

## > Airport Environment and Heritage

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Camden Airport  
Airport Environment Strategy  
2005



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### 2.1 Location

Camden Airport is situated within the Camden local government area (LGA). It is located approximately 2 kilometres to the northwest of the centre of Camden and 15 kilometres to the northwest of Campbelltown (see Figure 2). The Airport is bounded by:

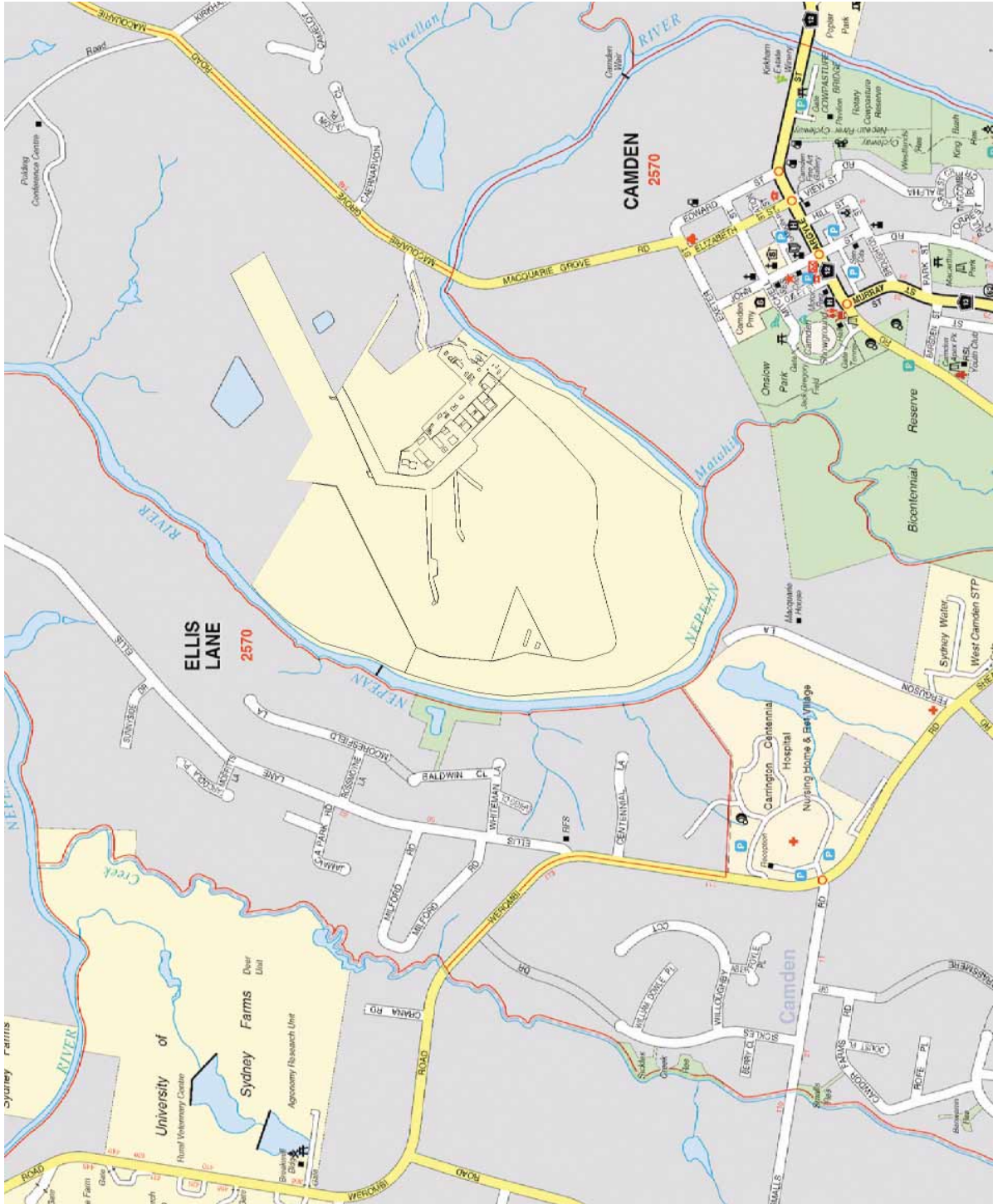
- Nepean River to the west;
- Nepean River and farmland to the east;
- Nepean River to the south; and
- farmland to the north.

The Airport covers an area of approximately 196 hectares. An aerial photograph showing the land surrounding the Airport as well as the general layout of the Airport is shown in Figure 3. A plan illustrating the detailed airport layout is provided in Figure 4. The landuse zoning for the Airport as determined by the MP is indicated in Figure 5.

The Airport land elevation increases in a north easterly direction. The majority of Airport buildings are located towards the higher eastern boundary. The only road access to the Airport is via Aerodrome Road, which is located off Macquarie Grove Road. An internal road system provides access to the hangars and landside buildings from Aerodrome Road. There are two formal drainage lines which discharge stormwater to the Nepean River. These drain the aprons, runways and tenanted area to the Nepean River.

