

Cowra Regional Airport

PART J



COWRA COUNCIL
116 KENDAL STREET
COWRA NSW 2794

COWRA COUNCIL
2026
DEVELOPMENT
Control Plan

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Introduction

PART J.1

This Part provides introductory information relating to the development control framework that applies to the Cowra Airport.

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J.1.1. Introduction

The Cowra Airport Master Plan 2021 establishes a plan for the future development of the Cowra Airport over the next 20 years.

The Master Plan identifies a wide variety of businesses and industries that should be planned for at the Cowra Airport. They include large and small scale hangars, manufacturing and servicing industries, engineering services, spare parts sales and distribution, warehousing, aircraft charter services, aerial agriculture, tourism and their associated ancillary administrative services, pilot training facilities as well as emergency service facilities.

The Master Plan also sets a broad, but targeted strategic approach to guide the future growth and development of Cowra Airport.

Part J builds on the work that has been completed as part of the Cowra Airport Master Plan 2021. It provides more detailed planning controls to guide the development of the Airport.

J.1.2. Application of this Part

Part J applies to all developments within the E3 Productivity Support zone in accordance with Cowra Local Environmental Plan 2012.

The provision of this plan must be taken into consideration for all developments that require Development Consent from Council and may include:

- a. Applications to subdivide land.
- b. Applications to erect buildings, extend existing developments or for the change of use of buildings.
- c. Applications for the use of land, or for the change of use of land.

This part of the Plan does not apply to any development that may be carried out on land at the Cowra Airport without consent in accordance with State Environmental Planning Policy (Infrastructure) 2007 or State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

J.1.3. Objectives

The objectives for development at the Cowra Airport are:

- a. To ensure the orderly growth and development of the land in accordance with the strategic framework set by the Cowra Airport Master Plan.
- b. To maintain a high standard of marketability for the Cowra Airport Business Park.
- c. To promote a safe environment for the movement and passage of all users at the Cowra Airport.
- d. To ensure that built form within the Cowra Airport Business Park does not detract from the amenity of surrounding areas.
- e. To ensure that new development within the Cowra Airport Business Park does not interfere with the continued operation of the Cowra Airport.
- f. To ensure that new development is carried out in a manner that minimises environmental impact.
- g. To ensure the adequate provision is made for new infrastructure, utilities and stormwater drainage.

Subdivision

PART J.2

This Part provides the standards and controls for new subdivision development at the Cowra Airport.

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The Cowra Airport site has a large amount of surplus land that is not directly required as part of ongoing operations of the airport facility. The Cowra Airport Master Plan has identified plans for the subdivision of this land. Initial stages of the subdivision have been completed, with remaining stages to be completed when needed to meet market demand.

J.2.1. Objectives

The objectives for subdivision are:

- a. To establish a consistent and coordinated approach to the creation of new subdivision lots.
- b. To ensure that new subdivision lots meet the needs of users of the Cowra Airport.
- c. To ensure amenity for users of the Cowra Airport and adjoining land.
- d. To ensure practical road access is provided to all new subdivisions lots.
- e. To ensure infrastructure and servicing is provided to all new subdivision lots, according to their intended use.
- f. To ensure provision is made for stormwater drainage.
- g. To ensure that subdivision occurs in a logical, efficient and orderly manner that minimises environmental impact.
- h. To ensure a safe environment for the movement and passage of all users at the Cowra Airport.

J.2.2. Land Title Controls

The Cowra Airport Master Plan has determined that a key to a successful Cowra Airport lies largely within the aviation sector, and is linked to the creation of freehold titles for lease or sale. Freehold title is sometimes referred to as Torrens title and is the traditional form of subdivision. It allows for individual lot ownership, but also provides options for leasing arrangements where this is desirable.

All new subdivision lots created within the Cowra Airport Business Park are to be comprised of Torrens Title.

Strata Title or Community Title subdivision lots are not permitted under this plan.

J.2.3. Cowra Airport Masterplan 2021

The Cowra Masterplan 2021 provides the strategic framework to guide new growth and development at the Cowra Airport.

The controls in Part J of this DCP relating to new subdivision have been prepared to ensure the vision created by the Cowra Airport Masterplan 2021 can be achieved.

The Cowra Airport Masterplan 2021 should be consulted for more detail information, however the masterplan is shown over page for ease of reference.

