



APPENDICES

APPENDICES

Appendix 1 - Consultation Activities Undertaken

Appendix 2 –Consultation Process and compliance with the Airports Act, Regulations and Development Guidelines.

Appendix 3 – Regional Planning Considerations

Appendix 4 – List of Definitions / Abbreviations / Terms

Appendix 5 – Bibliography



APPENDIX 1

CONSULTATION ACTIVITIES UNDERTAKEN TO DATE

Consulation Activities			
Date	Activity	By Who	Individual or Group Consulted
7 May 09	Meeting	Kim Ellis	Department of Infrastructure, Transport, Regional Development and Local Government, John Doherty, and Karen Gosling.
13 May 09	Letter with leaflet	Kim Ellis	Department of Infrastructure, Transport, Regional Development and Local Government, John Doherty.
22 May 09	Letter with Leaflet	Kim Ellis	Department of Environment, Water, Heritage & the Arts, Chris Murphy.
22 May 09	Letter with Leaflet	Kim Ellis	Air Services Australia, Loretta Petroff.
22 May 09	Letter with Leaflet	Kim Ellis	Civil Aviation Safety Authority, Roger Weeks.
22 May 09	Letter with Leaflet	Kim Ellis	Aircraft Owners and Pilots Association, Tim Blatch.
22 May 09	Letter with Leaflet	Kim Ellis	Australian Airports Association, Ken Keech.
28 May 09	Letter with Leaflet	Kim Ellis	Tourism & Transport Forum Australia, Christopher Brown.
28 May 09	Email (leaflet)	Kim Ellis	Sydney Airport Corporation Ltd, Russell Balding.
28 May 09	Letter and Leaflet	Kim Ellis	BACA
09 June 09	Letter and Leaflet	Kim Ellis	Airport Building Controller, Trevor Dartnell and Steve Glanville.
09 June 09	Letter and Leaflet	Kim Ellis	Airport Environment Officer, Joanne Stuckey.
09 June 09	Letter with Leaflet	Kim Ellis	Camden Council, Greg Wright.
09 June 09	Letter with leaflet	Kim Ellis	Liverpool Council, Phil Tolhurst.
09 June 09	Letter with Leaflet	Peter Crowley	CAL Tenants
15 June 09	Letter with Leaflet	Kim Ellis	Department of Premier & Cabinet- Infrastructure NSW, Peter Duncan.
15 June 09	E-newsletter	Mario Bayndrian	Airport Businesses
16 June 09	Metro Flyer (E-flyer	CAL	Distributed to 1,200 Sydney Metro Flyer recipients
17 June 09	Meeting	Kim Ellis Mario Bayndrian	Airservices - Loretta Petroff - Jo Doherty
18 June 09	Letter	Mario Bayndrian	Airservices Australia, Loretta Petroff.
09 July 09	Letter	Kim Ellis	Dept of Premier and Cabinet, Dianne Leeson (cc Peter Duncan).
14 July 09	Meeting	Kim Ellis Karl Mezgaili	Dept of Premier and Cabinet, Dianne Leeson and Matthew Scherb.
15 July 09, 23 July 09	Meeting, letter	Desiree Lammerts	Tharawal LALC
15 July 09, 23 July 09	Meeting, letter	Desiree Lammerts	Cubbitch Barta Native Title Claimaints Aboriginal Corporation.
15 July 09, 23 July 09	Meeting, letter	Desiree Lammerts	Darug Aboriginal Cultural Heritage Assessments
15 July 09, 23 July 09	Meeting, letter	Desiree Lammerts	Darug Tribal Aboriginal Corporation
15 July 09, 23 July 09	Meeting, letter	Desiree Lammerts	Darug Land Observations
15 July 09, 23 July 09	Meeting, letter	Desiree Lammerts	Darug Custodian Aboriginal Corporation
15 July 09	Meeting, letter	Desiree Lammerts	Gandangara Tribal Council
22 July 09	Meeting	Kim Ellis Mario Bayndrian	Aircraft Owners and Pilots Association
23 July 09	Meeting	Kim Ellis	Department of Infrastructure, Transport, Regional Development and Local Government - John Doherty - Dept representatives
24 July 09	Letter	Kim Ellis	Department of Infrastructure, Transport, Regional Development and Local Government - John Doherty
28 July 09	Briefing	Kim Ellis	Chief Adviser to Minister - Anthony Sachs
4 Aug 09	Briefing	Kim Ellis	- Jason Clare MP - Darryl Melham MP
4, 5 Aug 09	Community Newsletter	BAL	Distributed to 30,000 local residents and interested parties

Consulation Activities			
Date	Activity	By who?	Individual Or Group Consulted Length
10 Aug 09	Email re pre-release briefing	Kim Ellis	Government Elected Representatives
10 Aug 09	Email	Kim Ellis	Warren Truss MP
12 Aug 09	Email update	Kim Ellis	- Jason Clare MP - Darryl Melham
18 Aug 09	Briefing	Kim Elli Karl Mezgailis Desiree Lammerts	Department of Environment, Water, Heritage & the Arts - Chris Murphy
18 Aug 09	Briefing	Kim Ellis Karl Mezgailis Desiree Lammerts	Department of Infrastructure, Transport, Regional Development and Local Government - Karen Gosling - Department Representatives
20 Aug 09	Metro Flyer (E-Flyer)	BAL	Distributed to 1200 Sydney Metro Flyer recipients
24 Aug 09	Letter with proposed ANEF noise information for Camden Council	Kim Ellis	Camden Council
28 Aug 09	Letter with Draft Documents	Kim Ellis	Government Elected Representatives
31 Aug 09	Letter with Proposed ANEF and Noise Information	Kim Ellis	Department of Premier and Cabinet, Department of Planning
31 Aug 09	Briefing	Kim Ellis Karl Mezgailis	Department of Premier & Cabinet, RTA, DoP, State and Regional Development, DECC, Ministry of Transport, Sydney Water

APPENDIX 2

COMPLIANCE WITH THE AIRPORT ACT 1996, REGULATIONS, AND AIRPORT DEVELOPMENT GUIDELINES.