> Figure 2

Camden Airport Site Map





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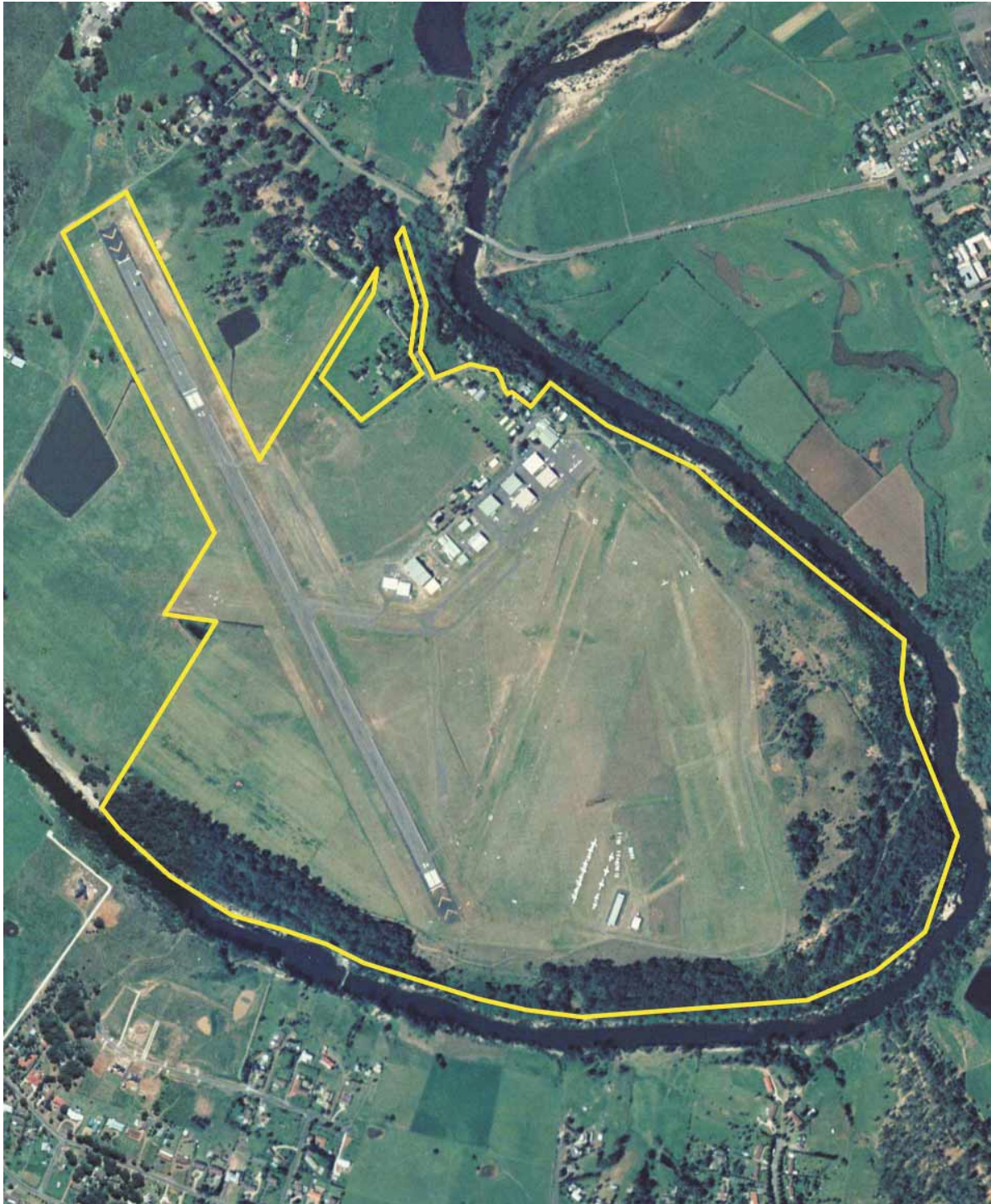
> **Figure 3**

