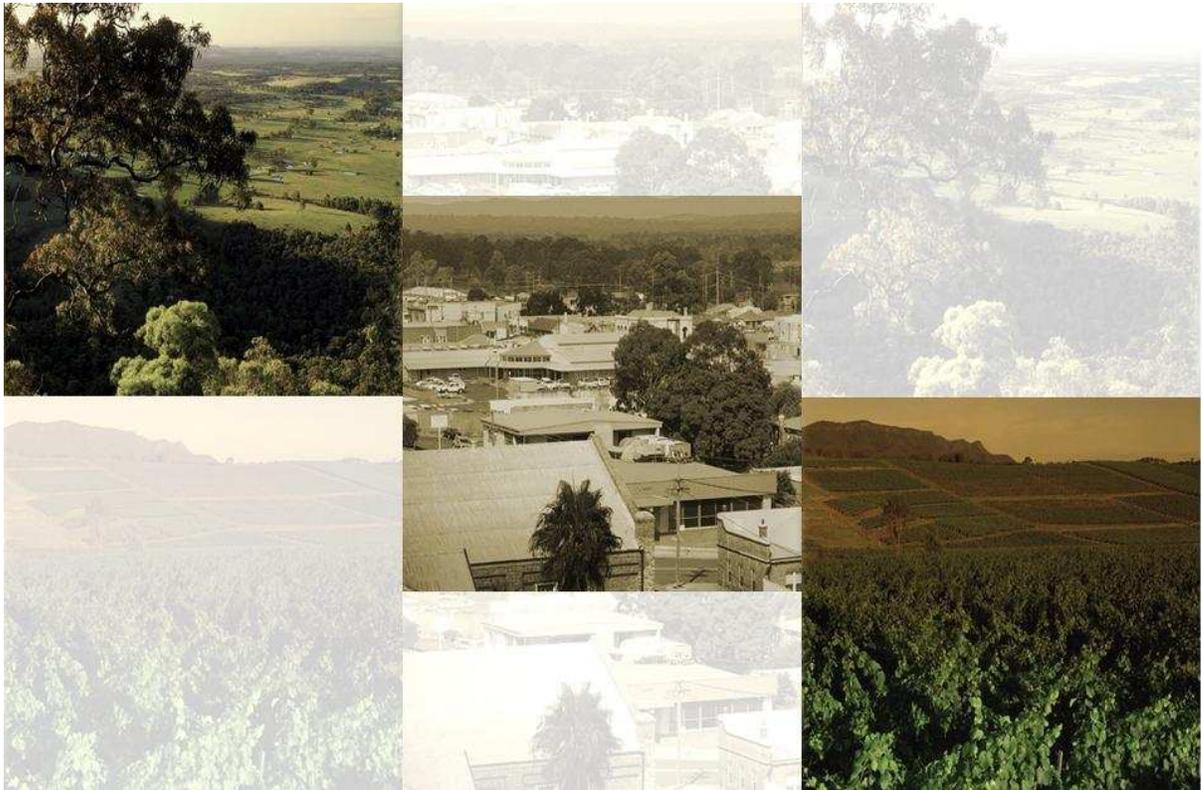




CESSNOCK
DEVELOPMENT CONTROL PLAN

PART E
SPECIFIC AREAS



E.7: CESSNOCK AIRPORT

Amendment History

Version No.	Nature of Amendment	Date in force
1	Initial adoption by Council on 7 July 2004 (DCP 53)	21 July 2004
2	Consequential Amendments to site-specific DCP's arising from the Cessnock DCP 2006	1 December 2006
3	Incorporation into Part E: Specific Areas	30 March 2007
4	Consequential amendments as a result of Cessnock Local Environmental Plan.	23 December 2011

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E.7: CESSNOCK AIRPORT

7.1 INTRODUCTION

The purpose of this Chapter is to provide for an appropriate expansion of the facilities and use of Cessnock Airport and to ensure that existing, surrounding development is not subject to adverse environmental impacts. It also aims to ensure that surrounding development is not permitted to occur in a manner which limits the development potential of the airport.

Previous studies have identified growth and development options based on variables in runway design, aircraft type and size, usage scenarios and environmental considerations. Indicative costs for various runway options have also been provided previously. These options have included a range of possible runway lengths based directly on aircraft requirements, and the possibility of an east-west runway.

In June 1998, Council resolved to pursue a moderate extension of the airport, based on a combination of the two growth options proposed by GHD. Council has adopted and acted upon some of the recommendations of the 1998 GHD Plan and has disposed of the land previously purchased on the western side of De Beyers Road for the east-west cross runway.

This Chapter constitutes the next phase in implementing change and development at Cessnock Airport. It is based on a strategy of moderate growth, capitalising on the locational advantages of the airport in relation to expanding tourist related developments in the Lower Hunter Vineyards District.

The proposals for expansion of the airport and associated facilities are based on a realistic balance between the potential for growth in aircraft movements over a range of categories against the cost of development and maintenance of facilities, and the need to complement those activities which make the Vineyards District a unique and important part of the City of Cessnock.

7.1.1 Application

This Chapter applies to land shown edged heavy black on the map included in Appendix 1.

7.1.2 Purpose

Airport development can be contentious because of associated environmental impacts including noise, dust and odour. These impacts can impact upon humans and animals, in both urban and rural environments.

Cessnock Airport has a number of advantages in this regard. They include:

- a location close to and easily accessible from the town of Cessnock, while being located in a predominantly rural area, and relatively unconstrained (in its current form) by surrounding developments;
- a reasonable track record of past use, although with some impact upon farm animals on surrounding rural properties. These impacts have predominantly been caused by parachuting / skydiving activities that have caused alarm to grazing animals. These activities have now ceased. There have been few complaints regarding noise impact on residents of dwelling houses;
- a main road location for the main entrance, and a secondary rural road access for hangar facilities, where traffic impact upon existing dwelling houses is negligible to non-existent;

- proximity and ease of access to the Vineyards District and major tourist facilities; and
- its currently under-utilised facilities and capacity, albeit with the need for upgrading of the runway surface and other infrastructure.

Additionally, the Vintage Hunter Wine and Visitors Centre fronts Main Road 220 immediately east of the existing terminal building. It is a key component of the tourist infrastructure being provided by Cessnock City Council. This centre has brought a new tourist focus to the site and incorporates a transport interchange to serve tourists arriving in the Vineyards, by a variety of transport modes.

The purpose of this plan is:

- to permit development that will capitalise on the advantages of the site and its strategic location;
- to encourage moderate growth in the standard of infrastructure available and in the use of the airport;
- to encourage appropriate ancillary development, related to the airport and to the Wine Interpretive Centre, while protecting sensitive, existing, surrounding development from adverse environmental impact; and
- to provide design guidelines for certain development.

7.1.3 Vision and Objectives

Council's vision and objectives for the future of Cessnock Airport, relate to the four areas of activity on the site and the adjacent and adjoining lands.

Vision

The overall vision for the airport, as suggested by the 1998 GHD study, is *"... a well planned and serviced aerodrome (now airport) facility managed in a manner which attracts new and environmentally responsible economic development opportunities to the Cessnock region"*.