(including 13 MARCH 2009 AMENDMENTS TO THE REGULATIONS)

APPLICABLE SECTION OF THE AIRPORTS ACT 1996 AND RELATED REGULATIONS.	RELEVANT SECTION OF THE MASTER PLAN
70 Final master plans	
(1) For each airport, there is to be a final master plan	This PDMP
(2) The purposes of a final master plan for an airport are:	
(a) to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan; and	
(b) to provide for the development of additional uses of the airport site; and	
(c) to indicate to the public the intended uses of the airport site; and	
(d) to reduce potential conflicts between uses of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the airport.	
71 Contents of draft or final master plan	
(2) In the case of an airport other than a joint user airport, a draft or final master plan must specify:	
(a) the airport-lessee company's development objectives for the airport; and	Section 2: Master Plan Objectives and Sections 7 and 8.
(b) the airport-lessee company's assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport; and	Section 7: Aviation Development Concept and Sections 7, 8 and 10.
(c) the airport-lessee company's intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects; and	Section 8.5: Land Use Zoning Overview and Sections 7 and 8.
(d) an Australia Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport; and	Section 12: Aircraft Noise
(da) flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport; and	Figure 21: Flight paths and Section 12
(e) the airport-lessee company's plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and	Section 12: Aircraft Noise and Section 3: Consultation (there are no airlines using the Airport)
(f) the airport-lessee company's plans for dealing with the environmental issues that might reasonably be expected to be associated with the implementation of the plan; and	Part C: Issues Management and Section 11 Environmental Management
(g) the airport-lessee company's plans for dealing with the environmental issues that might reasonably be expected to be associated with the implementation of the plan; and	Part C: Issues Management Section 11: Environment
(h) if a draft environment strategy for the airport has been approved – the date of that approval; and	AES March 2005
(j) such other matters (if any) as are specified in the regulations.	
Matters provided by regulations	
(4) The regulations may provide that the objective, assessments, proposals, forecasts and other matters covered by subsection (2) or (3) may relate to one or more of the following:	NOTED
(a) the whole of the planning period of the plan;	This PDMP document.
(b) one or more specified 5 year periods that are included in the planning period of the plan;	Section 11
(c) subject to any specified conditions, a specified period that is longer than the planning period of the plan.	Note: no period specified in Regulations.
(5) The regulations may provide that, in specifying a particular objective, assessment, proposal, forecast or other matter covered by subsection (2) or (3), a draft or final master plan must address such things as are specified in the regulations.	There are no Regulations in relation to these matters.

APPLICABLE SECTION OF THE AIRPORTS ACT 1996 AND RELATED REGULATIONS.	RELEVANT SECTION OF THE MASTER PLAN
Plan to address consistency with planning schemes	
(6) In specifying a particular objective or proposal covered by paragraph (2)(a) or (3)(a) or (c), a draft or final master plan must address the extent (if any) of consistency with planning schemes in force under a law of the State or Territory in which the airport is located.	Section 8.5: Land Use Zoning and Appendix 3: Regional and Local Planning Considerations
Company to have regard to Australian Standard	
(8) In developing plans referred to in paragraph (2)(e) and (3)(e), and airport-lessee company must have regard to Australian Standard AS20201 – 1994 (“Acoustics – Aircraft noise intrusion – Building siting and construction”) as in force or existing at that time.	Section 12: Aircraft Noise; Table 6
AIRPORTS REGULATIONS 1997 – REG 5.02	
Contents of draft or final master plan	
(1) For paragraphs 71 (2)(j) and (3)(j) of the Act, the following matters are specified:	
(a) any change to the OLS or PANS-OPS surfaces for the airport concerned that is likely to result if development proceeds in accordance with the master plan;	Section 13: Airspace Protection
(b) for an area of an airport where a change of use of a kind described in subregulation 6.07 (2) of the Airports (Environment Protection) Regulations 1997 [see note 1] is proposed:	Section 11: Environmental Management, PDAES.
(i) the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations; and	Section 11: Environmental Management, PDAES
(ii) the airport-lessee company’s plans for dealing with any soil pollution referred to in the report.	Section 11: Environmental Management and PDAES
(2) For section 71 of the Act, an airport master plan must, in relation to the landside part of the airport, where possible, describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology (including definitions) consistent with that applying in, land use planning, zoning and development legislation in force in the State or Territory in which the airport is located.	Section 8 and Appendix 3: Regional Planning Considerations
(3) For subsection 71(5) of the Act, a draft or final master plan must:	
(a) address any obligation that has passed to the relevant airport-lessee company under subsection 22 (2) of the Act or subsection 26 (2) of the Transitional Act; and	Section 8.8
(b) address any interest to which the relevant airport lease is subject under subsection 22 (3) of the Act, or subsection 26 (3) of the Transitional Act.	Section 8.8
(4) In subregulation (1):	
Airport Development Consultation Guidelines 2007.	
	Section 3: Consultation Appendix 1: Consultation Activities Undertaken

APPENDIX 3

REGIONAL PLANNING CONSIDERATIONS

APPENDIX 3 / SCHEDULE 1: - SECTION 117 DIRECTIONS UNDER EP&A ACT

Directions:	Objectives / Relevance / Consistency
1. Employment and Resources	
1.1 Business and Industrial Zones	The objectives of this direction is to encourage employment growth in suitable locations such as Camden Airport, to protect employment land and support the viability of identified centres. The Master Plan seeks to provide areas for business and industrial uses.
1.2 Rural Zones	Not relevant
1.3 Mining, Petroleum Production and Extractive Industries	Not relevant
1.4 Oyster Aquaculture	Not relevant
1.5 Rural Lands	Not relevant
2. Environment and Heritage	
2.1 Environment Protection Zones	The Airport is not located within an Environmental Protection zone as defined under the EP&A Act. However, the bushland adjacent to the Nepean River is an area that has some environmental sensitivity that is identified through the AES. This area is within a (Environmentally Sensitive) Business Support zone under this PDMP.
2.2 Coastal Protection	Not relevant
2.3 Heritage Conservation	The Camden Airport Heritage Management Strategy (HMS) was prepared in 2005 and identifies items with heritage value. The HMS provides principles, policies and specific guidelines for managing the heritage values of items at Camden Airport during ongoing operations and proposed future development.
2.4 Recreation Vehicle Areas	Not relevant
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	Not relevant
3.2 Caravan Parks and Manufactured Home Estates	Not relevant
3.3 Home Occupations	Not relevant
3.4 Integrating Land Use and Transport	The MP enhances the Airport's position as a transport and employment area and integrating a variety of land uses in the one location. In turn, this improves the opportunity for access to the site by means other than private transport; the opportunities for public transport; and provides for the efficient movement of freight.
3.5 Development Near Licensed Aerodromes	<p>The objectives of this direction are:</p> <p>(a) to ensure the effective and safe operation of aerodromes, and</p> <p>(b) to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and</p> <p>(c) to ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.</p> <p>These factors have been addressed in the Master Plan.</p>
4. Hazard and Risk	
4.1 Acid Sulfate Soils	Any development within areas affected by acid sulphate soils will be subject to the development assessment process.
4.2 Mine Subsidence and Unstable Land	Not Relevant