**Camden Airport Aerial Photo**



**LEGEND**

 AIRPORT BOUNDARY





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







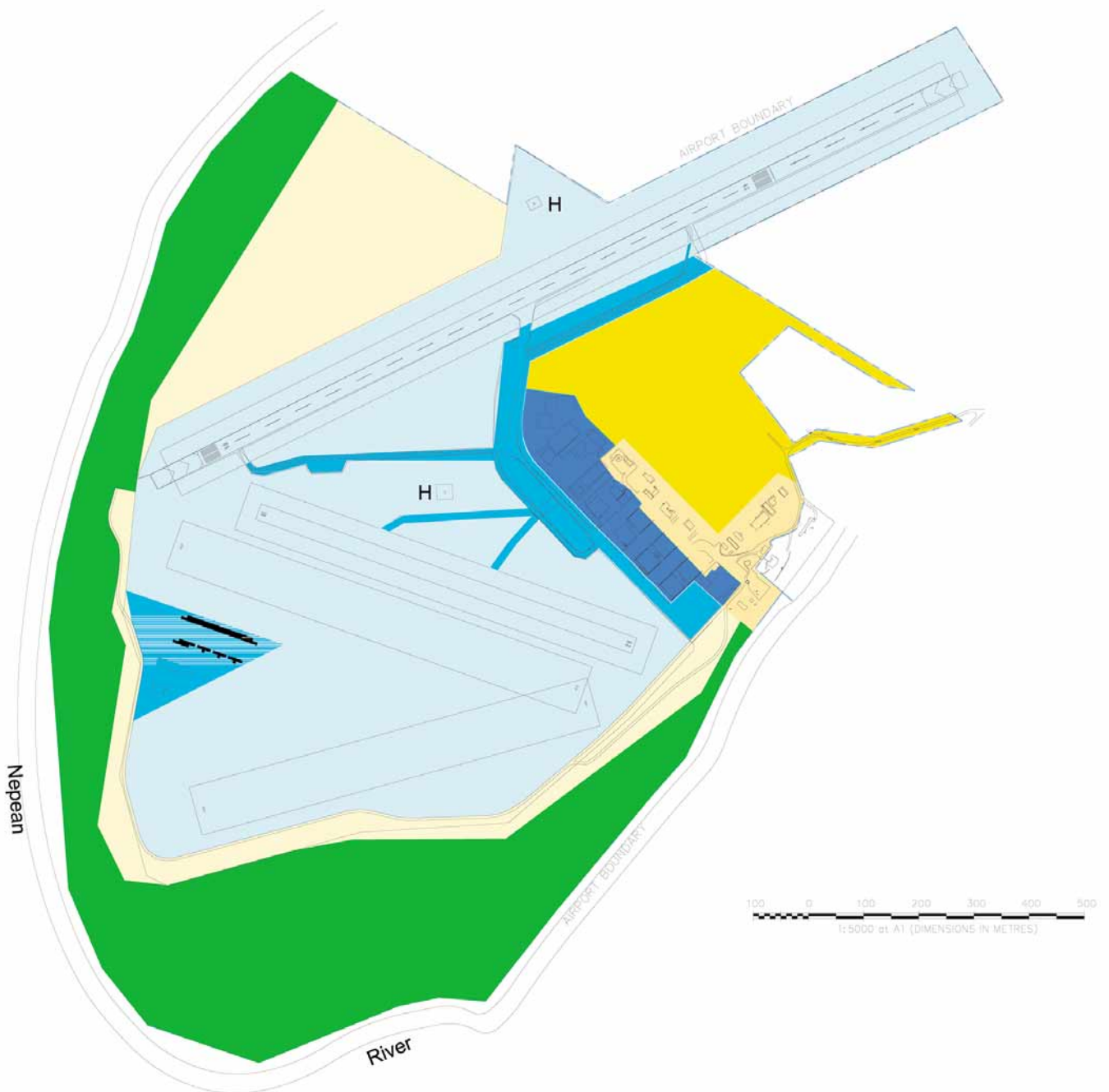
# > Figure 4

## 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 |   |                                      |





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




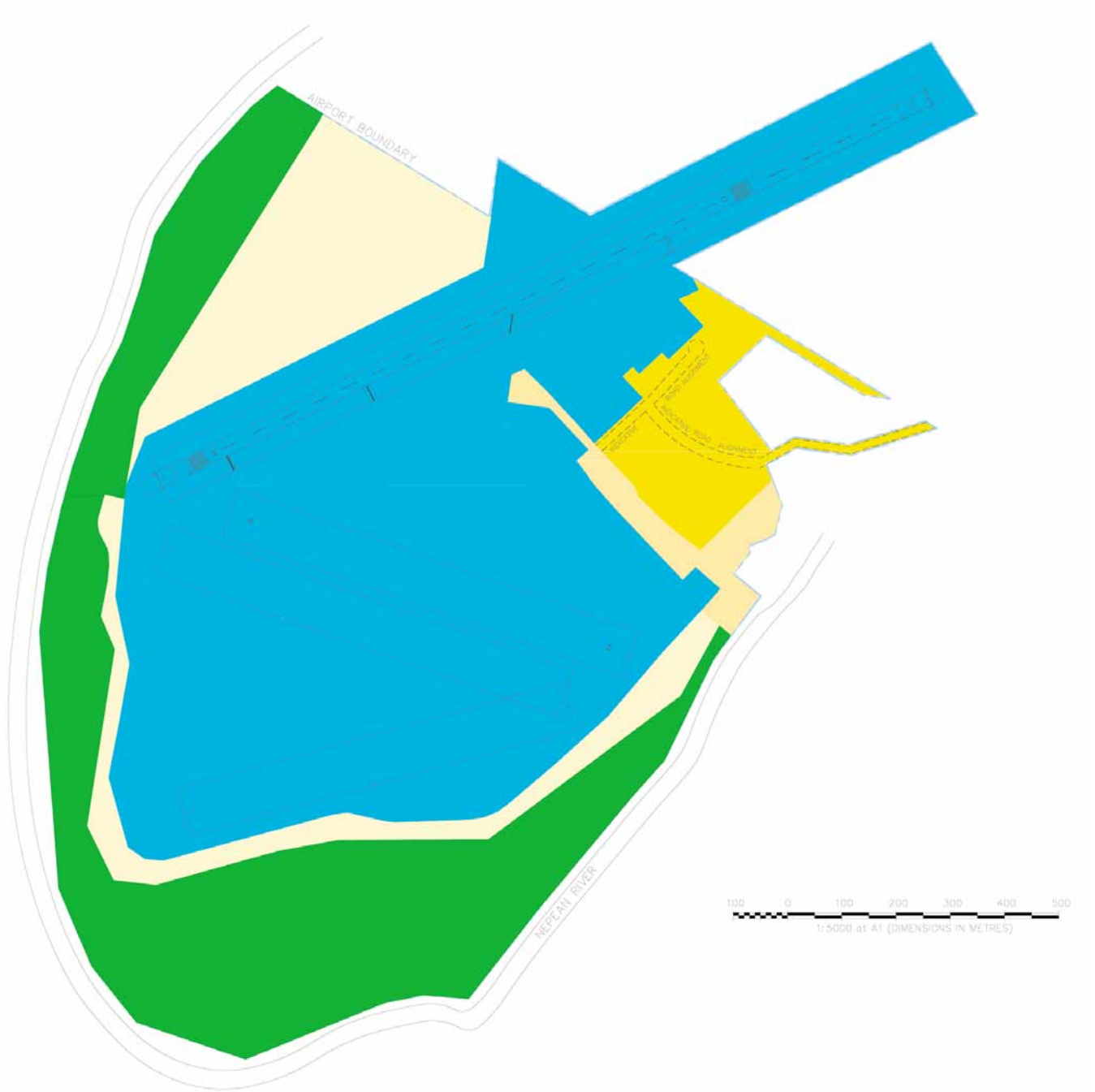
# > Figure 5

## Camden Airport Zoning Plan



### LEGEND

-  AERONAUTICAL ZONE
-  CAMDEN AIRPORT BUSINESS SUPPORT ZONE
-  CAMDEN AIRPORT SUPPORT ZONE
-  MIXED USE AERONAUTICAL / CAMDEN AIRPORT BUSINESS SUPPORT ZONE
-  ENVIRONMENTAL PROTECTION ZONE
-  CONNECTOR ROAD (INDICATIVE ALIGNMENT)



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### 2.2 Airport Operations

Full details of Airport operations are provided in the MP, which presents the vision for the development of the Airport over the 20 year period 2005 to 2025.

The number of General Aviation (GA) movements at Camden Airport in 2002/2003 was 68,388. This number of movements is well below the operational capacity of 200,000 movements per year.

The Airport has two runways, a sealed runway of 1,464 metres in the 06/24 direction and a grassed runway of 723 metres in the 10/28 direction. Two grass strips in the 10/28 - 06/24 direction are also available for glider operations. The runways are identified in Figure 4.

Aircraft parking areas are located adjacent to the runways and outside the existing hangar reserves. Operational facilities include runway and taxiway lighting systems, air traffic control tower (ATCT), and refuelling and fuel storage depots.

As the Airport is not operational for passenger traffic, it does not have terminal facilities.

### 2.3 Tenants

In 2004, there were approximately 40 tenants at Camden Airport carrying out a limited range of aviation and non-aviation activities. Glider manufacture, fuel sales, flying training schools and aircraft maintenance are some of the aviation related activities.

