

## > Executive Summary



Camden Airport

Master Plan  
2004/05



# > Executive Summary

## Introduction

This Master Plan (MP) presents Camden Airport Limited's (CAL) vision for the development of Camden Airport over the next 20 years (to 2024/25).

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 some 40 to 50 jobs and economic activity of around \$6 to \$7.5 million. The implementation of CAL's vision will see this contribution double over the forecast period.

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 136,000, from an estimated current based of around 69,000. While this represents a compound annual growth rate of 3.3 per cent per annum, the forecast level of traffic for 2024/25 is only marginally higher 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 Camden Airport accommodating a transfer of traffic from Hoxton Park Airport, which is scheduled to close by 2008, and 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 area for an additional 14 powered aircraft hangars;
- preservation of 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. Four primary areas have been identified for potential development as follows:

- a 9.6 hectare area in the eastern part of the airport, south of Runway 06/24. This area is currently under utilised and 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 set out below. It has been zoned Camden Airport Business Support;
- a 3.9 hectare area in the eastern part of the airport, south of Runway 06/24. This area is above the 1 in 100 year flood plain level and is currently utilised for a mix of aviation and non-aviation uses. It has been zoned Mixed Use – Aeronautical/Camden Airport Business Support; and
- a 54 hectare area adjacent to the full length of the boundary of the Nepean River. This area is subject to a Registered Property Agreement between CAL and NSW Government which commits CAL to conserve areas of open forest woodland and grassland. It has been zoned Environment Protection; and
- a 28.5 hectare, area adjacent to the aeronautical areas. The area is below the flood plain and is unserviced. Currently, the north-western aspects of this area is used for limited rural activity. It has been zoned as Camden Airport Support.



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.

