and 71 species have been observed at the Airport.

*The Habitat Protection Plan No.3 of the Hawkesbury - Nepean River System* prepared by the NSW Fisheries recommends that native vegetation (including trees, shrubs and grasses) be retained wherever possible, particularly where it is within 50 metres of a water body, wetland, river or stream (as measured from the top of the bank or shore), in order to protect fish habitats.

Likewise the Catchment Action Plan prepared by the Hawkesbury-Nepean CMA aims to improve riparian vegetation conservation, regeneration and rehabilitation. The objective is to improve river health and to maintain and improve habitat as well as habitat connectivity for terrestrial and aquatic fauna species.

The Camden Residents Action Group and Cobbitty Progress Committee have historically expressed concern over the presence of noxious weeds on the Airport and that a habitat is provided for feral animals, particularly rabbits which are a problem to neighbouring properties.

The impacts of Airport operations on native flora and fauna are minimal.

#### 4.5.2 ENVIRONMENTAL ACHIEVEMENTS

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The following environmental achievements were made at the Airport in relation to management of flora and fauna during the period of the 2005 AES:

- CAL successfully applied for a grant to undertake control of woody weeds under the NSW DECCW Conservation Incentives Program;
- Greening Australia undertook extensive woody weed control over roughly 10 hectare of the bushland.
- More than 6000 understory species were planted within the bushland area;
- CAL staff participated in a Corporate Tree Planting day and a Community Tree Planting day was held on World Environment Day 2008;
- A Bushland Reference Group comprising representatives from the Hawkesbury-Nepean CMA, the Mt Annan Royal Botanic Gardens, Camden Council, the Camden Airport Bird Survey and the AEO was formed to promote a partnership approach between the Commonwealth, State and Local Government organisations and CAL for the management of the River Flat Forest on Camden Airport;
- CAL hosted a 2 Green Corps teams, led by Greening Australia. The Green Corps program is an initiative of the Federal Government aimed at providing youth with work experience and training in conservation land management. The teams undertook maintenance of those areas of the bushland from which woody weeds had been removed and extended the area of woody weed control;

- CAL hosted a field session of Australian Network for Plant Conservation as part of their Annual Conference; and
- A 10 year long Bird Survey of the Woodland Area at Camden Airport was commenced. The objective of the survey is to identify the avian species that use the woodland area and to monitor any changes that may result from changes in the vegetation, both naturally occurring and those brought about by the bushland management works being undertaken by CAL, as well as those resulting from long and short term changes in the climate.

### 4.5.3 OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Table 5 contains the objectives, targets and proposed measures that will be implemented to prevent, control or reduce the impacts of operations at the Airport on native flora and fauna:

TABLE 5 FLORA AND FAUNA MANAGEMENT OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

<p>Objectives:</p> <ol style="list-style-type: none"> <li>1. Conserve the River Flat Forest including the national and state listed species at the Airport.</li> <li>2. Contribute to the protection of native flora and fauna and their habitat on and around the Airport.</li> </ol>
<p>Targets:</p> <ol style="list-style-type: none"> <li>1. Comply with the <i>Airports Act 1996</i> and the <i>Airports (Environment Protection) Regulations 1997</i>.</li> <li>2. No adverse impact on listed species within environmentally significant areas</li> <li>3. No net loss of native vegetation coverage in the River Flat Forest.</li> <li>4. No adverse impact from development proposals adjacent to or within the Environment Protection Zone.</li> <li>5. No net increase in the number of bird strike incidents per year.</li> </ol>

Actions:

CAL will:

1. Maintain and comply with the Registered Property Agreement for the bushland area on the Airport (Annually)
2. Survey the location of the listed species occurring within the Environment Protection Zone (Jun 2011).
3. Review the Management Plan for the Environment Protection Zone taking into consideration the requirements for the listed species (Jun 2012)
4. Implement the Management Plan for the Environment Protection Zone (Annually as of Dec 2012).
5. Undertake liaison with external stakeholders regarding the management of native flora and fauna at the Airport (As Required).
6. Facilitate meetings of the Camden Airport Bushland Review Group (Biannually)
7. Assess all the potential impacts of proposed developments within the vicinity of the Environment Protection Zone (As Required).
8. Seek external funding and assistance for bush regeneration works within the Environment Protection Zone (Annually).
9. Liaise with Camden Council and the Hawkesbury-Nepean Catchment Management Authority to identify actions the Airport may take to improve the health of the Nepean River (Annually)
10. Monitor, record and assess bird strike (As required)

