



CAMDEN AIRPORT
Preliminary Draft Master Plan
2010

ISSUE DATE 10/09/2009



FOREWORD

This Preliminary Draft Master Plan 2010 (PDMP) for Camden Airport is a “refresh” of the current 2005 Master Plan (MP) by the addition of more recent details and information. The fundamental concepts of the 2004/05 MP and the 2005 Airport Environment Strategy (AES) are to remain. This Review has been prepared in accordance with the requirements of the Airports Act 1996. The Act requires that a MP and an AES be reviewed by Camden Airport Limited (CAL) every 5 years. The previous MP was approved by the Minister on 7 March 2005.

Camden Airport has a history stretching back prior to World War II and is a significant and important feature in the local landscape. The Airport makes a significant economic contribution to the local economy and our vision is to significantly increase this contribution in a manner that will integrate with the NSW Government’s Metropolitan Strategy for Sydney.

Our aviation vision includes maintaining and growing Camden Airport’s role as a General Aviation airport focusing on recreational and flying training activities. This Preliminary Draft Master Plan sets out how the Airport will develop to meet the aviation demand over the planning period.

On 21 July 2009 CASA issued a direction to Airservices Australia for the staged implementation of revised procedures at GAAP aerodromes, including Bankstown Airport and Camden Airport. It is presently not possible to anticipate how or when the recommendations in the reports leading to the direction will be implemented. As I have an obligation to submit a Draft Master Plan to the Minister by March 2010, we have prepared this PDMP on the basis of the current GAAP procedures, being the best available information we have at the present time. We believe the changes directed by CASA will reduce the level of aviation activity in comparison to that which is forecast in this PDMP but that the way in which the airspace around Bankstown and Camden Airports will operate in the future will not become clear for the next 3 to 5 years. These airspace changes will therefore be incorporated into the next five year Master Plan in 2015.

In addition to outlining how we propose to implement our aviation and non-aviation vision, this Preliminary

Draft Master Plan also outlines how we propose to continue addressing key issues arising from our vision, including infrastructure, environment, aircraft noise and heritage conservation. We propose to incorporate sustainability principles into any developments.

This Preliminary Draft Master Plan provides a platform for Camden Airport to achieve its economic potential and simultaneously provide for the broader interests of stakeholders and the community.

The Preliminary Draft version of the Master Plan is placed on public exhibition from 18 September 2009 to 16 December 2009. We will then prepare a Draft Master Plan having due regard to the written submissions received from individual members of the community, airport tenants, community and business organisations, as well as from federal, state and local governments and their respective agencies. The Draft Master Plan will be provided to the Minister for Infrastructure, Transport, Regional Development and Local Government in March 2010 for consideration.

Kim Ellis

Chief Executive Officer, Camden Airport Limited

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EXECUTIVE SUMMARY

INTRODUCTION

This Preliminary Draft Master Plan (PDMP) presents Camden Airport Limited's (CAL) vision for the development of Camden Airport over the next 20 years (to 2029/30).

The implementation of CAL's vision will result in an enhancement of Camden Airport's role as a commercial and recreational airport and the development of land surplus to aviation requirements will bring jobs and increased prosperity to the Camden community.

Camden Airport already makes a significant contribution to the local economy, directly generating over 100 jobs and economic activity in excess of \$10 million. The implementation of CAL's vision will see this contribution double over the forecast period.

The current land use is in Figure 1. The Zoning and Development Concept are in Figure B. CAL's vision for Camden Airport includes an Aviation Development Concept and a Land Development Concept. These are described below.

AVIATION DEVELOPMENT CONCEPT

The Aviation Development Concept envisages an enhancement to Camden Airport's role within the Sydney Basin. Over the planning period, annual aircraft movements at Camden Airport are forecast to grow to around 146,000, from an estimated current base of around 63,390. While this represents a compound growth rate of 3.3 per cent per annum, the forecast level of traffic for 2029/30 is only slightly more than the all-time historical high traffic level experienced by the Airport – 134,000 movements in 1992/93.

The key drivers of this growth include the continued growth of Camden Airport's existing traffic base, including recreation and gliding activity.