Directions:	Objectives / Relevance / Consistency
4.3 Flood Prone Land {Peter Crowley to check}	All development will be required to address the relevant principles and guidelines established by the NSW Floodplain Development Manual. .
4.4 Planning for Bushfire Protection	As part of the PDMP process, consultation will be required with the NSW Rural Fire Service in respect to the appropriate location and design of development within any areas identified as bush fire prone.
5. Regional Planning	
5.1 Implementation of Regional Strategies	The relevant land use strategies, policies, outcomes and actions for relevant Regional Strategies have been considered in the preparation of this MP.
5.2 Sydney Drinking Water Catchments	Not Relevant
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not Relevant
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not Relevant
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	Not Relevant
5.6 Sydney to Canberra Corridor	(Revoked 10/7/2008. See Direction 5.1)
5.7 Central Coast	(Revoked 10/7/2008. See Direction 5.1)
5.8 Second Sydney Airport: Badgerys Creek	Not Relevant
6. Local Plan Making	
6.1 Approval and Referral Requirements	The Master Plan complies with the objective of this direction which is to ensure that zoning provisions encourage the efficient and appropriate assessment of development.
6.2 Reserving Land for Public Purposes	The site is currently zoned Special Uses (Aerodrome) and its continued use as an airport is encouraged within the Master Plan.
6.3 Site Specific Provisions	The Master Plan complies with the objective of this direction which seeks to discourage unnecessarily restrictive site specific planning controls.

APPENDIX 3 / SCHEDULE 2: - STATE ENVIRONMENTAL PLANNING POLICIES

State Environmental Planning Policies	Response
SEPP No. 1 - Development Standards	CAL manages a development assessment process pursuant to the aims and objectives of the Airports Act 1996.
SEPP No. 4 - Development without Consent and Miscellaneous Complying Development	Changes of use are managed through the development process pursuant to the aims and objectives of the Airports Act 1996.
SEPP No. 6 - Number of Storeys in a Building	Not relevant
SEPP No. 10 - Retention of Low-Cost Rental Accommodation	Not relevant
SEPP No. 14 - Coastal Wetlands	Not relevant
SEPP No. 15 - Rural Land-Sharing Communities	Not relevant
SEPP No. 19 - Bushland in Urban Areas	Bushland areas adjacent to the Nepean River and extending within the Airport property is identified as an Environment Protection zone within its AES and contains one flora species listed under the EPBC Act 1999. CAL acknowledges this SEPP through the zoning of this bushland for 'Environmentally Sensitive Business Support'. Any activity within this area will need to be in accordance with the Management Plan.
SEPP No. 21 - Caravan Parks	Not relevant
SEPP No. 22 - Shops and Commercial Premises	Any change of use is to be handled through the development assessment process and may also require Airport Building Controller approval.
SEPP No. 26 - Littoral Rainforests	Not relevant
SEPP No. 29 - Western Sydney Recreation Area	Not relevant

State Environmental Planning Policies	Response
SEPP No. 30 - Intensive Agriculture	Not relevant
SEPP No. 32 - Urban Consolidation (Redevelopment of Urban Land)	Not relevant
SEPP No. 33 - Hazardous and Offensive Development	All forms of industrial development are permissible within the Business zone, Employment zone, Aviation zone and Mixed Aviation and Employment zone. Any proposed development of a hazardous or offensive nature requires consent through the development assessment process. In some cases the AES may necessitate an Environmental Management Plan for which CAL would have regard to the current circulars and guidelines published by Workcover NSW, the NSW DECC (EPA) and DoP.
SEPP No. 36 - Manufactured Home Estates	Not relevant
SEPP No. 39 - Spit Island Bird Habitat	Not relevant
SEPP No. 41 - Casino/Entertainment Complex	Not relevant
SEPP No. 44 - Koala Habitat Protection	Not relevant
SEPP No. 47 - Moore Park Showground	Not relevant
SEPP No. 49 - Tourism Accommodation in Private Homes (DRAFT ONLY)	Not relevant
SEPP No. 50 - Canal Estates	Not relevant
SEPP No. 52 - Farm Dams and Other Works in Land and Water Management Plan Areas	Not relevant
SEPP No. 53 - Metropolitan Residential Development	Not relevant
SEPP No. 55 - Remediation of Land	Environmental issues within Camden Airport are regulated by the Airports Act 1996 (and associated regulations) and the Environment Protection and Biodiversity Conservation Act 1999. The Airports Act 1996 requires CAL to prepare an Airport Environment Strategy for the airport. Any development of the land would have to consider this Strategy. Contaminated land sites are managed through this Strategy and are also subject to regulation by the Airport Environment Officer, a body appointed by the Commonwealth Government under the Airports Act 1996 to regulate environmental impacts at the Airport. CAL has developed internal processes to manage contaminated sites to achieve objectives similar to the broad aims and objectives of SEPP 55.
SEPP No. 59 - Central Western Sydney Economic and Employment Area	Not relevant
SEPP No. 60 - Exempt and Complying Development	Not relevant
SEPP No. 62 - Sustainable Aquaculture	Not relevant
SEPP No. 64 - Advertising and Signage	CAL acknowledges the aims and objectives of SEPP 64. CAL considers issues of amenity, character and finish through its development assessment process.
SEPP No. 65 - Design Quality of Residential Flat Development	Not relevant
SEPP No. 70 - Affordable Housing (Revised Schemes)	Not relevant
SEPP No. 71 - Coastal Protection	Not relevant
SEPP (Housing for Seniors or People with a Disability) 2004	This type of housing is generally not encouraged within the airport (following advice in the 2008 Aviation Green Paper)
SEPP (Building Sustainability Index: BASIX) 2004	Any development will be developed having regard to the Aims of the Policy where relevant
SEPP (Development on Kurnell Peninsula) 2005	Not relevant
SEPP (Major Projects) 2005	Not relevant
SEPP (Sydney Region Growth Centres) 2006	Not relevant
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not relevant