Objectives

The objectives for development of the airport and associated lands are:

- (i) to establish planning instruments which protect the future development and operation of the airport;
- (ii) to facilitate the environmentally responsible development of the airport to maximise the economic benefits to the Cessnock region;
- (iii) to operate a safe airport facility;
- (iv) to ensure development on and near the airport is consistent with the desired character of the Vineyards District and surrounding rural areas; and
- (v) to ensure development on and near the airport occurs having regard to the principles of environmentally sustainable development, and becomes a model for implementation of those principles.

7.1.4 Relationship with other Plans

State Environmental Planning Policy (SEPP) (Infrastructure) permits certain public infrastructure throughout New South Wales. *"Development for the purpose of an airport may be carried out by or on behalf of a public authority without consent on land in any of the following land use zones ..."*, which includes the SP2: Infrastructure zone.

The land the subject of this Chapter is zoned SP2: Infrastructure: Air Transport Facility and RU4: Rural Small Holdings under Cessnock Local Environmental Plan. The SP2 and RU4 Zones permit the airport and certain other ancillary and appropriate uses.

CLEP: Clause 6.3 - Development in flight paths, requires that all development in a flight path of the Airport remain below the obstacle height limit.

CLEP: Clause 6.4 - Development in areas subject to airport noise, applies to land affected by Australian Noise Exposure Forecast (ANEF) Contours of between 20 and 25. It prevents certain noise sensitive developments from locating in proximity to the Airport and its flight paths, and ensures that development in the vicinity of the Airport does not hinder or have any other adverse impact on the development or operation of the Airport.

Of particular relevance in Part E: Specific Areas, Chapter 3: Vineyards District, is the identification of land in the vicinity of the Airport as being part of a “Visually Significant Area”. Much of the site is highly visible from Main Road 220, a major tourist route leading from Cessnock to the Vineyards District. Chapter 3: Vineyards District also identifies ‘Native Vegetation Corridors’ throughout the Vineyards District. In the vicinity of the Airport, De Beyers Road, Broke Road and Main Road 220 are identified as ‘Network Corridors’, while Middle Creek, which runs through the site, is identified as a ‘Connecting Corridor’. These features require retention and enhancement of vegetation in such corridors.

7.2 DEVELOPMENT GUIDELINES

The long-term viability of airports depends upon the adoption of sound planning practice not only for activities on the airport, but also for the surrounding areas surrounding. For Cessnock Airport to reach its full potential, strategies must also be put in place to protect it from incompatible developments. This must be balanced against the need for environmentally responsible and appropriate development, as discussed below.

7.2.1 Local context

Cessnock Airport is located in an area which is sensitive for a number of reasons. While not visually intrusive in its current state, the site is visible to the relatively high volumes of vehicular traffic (both tourist and commuter) using Main Road 220, from Broke Road and the higher land near its intersection with Main Road 220, which is one of the major entrances to the Vineyards District. The site is located at the “gateway” to the Vineyards Districts of Pokolbin and Lovedale.

The site is also visible from higher land along Lovedale Road, east of the site. Therefore, any development on the site must, while having regard to the need for an economically viable airport facility, comprise uses that are appropriate to a unique setting and be sensitively located and designed. The Vintage Hunter Wine and Visitors Centre provides a high level of design standard that Council wishes to see met on other parts of the site.

Council believes that there is an opportunity for land affected by this Chapter to be developed in an ‘environmentally responsible’ manner, having regard to the principles of environmentally sustainable development (ESD) and building on the environmental initiatives introduced to the locality by Vineyards District Chapter.

It will therefore be expected that new development will lead to positive environmental impacts through the repair and enhancement of any degraded areas, retention and / or replacement and enhancement of natural vegetation, especially in identified corridors. It is also expected that new development will comply with the various other requirements of Cessnock Development Control Plan, as appropriate.

Proposals for development must comply with the general requirements, be consistent with the place statement for each area and comply with specific development guidelines for each area.

Evidence of a comprehensive Site Assessment will be required with every application and should form the basis of the Statement of Environmental Effects (SOEE) that will be required for most proposals. A Site Assessment Checklist is attached at **Appendix 6**.

7.3 GENERAL REQUIREMENTS

7.3.1 Flora and fauna

- For development resulting in any removal of vegetation, Council will require the preparation of a flora / fauna assessment in accordance with the requirements of current legislation. A subsequent Species Impact Statement (SIS) may also be required.
- Applicants must check with Council's Development Assessment staff to determine Council's requirements for particular applications.
- The requirements of Vineyards District Chapter must also be complied with, in respect to the clearing of vegetation.
- No clearing of vegetation is permitted in areas designated as 'native vegetation corridors' in Vineyards District Chapter. For the purposes of this Chapter, the corridors adopted in the Vineyards District Chapter and the controls over them will apply as if all of the land is zoned RU4: Rural Small Holdings.
- For land zoned SP2: Infrastructure: Air Transport Facility, similar controls apply as for land subject to the provisions of the Vineyards District Chapter. Specific controls for each area are included in following sections.
- The principle of 'no net loss of vegetation' will be actively pursued in assessing and determining applications.

7.3.2 Solar access and energy efficiency

- All new development should be designed to achieve adequate solar access for the intended use of the buildings.
- New development should reduce energy use through appropriate siting and design of buildings (eg. design and orientation of buildings, use of insulation, cross ventilation) and appropriate landscaping.
- Appropriate provisions of Cessnock DCP will be applied to new development.

7.3.3 Effluent disposal

- The preferred method of effluent disposal for all new development is through connection to reticulated sewerage system provided by the Hunter Water Corporation.
- Where on-site effluent disposal is proposed, detailed investigation and modelling will be required to satisfy Council that no short or long term environmental impacts will occur. An assessment of the proposed lots will be required to be submitted with the application to identify basic site constraints and identify any areas considered suitable for effluent disposal. There are numerous documents from various agencies to assist in this matter.
- On the basis of the results of the above assessment, Council may require submission of a geotechnical investigation report in certain cases, depending upon soil conditions and the nature of the development proposed.
- Disposal of effluent must not create a health nuisance or pollution, particularly in relation to nutrients infiltrating into bushland and / or watercourses.
- Where reticulated sewer is not available, effluent will be contained, treated and disposed of totally on the subject site. The disposal of effluent utilising pump outs for new development is unacceptable.