The Aviation Development Concept underpins the continued growth of General Aviation traffic at Camden Airport. Although no changes to the runway

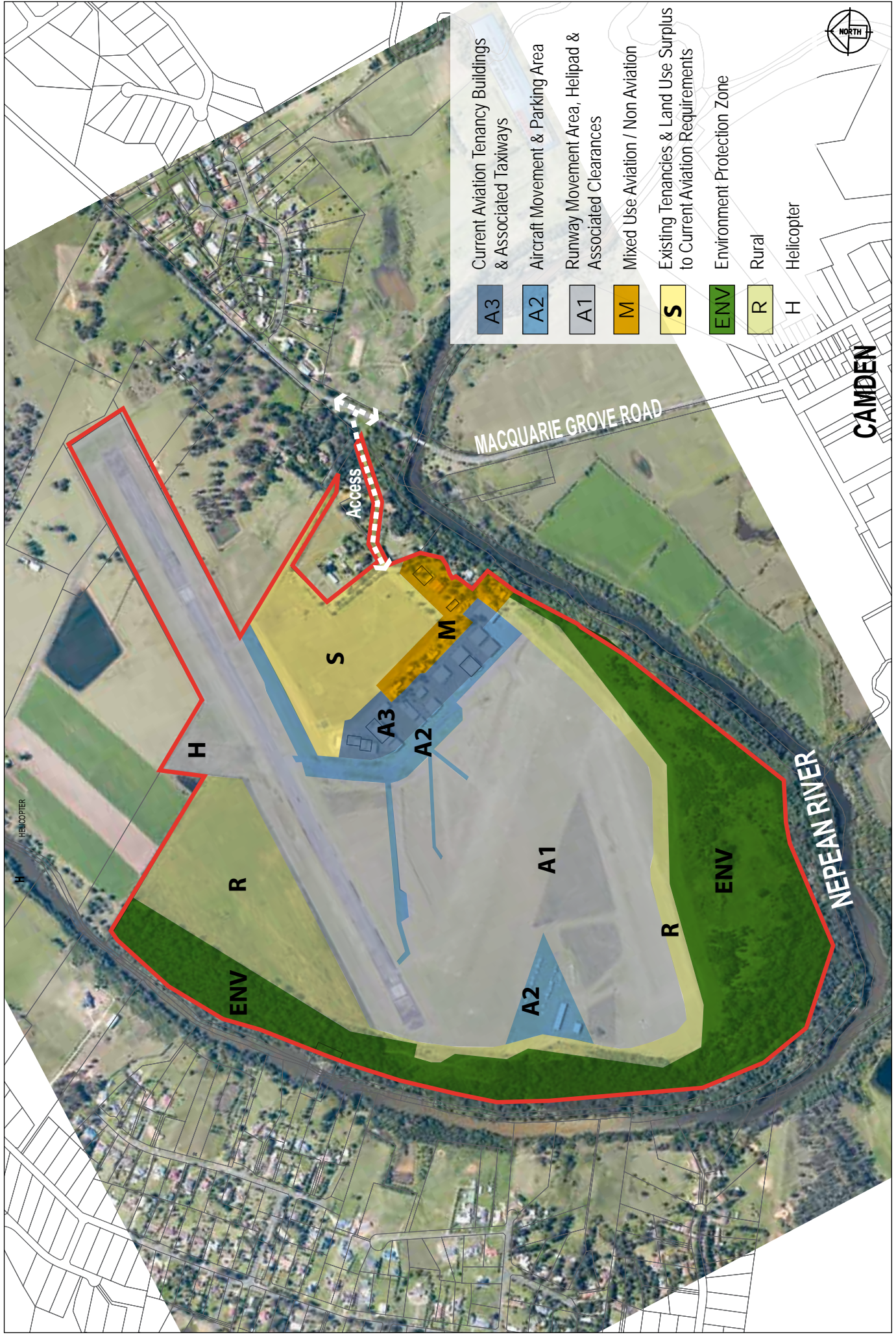
complex are planned, the key features of the Aviation Development Concept include:

- provision of an area for an additional 14 powered aircraft hangars;
- preservation of the area currently reserved for glider activity, including provision for an additional 5 glider storage units and associated facilities;
- a substantial increase in apron and grass aircraft parking; and
- an increase in paved and grass taxiways servicing the additional tenant and parking areas.