Communications equipment manufacture, carbon fibre engineering and upholstery are some of the non-aviation related activities. With the exception of glider storage hangers, the tenants are clustered in the eastern part of the site as shown on Figure 3.

The MP discusses future development of the Airport, and provides details of proposed land use at the Airport for both developed and undeveloped land. Airport tenant numbers may increase in the future and the mix of tenants may change during the period of this AES. The AES will accommodate this change.

Airport tenants are divided into three Tiers based on their potential environmental risk. Tier 1 tenants are considered to have a potential for significant environmental risk. Tier 2 tenants are considered to have a potential for moderate environment risk. Tier 3 tenants are considered to have a potential for minimal environmental risk.

Generally, occupants belonging to each Tier are as shown below (by industry type):

- Tier 1: CAL and fuel storage companies (including Shell, BP and Mobil).
- Tier 2: Tenants who store in excess of 200 litres of hazardous substances or dangerous goods including aircraft maintenance/ repair/ restoration, fibreglass repair and flying training schools.
- Tier 3: Remaining tenants (including clubhouse facilities).

Tier 1 and Tier 2 tenants are required to prepare Tenant EMPs for their operations.

Aviation and non-aviation tenants and their employees, contractors and agents will be required to comply with this AES by regulatory, lease and audit means. Tenants are responsible for their contractors and for the environmental training of their staff, including actions to prevent, report and monitor environmental incidents and/or pollution events and compliance with the Airports Act 1996 and Airports (Environment Protection) Regulations 1997.

### 2.4 Management Structure Overview

The Board of Directors for CAL expect a high standard of environment performance at Camden Airport and is committed to providing sufficient resources, in terms of trained personnel, financial support and equipment.