State Environmental Planning Policies	Response
SEPP (Temporary Structures and Places of Public Entertainment) 2007	Not relevant
SEPP (Infrastructure) 2007	The aim of this SEPP is to encourage a range of infrastructure works in NSW, by a consistent planning regime and appropriate consultation. The SEPP supports greater flexibility in the location of infrastructure and service facilities. The Master Plan is consistent with the SEPP's provisions for a robust development assessment regime.
SEPP (Kosciuszko National Park - Alpine Resorts) 2007	Not relevant
SEPP (Rural Lands) 2008	Not relevant
SEPP (Exempt and Complying Development Codes) 2008	Not relevant
SEPP (Western Sydney Parklands) 2009	Not relevant

APPENDIX 3 / SCHEDULE 3: - REGIONAL ENVIRONMENTAL PLANS

Sydney Regional Environmental Plans	Response
REP No. 5 - Chatswood Town Centre	Not relevant
REP No. 6 - Gosford Coastal Areas	Not relevant/Repealed 1/7/09
REP No. 7 - Multi-Unit Housing - Surplus Government Sites	Not relevant/Repealed 1/7/09
REP No. 8 - Central Coast Plateau Areas	Not relevant
REP No. 9- Extractive Industry (No. 2)	Not relevant
REP No. 10 - Blue Mountains Regional Open Space	Not relevant/Repealed 1/7/09
REP No. 11 - Penrith Lakes Scheme	Not relevant
REP No. 12 - Dual Occupancy	Not relevant
REP No. 13 - Mulgoa Valley	Not relevant
REP No. 14 - Eastern Beaches	Not relevant/Repealed 1/7/09
REP No. 16 - Walsh Bay	Not relevant
REP No. 17 - Kurnell Peninsula	Not relevant
REP No. 18 - Public Transport Corridor	Not relevant
REP No. 19 - Rouse Hill Development Area	Not relevant
REP No. 20 - Hawkesbury–Nepean River (No. 2 - 1997)	REP 20 integrates planning with catchment management to protect the river system. The plan aims to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context. The Airports Act 1996 requires CAL to prepare an AES for the airport and any development of the land would have to consider any potential to impact on the river environment.
REP No. 21 - Warringah Urban Release Areas	Not relevant/Repealed 1/7/09
REP No. 24 - Homebush Bay Area	Not relevant
REP No. 25 - Orchard Hills	Not relevant
REP No. 26 - City West	Not relevant
REP No. 27 - Wollondilly Regional Open Space	Not relevant/Repealed 1/7/09
REP No. 28 – Parramatta	Not relevant
REP No. 29 - Rhodes Peninsula	Not relevant
REP No. 30 - St Marys	Not relevant
REP No. 31 - Regional Parklands	Not relevant
REP No. 33 - Cooks Cove	Not relevant
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	Not relevant
Greater Metropolitan Regional Environmental Plan	Response

Drinking Water Catchments Regional Environmental Plan No. 1	Not relevant
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APPENDIX 3 / SCHEDULE 4: - LOCAL PLANNING INSTRUMENTS – CAMDEN LEP 48

Camden Local Environmental Plan 48		Camden Airport Master Plan
LEP Provision	Details	Response
General LEP Objectives	Provides various broad principles that are required to be considered in regulated development and preparing development control plans – including urban design, the natural environment, location of trip generation activities, economic impacts and the amenity of residential areas.	The principles included within these objectives are matters that will be considered in the development assessment process.
LEP Definitions	Provides a comprehensive list of the definitions used in the LEP.	Appendix 5 includes the listed definitions (and their origins) as they appear in the MP.
LEP Zones – on Airport	The LEP includes a variety of land use zones across part of the Camden LGA.	<p>The airport is zoned “5(a) Special Uses – Aerodrome” under the LEP. In that zone, development for Aerodrome purposes is permissible with consent as is development for other activities including any purpose ordinarily incidental or subsidiary to that purpose and utility installations.</p> <p>The land use zones in this MP make more specific provision for the airport by dividing it into smaller zones than are shown in the LEP. All of the aviation use categories would clearly be consistent with the Special Uses 5(a) zone, as would many of the non-aeronautical uses. The business, industrial and retail uses permissible under the MP are inconsistent with the 5(a) zone if a narrow view is taken of what an “aerodrome” purpose is.</p>
Minor variation of zone boundaries	Provides Council with the authority to approve certain uses that are not listed as permissible uses in the zoning table specifically applying to land within 50m of any two zone boundaries and subject to the satisfaction of certain principles including desirable planning, design, ownership, servicing or similar criteria relating to the most appropriate development of the land zone boundaries.	Similar to the LEP, the PDMP includes “compatible land uses” within each of the zones. This allows approval of development that is not listed as permissible, subject to the satisfaction of development not being inconsistent with the provisions of the PDMP; not being inconsistent with the objectives of the zone; not having an adverse impact on the locality; and not rendering the land unfit for the purpose for which it is zoned. The compatible land uses provisions in the PDMP would accommodate the zone boundary variation provisions of the Camden LEP but go beyond what would be permissible under the Camden LEP.
Development on steep land	Applies to land which has a slope greater than 1 in 5 (or 20%) and restricts excavation unless Council grants consent.	Development will be subject to the development assessment process.
Flood Prone Land	Development consent is required to erect a building on flood prone land subject to consideration of floodwater and river flows, impacts on river bank vegetation and stability, water table and likely structural damage from floodwaters.	Any development on flood liable land will be the subject of the development assessment process. This process includes considering the guiding principles contained within relevant Flood Management DCPs adopted by Camden Council and the NSW Floodplain Management Manual.
Land forming Operations	Development consent is required for land forming operations and applies to works or activity that affects an area of land greater than 100m ² .	Land filling on Airport requires approval. This will need to consider the AES and other provisions of the PDMP and is subject to the development assessment process.
Land subject to Bushfire Hazard	Development consent is required on land subject to bushfire hazards and adequate provisions must be made for fire fighting vehicles, water supply and safeguards such as fire breaks.	As part of the PDMP process, consultation will be required with the NSW Rural Fire Service in respect to the appropriate location and design of development within any areas identified as bush fire prone. Any development within these areas will need to consider the guiding principles of Council’s Natural Assets Policy and the provisions of the AES and will be subject to the development assessment process.