7.3.4 Soil and water management

- Best management practices should be implemented to control runoff and soil erosion and to trap sediment on the subject land to ensure there is no net impact on downstream water quality. The quality of runoff water from the subject land should be the same or better than the quality of water prior to development taking place.
- Existing topography and natural drainage lines should be incorporated into drainage designs for larger proposals, and enhanced through provision of additional landscaping, detention areas, artificial wetlands and the like.
- Where possible, design multiple use drainage and treatment systems incorporating gross pollutant traps, constructed wetlands and detention basins. For uncontaminated runoff, the use of natural systems for detention and filtration of stormwater is encouraged. Potential solutions include: artificial wetlands; vegetated drainage swales; and the like.
- Development should be designed so as to minimise disturbance of the subject land especially in circumstances where there are topographical constraints.
- Stormwater runoff from new development should be consistent with the pre-development stormwater patterns.
- Depending upon the scale, location and nature of the development proposal, a Soil and Water Management Plan (SWMP) may be required to be prepared by suitably qualified persons. Early consultation with Council officers will confirm whether a SWMP is required. The plan should detail best management practices in regard to soil conservation and pollution control measures, be installed prior to clearing and earthworks, and maintained until revegetation measures are complete.
- In development proposals where clearing is minimal and earthworks are limited, a SWMP may not be required.

7.3.5 Visual amenity

- A visual impact assessment will be required with all applications, identifying locations from which the development may be viewed, and proposing methods to reduce visual impact. Useful methods of demonstrating impact are verbal description, photographs, photo-montage, models and the like, as may be appropriate for the nature and scale of the development proposed.

7.3.6 Agriculture / viticulture

- All developments are to comply with the setback requirements in Cessnock DCP, Part E: Specific Areas, Chapter 3: Vineyards District.

7.3.7 Roads and access

- Roads are to be designed and constructed to a standard appropriate for the development proposed, and in accordance with Council's 'Engineering Requirements for Development'.

7.3.8 Hazards

- Applicants must comply with the requirements of Cessnock DCP. Rural land has the potential for contamination from past chemical application, dips and the like. Land utilised for airport /hangar purposes may be affected by fuel spillage and the like.

7.3.9 Utility services

- An appropriate level of utility services will be required for all development, and will include electricity, water supply, effluent disposal and drainage systems.

7.3.10 Heritage / archaeology

- Cessnock LEP requires the protection of aboriginal and non-aboriginal items of significance. Where no previous archaeological investigation has been undertaken, Council may require a preliminary survey and assessment by a suitably qualified person. The need for a detailed investigation will be determined from the preliminary survey.
- It is an offence to damage or destroy aboriginal relics without the written consent of the Director-General of the Department of Environment, Climate Change and Water (DECC&W).
- The Vineyards District Chapter contains specific provisions for land to which it applies.

7.3.11 Building design

- Design guidelines for different types of building are contained in the 'area specific guidelines' section of this Chapter. Specific guidelines for hangar buildings are included in Appendix 5 of this Chapter. Detailed design guidelines for airport related private hangar and apartment accommodation, and development of the privately owned motel site, will be required as part of the Master Plans to be prepared prior to any further development of those sites. Council may impose other design controls for development not listed.

7.4 AREA SPECIFIC REQUIREMENTS

7.4.1 Zone 1: Hangar areas and development area

Place statement

This area comprises the hangar area on the western side of the runway and accessed from De Beyers Road. It includes: the existing hangars, the Rural Fire Control Centre building; currently vacant land proposed for additional hangars and related development; and for residential accommodation units (hangar homes) associated with private hangars.

The existing hangar precinct has been developed as required, with minimal planning and building control. The strategy for this area is to allow limited infill development of hangars, with improvements to landscaping and other site works as funding permits.

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.

The private hangar and residential accommodation area (new development precinct) is to be developed in accordance with a Master Plan approved by Council. The Master Plan is to be prepared by the proponent and approved by Council prior to any development application being submitted.

While private hangars are a feature of the precinct, its character is to be predominantly quiet residential. No part of the precinct is to be used for aircraft repairs or maintenance. The Master Plan for the precinct is to incorporate building design guidelines including controls over building materials and colours. This is to ensure a cohesive and pleasant appearance.

Existing planning controls:

This land is zoned SP2: Infrastructure: Air Transport Facility.

Permissible uses include:

- aircraft storage and maintenance hangars;
- accommodation units (hangar homes) in conjunction (attached) with private 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 head quarters; and
- environmental protection and restoration works.

The above land uses are deemed to be ordinarily incidental or ancillary to the operation of the subject site as an airport, note that this is not a definitive list.

Development guidelines

Existing hangar and new hangar precinct

- Storage and maintenance hangars are to be designed and constructed in accordance with Council's Aircraft Hangar Design Guidelines (see Appendix 5).
- The potential for contaminated runoff from hangar / refuelling areas is to be addressed in any development application in this area. 'First flush' filtration systems may be required. Controls re: roadways; landscaping; lighting; and existing wastewater treatment systems can remain, subject to safe operation.
- New hangars will require separate approval of new wastewater treatment systems, which must operate entirely within the lot or leased area that pertains to that hangar, unless otherwise approved by Council.

New development precinct

- All development to be in accordance with a Council approved Master Plan addressing, as a minimum, the following issues:
 - building design, materials and colours;
 - re-vegetation and landscaping;
 - vehicle and aircraft access;
 - drainage;
 - effluent, wastewater treatment and re-use; and
 - noise control and acoustic treatment of residential components.
- A landscaped buffer zone having a minimum width of 10 metres is to be provided along the De Beyers Road frontage for all lots in this area, to supplement its 'network corridor' status.
- The residential accommodation / hangar area is not to be used for any repairs and / or maintenance of aircraft or aircraft components.
- A communal wastewater treatment facility will be provided for the residential accommodation / hangar precinct.
- Controls re: design of residential accommodation (hangar homes).

- A high level of design standard is required, to achieve a coherent, consistent appearance between a variety of building forms and functions, and to sit comfortably next to development in the RU4: Rural Small Holdings zone.
- Landscape plan is to address views to and from the surrounding vineyard / rural areas, including species suitable for the locality as specified in Vineyards District Chapter.

7.4.2 Zone 2: Movement area

Place statement

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

The area comprises the runway and taxiway areas extending from Middle Creek in the north to Pokolbin Creek in the south. Both Middle and Pokolbin Creeks flow 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 considered environmentally sensitive. Middle Creek is classified as a 'connecting corridor' in the Vineyards District Chapter, while Pokolbin Creek is classified as a 'priority corridor'. Vegetation preservation and enhancement in accordance with the requirements of the Vineyards District Chapter is therefore required, along with careful control of any runoff.

Existing planning controls:

This land is zoned SP2: Infrastructure: Air Transport Facility.

Permissible development includes:

- runways and taxiways;
- air traffic control buildings / towers;
- storage sheds for runway related equipment and safety equipment; and
- storage sheds for fire fighting equipment and vehicles.

The above landuses are deemed to be ordinarily incidental or ancillary to the operation of the subject site as an airport, note that this is not a definitive list.

Development guidelines

- The SP2: Infrastructure: Air Transport Facility zoning requires consent from Council for all development, unless listed in CLEP, Schedule 2: Exempt Development or SEPP (Infrastructure) 2007.
- Expansion of facilities is generally to be in accordance with the 1998 GHD Cessnock Aerodrome Development Plan.

7.4.3 Zone 3: Terminal area

Place statement

This area includes all of the terminal buildings, carparks and associated lands (as per Appendix 1: Locality Plan, including extent of airport areas). This area is proposed for additional airport related development.