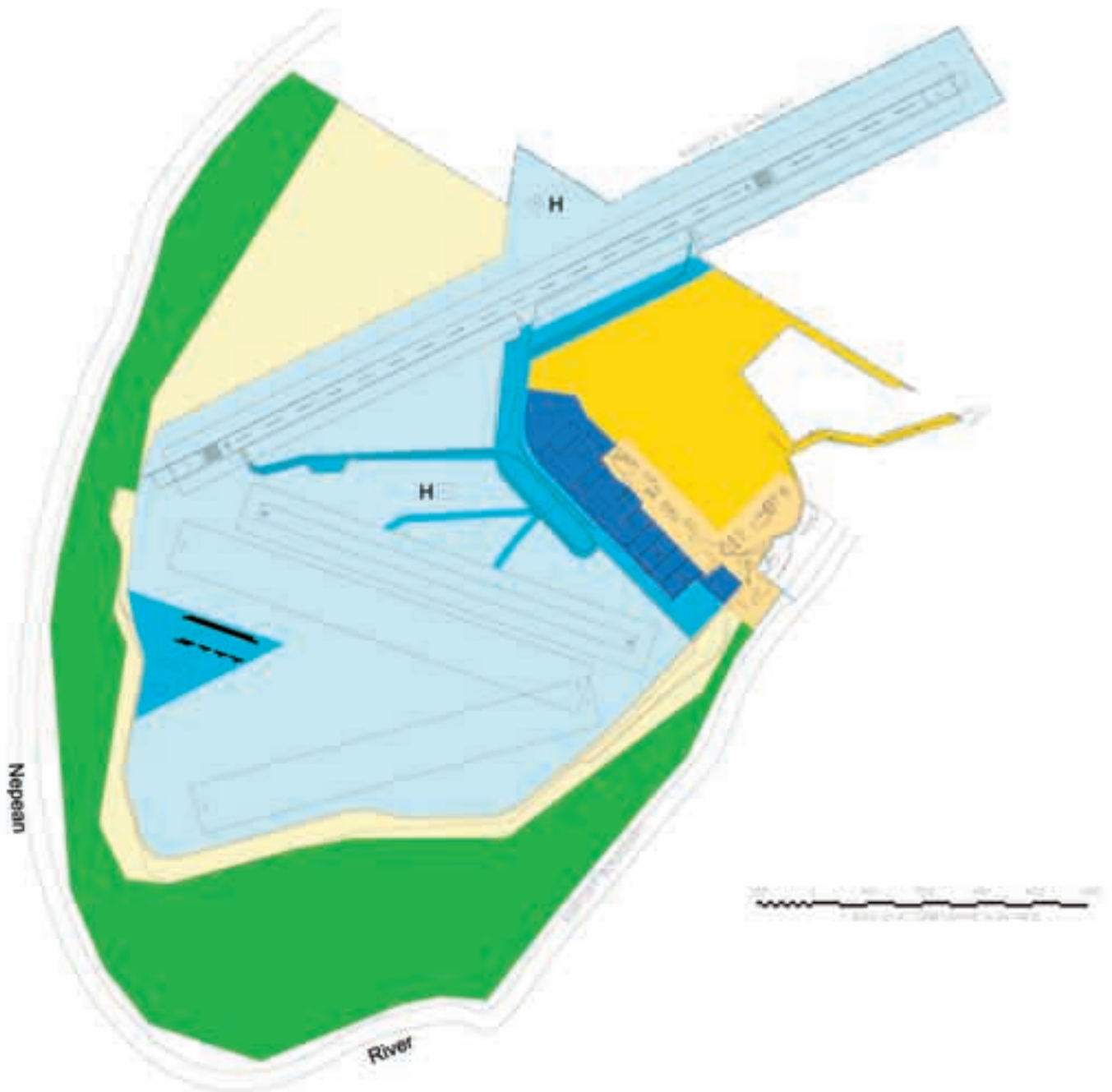
# > Figure A

## Camden Airport Current Land Use Layout



### LEGEND

- |   |   |   |                                      |
|---|---|---|--------------------------------------|
|  | AVIATION TENANCY BUILDINGS & ASSOCIATED TAXI WAYS               |  | RURAL ZONE                           |
|  | AIRCRAFT MOVEMENT & PARKING AREAS                               |  | MIXED USE, AVIATION AND NON-AVIATION |
|  | RUNWAY COMPLEX & ASSOCIATED CLEARANCES                          |  | ENVIRONMENT PROTECTION ZONE          |
|  | EXISTING NON-AVIATION TENANTS, SURFACE ACCESS & UNUTILISED LAND |   |                                      |