Camden Local Environmental Plan 48		Camden Airport Master Plan
LEP Provision	Details	Response
Airport Noise Exposure and Building Height Restrictions	This is a specific clause that relates to proposed developments in the vicinity of the airport and how the airport may impact on the development in terms of noise (ANEF) and its building height.	The PDMP incorporates noise and OLS standards which are addressed in the body of this PDMP.
Heritage Provisions	Outlines objectives and provisions for the protection of heritage items and their setting and states that consent is required for any alterations, works or changes to heritage items. Other provisions and objectives relate to development in the vicinity of heritage items, archaeological sites or potential archaeological sites and their setting.	Under Schedule 1 of the LEP, the "Macquarie Grove", adjoining the airport land is a listed heritage item. Development will need to consider the Camden Airport Heritage Management Strategy 2005.
Protection of trees and development effecting trees	Consent is required for the cutting down, lopping, ring barking of trees etc. Consent is not granted unless matters such as aesthetic, environmental importance of the tree, damage or health of the tree and other matters have been considered.	Any development will need to consider the provisions of the Land Clearing Guidelines issued by the DITRDLG and the AES and will also be subject to the development assessment process.
Clearing	This provision guides the clearing of land and consent must be granted only when social, environmental and economic consequences of the proposal are considered.	Any development will need to consider the provisions of the Land Clearing Guidelines issued by the DITRDLG and the AES and will also be subject to the development assessment process.
Advertising	Outlines provisions for certain forms of outdoor advertising. Advertisements are not permitted within a 5(a) zone unless for the purpose of directing the travelling public.	The PDMP is not consistent with this provision, allowing advertisements which go beyond those permitted by the Camden LEP. Relevant signage will be considered as part of the development assessment process.
Roads, Drainage, recreation areas and parking.	Council or a public authority can carry out development on land for the purposes of roads, stormwater, drainage, recreation areas, landscaping gardening, bushfire hazard reduction, parking, amenities buildings or river bank stabilisation.	Any development will need to consider the provisions of the AES and will be subject to the development assessment process.
Plant Nurseries	Retail plant nurseries are not permitted on land with frontage to particular roads including the Northern Rd, Bringelly Rd or Camden Valley Way.	The Airport site does not have frontage to those roads identified within the LEP. "Plant nurseries" are permitted in the Mixed Aviation/Business Support zone within the PDMP.

Camden Local Environmental Plan 48		Camden Airport Master Plan
LEP Provision	Details	Response
LEP Zones– Adjoining Airport	<p>The airport is surrounded by a number use zones as shown in Figure 14. The proposed Mixed Use zone within the PDMP seeks to provide a broad range and mix of employment uses and residential-related and tourist development focused uses adjacent to the Airport facility. This objective allows for a broader range of uses than permitted within the adjoining rural zones. More detailed guidelines and controls will be developed in implementing this objective and guiding future development within these proposed zones.</p> <p>The difference in nature between the mixed use zone (business/employment-focused zone) and a rural zone means that the objectives associated with the proposed zone within the PDMP are not consistent with those associated with the range of rural zones surrounding the Airport. However, future development within this proposed zone also emphasizes the need to have adequate provision for services and to address the environmental and natural assets of the area (which include the adjoining Nepean River and associated riparian area).</p>	

APPENDIX 4

DEFINITIONS / ABBREVIATIONS / TERMS

Note

* Camden LEP 45, 46, & 48

** Standard LEP definition

*** Camden Airport Master Plan 2010

(A) DEFINITIONS

*Advertisement means a sign, notice, device or representation in the nature of an outdoor advertisement visible from any public place or public reserve and includes any structure intended to display an advertisement.

*Agriculture means horticulture and land husbandry, which includes (but is not limited to) the keeping or breeding of livestock or bees and the growing of fruit and vegetables.

***Aircraft Maintenance Facility means a building or place used for the repair and fitting of accessories to aircraft or vehicles associated with airport operations, and includes work involving body building, panel building, panel beating, spray painting or chassis restoration.

**Airport means a place used for the landing, taking off, parking, maintenance or repair of aeroplanes (including associated buildings, installations, facilities and movement areas and any heliport that is part of the airport).

**Amusement centre means a building or place (not being part of a pub or registered club) used principally for

playing:

- (a) billiards, pool or other like games, or
- (b) electronic or mechanical amusement devices, such as pinball machines, computer or video games and the like.

***Bulky goods retailing means a building or place used primarily for the sale by retail or auction, the hire or display of items (whether goods or materials) which are of such a size, shape or weight as to require: a large area for handling, storage or display; or direct vehicular access to the site of the building or place by members of the public, for the purpose of loading items into their vehicles after purchase or hire.

***Bush regeneration works means the regeneration of bushland or vegetation areas including the removal of exotic species and material.

**Building identification sign means a sign that identifies or names a building and that may include the name of a building, the street name and number of a building, and a logo or other symbol, but that does not include general advertising of products, goods or services.

***Business identification sign means a sign:

- (a) that indicates:
 - (i) the name of the person or business, and
 - (ii) the nature of the business carried on by the person at the premises or place at which the sign is displayed, and
- (b) that may include the address of the premises or place and a logo or other symbol that identifies the business, but that does not include any advertising relating to a person who does not carry on business at the premises or place.

***Business premises means a building or place in which there is carried on an occupation, profession, service, light industry or trade which provides a service directly and regularly to the public.