## 4.6 HERITAGE

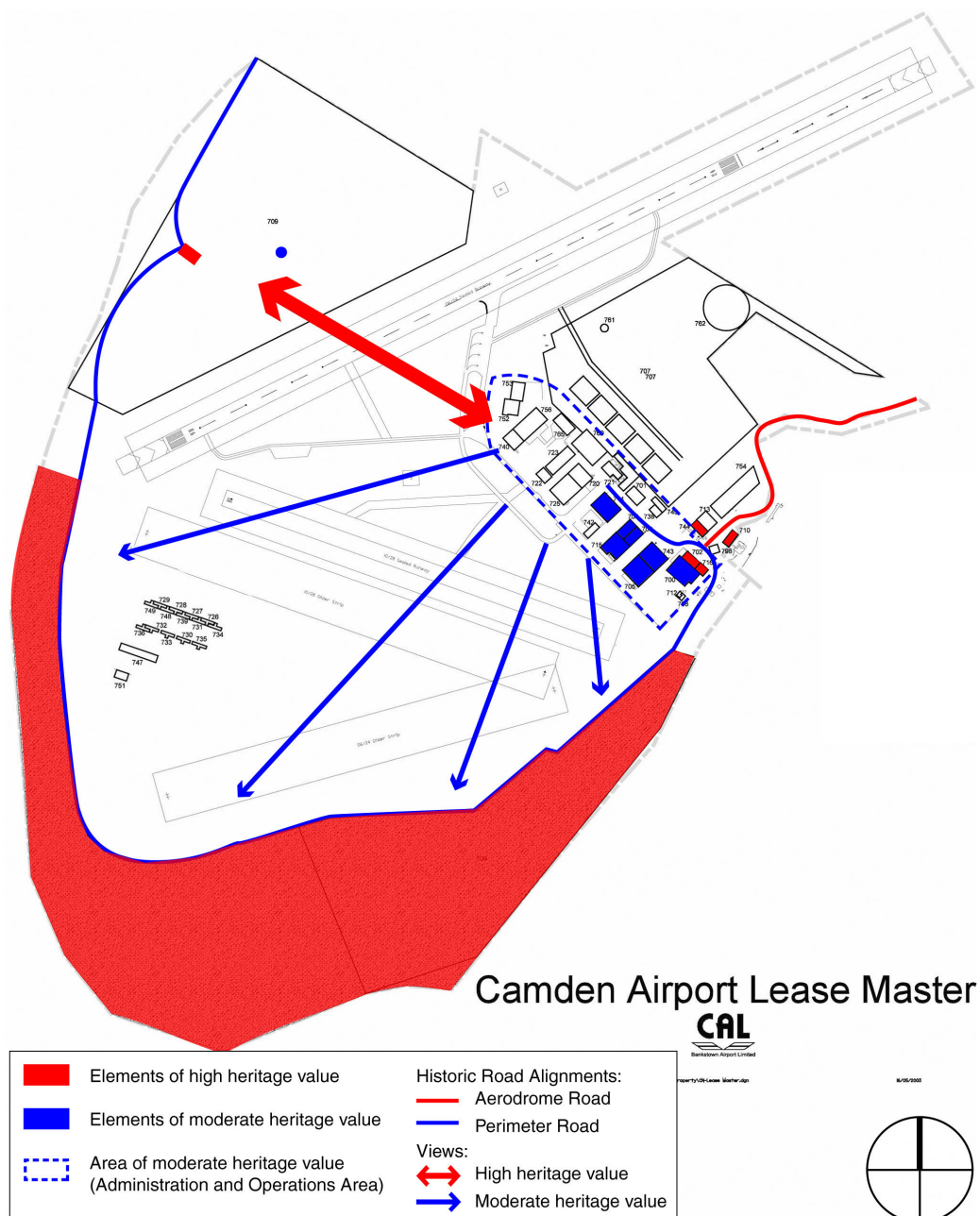
### 4.6.1 BACKGROUND

Heritage issues are regulated through a variety of Acts at Commonwealth, State and Local levels, with only the Commonwealth legislation being effective in relation to the Airport site. This AES recognises the on-airport heritage issues, which have been identified in the *Camden Airport Heritage Management Strategy 2005*.

