

## > Introduction

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Camden Airport

Master Plan  
2004/05

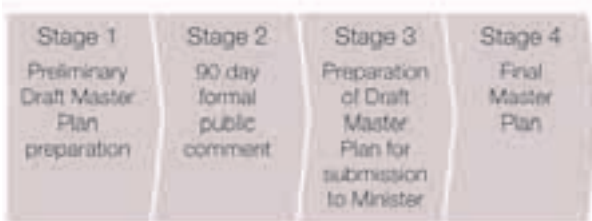


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### 2.1 Purpose of This Document

The purpose of this document is for CAL to present the 2004/05 MP for Camden Airport, as required under the Airports Act 1996, for public comment. This MP represents the fourth of four stages involved in the preparation and approval of an Airport Master Plan as shown in Figure 1.

**Figure 1**  
Stages Involved In The Preparation of a Airport Master Plan



As the final stage in the process of preparing an Airport Master Plan, this document has been prepared by CAL after a process that included market demand analysis, technical studies and initial discussions with key stakeholders, a 90 day public comment period and submission of a Draft Master Plan to the Minister for approval.

### 2.2 Definition of an Airport Master Plan

An Airport Master Plan is a framework document which broadly outlines an Airport Lessee Company's (ALC) vision and objectives for the Airport and provides a Development Concept for the next 20 years addressing the needs of airport users, forecasts in relation to aircraft noise exposure and an assessment of environmental issues and plans for addressing those issues.

The intention of the master plan is to allocate sufficient land, in the most appropriate location, to meet the long term forecast of aviation activity and to determine that any non-aviation development takes into account the Local and State planning framework.

Airport Master Plans are also intended to provide flexibility and should evolve as circumstances change. Although the Airports Act 1996 requires Airport Master Plans to be prepared every five years, there is also a provision for making minor variations within the five year period.

### 2.3 Role of Airport Master Plans

As a framework document, CAL's MP will play both a planning and a regulatory role in the on-going management of Camden Airport.

Once approved, CAL's MP will have three primary planning roles as follows:

- providing stakeholders with an understanding of CAL's vision and objectives for the airport;
- providing direction on land use so that long term aviation requirements are catered for and that non-aviation developments are appropriately integrated with other airport functions and take into account the Local and State planning framework; and
- providing planning flexibility so that CAL can adjust its strategies to accommodate an ever changing commercial and operating environment.

In terms of its regulatory role, once approved, the MP will form an integral part of CAL's Development Approvals Process as set out in Figure 2. One of CAL's first forms of review of any Development Application (DA) is consistency with the MP.

Conversely, however, the inclusion of a development in CAL's MP does not imply automatic approval of that development. Any development, including those incorporated into the MP are still subject to the approvals process set out in Figure 2.

### 2.4 Integration of Master Plan and Environment Strategy

The Airports Act 1996 also requires CAL to prepare an Airport Environment Strategy (AES). The current AES was approved in February 2005 in accordance with the requirements of the Airports Act 1996.

The Airports Act 1996 requires AES' to be updated every five years, CAL updated Camden Airport's AES, in parallel with the preparation of this MP. Consequently, this MP reflects the issues and initiatives addressed in the CAL's Airport Environment Strategy (AES.)

CAL's AES has also undergone a 90 day public comment period.

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### 2.5 Methodology Used for the Preparation of this MP

The methodology utilised in the preparation of this MP is outlined in Figure 3. The Figure highlights the phases in the process as follows:

- Phase 1 – data gathering and objective setting;
- Phase 2 – aeronautical traffic forecasts and facilities requirements analysis;
- Phase 3 – commercial development concept based on land surplus to aviation requirements;
- Phase 4 – preparation of a development concept, analysed for potential impacts on traffic, services infrastructure, environment, heritage, aircraft noise and airspace protection;
- Phase 5 – preparation of a land use/zoning plan; and
- Phase 6 – preparation of the PDMP.
- Phase 7 – 90 day public comment period
- Phase 8 – revision of aviation and non-aviation development concepts;
- Phase 9 – preparation of DMP; and
- Phase 10 – submission of the DMP and approval of MP by the Minister

In addition to the nine phases, CAL's DMP preparation process also included on-going consultation with key stakeholders, informing them of the planning process and gathering inputs/comments as required.

