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Cessnock Airport

Preamble

Cessnock is the focal point for the Hunter Region’s wine industry and a significant tourism and entertainment destination. Cessnock Airport is one of the area’s most valuable assets with about 20,000 flight movements per annum¹.

The purpose of these controls is to provide for the expansion of the Cessnock Airport (Figure 1), to encourage good built design outcomes and to ensure that existing, surrounding development is not subject to adverse environmental impacts.



Figure 1: Cessnock Airport.

On 5 February 2020, Cessnock City Council adopted The Cessnock Airport Strategic Plan (Airport Strategy). The Airport Strategy has identified a number of areas of opportunity for growth and

¹ Cessnock Airport Strategic Plan

development to support the viability of the airport and assist economic growth within the Hunter Region. The Airport Strategy and Precinct Masterplan (Figure 2) have identified a number of opportunities for growth and development within five (5) precincts and the entranceways.

The Vision for Cessnock Airport, as outlined in the Airport Strategy is: “A viable, user friendly and vibrant aviation hub to the Hunter region.”



Figure 2: Cessnock Airport Precinct Masterplan

Application

These controls apply to land edged in red on Figure 1.

General requirements

Airport Master Plan

Objective/s	Development Control/s
Development at the airport is consistent with the planned future of the Cessnock Airport.	Development in the Airport Precinct is consistent with the Cessnock Airport Strategic Plan.

Solar access and energy efficiency²

Objective/s	Development Control/s
New development reduces energy use by appropriate siting, construction and design of buildings and appropriate landscaping.	New development is designed to achieve adequate solar access for the intended use of the buildings.
New development is self-sufficient for energy use.	Development in Precinct 2 and 3 must be fully powered through a combination of solar, generators and battery storage if connection and capacity is not available from the grid.
Reflection from solar panels does not interfere with airport operations.	The solar, batteries and generators are to be located and designed in a way that does not impact the ongoing operation or future economic activities at the airport.
	New buildings in all precincts are encouraged to incorporate solar power and batteries provided it does not impact the ongoing operation or future economic activities at the airport.

Utility Services

Objective/s	Development Control/s
All development in the airport precinct is to be provided with utilities that have capacity to service the proposed development.	The following utility services will be provided for all development in the airport precinct: <ul style="list-style-type: none"> • electricity, • water supply, and • effluent and drainage systems.

² Energy service at the airport is currently at capacity.

Effluent disposal

Objective/s	Development Control/s
The management of wastewater protects public health and the environment.	Where available, the preferred method of effluent disposal for all development is through connection to reticulated sewer system, this includes access via a gravity pump to sewer.
	Where sewer is not available or not considered practicable and on-site sewage management is proposed, approval under section 68 of the Local Government Act is required ³ .
	New development relying on pump out is not supported.

Soil and water management

Objective/s	Development Control/s
There is no net impact on downstream water quality.	Best management practices, as outlined in the Blue Book, for the control of runoff and soil erosion are used to trap sediment on the subject land.
Stormwater overflow must not affect adjoining structures or airport infrastructure.	Stormwater runoff, collection and recycling must be designed in a manner that does not damage airport infrastructure and adjoining structures.
Adequate water is available for Rural Fire Service operations at the airport.	Development in precinct 2 and 3 is to have a 4,500L rainwater tank with a Rural Fire Service compatible hose connection point located 300mm height from base of tank.

Visual amenity

Objective/s	Development Control/s
Development is not visually obtrusive from key public views including Wine Country Drive and Broke Road.	A visual impact assessment will be required for all development applications that are visible from Wine Country Drive and/or Broke Road.

³ Consent from Council as the landholder would need to be obtained separately to regulatory approval processes. Section 68 of the *Local Government Act 1993* requires approval for onsite-sewer management. Refer to the *Local Government Act 1993* for further standards and legislative requirements.

Roads and access

Objective/s	Development Control/s
Roads and access areas are designed and constructed to a standard that is suitable for the intended use.	Roads and hanger access are to be designed and constructed in accordance with Council's 'Engineering Requirements for Development'.

Hanger Design Guidelines⁴

Objective/s	Development Control/s
Hangers are unobtrusive to the airport landscape and the adjoining vineyards district. Ancillary infrastructure is not visually prominent with respect of the airport terminal, runway and taxiway. Hangers are of a consistent appearance.	All services such as water storage tanks or on-site wastewater treatment tanks shall be placed to the western side of the building, or between hangars.
	The main wall elevations shall be of a non-reflective finish and of muted natural tones. Downpipes shall be coloured to match the wall colour.
	Gable treatments and gutters may be highlighted by contrasting colours. All hangers on the site must be clad in one of two ways: <ol style="list-style-type: none"> 1. Colorbond steel from ground to roof line in 'Trimdeck' or 'Custom orb', with conforming roof cladding; or 2. Masonry to 1.4 metres and from there above to the roofline in Colorbond 'Trimdeck' or 'Custom orb' with conforming roof cladding.
Landscaping does not obstruct airport operations or attract bird species.	Other than in the riparian corridor, vegetation does not exceed 2m in height and is a non-bird attracting species.
	All areas of the hanger site not covered by building / paths etc., shall be turfed.

