

## > Part C – Issues Management

Part C of the Camden Airport MP identifies planning issues associated with the Development Concept and discusses the way in which CAL proposes to manage those issues. The issues identified include:

- infrastructure;
- environment management;
- aircraft noise; and
- airspace protection.

These issues and proposed management actions are described in further detail in the following Sections.





# Camden Airport

Master Plan  
2004/05



## > Infrastructure



Camden Airport

Master Plan  
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## > Infrastructure

### 14.1 Introduction

Camden Airport will continue to operate predominantly as a commercial and recreational airport with opportunities to develop both aviation and non-aviation sites during the planning period, should the demand arise.

In terms of existing services, a range of utilities service the Airport site (sewer, water, power, telecommunications and gas). These current utilities are adequate to service the existing demand within the site. The only exception to this is the current level of water supply (see below).

Providing adequate services to the Airport is crucial in enabling the airport to meet the forecast aviation demand and to accommodate any non-aviation development that may arise. In addition surface traffic and stormwater management are also critical to the success of aviation and non-aviation development.

Consequently, this Section deals any proposed infrastructure impacts in terms of sewer, water, power, telecommunications, gas, surface traffic management and stormwater drainage.

To illustrate the improvements, upgrades and management strategies this section will describe the existing services and the services required to meet demand.

### 14.2 Power

#### 14.2.1 Existing services

Integral Energy supplies electricity to Camden Airport, with the existing network consisting of an 11kVA feeder, located in Macquarie Grove Road with a spur branching off into Aerodrome Road that terminates at a 200kVA substation. This substation supplies Camden Airport. This substation is currently loaded at 160kVA.

#### 14.2.2 Upgrade Required

Any proposed developments at the airport will require an upgrade of the existing airport network. There is sufficient external capacity to meet the upgrade required.

### 14.3 Sewer

#### 14.3.1 Existing services

A pumping station exists on site that connects into 150mm diameter gravity main along Macquarie Grove Road. The sewerage system was replaced with a new pumping station and rising main in 1995. The rising main crosses under the Nepean River, where it connects into a rising main on Macquarie Grove Road that discharges into a Pump Station, located on the corner of Macquarie Grove Drive and Exeter Street.

#### 14.3.2 Upgrade Required

An additional gravity sewer network will be required to service the proposed development. Sufficient capacity exists in the surrounding external Sydney Water sewer infrastructure to accommodate the increased sewer discharge. During any aviation or non-aviation development CAL will liaise with Sydney Water to manage this issue.

### 14.4 Water

#### 14.4.1 Existing services

The current water main at Camden airport is approximately 30 years old. There are capacity issues with the current water supply. Water supply is via a Sydney Water main running along Macquarie Grove Road. The existing network reticulates water throughout the airport.

#### 14.4.2 Upgrade Required

The existing Sydney Water main does not have sufficient capacity to meet anticipated demand. Any aviation or non-aviation development will require an upgrade of CAL's internal system to provide additional capacity based on the existing external network. CAL will also discuss with Sydney Water and Camden Council the timing of any proposed upgrades to the external water supply and the ability to incorporate Camden Airport into such planning.

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### 14.5 Telecommunications

#### 14.5.1 Existing services

Telstra's existing network extends to the corner of Macquarie Grove Road and Aerodrome Road. The network includes a Multiplexer and spare optical fibre cable.

#### 14.5.2 Upgrade Required

Sufficient capacity exists to accommodate short term growth demands for both aviation and non-aviation developments. However discussions with Telstra will be required to meet longer term strategies. CAL will liaise with Telstra to manage this issue.

### 14.6 Gas

#### 14.6.1 Existing services

Gas is currently not available to this site. The closest high capacity feeder mains is located along Cawdor Road and Camden and Sheathers Lane, Grasmere. There is also a secondary main along Argyle Street, Camden approximately 2.2km away from the airport.

#### 14.6.2 Upgrade Required

Sufficient capacity exists in the surrounding external Agility network, to accommodate any demand arising from any aviation or non-aviation development. However sufficient demand for gas will be required to justify the provision of gas infrastructure. CAL will liaise with Agility to manage this issue in the longer term.

### 14.7 Surface Traffic

#### 14.7.1 Existing Infrastructure

The only entrance to the site is along Aerodrome Road off Macquarie Grove Road, which is a narrow rural construction roadway and is subject to flooding during heavy rainfall periods.

#### 14.7.2 Upgrade Required

As aviation traffic grows and development occurs on land surplus to aviation requirements, planning includes upgrading of Aerodrome Road.

The upgrade will, to the extent possible, address the periodic flooding issues. CAL will continue to seek alternate access points onto the airport subject to availability and commercial considerations.

An internal road is also planned once aviation and non-aviation development commence to access the northern Business Support and Aeronautical zones.

### 14.8 Stormwater

#### Airport Stormwater Drainage Catchments

At Camden Airport the stormwater system operates efficiently with rainfall flowing overland via open drains and canals into Nepean River which is adjacent to the site.

Any aviation or non-aviation development occurring over the planning period will take into consideration the following:

- Camden Council's relevant DCPs clauses;
- "Water Sensitive Urban Design – Technical Guidelines for Western Sydney", published by the Upper Parramatta River Catchment Trust; and
- the Principles and Guidelines contained in the NSW Floodplain Management Manual.

The design of the overall drainage system will generally retain the existing drainage/overland flow regime so that as far as practicable, the resulting system will maintain existing conditions on downstream properties.