

## > Appendix 2 - Regional Planning Considerations

### Schedule 1

#### Section 117 Directions Under EP&A Act

S. 117(2) Directions (General)	Response
G1 Model Provisions	<p>Many of the definitions within Part 2 of the NSW Environmental Planning and Assessment Model Provisions 1980 have been adopted within this MP.</p> <p>In addition, some Model Provisions' definitions have been amended and new definitions introduced where appropriate. This practice is consistent with the making of LEPs under the EP&amp;A Act.</p> <p>Specific aeronautically-related uses are not defined by Part 2 of the Model Provisions.</p> <p>Appendix 3 includes the listed definitions as they appear in Section 11 of this MP (except for those aeronautically-related uses).</p> <p>Other parts of the Model Provisions are inappropriate and have not been adopted for the purpose of this MP.</p>
G2 Circulars to Council	<p>State Planning Circular no. 72 – Child Care Centres are permissible within the zones on the Airport site. State Planning Circular no. 9 – Panel Beating and Spray Painting uses are permissible within the proposed Aeronautical zone, Business Support Zone and Mixed Aeronautical/Business Support zone.</p>
G3 Reservations	<p>The site is currently zoned “special uses” with no open space zonings affecting the site.</p>
G4 Minister or Public Authority Approval/Concurrence	<p>CAL requires public authorities to submit applications for work on the airport lands.</p>
G5 Development by the Crown	<p>Not relevant.</p>
G6 Savings	<p>Not relevant.</p>
G7 Existing General Provisions	<p>Other sections of the MP address issues relating to flood liable land and water catchment areas and heritage.</p>
G8 Rural Zones	<p>Not relevant- the Airport is not within a rural zone.</p>
G9 Residential Zones	<p>Not relevant- the Airport is not within a residential zone.</p>
G10 Business Zones	<p>Not relevant- the Airport is not within a business zone, however seeks to provide areas for business uses.</p>
G11 Industrial Zones	<p>Not relevant- the Airport is not within an industrial zone, however seeks to provide an area for industrial uses.</p>
G12 Environmental Protection Zones	<p>The Airport is not located within an environmental protection zone. However, the bushland adjacent to the Nepean River is an area that has some environmental sensitivity and identified through the AES and is zoned Environment Protection in this MP.</p>

## > Appendix 2 - Regional Planning Considerations

G13 Corridors	Not relevant.
G14 Designated Development	Not relevant.
G15 Out of Date Instruments	Not relevant.
G16 Airport Noise	G16 provides guidance on acceptable airport noise levels and appropriate land uses. CAL is required to meet the Australian Standards relating to the location of particular uses and building insulation.
G17 Acquisition	Not relevant.
G18 Community Use of Schools	Not relevant.
G19 Public Recreation Zones	The Airport is not located within a public recreation zone. However, the proposed zones under the MP permit recreational uses.
G20 Planning for Bushfire Protection	As part of the MP 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.
G21 Conservation of Environmental Heritage and Ecologically Significant items and Areas	Other sections of the DMP and the DAES address issues relating to environmental heritage and ecology.
G22 Determination and Direction under S.71 and 117(2) [for Plans made using s69 Delegation to Council Officers]	Not relevant.
G23 Recreation Vehicle Areas	Not relevant.
G24 Revoked	–
G25 Flood Liable Land	All development will be required to address the relevant principles and guidelines established by the NSW Floodplain Development Manual.
G26 Residential Allotment Sizes	Not relevant.
G27 Bus Services	As part of the on-going Master-planning process, consultation with the NSW State Transit Authority and local bus operators will be undertaken regarding the appropriateness or provision of bus services to the site.
G28 Coal, Other Minerals, Petroleum and Extractive Resources	Not relevant.
<b>S. 117(2) Directions (Specific)</b>	<b>Response</b>
S 9 – Macarthur Growth Centre	The land-use zones proposed as part of the MP are generally consistent with the principles established within the Camden Structure Plan and Camden 2025 – Strategic Plan for Camden.
C1 – Acid Sulphate Soils	Any development within areas affected by acid sulphate soils will be subject to the development assessment process.