⁴ Note: Design guidelines for different types of buildings are contained in the 'area specific guidelines' section of this Chapter.

Area Specific Requirements

These provisions apply to development within each of the 5 precincts within the Airport.

Precinct 1: Runway and associated taxiway

Place statement

This area is the main activity or movement area of the airport.

The area comprises the runway and taxiway areas extending to the northern most aspect of the runway in the north and to Pokolbin Creek in the south. Pokolbin Creek flows into Black Creek, which in turn eventually flows into the Hunter River. The Black Creek Catchment has existing salinity and other environmental problems, and is environmentally sensitive. Pokolbin Creek is classified as a 'priority corridor'.

Objective/s	Development Control/s
<p>Development in precinct 1 is compatible with the place statement.</p>	<p>In precinct 1, the following land-uses are preferred:</p> <ul style="list-style-type: none"> • runways and taxiways; • air traffic control buildings / towers; • storage sheds for runway related equipment and safety equipment.

Precinct 2: South-west sector

Place statement

This is the hangar area on the western side of the runway as accessed from Grady Road. It includes, the existing hangars, aircraft maintenance, vacant land proposed for additional hangars and related development.

The strategy for this area is to allow infill development of hangars, with improvements to landscaping and other site works. Additional private hangars are to be located the length of the runway.

While private hangars are a feature of the precinct, limited aircraft repairs or maintenance is permitted. Hangars are to be of a cohesive appearance.

Objective/s	Development Control/s
<p>Development in precinct 2 is compatible with the place statement</p>	<p>In precinct 2, the following land-uses are preferred:</p> <ul style="list-style-type: none"> • aircraft storage and maintenance hangars; • viticulture related service industries, including: transport terminals for delivery trucks; bottle storage; vineyard equipment hire; storage facilities; and the like.
<p>New development is not visible from De Beyers Road.</p> <p>The habitat corridor adjoining De Beyers Road is strengthened</p>	<p>A minimum landscaped buffer of 10m is provided along the De Beyers Road frontage to supplement its 'network corridor' status.</p>

Precinct 3: Western Precinct

Place statement

The masterplan identifies this precinct as an area for significant development including an area for commercial business opportunities (aviation related), maintenance workshops, aeroplane construction, additional hangars, helicopter and RFS expansion and additional hardstand parking.

The new hangar precinct will be accessed from the southern extension of De Beyers Road. All servicing of aircraft and aircraft components is to be undertaken in the existing or new hangar precincts.

Objective/s	Development Control/s
Development in precinct 3 is compatible with the place statement	<p>The precinct is to be developed in accordance with a Master Plan approved by Council.</p> <p>In precinct 3, the following land-uses are preferred:</p> <ul style="list-style-type: none"> • aircraft storage and maintenance hangars; • viticulture related service industries, including: transport terminals for delivery trucks; bottle storage; vineyard equipment hire; storage facilities; and the like; • aircraft maintenance and service establishments; • rural fire fighting organisation headquarters; • airport related commercial activity; and • environmental protection and restoration works.
<p>New development is not visible from De Beyers Road.</p> <p>The habitat corridor adjoining De Beyers Road is strengthened</p>	A minimum landscaped buffer of 10m is provided along the De Beyers Road frontage to supplement its 'network corridor' status.

Precinct 4: Eastern Precinct

Place statement

This area includes all of the terminal buildings, carparks and associated land. This area is proposed to include additional parking. Access and parking is currently shared between the Visitor Information Centre and the terminal buildings. The Masterplan includes the upgrade of the terminus for future charter services.

Objective/s	Development Control/s
Development in precinct 4 is compatible with the place statement	The precinct is to be developed in accordance with a Master Plan approved by Council.
	In precinct 4, the following land-uses are preferred: <ul style="list-style-type: none"> • terminal buildings; • car parking areas; • utility installations; and • airport and tourist related activities.

Precinct 5: Helicopter operation, refuelling and potential development precinct

Place statement

This area runs from Middle Creek in the north to the northern end of the runway. Care must be taken with run-off from this area into Middle Creek. It includes the current fuel facility, open grass areas and associated land. This area is proposed for additional airport related development subject to flight path requirements. An expansion of the fuel service in this area is required.

Access and parking is currently shared between the Wine Interpretive Centre, the terminal buildings and the private motel site (access only).

Objective/s	Development Control/s
Development in precinct 5 is compatible with the place statement	The precinct is to be developed in accordance with a Master Plan approved by Council.
	In precinct 5, the following land-uses are preferred: <ul style="list-style-type: none"> • aircraft parking areas; • utility installations; and • airport facilities.