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

Existing planning controls:

This land is zoned SP2: Infrastructure: Cessnock Airport.

Permissible uses include:

- terminal buildings;
- car parking areas;
- utility installations; and
- airport and tourist related shops.

The above landuses are deemed to be ordinarily incidental or ancillary to the operation of the subject site as an airport, note that this is not a definitive list.

Development guidelines

- The SP2: Infrastructure: Air Transport Facility zoning requires consent from Council for all development, unless listed in CLEP, Schedule 2: Exempt Development or SEPP (Infrastructure) 2007.
- Further development in this area will be subject to Council approval of a comprehensive effluent and wastewater management plan.

7.4.4 Zone 4: Associated land uses

Place statement

This land is described as Lot 210 in DP 559578, No.453 Wine Country Drive, the Vintage Hunter Wine and Visitors Centre, and associated lands with frontage to and access from Wine Country Drive over Council owned land.

It contains the former Civil Air Training Academy, now refurbished and used as a motel, and associated ablutions blocks and grounds, plus the Vintage Hunter Wine and Visitors Centre and associated carpark.

The precinct is to be developed for tourist related purposes complimentary to the airport, developing as a key component in the wider context of tourism development in Cessnock.

In addition to the Interpretive Centre, which will provide a range of information relating to the wine industry and associated tourism opportunities throughout the Cessnock LGA, there are other tourism possibilities on the site itself.

Existing planning controls:

The land is zoned RU4: Rural Small Holdings.

Permissible uses

The area is to be developed in accordance with a Master Plan approved by Council. The Master Plan is to be prepared by the proponent and approved by Council prior to any development application being approved.

Permissible uses include:

- serviced apartments;
- tourist and visitor accommodation;
- function centres;
- the Hunter Wine and Visitors Centre;
- food and drink premises;
- recreation areas;
- licensed premises such as wine tasting facilities; and
- other tourist related purposes.

The above landuses are deemed to be ordinarily incidental or ancillary to the operation of the subject site as an airport, note that this is not a definitive list.

Development guidelines

- Development in this area shall comply with the requirements of the Master Plan to be developed in accordance with Council's draft design guidelines.
- Any new development will be required to take into account Section 3 of AS2021 regarding aircraft noise reduction.
- ANEF contours have been prepared for this area, and development for residential purposes or human occupation is restricted.
- A comprehensive effluent disposal strategy will be required prior to further development consent from Council.
- The design of all new buildings and / or refurbishment of existing buildings shall be undertaken by a qualified architect and is to be complimentary / consistent with the design and / or form and / or materials used in the Vintage Hunter Wine and Visitors Centre.
- All signage is to be in accordance with Cessnock DCP, Part D: Specific Development, Chapter 5: Outdoor Signage. A development application may be required (see CLEP, Schedule 2: Exempt Development), but can be considered concurrently with other development proposals.

7.4.5 Flight path, Australian Noise Exposure Forecast (ANEF) and Obstacle Height Limitation Surface (OHLS) areas

Place statement

This land is affected by the flight paths for the existing runway, land surrounding the airport and affected by development height restrictions, and land which may be affected by noise or other environmental impact due to the operations of the airport, referred to in CLEP, Clauses 6.3 and 6.4. The land affected is primarily used for agricultural and viticultural purposes, with a number of private land owners. The area affected is identified in Appendix 2: OHLS Zone and Appendix 3: ANEF Contours.

These areas are potentially affected by the flight paths to the landing strip and by noise generated from its use.

The height of development in these areas is restricted by CLEP, Clause 6.3. The gradient at which certain aircraft must approach / depart from a runway is fixed. Any obstacles in close proximity to the runway can limit the 'effective operational length' for aircraft. The gradient surface required to be clear of obstacles is referred to as the Obstacle Height Limitation Surface, or OHLS.

There are numerous approvals for uses related to agricultural and viticultural pursuits undertaken on the land affected. Of more importance to the future development and success of Cessnock Airport is to ensure that future consents on the land affected by this Chapter are adequately assessed to ensure they do not restrict reasonable use of the airport facilities.

For this reason, Council has resolved that drop zones for skydiving and parachuting activities must be located outside a 5.0 nautical mile radius around the airport (see Appendix 4: Drop Zone Exclusion Area).

Existing planning controls:

The land comprises numerous zones and is subject to CLEP, Clauses 6.3 and 6.4.

Development guidelines

- All development in this area shall comply with the Obstacle Height Limitations for the north-south runway (see Appendix 2: OHLS Zone).
- CLEP, Clause 6.3 applies to this land, and requires that all development in a flight path of the Airport remain below the obstacle height limit.
- Australian Noise Exposure Forecasts (ANEFs) have been prepared for this area, and development for residential purposes or human occupation is restricted (see Appendix 3: ANEF Contours).
- Any new development will be required to take into account Section 3 of AS2021 regarding aircraft noise reduction.
- Drop zones for skydiving and parachuting activities will be required to be located outside the 5.0 nautical mile radius (see Appendix 4: Drop Zone Exclusion Area).

REFERENCES

1. Gutteridge Haskins & Davey Pty Ltd: *Cessnock Aerodrome Development Plan*, March 1998.
2. Wyong Council: *Proposed Development of Warnervale Airport – Draft Environmental Impact Statement*, July 1993.
3. Cessnock City Council: *Cessnock Local Environmental Plan 1989*.
4. Cessnock City Council: *Cessnock Development Control Plan 2008, Part E: Specific Areas, Chapter 3: Vineyards District*.

