

> Non-Aviation Land Development Concept
– Overview

Camden Airport

Master Plan
2004/05



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11.1 Non-Aviation Land Development Concept – Overview

The Land Development Concept proposed for Camden Airport is presented as part of the overall Development Concept in Figure 11.

As shown in Figure 2, the overall Development Concept for Camden Airport started with determining the Aviation Development Concept. Once the Aviation Development Concept was developed, land identified as being surplus to aviation was considered for the Land Development Concept.

The process of developing the non-aviation development concept included the following steps:

- step 1 – determining key objectives and principles;
- step 2 – assessing the regional planning context; and
- step 3 – determining appropriate land use zonings.

These steps are described in detail below.

The Camden Airport Land Development Concept is based on the development potential of 96 hectares of land that has been identified as surplus to aviation requirements. This area is essentially comprised of four areas as follows:

- a 9.3 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;
- 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; 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 portion of this area is used for limited rural activity. It has been zoned as Camden Airport Support.

Although four areas have been identified, the primary focus is on the 9.3 hectare area to the east.

While development has not been precluded in the 28.5 and 54 hectare areas to the south and west, this MP does not envisage any development that would require substantial upgrades to roads or the substantial provision of services due to demand and cost issues. Nevertheless, the area has been zoned and a range of permitted uses identified.

11.2 Land Development Concept - Objectives & Principles

The objectives and principles underpinning the Land Development Concept are set out below.

11.2.1 Objectives

This MP provides a master plan for the Camden Airport site to provide a framework for airport tenants and users. The MP complements and enhances the existing building approval, development approval and environmental assessment procedures.

CAL's objectives for the non-aviation side of the business include:

- optimising value through the development of land surplus to aviation activity;
- growing and diversifying the business to improve Camden Airport's long term sustainability and to protect from revenue shocks (eg loss of a major tenant, or large scale reduction in aviation activity due to external factors); and
- growing the contribution Camden Airport makes in terms of jobs and economic activity to the local economy.

The non-aviation land objectives are not recognised in existing State and local planning policies and controls as they apply to the airport site. The sale and development of the Airport was not envisaged at the time of the preparation of existing planning controls, with the Airport land simply being included within a "Special Uses" zone permitting "aerodrome" and ancillary uses under Council planning instruments, and with little recognition in State or Regional planning policies.

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In accordance with the requirements of the Airports Act, the MP:

- incorporates the objectives and associated principles for the development of the non-aviation land;
- establishes a strategic planning framework guiding the long term development of the site;
- implements land use zones with associated objectives reflecting CAL's stated land side aims;
- identifies that detailed development guidelines and controls will be established to assist in achieving the proposed land-use objectives; and
- provides a process whereby relevant objectives and guidelines will be considered in the assessment of any development proposal on the Airport.

The MP does not provide detail of any specific development proposal for the site. Detailed proposals will be the subject of a separate assessment process.

11.2.2 Principles

In achieving the objectives outlined above, CAL proposes to adhere to the following principles:

- **compatibility with the requirements of aviation operations** – any non-aviation development to be compatible with aviation activity (eg taking into account appropriate set-backs and prescribed airspace requirements);
- **sustainability** – property developments to adopt high standards of environmental and social sustainability by striving to utilise resources in an efficient manner while meeting the expectations of stakeholders including government regulators, employees, tenants, investors and the broader community with regard to financial, social and environmental performance;
- **development planning** – developments to be planned taking into account local and State planning regulations;
- **traffic management** – developments to be planned to take into account traffic impacts on external road systems and on residential areas to the north of the airport site;

- **heritage** – key heritage elements of Camden Airport to be conserved in accordance with a heritage management strategy and any new development will consider and respect heritage issues; and
- **open space and environmental areas** – the Land Development Concept is to be developed cognisant of environmentally sensitive sites and provide adequate open space areas and landscaping.

11.3 Regional Planning Context

Regulations under the Airports Act 1996, require that the MP must, where possible, in relation to the landside part of the airport, 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 in which airport is located.