### INDIGENOUS HERITAGE

Prior to European occupation the Airport site would have provided a favourable location for Aboriginal habitation. Since European occupation however Camden Airport has largely been cleared of its original, native vegetation, first for agricultural purposes and then for the development of the Airport. All that remains of the native vegetation is a narrow belt of River-flat Forest adjacent to the Nepean River.

FIGURE 8: HERITAGE MANAGEMENT STRATEGY EXTRACT



Even here severe disturbance to trees, undergrowth and the soil occurred during the course of sand mining in the past. Some undisturbed areas of River-flat Forest do however occur and these areas particularly have the potential for Aboriginal sites and artefacts to be present.

A number of small flaked stone artefacts were identified scattered intermittently along the access track leading to the Nepean River in the course of a recent aboriginal archaeological heritage survey in 2009. An assessment concluded the overall significance of the find was low. Nevertheless the find does indicate aboriginal peoples once occupied the area and that there is potential for further sites and artefacts to occur within this area.

Areas proposed for future development will be subject to archaeological assessments if considered appropriate in consultation with the AEO. If during development an item of Aboriginal heritage significance is discovered, work will stop immediately and CAL's Environment Manager will be contacted to arrange further investigation.

#### NON-INDIGENOUS CULTURAL HERITAGE

The Airport site was developed by the Macarthur-Onslow family in the 1930s with the original Airport hangar still in use today. No other buildings that pre-date the development of the Airport exist within the Airport boundary. The Airport was used by the RAAF during World War II and a number of the hangars used at that time remain on the site.

In 2004, a new Commonwealth heritage management system was introduced through the *EPBC Act* which included the creation of the National Heritage list and the Commonwealth Heritage list. Camden Airport has not been included on either of these lists.

Camden Airport is listed for heritage purposes on the:

- Register of the National Estate (RNE) as an indicative place, as opposed to a formal entry.
- Under schedule 5 Environmental Heritage of the Draft Camden LEP, "Macquarie Grove" Camden Airport (including airfield, airport, hangars, cottages, outbuildings and grounds) is a listed item of local significance.

Heritage issues are regulated through a variety of Acts at Commonwealth, State and Local levels, with only the Commonwealth legislation being effective in relation to the Airport site. This AES recognises the on-airport heritage issues, which have been identified in the *Camden Airport Heritage Management Strategy 2005*.

A Heritage Assessment of Camden Airport was undertaken in 2003 and a *Heritage Management Strategy (HMS)* was prepared in 2005. The *HMS* will be a basis for heritage assessment and formulation of conservation policy, but will be further expanded in most areas under the *Heritage Management Plan (HMP)*. CAL with the assistance of Heritage Consultants will develop a *HMP* to guide future development. The objective of the *HMP* will be to provide a succinct document with developed policies and practical guidelines applicable to individual structures and other items of heritage significance at Camden Airport. The assessments process for development of the *HMP* will be in accordance with current Commonwealth Heritage List Criteria and National Heritage List Criteria. An extract from the *HMS* is illustrated as Figure 8. Day-to-day operations at the Airport do not have a significant impact upon items with heritage value at the Airport.

#### 4.6.2 ENVIRONMENTAL ACHIEVEMENTS

The following environmental achievements were made at the Airport in relation to heritage issues during the period of the 2005 AES:

- The *Camden Airport Heritage Management Strategy 2005* was prepared by Godden Mackay Logan. In addition to identifying elements of the Airport judged to have heritage value, the Strategy provides guidance for managing the heritage values that have been identified in the course of general airport operations, maintenance and building works as well as during assessment of building proposals; and
- An Aboriginal archaeological heritage survey was conducted within an area of the bushland that fringes the Nepean River as part of a Development Application. A number of small Aboriginal artefacts were identified and recorded. Following consultation with DECCW and local Aboriginal stakeholders the artefacts were relocated to an adjacent area. The site to which the artefacts were relocated is recorded in the DECCW Aboriginal Heritage Information Management System database.