LAND DEVELOPMENT CONCEPT

The Land Development Concept for Camden Airport involves the ultimate development of around 96 hectares of land identified as surplus to aviation requirements, subject to demand. Two primary areas have been identified for potential development as follows:

- the Mixed Use (M) zone is a 13.5 hectare area in the eastern part of the Airport, south of Runway 06/24. This area is currently under utilised apart from airport tenancy buildings in the north-east corner. The area is above the 1 in 100 year flood plain level. It is the most likely area of substantial development in the short to medium term due to flooding and infrastructure limitations associated with the other areas. Most of this area was previously (in 2005) zoned as Camden Airport Business Support, but is now proposed within the Mixed Use (M) zone (which incorporates both Business and Aviation uses), and
- the 82.5 hectare, horse-shoe shaped, area hugging the southern and western boundaries of the Airport. This area is below the flood plain and is unserved. Currently, the north-western part of this area is used for limited rural activity. The main area adjoining the Nepean River is within an Environment Protection (ENV) zone whilst the land adjoining the runway complex (A1 land) is zoned as Camden Airport Support (AS) zone.



CAMDEN AIRPORT MASTER PLAN 2010

Figure 1: Current Land Use Layout

Development is proposed to occur on the basis of demand for suitable land uses in the Camden and Greater Western Sydney region area over the planning period. Specific development proposals will be in accordance with the requirements of the Airports Act 1996.

MANAGING THE IMPACTS OF THE AVIATION AND LAND DEVELOPMENT CONCEPTS

The Aviation and Land Development Concepts outlined above raise a number of issues that need to be addressed as part of this PDMP. These issues and CAL's strategy to manage them include:

Surface transport;

The PDMP envisages two primary improvements to surface transport at Camden Airport, as demand for aviation and non-aviation development grow over the planning period as follows:

1. entrance road – planning has been conducted for an upgrade of Aerodrome Road, the only entrance to the Airport. The upgrade is also proposed to address periodic flooding issues. CAL will also continue to investigate an alternate entrance on less flood prone land; and
2. internal roads – a new internal road, servicing the aviation and mixed use area in the eastern part of the Airport, south of Runway 06/24 (the area above the flood plain).

Utilities/infrastructure;

The implementation of the Aviation and Land Development Concepts require either upgrading and reticulation (or both) of power, water and sewerage infrastructure. The analysis of utilities and services infrastructure in this PDMP concentrates on the eastern part of the area, south of Runway 06/24, as this area is above the flood plain and most amenable to development. No development is currently envisaged in the other areas available for non-aviation development that requires a substantial upgrade to road infrastructure or servicing of the land.

Sustainability principles will be incorporated into all future developments.

Stormwater;

CAL has identified stormwater management as a key issue for the PDMP.

The current system operates efficiently with rainfall flowing overland via open drains and canals into the Nepean River, which is adjacent to the site.

Future aviation and non-aviation developments will take into consideration local and state planning requirements with respect to stormwater.

Environment management;

CAL has developed this PDMP consistent with the Camden Airport Preliminary Draft Environment Strategy (PDAES), which identifies the way in which environmental issues such as air quality, surface water quality, groundwater, soil contamination, ground based noise and flora and fauna will be managed.

Heritage;

CAL has identified that some aspects of the Airport have heritage significance. These will be addressed in accordance with the Camden Airport Heritage Management Strategy 2005.

Aircraft noise;

CAL has conducted aircraft noise modelling as part of the PDMP.