## > Appendix 2 - Regional Planning Considerations

### Schedule 2

#### State Environmental Planning Policies

State Environment Planning Policies	Response
SEPP No. 1 - Development Standards and new Draft SEPP 1	CAL manages a comprehensive development assessment process pursuant to the aims and objectives of the Airports Act 1996.
SEPP No. 2 - Minimum Standards for Residential Flat Development	Not relevant
SEPP No. 3 - Castlereagh Liquid Waste Disposal Depot	Not relevant
SEPP No. 4 - Development Without Consent and Miscellaneous Complying Development	Changes of use are managed through the development assessment process pursuant to the aims and objectives of the Airports Act 1996.
SEPP (Seniors Living) 2004	Any development for the purpose of aged care facilities will be developed having regard to the Aims of the Policy.
SEPP No. 6 - Number of Storeys in a Building	Not relevant
SEPP No. 7 - Port Kembla Coal Loader	Not relevant
SEPP No. 8 - Surplus Public Land	Not relevant
SEPP No. 9 - Group Homes	Not relevant
SEPP No. 10 - Retention of Low-Cost Rental Accommodation	Not relevant
SEPP No. 11 - Traffic Generating Developments	SEPP 11 is not a consideration under the requirements of the Airports Act. Nevertheless the MP has considered the objectives of SEPP 11. Detailed guidelines and controls for any proposed development within the airport will be developed to manage land use activities and ensure any impacts are considered.
SEPP No. 12 - Public Housing (Dwelling Houses)	Not relevant
SEPP No. 14 - Coastal Wetlands	Not relevant
SEPP No. 15 - Multiple Occupancy of Rural Land	Not relevant
SEPP No. 15 - Rural Land-Sharing Communities	Not relevant
SEPP No. 16 - Tertiary Institutions	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 'environmentally sensitive land' within its AES and requires the preparation of a Management Plan. CAL acknowledges this SEPP through the zoning of this bushland for 'Environmental Protection'. Any activity within this area will need to be in accordance with the Management Plan.
SEPP No. 20 - Minimum Standards for Residential Flat	Not relevant

## > Appendix 2 - Regional Planning Considerations

SEPP No. 21 - Movable Dwellings	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. 27 - Prison Sites	Not relevant
SEPP No. 28 - Town Houses and Villa Houses	Not relevant
SEPP No. 29 -Western Sydney Recreation Area	Not relevant
SEPP No. 30 - Intensive Agriculture	Not relevant
SEPP No. 31 - Sydney (Kingsford Smith) Airport	Not relevant
SEPP No. 32 - Urban Consolidation (Redevelopment of Urban Land)	Not relevant
SEPP No. 33 - Hazardous and Offensive Development	<p>All forms of industrial development are permissible within the Aeronautical zone, Business Support zone and Mixed Aeronautical/Business Support zone. Any proposed development of a hazardous or offensive nature requires consent through the development assessment process.</p> <p>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 EPA and DIPNR.</p>
SEPP No. 34 - Major Employment Generating Industrial Development	Any proposed development that fits the criteria of a 'major employment-generating industrial development' may be the subject of a Major Development Plan. Such development requires consent from the Minister for Transport pursuant to the Airports Act 1996, referral to the Minister for Environment under the Environment Protection Biodiversity Conservation Act 1999, and is required to be consistent with the provisions of the MP.
SEPP No. 35 - Maintenance Dredging of Tidal Waterways	Not relevant
SEPP No. 36 - Manufactured Home Estates	Not relevant
SEPP No. 37 - Continued Mines and Extractive Industries	Not relevant
SEPP No. 38 - Olympic Games and Related Development	Not relevant
SEPP No. 39 –Spit Island Bird Habitat	Not relevant
SEPP No. 41 - Casino/Entertainment Complex	Not relevant
SEPP No. 43 - New Southern Railway	Not relevant
SEPP No. 44 - Koala Habitat Protection	Not relevant
SEPP No. 45 - Permissibility of Mining	Not relevant
SEPP No. 47 - Moore Park Showground	Not relevant

## > Appendix 2 - Regional Planning Considerations

SEPP No. 48 - Major Putrescible Land fill Sites	Not relevant
SEPP No. 49 - Tourism Accommodation in Private Homes (Draft)	Not relevant
SEPP No. 50 - Canal Estates	Not relevant
SEPP No. 51 - Eastern Distributor	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. 54 - Northside Storage Tunnel	Not relevant
SEPP No. 55 - Remediation of Land	<p>Environmental issues within Camden Airport are regulated by the Airports Act 1996 (and associated regulations) and the Environment Protection and Biodiversity Conservation Act 1999.</p> <p>The Airports Act 1996 requires CAL to prepare an AES for the airport. Any development of the land would have to consider this Strategy. Contaminated land sites would be 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.</p> <p>CAL has developed internal processes to manage contaminated sites to achieve objectives similar to the broad aims and objectives of SEPP 55.</p>
SEPP No. 56 - Sydney Harbour Foreshores and Tributaries	Not relevant
SEPP No. 58 - Protecting Sydney's Water Supply	Not relevant
SEPP No. 59 - Central Western Sydney Economic and Employment Area and new Draft SEPP 59	Not relevant
SEPP No. 60 - Exempt and Complying Development	Not relevant
SEPP No. 61 - Exempt and Complying Development for White Bay and Glebe Island Ports	Not relevant
SEPP No. 62 - Sustainable Aquaculture	Not relevant
SEPP No. 63 - Major Transport Projects	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
Draft SEPP No. 66 - Integration of Land Use and Transport	The MP supports the aims of this Draft SEPP by enhancing 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.