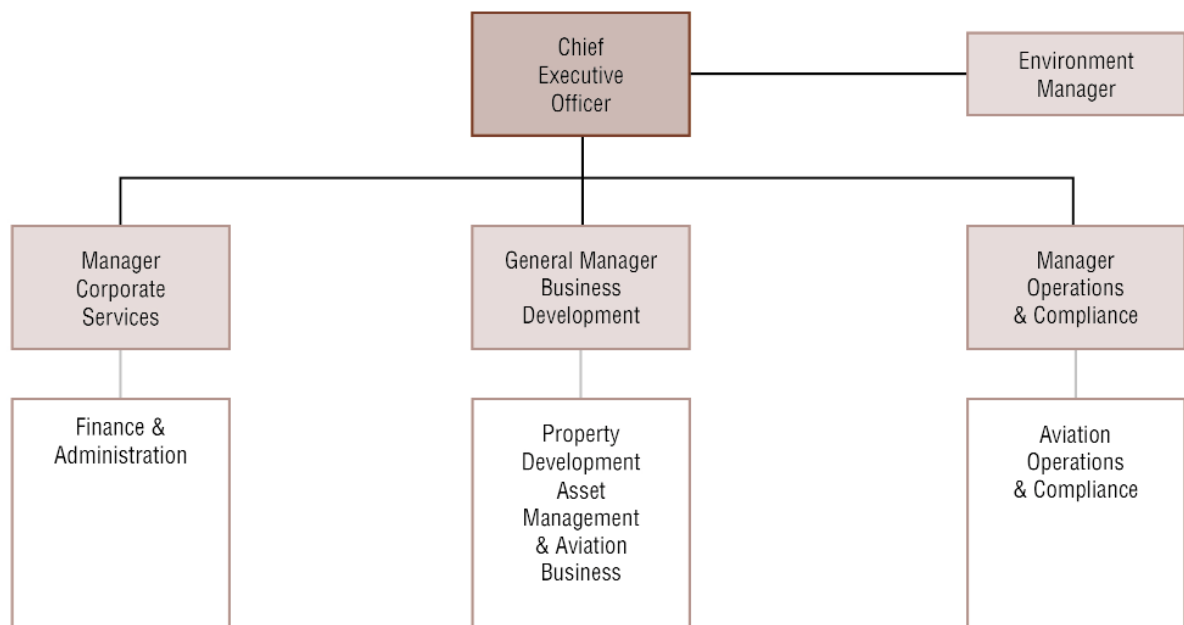
Camden Airport will be managed by Bankstown Airport Limited (BAL) under a Management Services Agreement. The Chief Executive Officer (CEO) for BAL has responsibility for ensuring CAL's compliance with the Environment Policy, maintaining the relevance of the Policy and ensuring the required standard of environmental performance is achieved by all tenants and staff.

The BAL management structure is shown in Figure 6.

BAL's Environment Manager, who acts as CAL's Environment Manager, reports to BAL's CEO and has the responsibility for the day-to-day implementation of the Environment Management System (EMS), of which the AES is one component.

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**Figure 6**  
BAL Management Structure



By reporting to the CEO, the Environment Manager function is separated from the business units. This allows the Environment Manager role to perform both service and governance functions. In terms of a service function, the Environment Manager works with the business unit managers to assist them to improve the environmental performance of their business. In terms of governance however, a reporting line to the CEO allows the Environment Manager to independently audit and review the environmental performance of business units and report any variances, inconsistencies and failures to the CEO for remedial action.

More specifically, the Environment Manager's duties include:

- liaising with tenants and providing advice;
- commissioning environmental studies and responding to study findings/ recommendations;
- identifying and organising training and/or awareness programs for CAL staff, contractors and tenants;
- conducting environmental audits of tenants' operations;
- reviewing tenant EMPs;
- implementing reviewing, amending and improving the Airport's EMS;
- responding to environmental emergencies;
- maintaining environment records including the Environmental Sites Register; preparing CAL's Annual Environment Report, Annual Public Environment Report, Quarterly Reports and Monthly Reports;
- assessing development applications from existing and prospective tenants for environmental impacts associated with the development;
- distributing copies of the AES to all tenants or other Airport users;
- implementing the AES; and
- preparing future AESs.

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### 2.5 Environmental Regulatory Regime

#### 2.5.1 Airport Operations in General

Camden Airport is subject to the Airports Act 1996 and the Airports (Environment Protection) Regulations 1997.

This legislation aims to establish a cooperative approach to environmental management on airports, promote awareness of environmental issues and to ensure that management systems are in place to deal with water pollution, soil contamination, biota, heritage sites, air pollution and noise produced on airports, with a view to minimising these environmental impacts.

In addition to the Airports Act 1996's objective of promoting awareness of environmental issues and management of pollution, the Airports (Environment Protection) Regulations 1997:

- set standards and impose duties in relation to environmental pollution (dealing with water and soil quality, and ground-based air and noise emissions);
- authorise the monitoring and remediation of breaches of environmental standards; and
- support better environmental outcomes on leased Commonwealth airports.