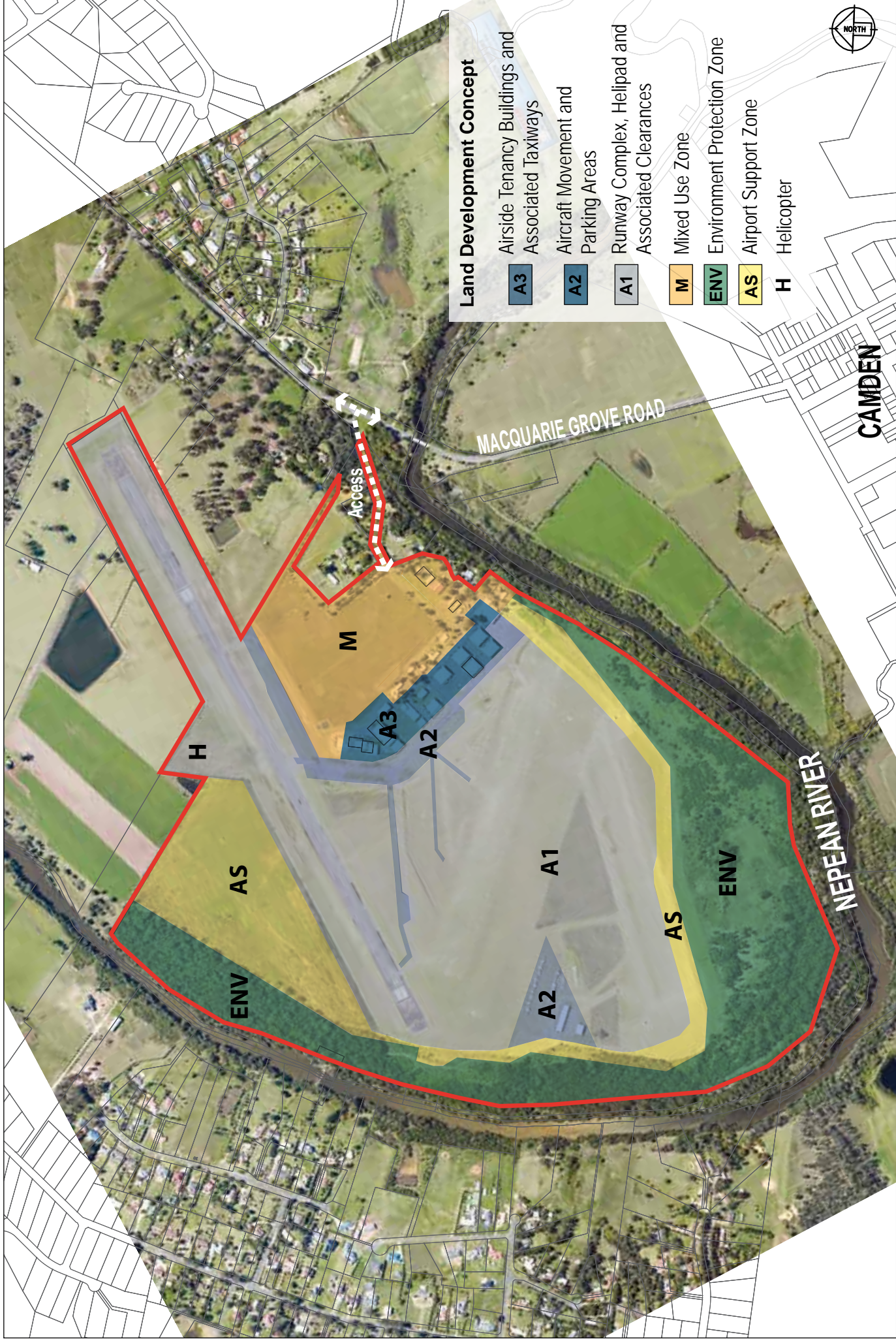
The ANEF contours based on the 2029/30 traffic forecast highlight a change in shape of the ANEF contours, compared to the currently endorsed ANEF, conducted in 2004. The change reflects the following factors:

- higher traffic forecasts for the 2029/30 ANEF than the currently endorsed ANEF due in part to the closure of the Hoxton Park Airport and the resultant traffic increases in Camden. The current ANEF was based on a traffic forecast of 136,000 aircraft movements, rather than the 145,647 aircraft movements used for the 2029/30 ANEF;

- more accurate modelling of traffic patterns, particularly with respect to the use of the powered aircraft cross-wind runway (Runway 10/28). The current ANEF assumes only 3 percent of activity on Runway 10/28. Consultation with Airservices Australia however has confirmed that around 30 per cent of activity is on Runway 10/28 and this level of activity has been incorporated into the analysis;
- inclusion of the glider strips (and associated activity) and helicopter movements in the ANEF analysis for the first time.
- Advances in the Integrated Noise Model version from 6.2 to 7.0 including improved noise profile information for aircraft and helicopters, and
- Improved modelling techniques including the dispersion of circuit tracks to account for deviations from nominal flight paths.