### 4.6.3 OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Table 6 contains the objectives, targets and proposed measures that will be implemented to prevent, control or reduce the impacts of operations at the Airport on Aboriginal and non-Aboriginal heritage.

TABLE 6 ABORIGINAL AND NON-ABORIGINAL HERITAGE MANAGEMENT OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Objectives:
1. Identify, preserve and protect sites of indigenous and non-indigenous heritage significance located within the Airport.
Targets:
1. Compliance with the requirements of the <i>Airports Act 1996</i> and <i>Airports (Environment Protection Regulations) 1997</i> and the <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
Actions:
CAL will:
1. Use the <i>Camden Airport Heritage Management Strategy 2005</i> as the basis for heritage assessment and the formulation of conservation policy (As required).
2. Develop a <i>Heritage Management Plan</i> in accordance with Commonwealth Heritage List criteria and National Heritage List Criteria to protect and manage the heritage values at Camden Airport (Jun 2012)
3. Assess the impacts of new developments in the vicinity of elements having heritage values against the Camden Airport Heritage Management strategy and the <i>EPBC Act</i> Policy Statement 1.2 'Significant Impact Guidelines, Matters of National Environmental Significance, May 2006 (Jun 2010).
4. Undertake additional investigations as required, in consultation with relevant organisations, to identify indigenous and/or non-indigenous heritage sites during the planning stage for new developments (As required)..
5. Require tenants leasing properties identified as having heritage values to address the management of these values in their EMPS (Jun 2010).
6. Monitor tenant management of properties with identified heritage values during environmental audits (Jun 2010).

## 4.7 WASTE

### 4.7.1 BACKGROUND

Airport operations generate a range of wastes which require off-site disposal. Types of waste vary from office waste such as paper, through to aircraft maintenance wastes such as oil, metal and plastic.

### NO OPERATIONAL WASTE IS DISPOSED ON AIRPORT LAND

CAL and each separate tenant is responsible for the disposal of their waste. This is achieved through services offered by private waste disposal companies who supply small, transportable skip bins, or by Camden Council via their regular garbage service. Wastes collected from public areas including the litter bins are disposed of by CAL into a skip bin located in the CAL works compound.

There is no centralised recycling system and recycling initiatives are left to individual tenants due to the low levels of waste generated at the Airport.

### 4.7.2 ENVIRONMENTAL ACHIEVEMENTS

The following important environmental achievements were made at the Airport in relation to waste management during the period of the 2005 AES:

- articles regarding waste management and encouraging recycling have been included in the monthly newsletters distributed to tenants and operators at the Airport, and
- Waste Management Plans (WMP) were required for all construction works of a nature or size to generate significant waste.

### 4.7.3 OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Table 7 contains the objectives, targets and proposed measures that will be implemented to prevent, control or reduce the impacts of waste generated from operations at the Airport and/or stored at the Airport.

TABLE 7 WASTE MANAGEMENT OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Objectives:
<ol style="list-style-type: none"> <li>1. Comply with the principles of the waste management hierarchy of avoid, reuse, recycle and disposal, where practicable.</li> <li>2. Have regard to State and Commonwealth regulatory guidelines in relation to waste management.</li> </ol>
Targets:
<ol style="list-style-type: none"> <li>1. Review options for waste reduction, reuse and recycling and set targets where practicable.</li> <li>2. Comply with the Protection of the Environment Operations Act 1997 and the Protection of the <i>Environment Operations (Waste) Regulation 1996</i> with respect to waste management, particularly hazardous, industrial and liquid wastes.</li> </ol>
Actions:
CAL will:
<ol style="list-style-type: none"> <li>1. Require audits of tenant operations to assess compliance with NSW waste legislation and the principals of the waste hierarchy (Annually).</li> <li>2. Consider waste management options in the design and construction of new developments at the Airport (For each development application).</li> <li>3. Monitor waste and look for opportunities to further reduce, reuse and recycle (Every 2 years).</li> <li>4. Encourage tenants, through correspondence, environmental audits and awareness programs to reduce, reuse and recycle their waste where practicable (Annually).</li> <li>5. Continue litter inspections through Airport grounds (Weekly).</li> </ol>

## 4.8 CLIMATE CHANGE AND RESOURCE USE

### 4.8.1 BACKGROUND

Since the 2005 AES was approved in March 2005, global climate change has become an environmental issue of importance locally, nationally and internationally.