Notwithstanding this requirement, it should be noted that:

- land use and planning within the airport site is regulated under the Airports Act 1996 and not under the EP&A Act;
- particular language is used in the MP to comply with Airports Act 1996 requirements only, and is not intended to import or apply any state land use planning or zoning requirements or obligations on either CAL or Camden Airport;
- where the concept of a 'development' is used in this MP, it describes a 'building activity' and associated land use as set out in the Airports Act 1996 and associated regulations (rather than the definition of 'development' in the EP&A Act);
- where the concept of a public utility undertaking is used in reference to the land use zonings contained in this MP, this describes the provision of infrastructure services such as electricity, gas, telecommunications, water, sewer, stormwater and fuel rather than adopting the definition within Part 2 of the NSW Environment Planning and Assessment Model Provisions (the Model Provisions); and

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- this MP contains definitions of land use types in Appendix 3. Many definitions are the same as those in the NSW Model Provisions. However, not all Model Provisions definitions were suitable. Appendix 3 clarifies where Model Provisions definitions have been adopted and where other Master Plan specific terms are used.

The Local Environment Plan (LEP) zoning map for the region surrounding Camden Airport is provided in Figure 14.

11.4 Relationship to Planning Policy and Planning Instruments

Although the Airport's future land use and planning is regulated under the Airports Act 1996, and not under the EP&A Act, it is relevant that an understanding of NSW Planning Policy and its associated planning instruments be outlined within this MP.

The statutory planning framework within NSW is provided through the EP&A Act. The objectives of the EP&A Act are as follows:

- (a) to encourage:
 - (i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, town and villages for the purpose of promoting the social and economic welfare of the community and a better environment;
 - (ii) the promotion and co-ordination of the orderly and economic use and development of land;
 - (iii) the protection, provision and co-ordination of communication and utility services;
 - (iv) the provision of land for public purposes;
 - (v) the provision and co-ordination of community services and facilities; and
 - (vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats; and
 - (vii) ecologically sustainable development; and
 - (viii) the provision and maintenance of affordable housing; and
- (b) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State; and

- (c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.

In addition, there are other state-administered Acts that deal with planning issues such as the Heritage Act, the Protection of the Environment Operations Act, the Rivers and Foreshores Improvement Act, etc. The EP&A Act, and the specific planning instruments that are created under it, are administered by both State Government and Local Government Councils.

The Minister for Planning, through the Department of Infrastructure Planning and Natural Resources (DIPNR) – is responsible for state and regional policy direction within NSW. The primary policy document relative to the Sydney metropolitan area is 'Shaping Our Cities 1998'. This policy provides a platform for other more specific policies, such as 'Shaping Western Sydney, Action for Air and Action for Transport 2010, to be developed by the State Government.

In early 2004, the Minister for Planning announced the initiative to develop a new *Metropolitan Strategy for Sydney* to facilitate the development of Sydney and the greater metropolitan region. The Strategy will set out how the State Government intends to sustainably manage growth and change over the next 30 years. This Strategy will be used to:

- promote community discussion on issues and directions;
- provide leadership and vision about the type of Sydney we want to live in and the options and challenges we face;
- coordinate State Government infrastructure, investment and service delivery decisions; and
- provide a framework for industry investment.

These broader policy documents, including the visions within the new *Metropolitan Strategy for Sydney*, are implemented through State Environmental Planning Policies (SEPPs), Regional Environmental Plans (REPS) and Ministerial directions (i.e Section 117 Directions), made under the provisions of the EP&A Act 1979, and are administered by DIPNR with some delegation to Local Government Councils.

The regulation of land use and development is implemented through LEPs- also made under the provisions of the EP&A Act 1979. These are administered by Local Government Councils. The making of LEPs requires State Government input to ensure their provisions are consistent with the broader policy documents and relevant SEPPs,

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REPs and Ministerial directions.

The detailed regulation of site-specific development can be included in LEPs, or alternatively through DCPs which are made and administered by Local Government Councils.

Section 117 Directions

Consideration has been given to Section 117 Directions under the EP&A Act. These are detailed in Schedule 1 of Appendix 2.