**Car park means a building or place primarily used for the purpose of parking motor vehicles, including any manoeuvring space and access thereto, whether operated for gain or not.

***Child care centre means a building or place which is used (whether or not for profit) for the purpose of educating, minding or caring for children (whether or not any of the children are related to the owner or operator), but only if the following conditions are satisfied:

- (a) the children number 6 or more, are under 6 years of age, and do not attend a government school, or a registered non-government school, within the meaning of the Education Reform Act 1990, and
- (b) the building or place does not provide residential care for any of the children (other than those related to the owner or operator).

***Club means a building used by persons associated, or by a body incorporated, for social, literary, political, sporting, athletic or other lawful purposes whether of the same or of a different kind and whether or not the whole or a part of such building is the premises of a club registered under the Registered Clubs Act 1976.

***Commercial premises means a building or place used as an office or for other business or commercial purposes, but does not include a building or place elsewhere specifically defined in this Preliminary Draft Master Plan or a building or place used for a purpose elsewhere specifically defined in this Preliminary Draft Master Plan.

*Communications facility means a building or other structure, work or place used primarily for transmitting or receiving signals for the purpose of communication, including radio masts, transmission towers, satellite discs and the like.

**Community facility means a building or place:

- (a) owned or controlled by a public authority or non-profit community organisation, and
- (b) used for the physical, social, cultural or intellectual development or welfare of the community, but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation.

***Compatible land use means development that is not inconsistent with the provisions of the Preliminary Draft Master Plan; is not inconsistent with the objectives of the zone in which the use will be located; will not have an adverse effect on other land within the locality; and will not render the land unfit for the purpose for which it has been zoned.

*Compatible use, in relation to a heritage item, means a use which involves no change to culturally significant fabric, but involves a change which is substantially reversible, or which results in a minimal impact on heritage significance.

***Development for the purposes of this Master Plan means:

- (a) Constructing buildings or other structures,
- (b) Altering the structure of buildings or other structures,
- (c) Undertaking, constructing or altering earthworks (whether or not in relation to buildings or other structures),
- (d) Undertaking, constructing or altering engineering works, electrical works or hydraulic works (whether or not in relation to buildings or other structures).
- (e) Demolishing, destroying, dismantling or removing:
 - (i) Buildings or other structures, or
 - (ii) Earthworks, or

- (iii) Engineering works, or
- (iv) Electrical works, or
- (v) Hydraulic works,
- (f) Undertaking land clearing.

***Earthworks or engineering works means:

- (a) Runways, taxiways and aprons
- (b) Surface car parks
- (c) Retaining walls
- (d) Dams
- (e) Roads
- (f) Railways
- (g) Pipelines
- (h) Tunnels

***Educational establishment means a building used as a school, college, technical college, academy, lecture hall, gallery or museum, but does not include a building used wholly or principally as an institution or child care centre.

***Flood mitigation work means work designed and constructed for the express purpose of mitigating flood impacts (on-site or downstream). It involves changing the characteristics of flood behaviour to alter the level, location, volume, speed or timing of flood waters to mitigate flood impacts. Types of works may include excavation, construction or enlargement of any fill, wall, or levee that will alter riverine flood behaviour, local overland flooding, or tidal action so as to mitigate flood impacts.

**Food and drink premises means retail premises used for the preparation and retail sale of food or drink for immediate consumption on or off the premises, and includes restaurants, cafes, take away food and drink premises, milk bars and pubs.

***Freight transport or handling facility means a facility used principally for the bulk handling of goods for transport by road, rail, air or sea, including any facility for the loading and unloading of vehicles, aircraft, vessels or containers used to transport those goods and for the parking, holding, servicing or repair of

those vehicles, aircraft or vessels or for the engines or carriages involved.

***Generating works means a building or place used for the purpose of making or generating gas, electricity or other forms of energy.

**health care professional means any person registered under an Act for the purpose of providing health care.

**Helipad means a place not open to the public used for the taking off and landing of helicopters.

**Heliport means a place open to the public used for the taking off and landing of helicopters, whether or not it includes:

- (a) a terminal building, or
- (b) facilities for the parking, storage or repair of helicopters.

***Heritage conservation management plan means a document that details the heritage significance of an item, place or heritage conservation area and identifies conservation policies and management mechanisms that are appropriate to enable that significance to be retained.

**Heritage impact statement means a document consisting of:

- (a) a statement demonstrating the heritage significance of a heritage item, archaeological site, place of Aboriginal heritage significance or other heritage conservation area, and
- (b) an assessment of the impact that proposed development will have on that significance, and
- (c) proposals for measures to minimise that impact.

***Heritage item means a building, work, archaeological site, tree, place or Aboriginal object:

- (a) shown on a Figure,
- (b) described in an inventory of heritage items within the Bankstown Airport Heritage Strategy 2005.

***Heritage significance means archaeological, architectural, cultural, historical, natural, or aesthetic value, scientific or social value.

***Hospital means a building or place (other than an institution) used for the purpose of providing professional health care services (such as preventative or convalescent care, diagnosis, medical or surgical treatment, care for people with developmental disabilities, psychiatric care or counselling and services provided by health care professionals) to people admitted as in-patients (whether or not outpatients are also cared for or treated there), and includes:

- (a) ancillary facilities for the accommodation of nurses or other health care workers, ancillary shops or refreshment rooms and ancillary accommodation for persons receiving health care or for their visitors, and
- (b) facilities situated in the building or at the place and used for educational or research purposes, whether or not they are used only by hospital staff or health care workers, and whether or not any such use is a commercial use.

***Hotel or motel accommodation means tourist and visitor accommodation (whether or not licensed premises under the Liquor Act 2007):

- (a) comprising rooms or self-contained suites, and
- (b) that may provide meals to guests or the general public and facilities for the parking of guests' vehicles,
- (c) but does not include backpackers' accommodation, a boarding house, bed and breakfast accommodation or farm stay accommodation.

***Industrial retail outlet means a building or place that:

- (a) Is used in conjunction with an industry (including, but not limited to, a light industry or aviation activity),
- (b) It is used for the storage, display, or sale (whether by retail or wholesale) of those goods that have been manufactured, stored or distributed on the land on which the industry is carried out.