At this time the Commonwealth Government has committed to reduce Australia's carbon pollution to 25 per cent below the year 2000 levels by 2020, subject to international consensus to stabilise greenhouse gas levels by mid century.

It has enacted the *National Greenhouse and Energy Reporting Act 2007* which establishes a mandatory reporting scheme for greenhouse gas emissions, energy consumption and production. Under the scheme corporations are required to register and report if they emit greenhouse gas emissions or produce or consume energy, over a specified threshold, commencing July 2008. The reporting threshold will be lowered in subsequent years to cover medium and large corporations.

In addition the Government stands ready to introduce a Carbon Emissions Trading Scheme that will assist industry and business to move to a low pollution economy.

According to a report commissioned by the NSW Government the future climate of the Sydney Metropolitan region is predicted to be warmer and drier (*CSIRO, 2007, Climate Change in Sydney Metropolitan Catchments*). Despite this trend the report finds the possibility of increases in extreme rainfall events remains.

The key effects that climate change is anticipated to have on Camden Airport include:

- more frequent flooding affecting the Airport due to potential increases in extreme events;
- higher water charges, due to an increasing demand for a reducing resource;
- higher energy charges, as a consequence of pressure to reduce greenhouse gas emissions from carbon polluting sources (the major source of energy in NSW today); and
- opportunities to participate in the Carbon Emission Trading Scheme through improvements in energy efficiency and introduction of new renewable sources of energy.

Energy, in the form electricity and fuel, and water are the main resources used at Camden Airport. The main use of these resources include:

- lighting;
- heating and cooling;
- industrial processes;
- road transport; and
- aircraft activity.

Emissions from aircraft are made by a "third" party that Camden Airport has no direct control over, therefore they are not considered in this AES.

This AES therefore focuses on addressing greenhouse gases from the first four sources identified above - all of which generate greenhouse gases due to energy and fuel consumption.

The use of electrical energy has an impact on the generation of greenhouse gases (carbon dioxide in particular) through the burning of fossil fuels in the power generation process. Reductions in the power needs of the Airport and in inefficient or excessive energy use will potentially help in reducing the greenhouse gas effect.

Proponents of new developments will be encouraged to consider energy efficiency and water efficiency re-use options in future development proposals, which will be considered by CAL when reviewing DAs.

The storage of stormwater run-off for future re-use as a source of non-potable water has been considered but is not considered appropriate given the location of the Airport with respect to the Nepean River.

#### 4.8.2 ENVIRONMENTAL ACHIEVEMENTS

The environmental achievements that were made at the Airport in relation to resource use issues during the period of the 2005 AES included;

- New developments incorporated energy and water efficient features including; installing energy and water efficient fixtures; improving day lighting in buildings

and hangars, installing rainwater tanks which collect water for toilet flushing and landscaping and, using endemic native species tolerant to dry conditions in landscaping; and

- Completing the first greenhouse gas emission audit for the Airport:
  - Camden Airport produced approximately 35 tonnes of greenhouse gas emissions of which roughly two thirds are Stage 1 & 2 emissions (controlled by CAL) under the *National Greenhouse Energy Reporting Act 2007* and are therefore reportable by CAL. The remaining one third are Stage 3 emissions ('third party' controlled) and non-reportable by CAL. This level of reportable emissions falls well below the mandatory reporting threshold;
  - provision of utilities (electricity, telecommunications, water and waste) and transport fuels accounted for most of the CAL controlled emissions; and
  - most of these emissions were produced from electricity generation.

#### 4.8.3 OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Table 8 contains the objectives, targets and proposed measures that will be implemented to prevent, control or reduce the impacts of resource use associated with operations at the Airport.