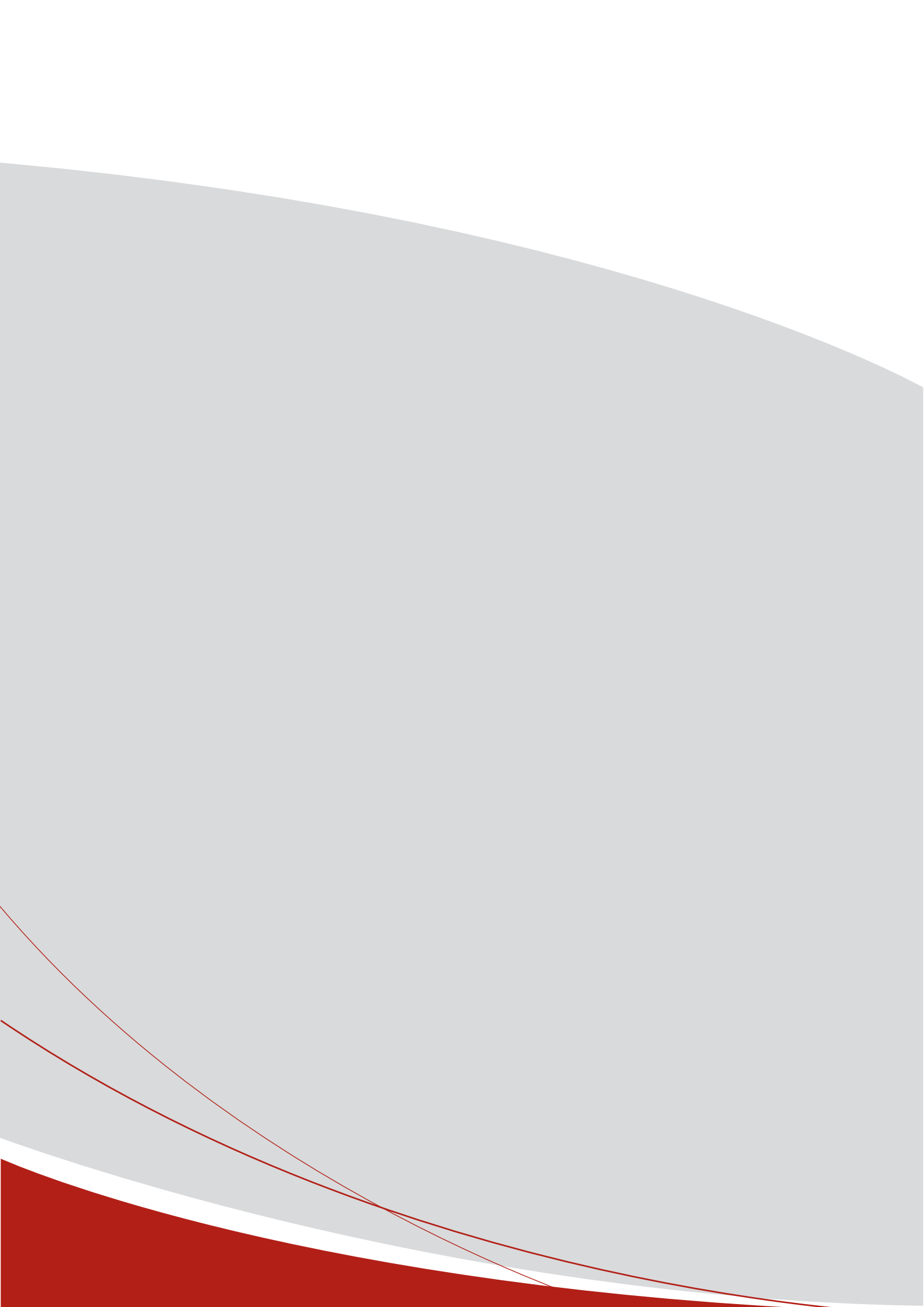
All of these factors mean that the 2029/30 ANEF and other noise information prepared for this PDMP reflect the likely reality of aircraft noise exposure in 2029/30 more closely than it has been possible to achieve in the past.