**Industry means the manufacturing, production, assembling, altering, formulating, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling,

transforming, processing or adapting, or the research and development of any goods, chemical substances, food, agricultural or beverage products, or articles for commercial purposes, but does not include extractive industry or a mine.

**kiosk means retail premises used for the purposes of selling food, light refreshments and other small convenience items such as newspapers, films and the like.

****Landscape and garden supplies** means a building or place where trees, shrubs, plants, bulbs, seeds and propagating material are offered for sale (whether by retail or wholesale), and may include the sale of landscape supplies (including earth products or other landscape and horticulture products) and the carrying out of horticulture.

****Light industry** means an industry, not being a hazardous or offensive industry or involving use of a hazardous or offensive storage establishment, in which the processes carried on, the transportation involved or the machinery or materials used do not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise.

*****Liquid fuel depot and distribution facility** means storage and distribution premises that are used for the bulk storage and distribution of petrol, oil, petroleum or other inflammable liquid for aircraft and airport vehicles.

*****Land filling** means all works or activities involved in the placement of fill on land, or an excavation of land, which significantly alters the shape, natural form or drainage of land.

****Medical centre** means business premises used for the purpose of providing health services (including preventative care, diagnosis, medical or surgical treatment, counselling or alternative therapies) to out-patients only, where such services are principally provided by health care professionals, and may include the ancillary provision of other health services.

*****Mixed use development** means a building or place comprising 2 or more different land uses, identified as permissible in the zone.

*****Motel** means a building or buildings (other than a hotel, boarding-house or residential flat building) substantially used for the overnight accommodation of travelers and the vehicles used by them whether or not the building or buildings are also used in the provision

of meals to those travelers or the general public.

*****Motor showroom** means a building or place used for the display or sale of motor vehicles, caravans or boats, whether or not motor vehicle accessories, caravan accessories or boat accessories are sold or displayed therein or thereon.

*****Navigational aids** means any aircraft surveillance equipment, control towers, radars, visual and non-visual navigation aids and the like.

****Office premises** means a building or place used for the purpose of administrative, clerical, technical, professional or similar activities that do not include dealing with members of the public at the building or place on a direct and regular basis, except where such dealing is a minor activity (by appointment) that is ancillary to the main purpose for which the building or place is used.

****Parking space** means a space dedicated for the parking of a motor vehicle, including any manoeuvring space and access to it, but does not include a car park.

*****Passenger transport facility** means a building or place used for the assembly or dispersal of passengers by any form of transport, including public transport and facilities required for parking, manoeuvring, storage or routine servicing of any vehicle that uses the building or place.

*****Place of assembly** means a public hall, theatre, cinema, music hall, concert hall, dance hall, open-air theatre, drive-in theatre, music bowl or any other building of a like character used as such and whether used for the purposes of gain or not, but does not include a place of public worship, an institution or an educational establishment.

*****Place of public worship** means a building or place used for the purpose of religious worship by a congregation or religious group, whether or not the building or place is also used for counselling, social events, instruction or religious training.

***Plant nursery means a building or place used for either the growing or retail selling of plants, whether or not ancillary products are sold therein.

***Pub means licensed premises under the Liquor Act 1982 the principal purpose of which is the sale of liquor for consumption on the premises, whether or not the premises include hotel or motel accommodation and whether or not food is sold on the premises, but excludes gaming facilities.

***Public administration building means a building used as offices or for administrative or other like purposes by the Crown, a statutory body, a council or an organisation established for public purposes, and includes police stations, customs, aviation rescue and fire fighting services and the like.

***Public utility undertaking means any development involving the provision of infrastructure services to the site, including, but not limited to, hydraulic power, electricity, gas, telecommunications, water, sewer, stormwater and fuel.

***Recreation facility means a building or place used for sporting activities, recreation or leisure activities, and may incorporate a shop or office, whether or not operated for the purpose of gain.

***Refreshment room means a restaurant, cafe, tea room, eating house or the like.

**Registered club means a club in respect of which a certificate of registration under the Registered Clubs Act 1976 is in force.

***Research facility means a building or place used for the design, research or development of any industrial goods or any articles for commercial purposes, but does not include a building or place elsewhere defined in this Schedule.

**Restaurant means a building or place the principal purpose of which is the provision of food or beverages to people for consumption on the premises and that may also provide takeaway meals and beverages.

****Retail premises** means a building or place used for the purpose of selling items by retail, or for hiring or displaying items for the purpose of selling them by retail or hiring them out, whether the items are goods or materials (or whether also sold by wholesale).

*****Road** means road, street, lane, highway, pathway or thoroughfare.

*****Road transport terminal** means a building or place used for the principal purpose of the bulk handling of goods for transport by road, including facilities for the loading and unloading of vehicles used to transport those goods and for the parking, servicing and repair of those vehicles.

*****Runway** means a paved strip on which aeroplanes land and take off.

****Self-storage units** means storage premises that consist of individual enclosed compartments for storing goods or materials (other than hazardous or offensive goods or materials).

****Service station** means a building or place used for the sale by retail of fuels and lubricants for motor vehicles, whether or not the building or place is also used for any one or more of the following:

- (a) the ancillary sale by retail of spare parts and accessories for motor vehicles,
- (b) the cleaning of motor vehicles,
- (c) installation of accessories,
- (d) inspecting, repairing and servicing of motor vehicles (other than body building, panel beating, spray painting, or chassis restoration),
- (e) the ancillary retail selling or hiring of general merchandise or services or both.

*****Shop** means a building or place used for the purpose of selling, exposing or offering for sale by retail, goods, merchandise or materials, but does not include a building or place elsewhere specifically defined in this Plan, a building or place used for a purpose elsewhere specifically defined in this Plan.

****Signage** means any sign, notice, device, representation or advertisement that advertises or promotes any goods, services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage, and includes:

- (a) building identification signs, and
- (b) business identification signs, and
- (c) advertisements, but does not include traffic signs or traffic control facilities.

****Storage premises** means a building or place used for the storage of goods, materials, plant or machinery for commercial purposes and cars, where the storage is not ancillary to any business premises or retail premises on the same parcel of land.*****Structures** mean:

- (a) bridges
- (b) fences
- (c) towers and pylons
- (d) tents and other temporary structures.