### 2.6 Structure of this MP

To facilitate general review of this DMP, the document has been split into three parts as follows:

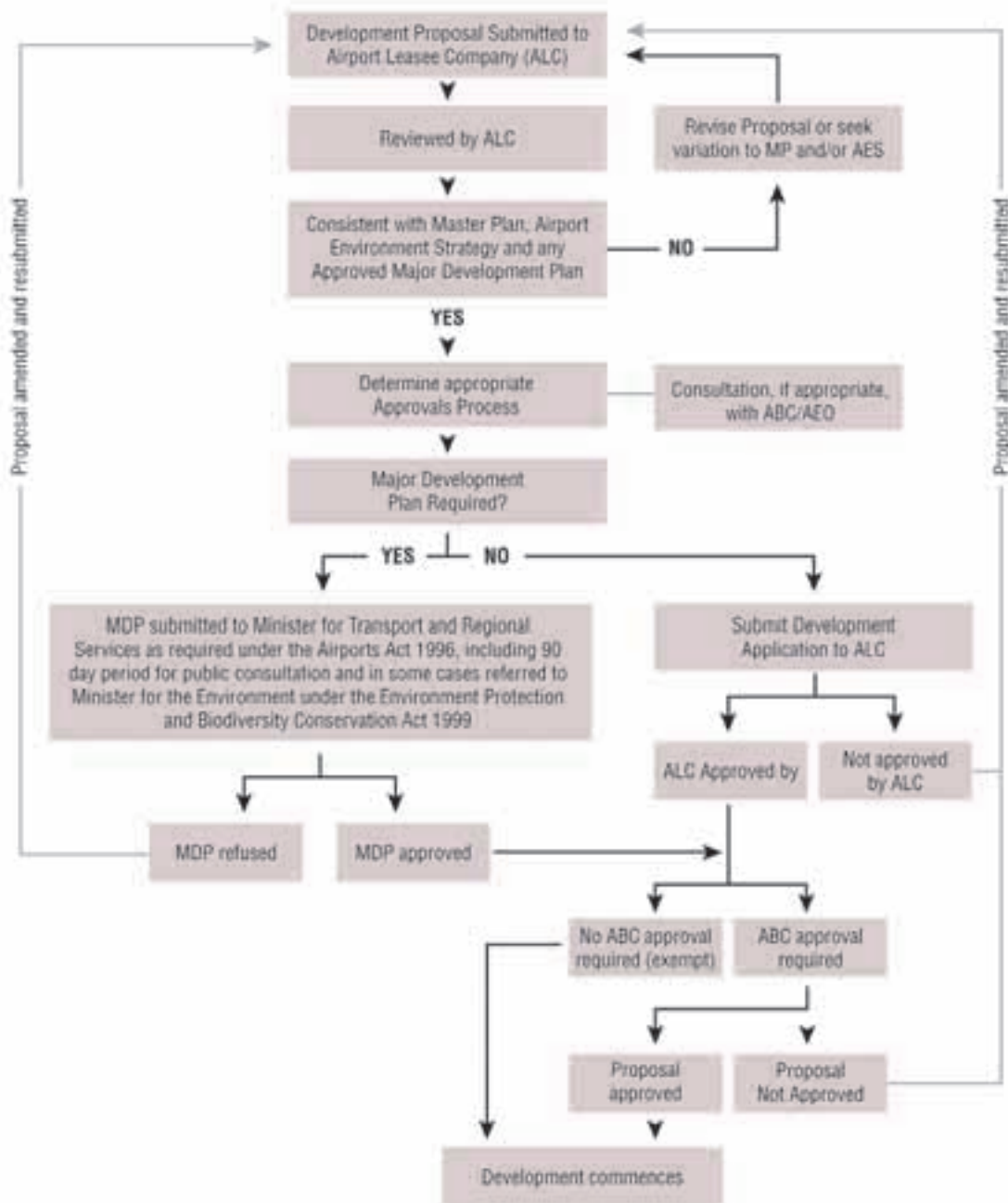
- **Part A: Master Planning Context**
  - this Part provides all of the contextual information required to understand the MP;
- **Part B: Development Concept**
  - this Part presents both the Aviation and the Land Development Concepts, as well as the economic impacts arising out of the implementation of the MP; and

- **Part C: Issues Management**

- this Part details the way in which CAL proposes to manage any of the transport, infrastructure, environment, heritage, noise and airspace protection issues arising from the Aviation and Land Development Concepts.