State Environmental Planning Policies

Consideration has been given to all current SEPPs, and relevant draft SEPPs. These are detailed in Schedule 2 of Appendix 2.

Regional Environmental Plans

Consideration has been given to all current REPs and relevant draft REPs. These are detailed in Schedule 3 of Appendix 2.

Local Environmental Plans

The Camden Airport site sits within the Local Government Area of Camden. Although Camden LEP No.48 (made under the NSW EP&A Act, 1979) applies to the Airport site, it does not operate so as to control development on the Airport site.

Rather, the Airports Act, 1996 is the controlling legislation for environmental and planning matters on the Airport and operates to the exclusion of the NSW legislation.

Camden LEP No.48 includes the Airport site within a 'Special uses' zone. The objectives of that zone are to make provision for particular special uses identified on the map and purposes ordinarily or subsidiary to those uses.

Consideration has been given to the relevant provisions of Camden LEP No.48. These are detailed in Appendix 2.

As shown on Figure 14, the Airport site sits adjacent to the following zones:

- 5(a) Special uses
- 1(a) Rural
- 1(c) Rural

Heritage

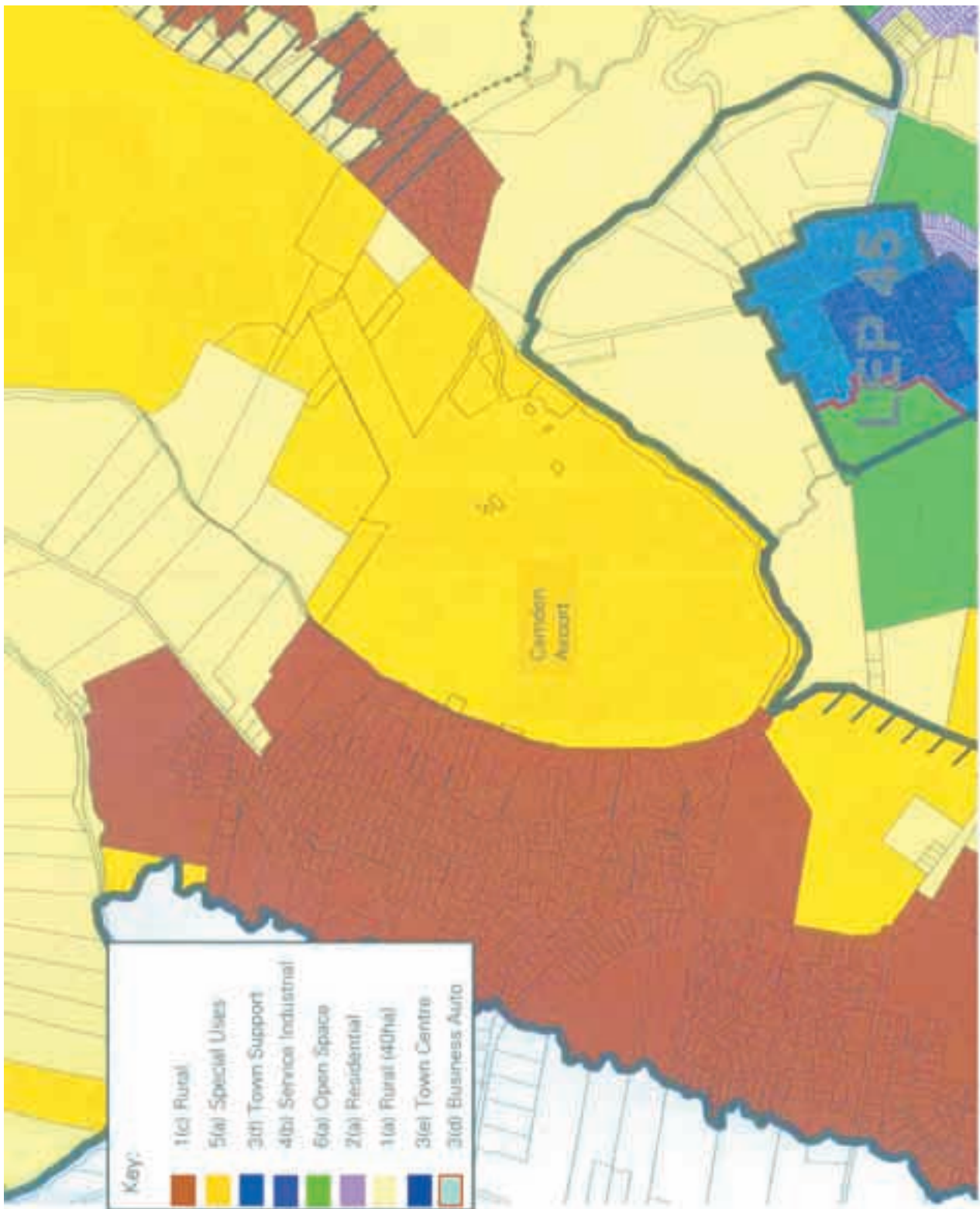
Heritage issues are regulated through a variety of Acts – at Commonwealth, State and Local levels with only the Commonwealth legislation being effective in relation to the Airport site. This MP recognises on-airport heritage issues. These are addressed in the Section 15.