CAL believes that the 2029/30 ANEF prepared for this PDMP is an accurate reflection of the potential noise impacts



CAMDEN AIRPORT MASTER PLAN 2010

Figure 2: Airport Development Concept





1.0

Introduction

1 INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

The purpose of this document is for Camden Airport Limited (CAL) to present the 2010 Preliminary Draft Master Plan (PDMP) for Camden Airport, as required under the Airports Act 1996, for public comment. This PDMP represents the first of four stages involved in the preparation and approval of an Airport Master Plan as shown in Figure 3.

FIGURE 3: STAGES INVOLVED IN THE PREPARATION OF AN AIRPORT MASTER PLAN

Stage 1	Stage 2	Stage 3	Stage 4
Preparation of Preliminary Draft Airport Master Plan	60 business days formal public consultation	Preparation of Draft Airport Master Plan for submission to Minister	Final Airport Master Plan

As the first stage in the process of preparing an Airport Master Plan, this Preliminary Draft has been prepared by CAL after a process that included technical studies and initial discussions with key stakeholders. It is issued for public comment.

1.2 DEFINITION OF AN AIRPORT MASTER PLAN

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

The intention of the Master Plan is to allocate sufficient land, in the most appropriate location, to meet the long term forecast of aviation activity and to determine that any non-aviation development takes into account the Local and State planning framework.

Airport Master Plans are also intended to provide flexibility and should evolve as circumstances change. Although the Airports Act 1996 requires Airport Master Plans to be prepared every five years, there is also a

provision for making minor variations within the five year period.

1.3 ROLE OF AIRPORT MASTER PLANS

As a framework document, CAL's Master Plan will play both a planning and a regulatory role in the on-going management of Camden Airport.

Once approved, CAL's Master Plan will have three primary planning roles as follows:

1. providing stakeholders with an understanding of CAL's vision and objectives for the airport;
2. providing direction on land use so that long term aviation requirements are catered for and that non-aviation developments are appropriately integrated with other airport functions and take into account the Local and State planning framework; and
3. providing planning flexibility so that CAL can adjust its strategies to accommodate an ever changing commercial and operating environment.