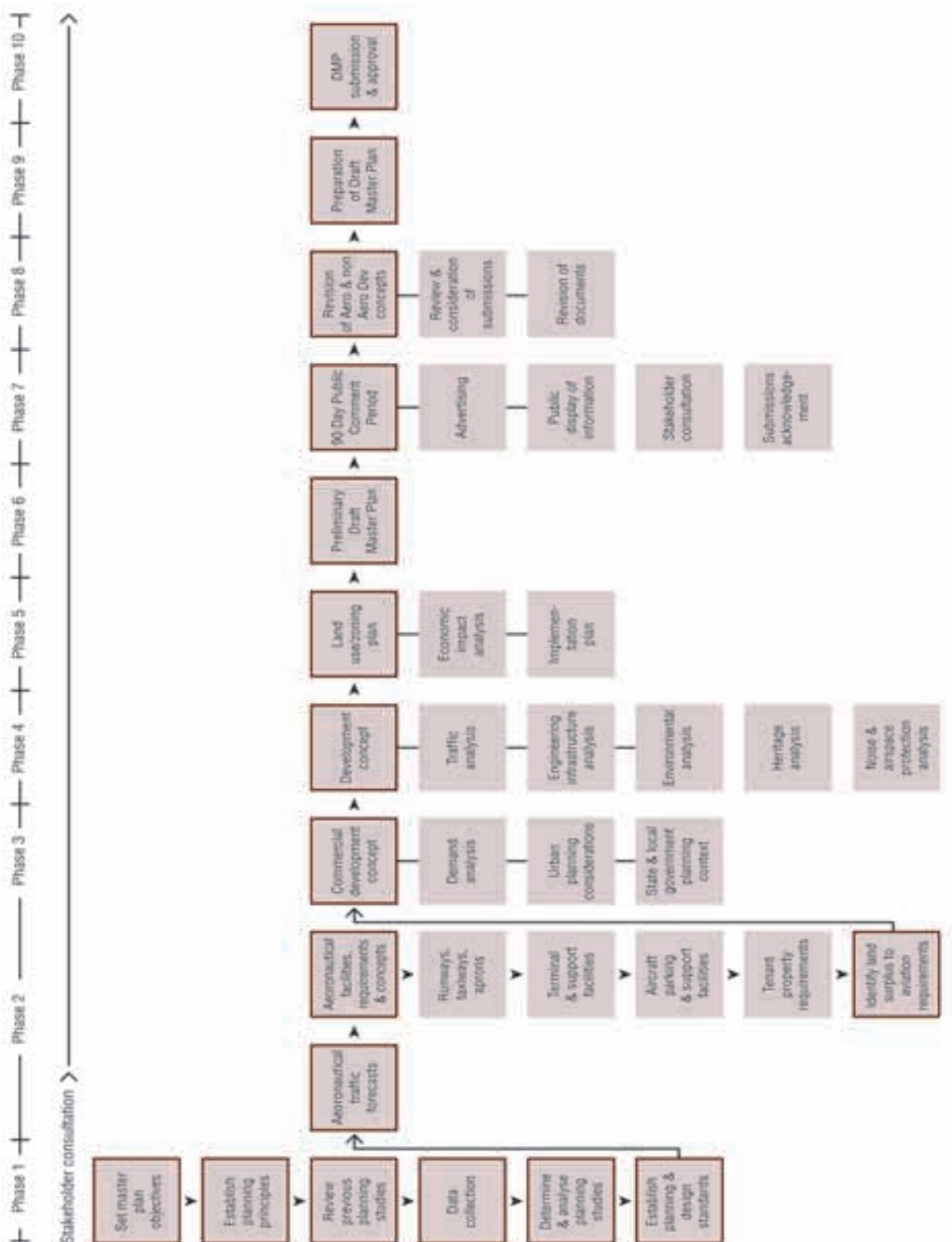
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Figure 2  
CAL Development Approval Process



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Figure 3  
Master Plan Preparation Process





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