APPENDICES

Appendix 1: Cessnock Airport Locality Plan, including extent of airport areas

Appendix 2: OHLS zone

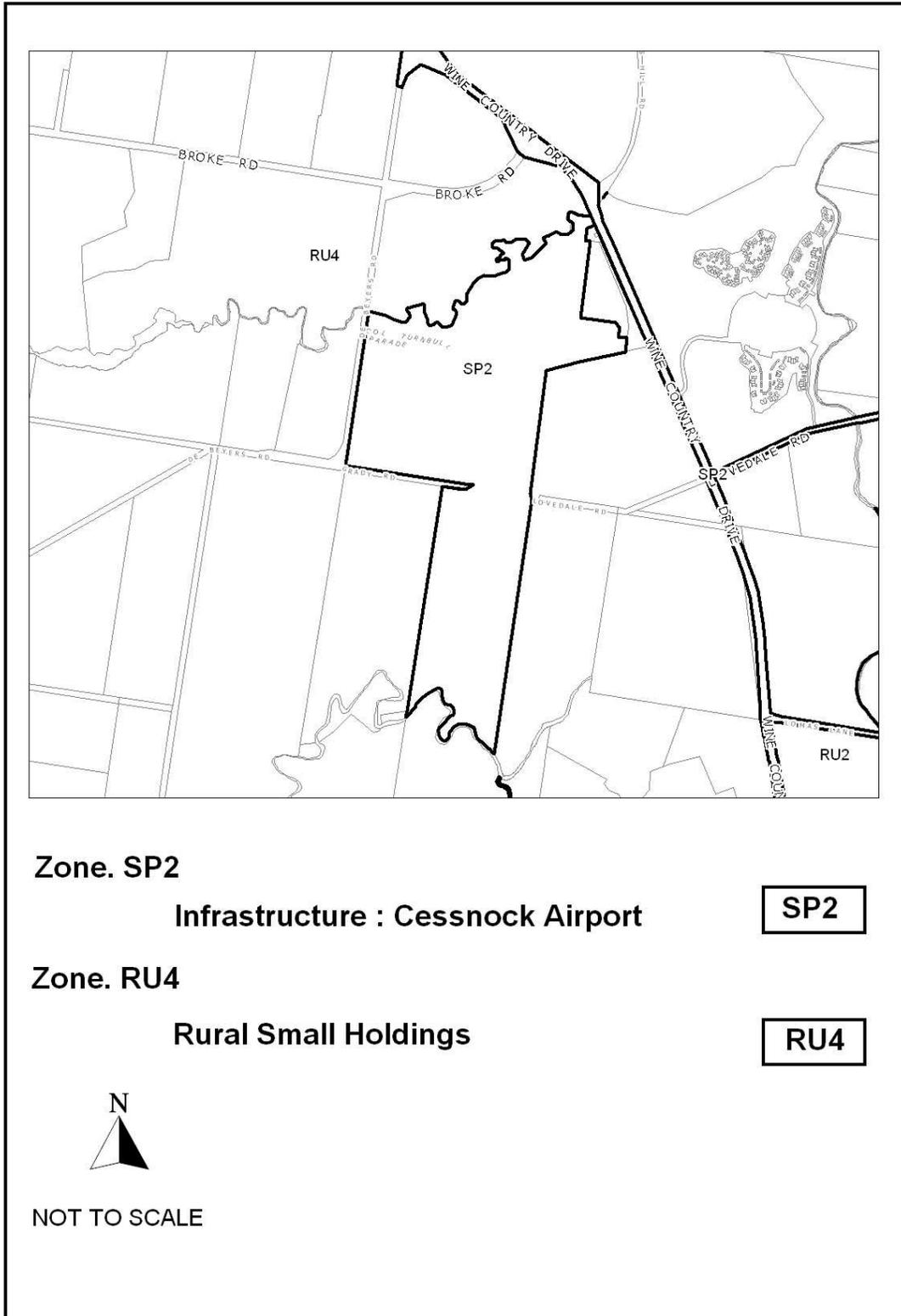
Appendix 3: ANEF contours

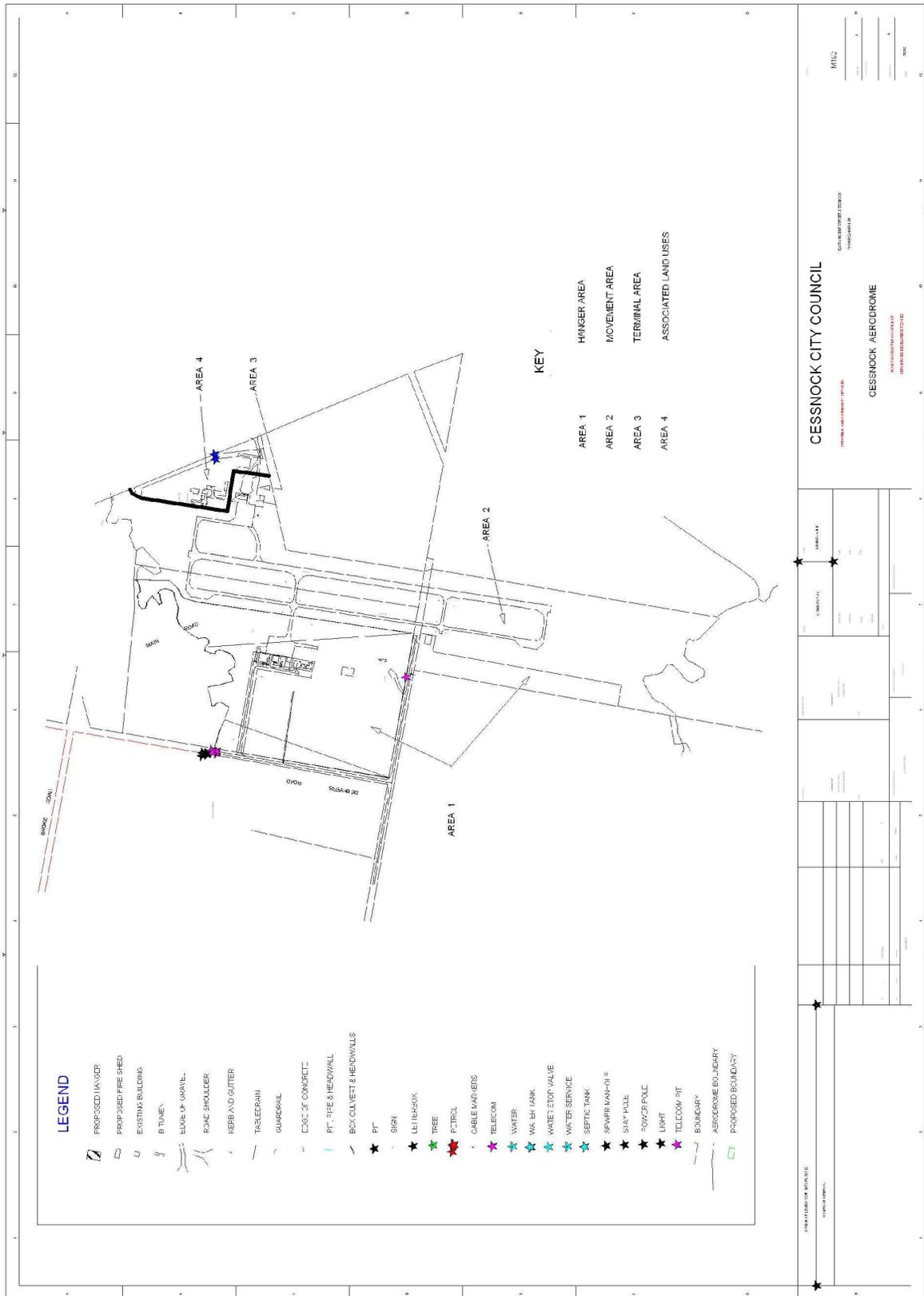
Appendix 4: Drop zone exclusion area

Appendix 5: Aircraft hangar design guidelines

Appendix 6: Site assessment checklist

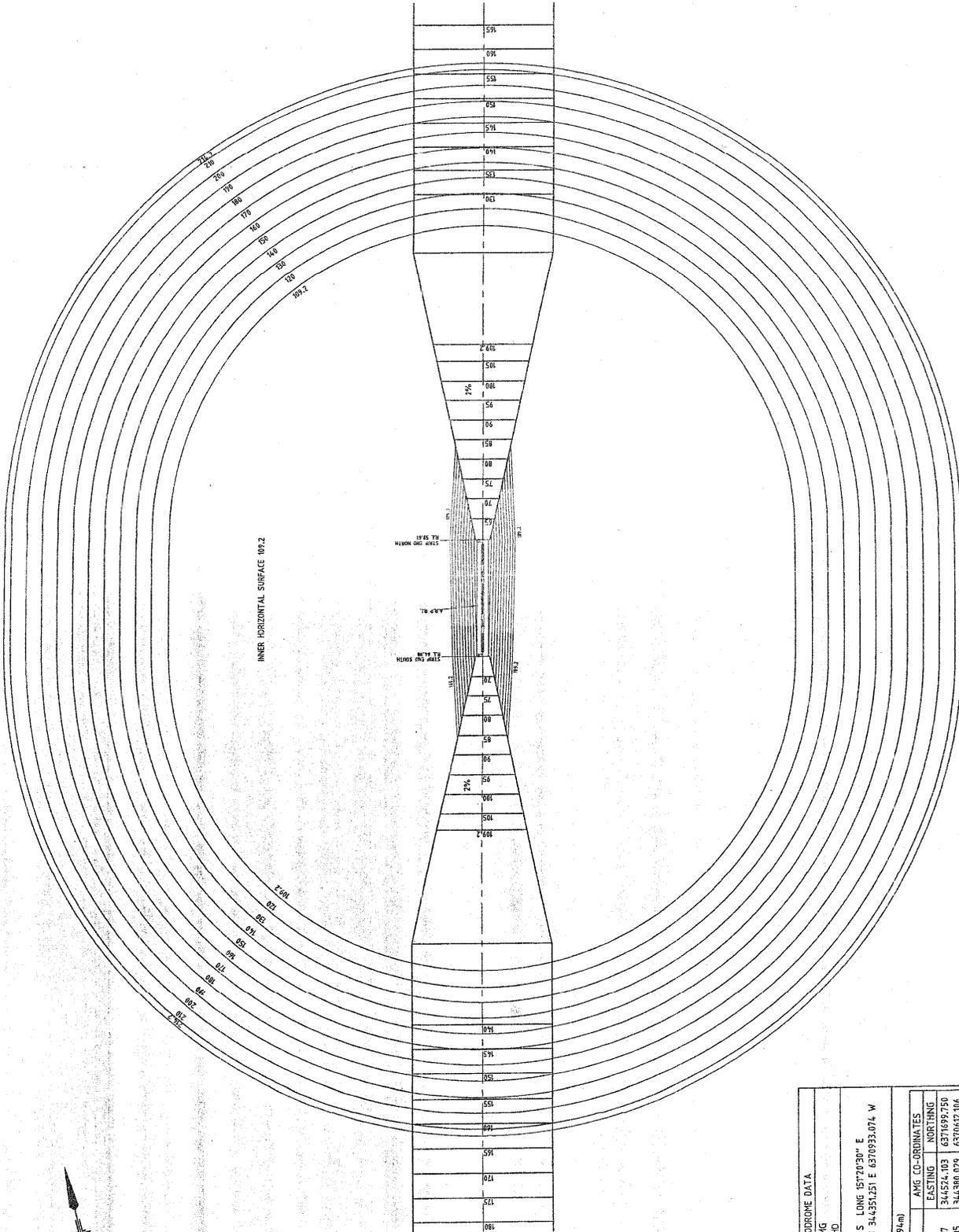
**Appendix 1:
Cessnock Airport Locality Plan, including extent of airport areas**





Appendix 2:
OHLS Zone

DO NOT SCALE



AERODROME DATA	
CO-ORDINATES : ANG	
DATE	
ARP DATA :	