TABLE 8 RESOURCE USE MANAGEMENT OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

<p>Objectives:</p> <ol style="list-style-type: none"> <li>1. Conserve natural resources through efficient use of energy, water and other materials.</li> <li>2. Incorporate where practicable the principals of ecologically sustainable development in future development of the Airport.</li> <li>3. Convert waste to a resource where practicable.</li> </ol>
<p>Targets:</p> <ol style="list-style-type: none"> <li>1. Identify opportunities to reduce consumption of water and energy at the Airport and set targets for reduction.</li> <li>2. Identify options for re-use of waste as a substitute for new resources where practicable.</li> </ol>
<p>Actions:</p> <p>CAL will:</p> <ol style="list-style-type: none"> <li>1. Develop sustainability guidelines for development at the Airport (Dec 2012).</li> <li>2. Consider water harvesting on new developments, (For every development application).</li> <li>3. Undertake an energy audit of CAL facilities and operations with the view to identifying opportunities to improve energy efficiency (June 2012)</li> <li>4. Monitor resource use (energy, water and fuel) and look for opportunities to improve efficiency, (Jun 2012).</li> <li>5. Consider water re-use options for greywater in new developments (For every development application).</li> <li>6. Consider energy conservation on future developments (For every development application).</li> <li>7. Consider renewable energy options for power generation on new projects where practicable (For every relevant development application).</li> <li>8. Undertake a carbon audit of CAL operations and facilities with the view to identifying opportunities to reduce greenhouse gas emissions (Dec 2012)</li> </ol>

## 4.9 SOCIAL AND COMMUNITY

### 4.9.1 BACKGROUND

CAL is committed to good Airport neighbour relationships and engagement with the local community on a number of issues, including the environment. CAL issues monthly tenant newsletters to inform tenants of issues at the Airport and actively liaises with the local media to insert small articles in the local newspapers that inform the community of Airport operations including environmental issues.

CAL continues to liaise with Camden Council on environmental matters relevant to Council.

CAL will establish a Planning Coordination Forum with Camden Council and the NSW Government to meet quarterly on Airport development activities. In addition CAL will consult on development through the CACCF and the communication network already established. CAL will display development applications on its website.

CAL will also identify other stakeholders who may be impacted by environmental matters associated with proposed development and consult with these stakeholders / notify these stakeholders prior to deciding whether to grant development approval.

### 4.9.2 ENVIRONMENTAL ACHIEVEMENTS

The following environmental achievements were made at the Airport in relation to social and community issues during the period of the 2005 AES:

- Monthly tenant newsletters which include environmental issues;
- Regular articles in the local newspapers advising the community of operations at the Airport including environmental activities; and
- Establishment of Camden Airport Bushland Reference Group to network on bushland management issues and inform stakeholders of action being taken by CAL to manage remnant vegetation on-airport.

### 4.9.3 OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

Table 9 contains the objectives, targets and proposed measures that will be implemented to prevent, control or reduce the impacts of operations at the Airport on the community.

TABLE 9 SOCIAL AND COMMUNITY OBJECTIVES, TARGETS AND MANAGEMENT MEASURES

<p>Objectives:</p> <ol style="list-style-type: none"> <li>1. Act as a good neighbour and to undertake reasonable and practicable actions to prevent or minimise impacts from the Airport.</li> <li>2. Be open and frank with stakeholders and the community regarding Airport operations.</li> <li>3. Maintain a consultative network that conveys Airport information to CAL's stakeholders and the community.</li> <li>4. To be, and be perceived as, responsible managers of environmental issues.</li> </ol>
<p>Targets:</p> <ol style="list-style-type: none"> <li>1. Production of environmental information on the Camden Airport website for the community.</li> <li>2. Production of monthly tenant newsletter.</li> </ol>
<p>Actions:</p> <p>CAL will:</p> <ol style="list-style-type: none"> <li>1. Establish a Camden Airport Community Consultation Forum (CACCF) and Planning Coordination Forum (Dec 2010) and organise meetings of CACCF (Quarterly).</li> <li>2. Produce and maintain environmental information on the Camden Airport website for the community (Annually).</li> <li>3. Continue with tenant Newsletter (Monthly).</li> <li>4. Establish regular communication with the Owners and occupiers of Hassall Cottage and Macquarie Grove (June 2010).</li> </ol>

### 4.10 ENVIRONMENTAL MANAGEMENT ISSUES ACHIEVEMENT

The objectives and targets in the 2005 AES have been revised in this AES to incorporate progress since the approval of the 2005 AES.

Environmental achievements against the 2005 AES have been described in each sub-section above. In addition a summary table is included in Appendix D. This table details the 2005 commitments and whether these have been achieved. The table also provides commitments and comments for this 2010 Strategy, as well as identifying new commitments.