****Take away food and drink premises** means food and drink premises that are predominantly used for the preparation and sale of food or drink (or both) for immediate consumption away from the premises.

*****Taxiway** means a paved strip used by aircraft in taxiing to and from a terminal or runway.

*****Temporary structure** includes a booth, tent or other temporary enclosure (whether or not part of the booth, tent or enclosure is permanent), and also includes a mobile structure.

****Tourist and visitor accommodation** means a building or place that provides temporary or short-term accommodation on a commercial basis, and includes hotel or motel accommodation, serviced apartments, bed and breakfast accommodation and backpackers' accommodation.

***Tourist facilities means an establishment providing for holiday accommodation or recreation and may include a boat shed, boat landing facilities, camping ground, caravan park, holiday cabins, hotel, house boat, marina, motel, playground, refreshment room, water sports facilities or a club used in conjunction with any such activities.

**Transport depot means a building or place used for the parking or servicing of motor powered or motor drawn vehicles used in connection with a passenger transport undertaking, business, industry or shop.

***Transport terminal means a building or place used as an airport terminal, a road transport terminal, a bus station or a bus depot.

***Utility installation means a building or work used by a public utility undertaking, but does not include a building designed wholly or principally as administrative or business premises or as a show-room.

***Utility undertaking means any of the following undertakings carried on or permitted to be carried on by or by authority of any Government Department or under the authority of or in pursuance of any Commonwealth or State Act:

- (a) railway, road transport, water transport, air transport, wharf or river undertakings
- (b) undertakings for the supply of water, hydraulic power, electricity or gas or the provision of sewerage or drainage services;
- (c) and a reference to a person carrying on a utility undertaking includes a reference to a council, electricity supply authority, Government Department, corporation, firm or authority carrying on the undertaking.

**Vehicle sales or hire premises means a building or place used for the display, sale (whether by retail or wholesale) or hire of motor vehicles, caravans, boats, trailers, agricultural machinery and the like, whether or not accessories are sold or displayed there.

**Warehouse or distribution centre means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made.

**Works depot means a building or place used for the storage (but not sale or hire) of plant, machinery or other goods (that support the operations of an existing undertaking, including construction) when not required for use. This includes ancillary temporary office facilities and amenities supporting such a depot.

(B) ABBREVIATIONS

Air Traffic Control Tower	ATCT
Airport Building Controller	ABC
Airport Emergency Plan	AEP
Airport Environment Officer	AEO
Airport Environment Strategy	AES
Airport Lessee Company	ALC
Airport Security Program	ASP
Airservices Australia Sydney Terminal	TCU
Australian Noise Exposure Forecast	ANEF
Australian Noise Exposure Index	ANEI
Above Ground Level	AGL
Australian Strategic Air Traffic	ASTRA
Automated Terminal Information Service	ATIS
Bankstown Airport Limited	BAL
Building Application	BA
Camden Airport Community	CAPCOM
Civil Aviation Safety Authority	CASA
Civil Aviation Safety Regulations	CASR
Civil Aviation Regulations	CAR
Common Traffic Advisory Frequency	CTAF
Department of Civil Aviation	DCA
Department of Environment , Water, Heritage and the Arts	DEWHA
Department of Planning (NSW)	DoP
Department of Infrastructure, Transport, Regional Development and Local Government	DITRD LG
Development Application	DA
Development Control Plan	DCP
Economic Impact Analysis	EIA
Environmental Management Plan	EMP
Federal Aviation Administration	FAA
Federal Airports Corporation	FAC
General Aviation	GA
General Aviation Airport Procedures	GAAP
Global Navigation Satellite System	GNSS
Global Positioning System	GPS
Gross Domestic Product	GDP
Hectares	Ha
Helicopter Landing Site	HLS
Instrument Flight Rule	IFR
Instrument Landing System	ILS
Integrated Noise Model	INM
International Civil Aviation Organization	ICAO
Lane of Entry	LOE
Level of Service	LOS
Local Environment Plan	LEP

Major Development Plan	MDP
Mandatory Broadcast Zone	MBZ
Manual of Standards	MOS
Master Plan	MP
Maximum Take-Off Weight	MTOW
National Airspace System	NAS
National Pollutant Inventory	NPI
Nautical Miles	NM
Non-Directional Beacon	NDB
Notice to Airmen	NOTM
Obstacle Limitation Surfaces	OLS
Pilot Activated Aerodrome Lighting	PAL
Preliminary Draft Airport Environment Strategy	PDAES
Preliminary Draft Master Plan	PDMP
Procedures for Air Navigation Services– Aircraft Operations	PANS-OPS
Regional Environment Plan	REP
Regular Passenger Transport	RPT
Royal Australian Air Force	RAAF
Review of Environmental Factors	REF
Safety Management System	SMS
Sydney Metropolitan Airports	SMA
State Environment Planning Policy	SEPP
Standard Arrival Routes	STAR
Standard Instrument Departure	SID
Sydney Airport Control Area	CTA
Sydney Airport Control Zone	CTR
Sydney Airports Corporation Limited	SACL
Visual Flight Rule	VFR

(C) DEFINITION OF TERMS

Runways

Defined areas provided for the landing and take-off of aircraft. Runways are typically identified by reference to approximate compass bearings and direction when viewed from the perspective of the direction in which the aircraft is flying.

Aprons

Areas defined for the safe parking of aircraft.

Taxiways/Taxi lanes

Defined areas provided for the surface movement of aircraft between runways and aprons.

General Aviation (GA)

All aircraft operations except scheduled passenger operations.

Regular Passenger Transport (RPT)

Scheduled passenger operations.

Touch and go

This refers to pilot training aircraft operation whereby the aircraft lands and takes-off again without coming to a complete stop.

DISCLAIMER

This Preliminary Draft Master Plan has been prepared by Camden Airport Limited for the purpose of satisfying the statutory requirements of the Airports Act 1996. The development concepts presented in this Preliminary Draft Master Plan are based on certain forecasts and assumptions, which have been prepared and adopted by BAC specifically for the preparation of the Plan to satisfy statutory requirements. These forecasts and assumptions should not be used or relied upon for any other purpose by any other person.

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APPENDIX 5

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