The main environmental elements of the Airports Act 1996 include the implementation of the AES, and the monitoring and remediation of pollution.

The 2000 AES was approved by the Minister in March 2000 and was valid until March 2005. This AES has been prepared in accordance with the requirements of Part 6 of the Airports Act 1996 to update and replace the 2000 AES and covers the period 2005 to 2010.

The Minister who is responsible for regulating all commercial airports under the Airports Act 1996, determines whether to approve an AES, following an extensive review process.

#### 2.5.2 Pollution Control

The Airports (Environment Protection) Regulations 1997 specify acceptable limits for pollution across all Commonwealth leased airports in all States and define a framework for monitoring, reporting and remediating pollution. The Airports (Environment Protection) Regulations 1997 are largely equivalent to the relevant State Regulations.

Aircraft engine emissions are addressed by the Air Navigation (Aircraft Engine Emissions) Regulations and aircraft noise emissions are addressed by the Air Navigation (Aircraft Noise) Regulations. These issues are regulated directly by the Commonwealth Government through AirServices Australia. CAL will provide AirServices Australia assistance with the management of aircraft noise and emissions as required under the Airports Act 1996. Additional information on aircraft noise management is provided in Section 4.4 of this AES and in Section 16 of the MP.

Noise and emissions generated by the ground running of aircraft engines associated with maintenance as well as non-aviation ground-based activities are addressed by the Airports (Environment Protection) Regulations 1997 and are considered within this AES.

#### 2.5.3 Development Planning and Approvals Process

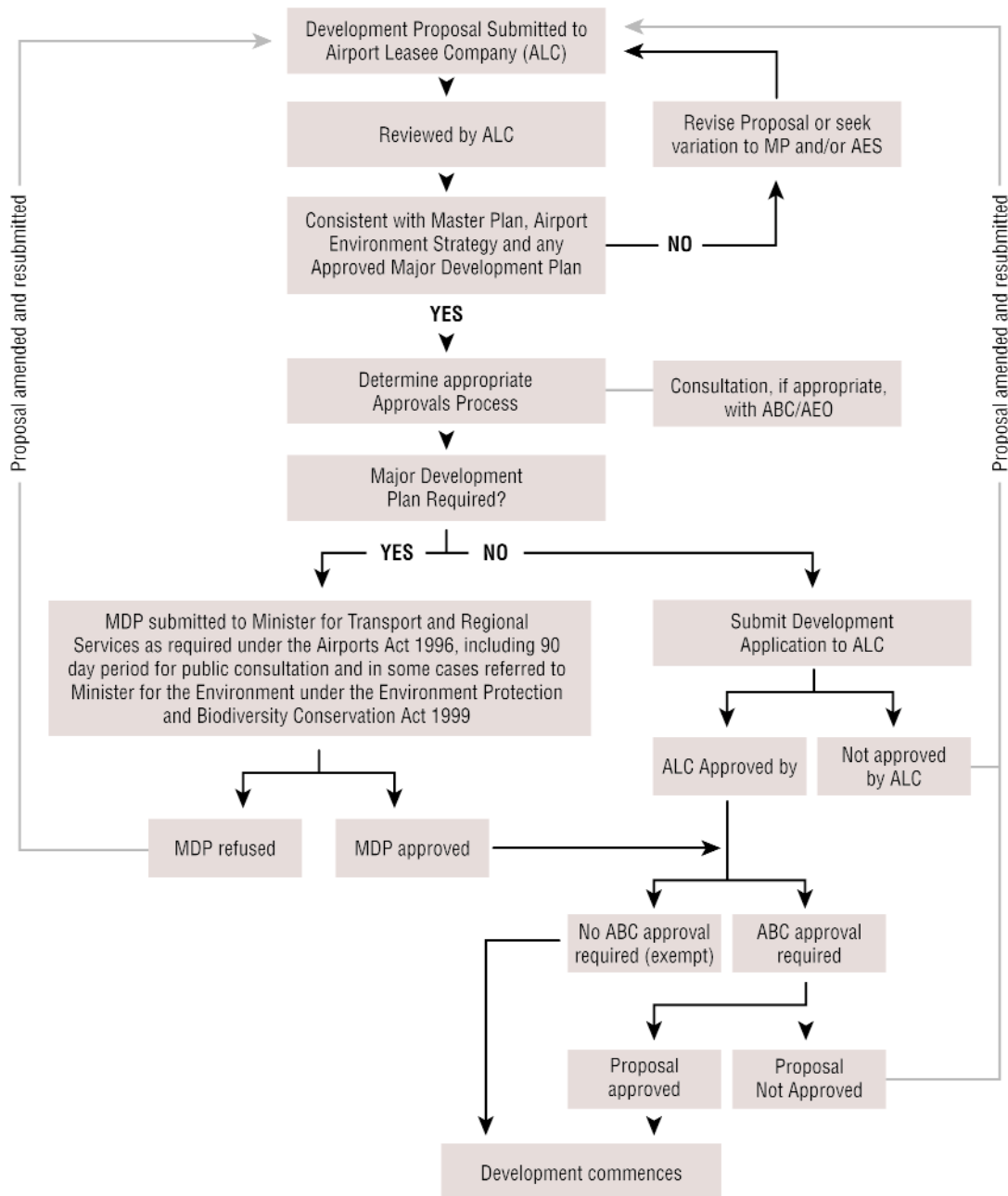
Future development at the Airport will be undertaken in accordance with the Camden Airport Master Plan. The development principles and concepts for the next 20 years are detailed in the MP. CAL is focused on developing a profitable and sustainable business and CAL's Environment Manager will work on future developments at the Airport to identify risks and exploit opportunities with respect to sustainable development through the development planning and approvals process.