LAT 32°4'15" S	LONG 157°20'30" E
ANG CO-ORDS 34.4351251 E 6370933.074 W	
RL 64.261	
RUNWAY DATA (1814m)	
LOCATION	ANG CO-ORDINATES
EASTING	NORTHING
THRESHOLD RWY 17	344324.103 6370937.350
THRESHOLD RWY 35	344380.029 6370932.106

PRELIMINARY

CITY OF GREATER CESSNOCK
CESSNOCK AIRPORT
OBSTACLE LIMITATION SURFACES

Drawn: T.C. 22/10/97
Checked: B.L.
Date: 22/10/97

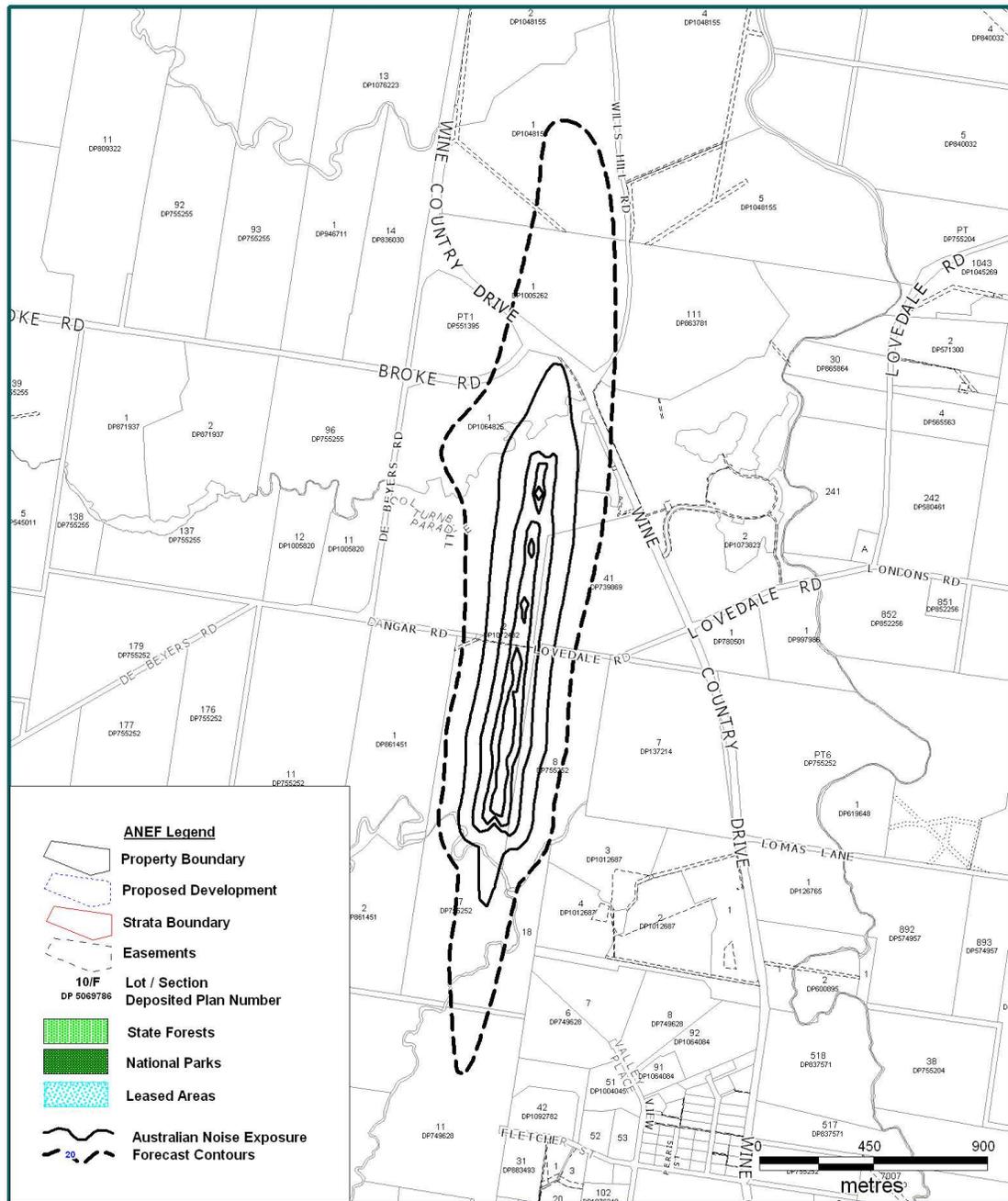
Gutteridge Heekins & Davey Pty Ltd
CONSULTING ENGINEERS & ARCHITECTS
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Telephone (069) 78 9999 Facsimile (069) 78 9986