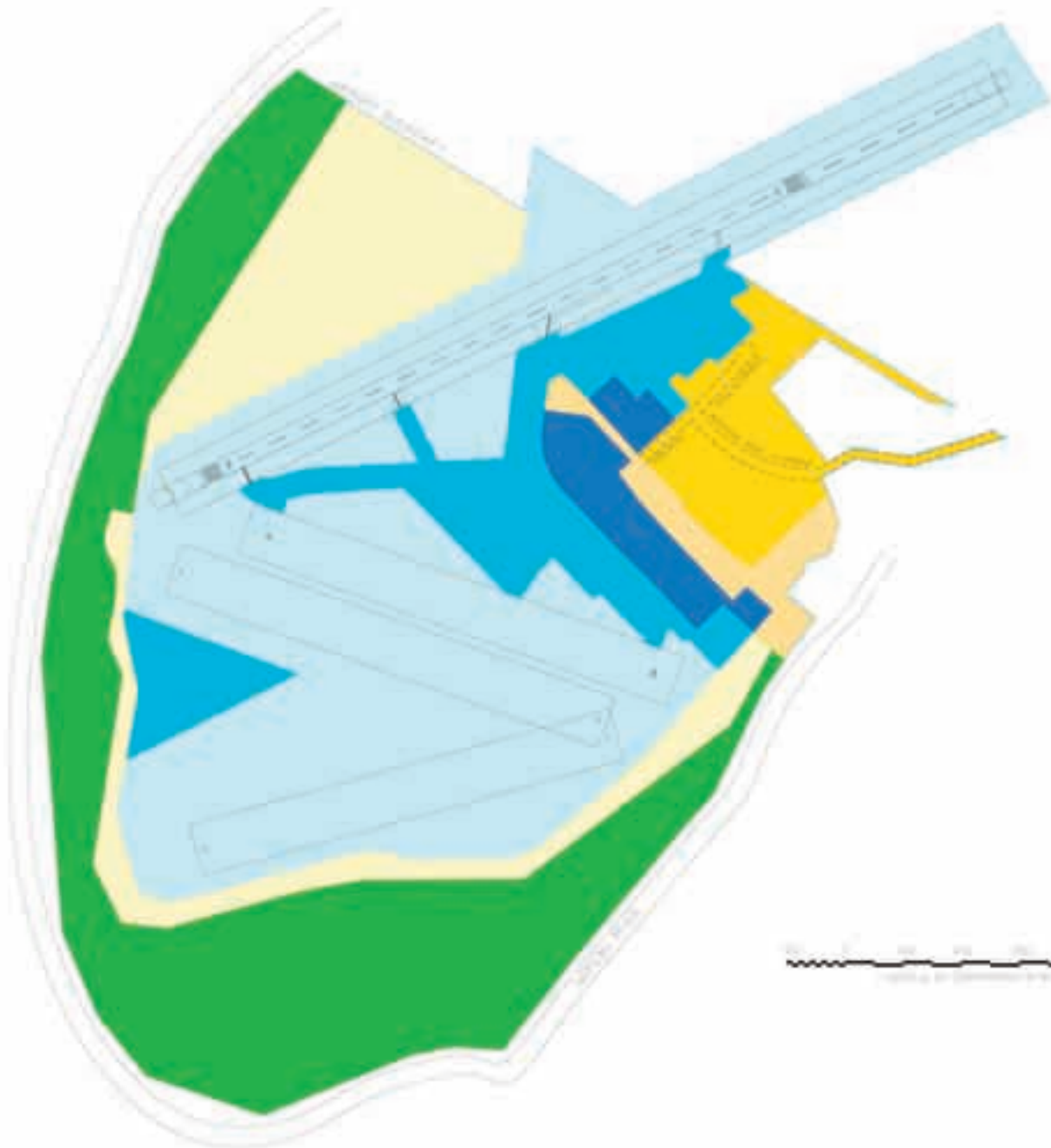
# > Figure B

## Camden Airport Development Concept (2024/25)



### LEGEND

- |   |  |   |  |
|---|--|---|--|
|  | AIRSIDE TENANCY BUILDINGS & ASSOCIATED TAXI WAYS |  | MIXED USE AVIATION / CAMDEN AIRPORT BUSINESS SUPPORT ZONES |
|  | AIRCRAFT MOVEMENT & PARKING AREA                 |  | ENVIRONMENT PROTECTION ZONE                                |
|  | RUNWAY COMPLEX, HELIPAD & ASSOCIATED CLEARANCES  |  | INTERNAL ROAD (INDICATIVE ALIGNMENT)                       |
|  | CAMDEN AIRPORT BUSINESS SUPPORT ZONE             |   |  |
|  | CAMDEN AIRPORT SUPPORT ZONE                      |   |  |



## > Executive Summary

### Managing the Impacts of the Aviation & 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 MP. These issues and CAL's strategy to manage them include:

#### ■ **surface transport;**

The MP 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:

- 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
- internal roads – a new internal road, servicing the aviation and non-aviation development areas 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 MP 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 MP.

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 MP consistent with the Camden Airport Draft Airport Environment Strategy, which identifies the way in which environmental issues such as air quality, surface water quality, groundwater, soil contamination, ground based noise and flora/fauna will be managed.

#### ■ **heritage;**

CAL has identified that some aspects of the Airport have heritage significance. These are proposed to be conserved in accordance with a heritage management strategy which is currently being prepared.

#### ■ **sustainability;**

CAL has determined that property developments will adapt high standards of environmental and social sustainability by striving to utilise resources in an efficient manner while meeting the expectations of stakeholders.

#### ■ **aircraft noise;**

CAL has conducted extensive aircraft noise modelling as part of the MP.

The Australian Noise Exposure Forecast (ANEF) contours based on the 2024/25 traffic forecast highlight an increase in the area covered by ANEF contours, particularly the 20 ANEF contour, compared to the currently endorsed ANEF, conducted in 1995. This change reflects the following factors:

- higher traffic forecasts for the 2024/25 ANEF than the currently endorsed ANEF, due in part to the closure of Hoxton Park Airport and the resultant traffic increases;
- more accurate modelling of traffic patterns, particularly with respect to the use of the powered aircraft cross-wind runway (Runway 10/28); and
- inclusion of the glider strips and helicopter movements in the ANEF analysis for the first time.