It is recognised by CAL that sustainable business initiatives have the potential to add value to the future development of the Airport and will make an important contribution to the sustainable development of the Camden district.

Development proposals at Camden Airport are subject to a planning and environmental impact assessment process. A flowchart of the development planning and approvals process is provided in Figure 7. Proponents require the concurrent approval of CAL and the Airport Building Controller (ABC), and in some cases DoTaRS and /or the DEH prior to commencement of developments. The Airport Environment Officer (AEO) acts as an advisor to the ABC with respect to environmental issues during the development assessment process.

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**Figure 7**  
Development Planning and Approvals Flowchart



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### Role of CAL

For new developments a proponent must obtain Development Application (DA) forms and a template Statement of Environmental Effects (SEE) from CAL. The DA and SEE are completed by the proponent and submitted to CAL for approval. The objectives of this AES are reflected in the template SEE. A copy of the template SEE is included in Appendix B of this AES.

Prior to approving a DA, CAL must consider the Airport Master Plan, the AES, the Airports Act 1996, the Airports (Environment Protection) Regulations 1997 and the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.

CAL uses the DA and the SEE to identify potential impacts, provide prompts for assessment and suggested instructions for inclusion in the approval granted. Issues covered include air, soil, water, noise, waste, dangerous goods/hazardous substances, vegetation, heritage and resource use.

CAL may grant approval to the DA or may refuse the DA. CAL may apply conditions of approval to developments to ensure that they are designed, constructed and managed in an environmentally responsible manner and ensure comprehensive compliance with the AES, the Airports Act 1996 and relevant environmental legislation.

### Role of the Airport Building Controller and Airport Environment Officer

Concurrent with CAL's assessment of the DA, the proponent is required to submit a Works Permit Application (for earthworks, engineering works, electrical works or hydraulic works) or a Building Permit Application (for the construction or alteration of a building) to the ABC. These applications are also referred to by the ABC to the AEO. The applications for Tier 1 and Tier 2 tenants must be accompanied by an EMP, detailing the actions that the applicant proposes to take to control pollution emissions. The ABC with the assistance of and AEO assesses the application and may approve it with or without conditions, or may refuse the application.

### Major Development Plans

Under the Airports Act 1996, certain types of development, referred to as a "major airport development", require the preparation and approval of a Major Development Plan (MDP) prior to commencement of the development. The definition of a "major airport development" is wide ranging and provided in Part 5, Division 4, Section 89 of the Airports Act 1996. In summary it includes developments such as runways, taxiways, terminals, major roadworks, and developments that exceed a defined cost threshold or add significantly to airport capacity; or developments of a kind that are likely to have significant environmental or ecological impact, or which affect an area identified as environmentally significant in this AES. An MDP must be approved by the Minister prior to the development proceeding.

All MDP's are referred by the Minister to the DEH for advice in relation to appropriate environmental assessment.

To assist CAL in deciding whether a proposal is environmentally significant, CAL would refer to the SEE submitted with the DA by the proponent, which will detail potential impacts, and measures to be undertaken to mitigate the impacts.

### Development Approval

The DA approvals will require compliance with the AES, and may include such matters as preparation of an EMP to detail how the applicant intends to control issues such as dust, noise and water quality during construction works and other ongoing operation and maintenance measures.

The EMPs are reviewed by CAL's Environment Manager and the AEO. CAL will provide a Statement of Compliance with the AES once the DA has been approved by CAL. The building and works approvals are determined by the ABC on behalf of DoTaRS, in consultation with the AEO. The ABC provides approval for engineering or building works prior to the commencement of building activity, in accordance with the provisions of the Airports Act 1996, and Airport (Building Control) Regulations 1996.

Some building activity is exempt from requiring types of approval, however, require notification to the ABC prior to commencement. (Refer to Regulation 2.24 of the Airports (Building Control) Regulations 1996.)

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### Liaison with Council and other Stakeholders

CAL will continue to liaise with Camden Council on relevant DAs.

CAL will also identify other stakeholders who may be impacted by proposed developments, and continue to consult with these stakeholders prior to granting development approval.

### 2.5.4 Flora, Fauna and Heritage

In addition to the Airports Act 1996 and the Airport (Environment Protection) Regulations 1997 Commonwealth laws (such as the Environment Protection and Biodiversity Conservation Act 1999) which protect endangered species (biota and habitat protection), national heritage, and matters of Aboriginal and Torres Strait Islander heritage have an effect on airport sites.