Engineer/Approved	Date

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Appendix 3:
ANEF Contours



Cessnock Aerodrome 2021 ANEF



Date Produced :
 November 21, 2007
Designed By :
 Cessnock City Council
Scale :
 1 : 20,000
Reference :
 Cessnock ANEF_211107

Coordinate System :
 Map Grid of Australia (MGA)
 Datum 94
 Zone 56.



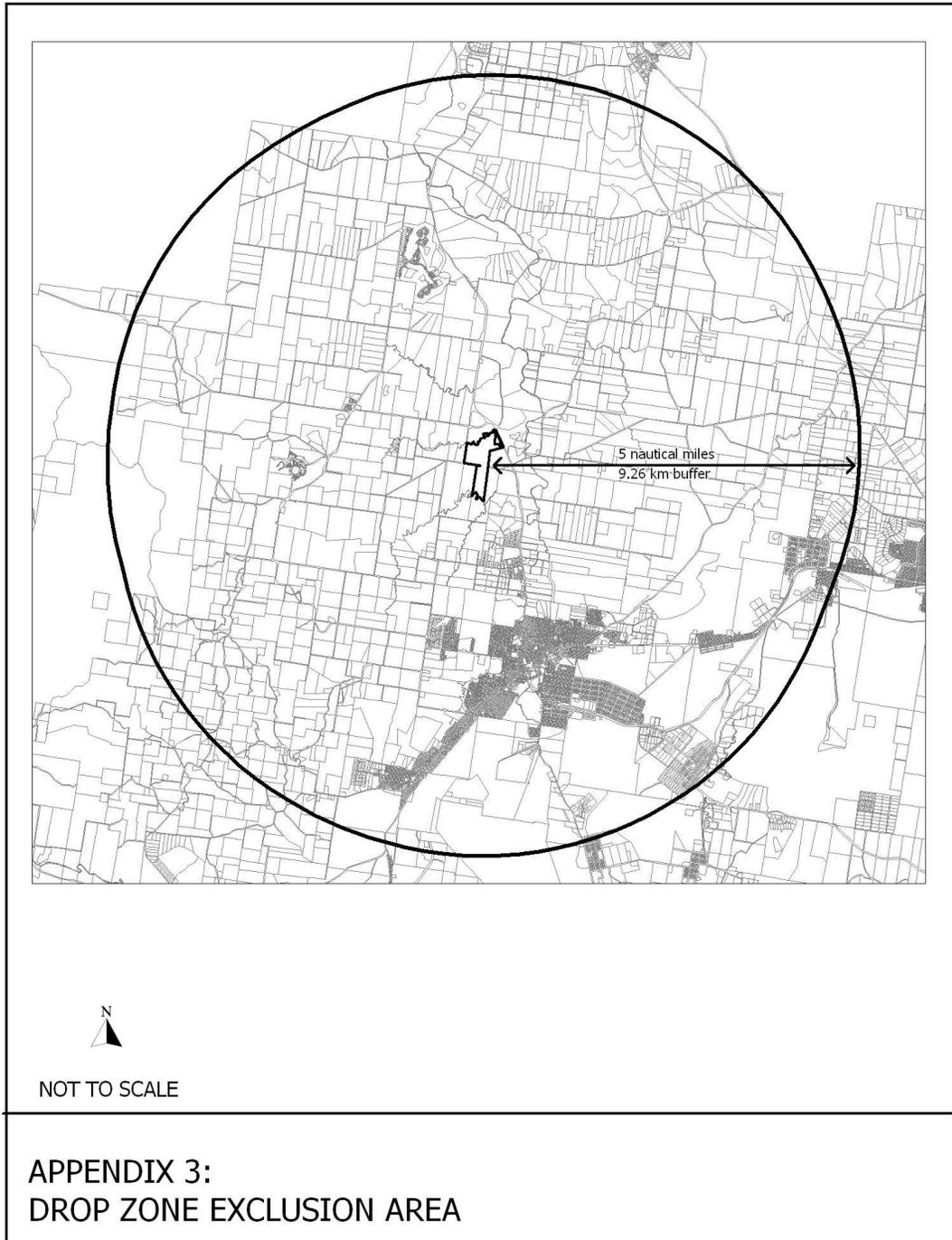
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This map has been proudly produced by the GIS section of Cessnock City Council.

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 Land & Property Information (2007)

Appendix 4:
Drop Zone Exclusion Area



Appendix 5:
Aircraft Hangar Design Guidelines

Aircraft Hangar Design Guidelines

1. FORM

1.1 Materials

All hangers on the site must be clad in one of two ways:

- a) colourbond steel from ground to roof line in 'Trimdeck' or 'Custom orb', with conforming roof cladding; or
- b) masonry to 1.4 metres and from there above to the roof line in colourbond 'Trimdeck' or 'Custom orb' with conforming roof cladding.

1.2 Services

All services such as water storage tanks or on-site wastewater treatment tanks shall be placed to the western perimeter of the building, or they can be placed between hangars, that is in a non-visually prominent location with respect of the airport terminal, runway and taxiway.

1.3 Roofline

All roofs visible from the runway shall be pitched, that is the roof over the main hangar structure and the roof over any adjoining small additions or outbuildings. Skillion roofs shall not be permitted over the main structure and are only permissible on additions situated on the western side of the building, that are not visible from the runway, taxiway and terminal.

2. COLOUR

The main wall elevations shall be 'Caulfield Green' and roofs 'Birch Grey'. Downpipes shall be coloured to match the wall colour. Gable treatments and gutters may be highlighted through the use of contrasting colours such as 'Mist Green' or 'Beige'.

Where construction includes a masonry base wall, this shall be in dark coloured, earthy toned brick or block masonry painted in dark earthy tones.

3. LANDSCAPING

3.1 Garden Beds

The predominant locations for landscaping will be to the north and south. The following types of vegetation are to be planted for these aspects.