## > Appendix 2 - Regional Planning Considerations

SEPP No. 67 - Macquarie Generation Industrial Development Strategy	Not relevant
SEPP No. 69 - Major Electricity Supply Projects	Not relevant
SEPP No. 70 - Affordable Housing (Revised Schemes)	Not relevant
SEPP No. 71 - Coastal Protection	Not relevant
SEPP No. 72 - Linear Telecommunications Development - Broadband	Not relevant
SEPP No. 73 - Kosciuszko Ski Resorts	Not relevant
SEPP No. 74 - Newcastle Port and Employment Lands	Not relevant

### Schedule 3 Regional Environment Plans

Sydney Regional Environmental Plan	Response
REP No. 5 - Chatswood Town Centre	Not relevant
REP No. 6 - Gosford Coastal Areas	Not relevant
REP No. 7 - Multi-Unit Housing - Surplus Government Sites	Not relevant
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
REP No. 11 - Penrith Lakes Scheme	Not relevant
REP No. 13 - Mulgoa Valley	Not relevant
REP No. 14 - Eastern Beaches	Not relevant
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
REP No. 22 - Parramatta River	Not relevant
REP No. 23 - Sydney and Middle Harbours	Not relevant

## > Appendix 2 - Regional Planning Considerations

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
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
Draft Sydney REP 33 - Cooks Cove	Not relevant

### Greater Metropolitan Regional Environmental Plan

### Response

REP No.2 - Georges River	Not relevant
--------------------------	--------------

### Schedule 4

#### Local Planning Instruments

### Camden Local Environment Plan No. 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 including rural character, agricultural productivity, regulation of subdivision, the needs of the rural community, environmental heritage development of future urban lands and the environment.	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 3 includes the listed definitions as they appear in Section 11 of this MP (except for those aeronautically-related uses).
LEP Zones - on Airport	The LEP includes a variety of land use zones across part of the Camden LGA.	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

## > Appendix 2 - Regional Planning Considerations

		<p>incidental or subsidiary to that purpose and utility installations. 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 aeronautical 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 DMP 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	<p>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</p>	<p>Similar to the LEP, the MP 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 MP; 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 MP would accommodate the zone boundary variation provisions of the Camden LEP but go beyond what would be permissible under the Camden LEP.</p>
Development on steep land	<p>Applies to land which has a slope greater than 1 in 5 (or 20%) and restricts excavation unless Council</p>	<p>Development will be subject to the development assessment process. grants consent.</p>
Flood Prone Land	<p>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.</p>	<p>Any development on flood liable land will be the subject of the development assessment process. This process includes development considering the guiding principals contained within relevant Flood Management DCPs adopted by Camden Council and the NSW Floodplain Management Manual.</p>
Landforming operations	<p>Development consent is required for landforming operations and applies to works or activity that affects an area of land greater than 100m2.</p>	<p>Land filling on Airport requires approval. This will need to consider the AES and other provisions of the MP and is subject to the development assessment process.</p>

## > Appendix 2 - Regional Planning Considerations

Land Subject to Bushfire Hazards	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 MP 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.
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 MP incorporates noise and OLS standards which are addressed in the body of this MP.
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 site or potential archaeological site 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 relevant Heritage Management Strategy proposed for the Airport.
Protection of Trees and Development affecting trees	Consent is required for the cutting down, lopping, ringbarking 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 AES, the Registered Property agreement between CAL and the NSW Government and will be subject to the development assessment process.
Clearing	This provision guides the clearing of land and consent must be granted only when considered social, environmental and economic consequences of the proposal.	Any development will need to consider the provisions of the AES and will 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 to tourist areas.	The MP 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.

## > Appendix 2 - Regional Planning Considerations

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 both Business Support zones and the Mixed Aeronautical/Business Support zone within the MP.
LEP Zones – Adjoining Airport	The airport is surrounded by a combination of rural zonings as shown in Figure 14.	<p>The proposed Camden Airport Business Support zone within the MP seeks in to provide a broad range and mix of employment uses and residential-related and tourist development focussed 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 a business/employment-focussed zone and a rural zone means that the objectives associated with the proposed zonings within the MP are not consistent with those associated with the range of rural zones surrounding the Airport.</p> <p>The Environment Protection zone allow a range of uses and will 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> <p>The conservation of environmental assets is consistent with the general objectives contained within the adjoining rural zones.</p>