Table 4
Camden Airport Zones

Zone	Gross Area (Hectares)	Location & General Description
Aeronautical zone	100.0	Includes runway/taxiway/helipad complex, aircraft parking and aviation tenant areas (plan colours: light, mid and dark blue).
Camden Airport Business Support zone	9.6	Primarily the non aviation areas to the north east of the airport and to the east of the 06/24 Runway (plan colour: dark yellow)
Environment Protection zone	54	Riparian zone adjacent to the Nepean River. (plan colour: dark green)
Camden Airport Support zone	28.5	The area between the Aeronautical Zone and the Environment Protection Zone (plan colour: light yellow)
Mixed use Aeronautical/Camden Airport Business Support zone	3.9	North and east of the Aeronautical zone (plan colour: cream).

> Figure 14

Local Environment Plan Zoning Map









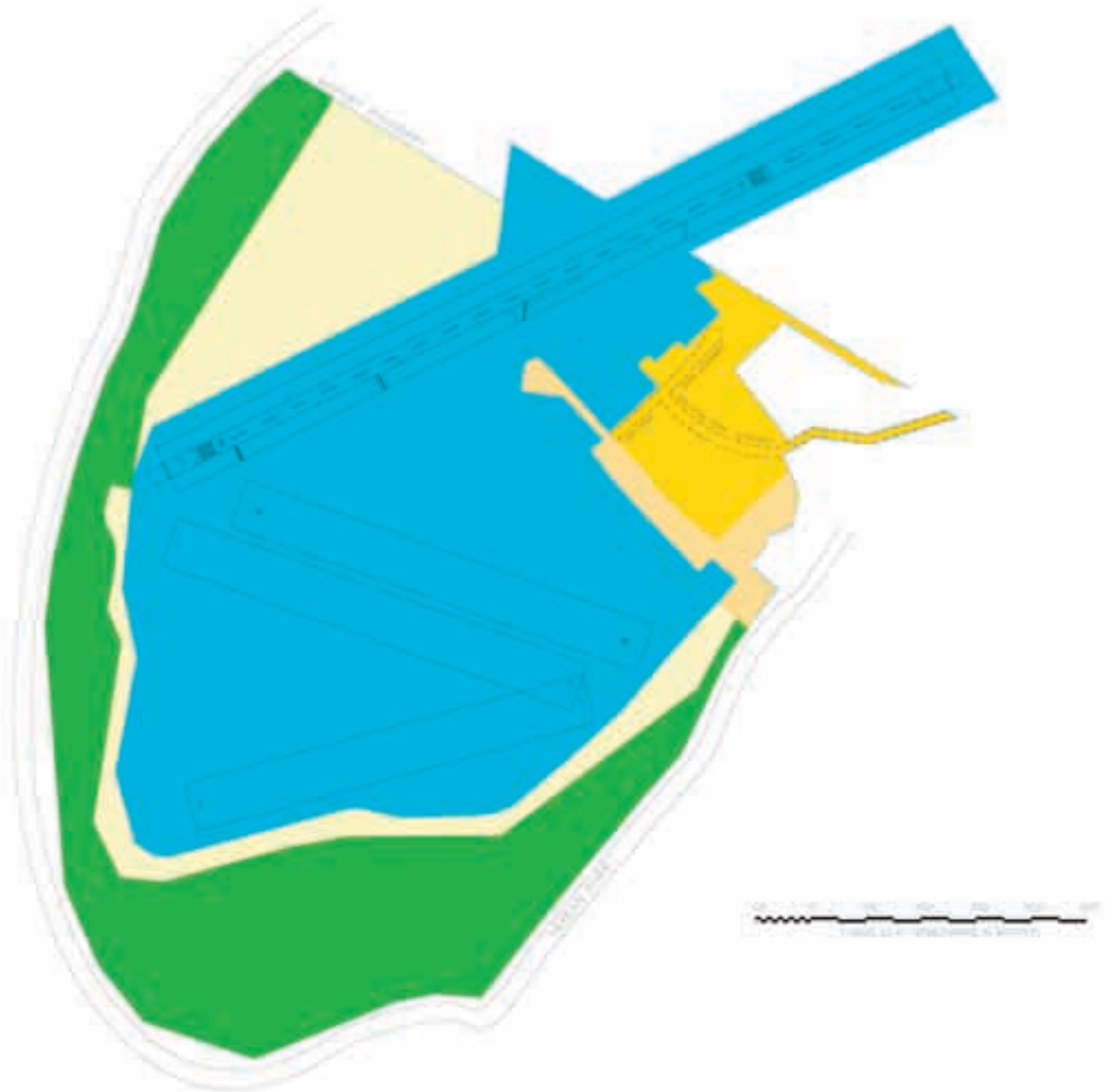
> **Figure 15**

Camden Airport Zoning Plan



LEGEND

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



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11.5 Land Use Zoning Overview

CAL has prepared a land use zoning plan (Figure 15) and zoning table (Table 4) to facilitate and control future development at the airport.

The objectives of each land use zone and permissible uses are set out below. All development is required to go through the development assessment process described in Figure 2 in Section 2.

Development which is not specified within a particular zone as permissible, may nevertheless be permitted by CAL where it is satisfied the development is a 'compatible land use' being development that is not inconsistent with the provisions of the MP; 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.

Overall, any development on the Airport must be consistent with the MP.

11.5.1 Aeronautical Zone