State laws dealing with biota, habitat, heritage sites and sites of indigenous significance generally do not apply to airports.

### 2.5.5 Application of State Legislation

The Airports Act 1996 and Airports (Environment Protection) Regulations 1997 apply to the exclusion of State legislation, other than where State law is applied as Commonwealth law, most particularly in the following areas:

- pollution from a motor vehicle;
- occupational health and safety matters;
- disposal or storage of waste at airport sites;
- emissions of substances that deplete stratospheric ozone; and
- the use of pesticide.

CAL will, as a matter of practice, take into account relevant State legislation, policies, practices, and standards, where they are not inconsistent with Commonwealth laws.

### 2.5.6 Airport Environment Officer

AEOs have been appointed by DoTaRS to be the regulator's environmental representative in administering the Airports Act 1996 and the Airports (Environment Protection) Regulation 1997 as well as monitoring compliance by CAL and its tenants with the AES.

Duties of the AEO include:

- the issuing of authorisations to carry out activities at airports;
- the issuing of infringement notices for non-compliances with the Airports (Environment Protection) Regulation 1997 such as failure to comply with the pollution limits specified in the Regulations;
- the issuing of environment protection orders directing persons undertaking an activity on an airport to undertake particular action to:
  - prevent, or mitigate the effects of, pollution;
  - minimise the generation of excessive noise; or
  - avoid or minimise a particular adverse consequence with respect to flora, fauna, ecological communities and sites of indigenous significance at the Airport site; and
- liaising with CAL, Airport tenants and Airport users on environmental management issues. The AEO provides regulatory advice to the Environment Manager and reports to DoTaRS via written quarterly reports.

## 2.6 Environmentally Significant Areas

The Airports (Environment Protection) Regulations 1997 require CAL to identify in the AES areas of environmental significance at the Airport. The Airports (Environment Protection) Regulations 1997 do not define what constitutes an "area of environmental significance". However, the Airports (Environment Protection) Regulations 1997 require CAL, in specifying an area as environmentally significant, to address:

- any relevant recommendation of the DEH regarding biota, habitat, heritage or kindred matters; and
- any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or kindred matters.

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Relevant State bodies established in NSW include the DEC (which includes NPWS and EPA), the DIPNR and the Department of Energy Utilities and Sustainability (DEUS) as well as Camden Council.

DEH made a recommendation that environmentally significant areas be identified in the AES, particularly in relation to heritage values. No other recommendations were made by any other relevant organisation.

DIPNR supported the proposal to implement a management plan to conserve and protect the remnants of River Flat Forest along the Nepean River.

Based on current information the only site on the Airport identified by CAL as being “environmentally significant” is the remnant of River Flat Forest which fringes the Airport site on the banks of the Nepean River.

The River Flat Forest is an endangered ecological community which has been listed under the NSW Threatened Species Conservation Act 1995. Although that legislation does not apply to the airport, the fact that the community is one which comes within the list of communities sought to be protected in NSW and that the site is identified by the DAES as being environmentally significant means that specific management measures are appropriate to ensure the long-term viability of this community. The River Flat Forest has been zoned as an Environment Protection Zone in the DMP for the Airport (refer figure 5).

Based on current information it seems possible that some items with heritage significance discussed in section 4.6 (Heritage) may be suitable for identification as “environmentally significant” following completion of further studies which are in the course of preparation by CAL during the period of this AES.

As indicated in Section 2.5.3 of this DAES, development proposals are subjected to separate formal environmental impact assessments that consider whether a proposed development is likely to affect an area identified as environmentally significant in this AES.

### 2.7 Sites of Indigenous Significance

The Airports (Environment Protection) Regulations 1997 require CAL to identify “sites of indigenous significance”. The Airports (Environment Protection) Regulations 1997 do not define what constitutes a “site of indigenous significance”, however, require consultation with:

- any relevant indigenous communities and organisations; and
- any relevant Commonwealth or State body.

Relevant indigenous communities and organizations include the Tharawal Local Aboriginal Land Council (LALC).

Relevant State and Commonwealth bodies include:

- DEH, which includes the Australian Heritage Council; and
- DEC, which includes the NSW NPWS.

As discussed in Section 4.6.1 of this AES, no sites of indigenous significance have been identified on, or adjacent to, the Airport.

As indicated in Section 2.5.3 of this AES, development proposals are subjected to separate formal environmental impact assessments that consider whether a proposed development is likely to affect an area which has potential to contain a site of indigenous significance.

### 2.8 Environmentally Sensitive Sites

The 2000 AES made reference to the concept of “sensitive sites”, with respect to flora, fauna and heritage. However, no such sensitive sites were identified at the Airport in the 2000 AES. “Environmentally sensitive” sites are not referenced in the Airports Act 1996 or associated Regulations and are not subject to any specific statutory provisions. No areas within Camden Airport have been identified as being “environmentally sensitive”.