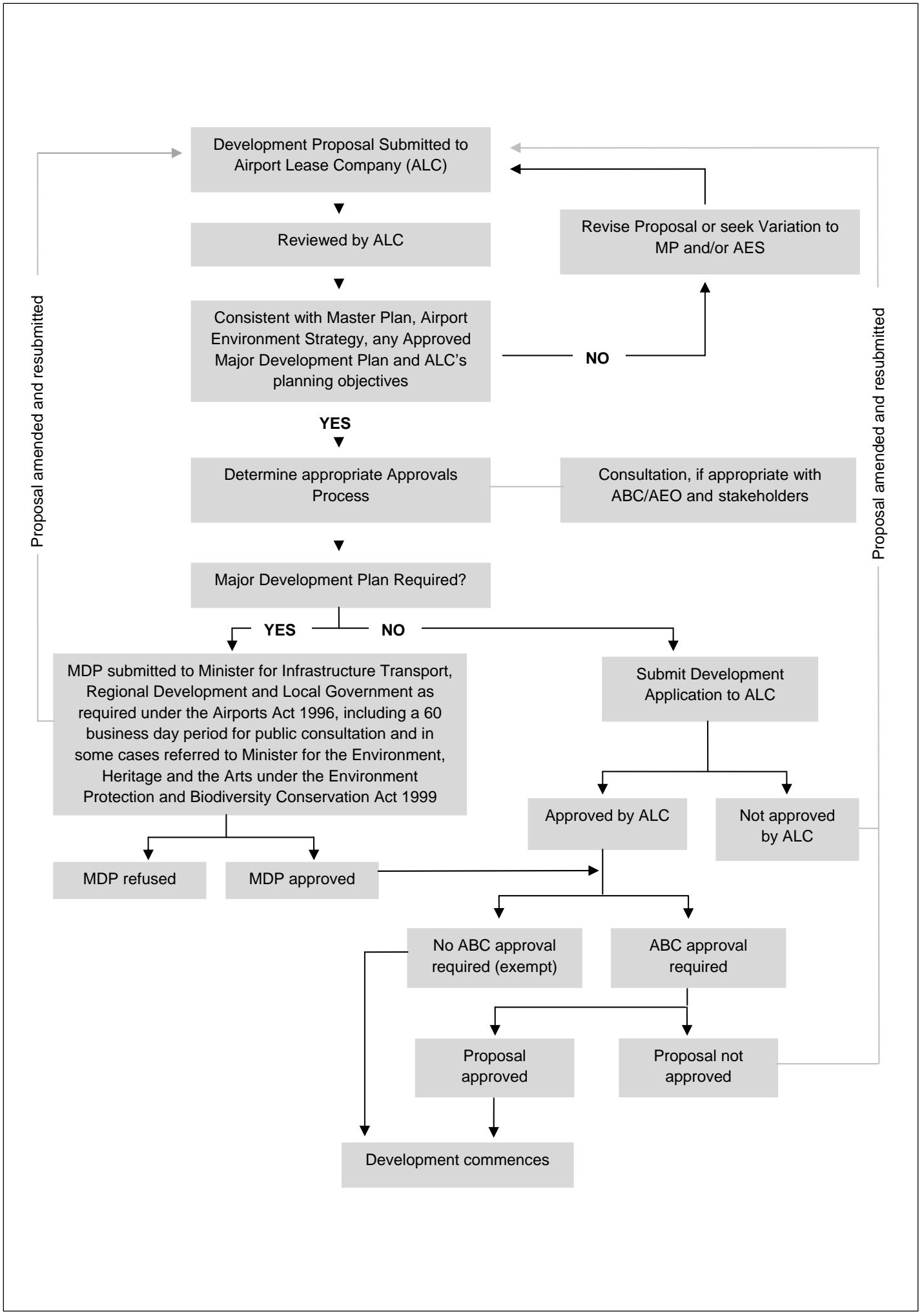
In terms of its regulatory role, once approved, the Master Plan will form an integral part of CAL's Development Approvals Process as set out in Figure 4. One of CAL's first forms of review of any Development Application (DA) is consistency with the Master Plan.

Conversely, however, the inclusion of a development in CAL's Master Plan does not imply automatic approval of that development. Any development, including those incorporated into the Master Plan is still subject to the approvals process set out in Figure 4.

1.4 INTEGRATION OF MASTER PLAN AND ENVIRONMENT STRATEGY

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

As the Airports Act 1996 requires an AES to be updated every five years, CAL is currently updating Camden



CAMDEN AIRPORT MASTER PLAN 2010 Figure 4: Development Approval Process

Airport's AES, in parallel with the preparation of this PDMP. Consequently, this PDMP reflects the issues and initiatives addressed in CAL's Preliminary Draft Airport Environment Strategy (PDAES).

CAL's PDAES also requires a period of public comment, and this period will occur concurrently with the 60 business days public comment period for the PDMP.

1.5 METHODOLOGY USED FOR THE PREPARATION OF THIS PDMP

The methodology utilised in the preparation of this PDMP is outlined in Figure 5. The Figure highlights the phases in the process as follows:

- Phase 1 – data gathering and objective setting;
- Phase 2 – aeronautical traffic forecasts and facilities requirements analysis;
- Phase 3 – commercial development concept based on land surplus to aviation requirements;
- Phase 4 – preparation of a development concept analysed for potential impacts on traffic, services infrastructure, environment, heritage, aircraft noise and airspace protection;
- Phase 5 – preparation of a land use/zoning plan;
- Phase 6 – preparation of the PDMP;
- Phase 7 – a 60 business day public comment period;
- Phase 8 – consideration of comments
- Phase 9 – preparation of the DMP; and
- Phase 10 – submission of the DMP and consideration of the DMP by the Minister.

In addition to the ten phases, CAL's PDMP preparation process will include on-going consultation with key stakeholders, informing them of the planning process and gathering inputs as required.

1.6 STRUCTURE OF THIS PDMP

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

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