This zone is shown in blue shading in Figure 15 generally located in the centre and northern area of the site and includes the both the sealed and grass runway, associated taxiways, two gliding strips, aircraft movement and parking areas and aeronautical buildings.

The objective of this zone is to identify land for current and future aeronautical uses as well as other compatible uses within the airport environment.

Development which may be carried out with consent: advertisement; aircraft and airport maintenance and storage facilities including hangars, associated workshops and stores; aircraft engine testing areas; aircraft surveillance equipment; airport freight facilities; airport terminal and support facilities; bushland regeneration works; business premises; commercial premises; car park; child care centre; communications facility; compatible land use; flood mitigation works; fuel storage and distribution; industry; land filling; meteorological facilities; public utility undertaking; road; road transport terminal; runways, taxi-ways, helipads and aprons; service station; shop (servicing the daily convenience needs of the local workforce and population or servicing those associated with the airport terminal); security control and screening points; transport depot; transport infrastructure; transport terminal; utility installations; visual and non-visual navigation aids; and warehouse.

11.5.2 Camden Airport Business Support Zone

This zone is shown in yellow shading on the zoning plan in Figure 15. It is generally within the eastern corner of the airport land in the 'gateway' to the airport and is directly accessed from the Airport's only access road, Macquarie Grove Road.

The objective of the zone is to provide contained employment areas adjacent to the Airport facility that provide a broad range of employment opportunities. Residential-related development and tourist development is also encouraged as an integrated part of the employment area that takes advantage of the general character of the area.