Garden beds shall be:

- elevated approximately 300mm above natural ground level;
- not less than 1.5 metres wide;
- have a distance not greater than 3.0 metres between the hangar wall and the near edge of the garden bed; and
- the perimeter of the garden bed shall be edged in concrete.

SOUTHERN SIDE (part shade)	NORTHERN SIDE (full sun)
Abelia Grandiflora 'Francis Mason'	Abelia Grandiflora
Aimena Smithi 'Nana'	Agapanthus 'Baby Blue'
Azalea	Agonis Flexuosa 'Nana'
Camelia Japonica 'Var'	Banksia 'Varieties'
Clivea 'Varieties'	Berberis 'Varieties'
Fatsia Japonica	Callistemon 'Little John'
Gardenia Radicans	Callistemon 'Varieties'
Gardenia Florida	Coleonema Pulchrum
Hebe 'Blue Gem'	Coleonema 'Sunset Gold'
Magnolia 'Varieties'	Dietes 'Varieties'
	Dodonea 'Vislosa Purp'
	Grevillea 'Varieties'
	Kunzea
	Murraya Paniculata
	Nandina Domestic 'Nana'
	Thryptomene
	Westringia 'Fruiticosa'

3.2 Turf

All areas of the hangar site not covered by building / paths etc., shall be turfed and maintained to a standard satisfactory to Council.

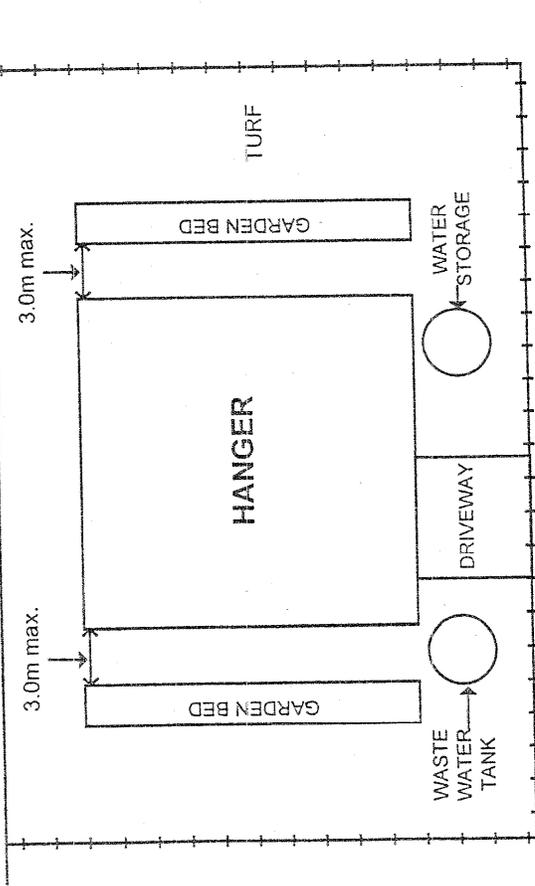
4. **DAMAGE PROTECTION**

Where a hangar is constructed with the inclusion of a masonry base wall, no other damage protection will be required.

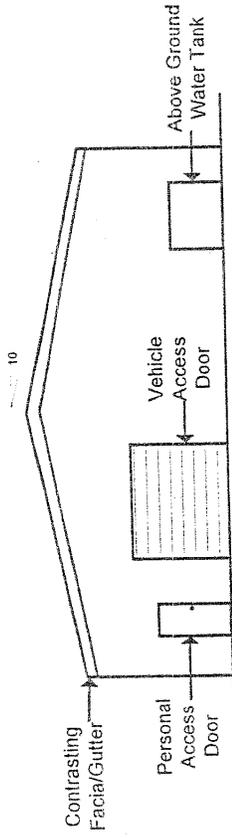
Where the hangar is clad from ground to roof in colourbond steel, it shall include an internal lining of weldmesh or other lining approved by Council to a height of 1.4 metres.

The internal lining shall be fixed permanently to the frame of the building and when deflected shall not be capable of coming into contact with the outer wall cladding.

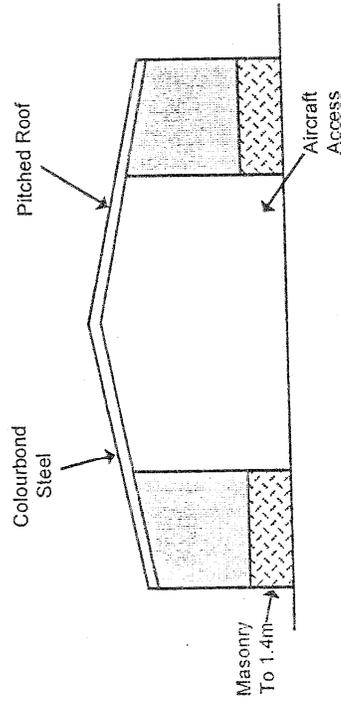
TAXIWAY



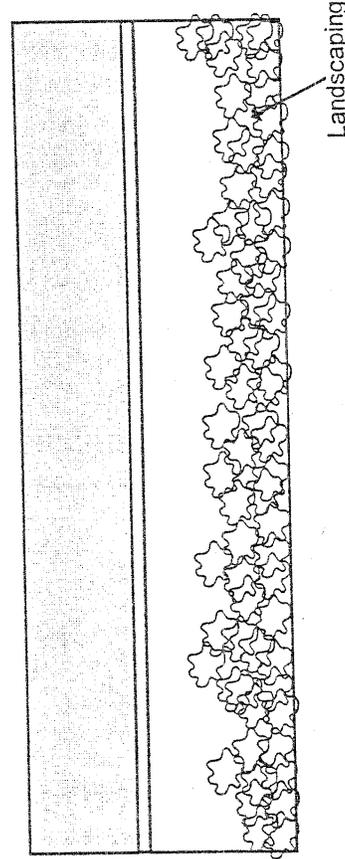
SITE PLAN



WESTERN ELEVATION



EASTERN ELEVATION



NORTHERN/SOUTHERN ELEVATION

TYPICAL HANGER DESIGN



NOT TO SCALE

Appendix 6:

SITE ASSESSMENT CHECKLIST

The following matters, as a minimum, should be considered:

- **Surrounding developments and land uses**

Consideration should be given to the surrounding land uses, the compatibility of the proposal with those uses, and any impacts on or from those uses. The need for environmental buffers, acoustic or visual screening and the like should be considered, as well as solar access in residential subdivisions.

- **Topographical features and soils**

Physical features should be assessed having regard to the need for major earthworks, disturbance of natural drainage lines, the existence of rock, reactive clays, land slip prone areas and the like. These features may directly and / or indirectly affect the location of boundaries, the location and construction requirements of roads, siting of any subsequent structures etc.

- **Contaminated sites**

Investigations should be undertaken into any former uses of the land, which may have caused soil contamination. State Environmental Planning Policy 55 – Remediation of Land and Cessnock Development Control Plan, Part C: General Guidelines, Chapter 3: Contaminated Lands, should be consulted, as it contains requirements for treatment of contaminated sites.