Development which may be carried out with consent: advertisement; aged care facility; bulky goods retailing; bushland regeneration works; business premises; car park; child care centre; club; commercial premises; communications facility; community facility; compatible land use; educational establishment; flood mitigation works; generating works; hotel; industry; land filling; motel; motor showroom; place of assembly; place of public worship; plant nursery; public utility undertaking; recreation facility; refreshment room; road; road transport terminal; service station; shops (servicing the daily convenience needs of the local workforce and population); tourist facilities; transport depot; transport terminal; utility installation; and warehouse;

11.5.3 Environment Protection Zone

This zone is shown in dark green on the zoning plan in Figure 15. This zone is adjacent to the Nepean River, This zone is subject to a Registered Property Agreement between CAL and the NSW Government and as such any proposed land use will need to be undertaken with due regard to the Agreement which commits CAL to conserve areas of open forest, woodland and grassland.

The objective of this zone is to protect and enhance the environmental qualities of the bushland areas adjacent to Nepean River and its riparian area.

Development which may be carried out with consent: advertisement; bushland regeneration works; communications facility; compatible land use; education establishment; flood mitigation works; land filling; plant nursery; public utility undertaking; road; recreation facility; tourist facility and utility installation.

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11.5.4 Camden Airport Support Zone

This zone is shown in light yellow shading on the zoning plan in Figure 15. This is between the Aeronautical zone and the Environment Protection Zone.

The objective of this zone is to provide areas for employment, residential-related or tourist development as well as other compatible development. Any development is to be planned in an integrated manner and have regard to the provision of services and the environmental and natural assets within the area.

Development which may be carried out with consent: advertisement; aged care facility; agriculture; bulky goods retailing; bushland regeneration works; business premises; car park; child care centre; club; commercial premises; communications facility; community facility; compatible land use; educational establishment; flood mitigations works; generating works; hotel; land filling; light industry; motel; place of assembly; place of public worship; plant nursery, public utility undertaking; refreshment room; recreation facility; road; shop (servicing the daily convenience needs of the local workforce and population); tourist facilities; utility installation; and warehouse.

11.5.5 Mixed Aeronautical/Business Support Zone

This zone is shown in cream shading on the zoning plan in Figure 15. It is located in the eastern sector of the Airport.

The objective of this zone is to identify land that is suitable for either aeronautical, aeronautical-related or employment and business development, or a combination of such development. This will be developed within a coordinated and cohesively planned environment.

The zone already houses a number of aviation related tenancies which prefer to locate on-airport but do not require airside access, as well as non-aeronautical tenancies, car parking facilities and vacant areas. While this area was not identified as being required for aeronautical purposes (ie airside access) on the basis of the traffic forecasts adopted for this DMP, the mixed use zoning provides for some flexibility should additional areas be required. The mixed use zoning also allows the area to be utilised for employment purposes in the interim.

Development which may be carried out with consent:

- those uses listed within the Aeronautical zone; and
- those uses listed within the Camden Airport Business Support zone.

11.6 Development and Building Consent

With certain limited exceptions pursuant to the Airports (Building Control) Regulations 1996, all development at the Airport will require both CAL development consent as well as building approval from the Airport Building Controller (ABC).

11.7 Existing Use Rights

Where there are inconsistencies between current land uses and the development permitted under the zonings within this MP, the current land uses may continue to exist with no further approvals. They may expand or change on their respective sites and within their curtilage subject to the consent by CAL.

11.8 Pre-Existing Interests

On 1 July 1998, CAL became the airport lessee company for Camden Airport. At that time, CAL assumed pre-existing lessor obligations under various leases in existence at the Airport. It became the head-lessee of the Airport subject to a number of other interests in the airport land including interests conferred by pre-existing leases. Some of those rights remain in existence today. Others are no longer in existence or will cease to exist during the planning period. CAL will, in its implementation of this MP continue to act consistently with these pre-existing interests which remain on foot from time to time.