AIRSIDE INFRASTRUCTURE

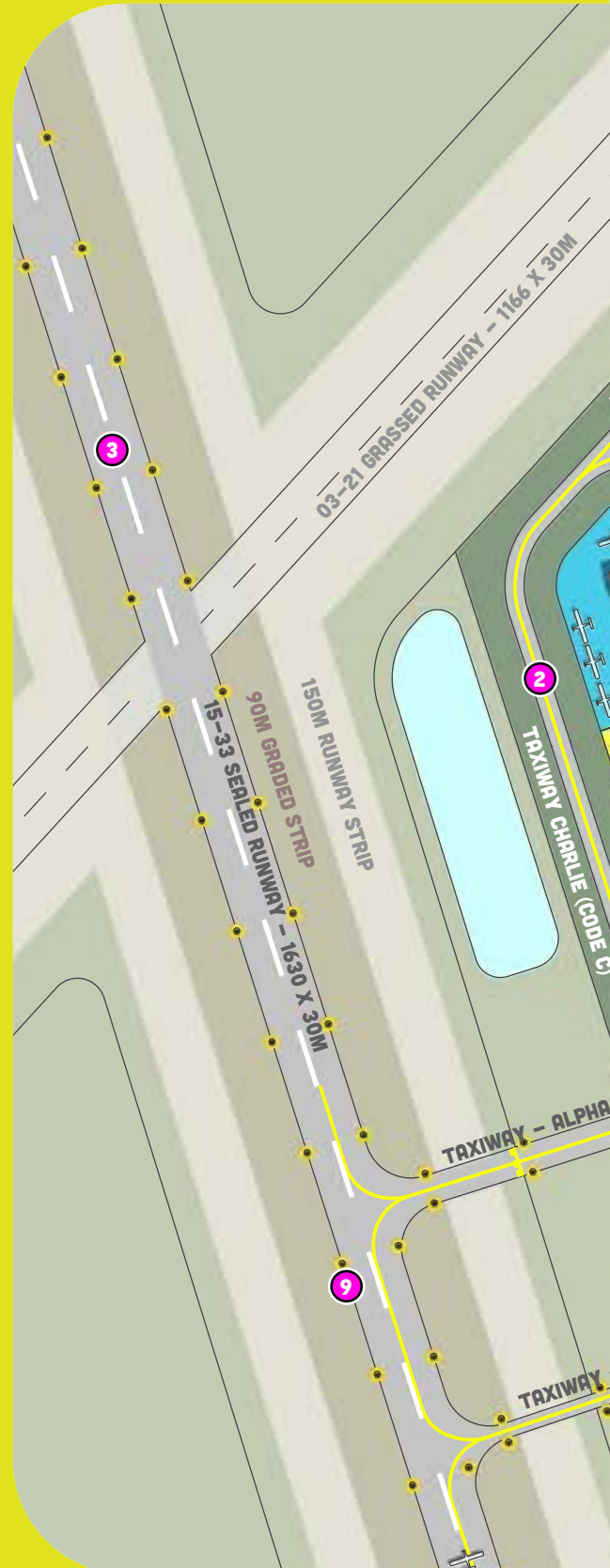
- 1 Taxiway Code B
- 2 Taxiway code C
- 3 15-33 sealed runway - 1630 x 30m
- 4 03-21 grassed runway - 1166 x 30m
- 5 Seal + linemark taxiways
- 6 Expanded aircraft parking area
- 7 Reserved area for new terminal building
- 8 NDB Buffer - 300m
- 9 Upgraded lighting
- 10 Signal Area & Windsock
- 11 RFS tank infrastructure
- 12 Potential Helicopter Landing Site

LANDSIDE INFRASTRUCTURE

- 13 Public car parking areas
- 14 Future public road
- 15 Vegetation Buffer - 30m
- 16 Airport entry feature
- 17 Landscape / site beautification

LAND-USE KEY

- Airport Business Park - Established Area
- Airport Business Park - Current Stage
- Airport Business Park - Future Stage
- Airside - Aircraft Moving Areas
- Landside - Vehicle Moving Areas
- Taxiway - Reservations
- Vegetation Buffer
- Stormwater Basin





J.2.4. Lot Design Controls

Cowra Local Environmental Plan 2012 does not set minimum lot size controls for the subdivision of land within the E3 Productivity Support zone. This provides flexibility to ensure that a range of subdivision lots can be created to accommodate the differing land area requirements of a wide variety of business and industrial uses. It also allows lots to be created at varying sizes for ancillary purposes such as car parking, or public amenities and infrastructure.

- a. Development lots should, where possible, be regular in shape to maximise site useability.
- b. Highly irregular shaped lots will only be considered where these are residual, or are intended to be created for ancillary or public purposes (e.g. car parking or utility installations).
- c. Battle-axe lots are not permitted.
- d. Development lots must contain at least one frontage with direct access to a designated taxi-way.
- e. Development lots must contain at least one frontage with direct access to a designated road-way.

J.2.5. Taxiway Design Controls

A taxiway is a path on an airport connecting runways with ramps, hangars, terminals and other airport facilities.

Taxiways are designed to cater for aircraft that use them. Once the critical aircraft is determined, then the aerodrome facilities, including the taxiways are designed and built to meet those characteristics.

For the Cowra Airport, the taxiways must be designed around the characteristics of a Dash Q400 aircraft, and comply with the requirements of the Civil Aviation Safety Authority Manual of Standards Part 139 – Aerodromes. (as amended)

- a. The taxiway running parallel to runway 15/33 must be designed to Code C requirements in accordance with Section 6.3 of the Manual of Standards Part 139 – Aerodromes.
- b. All other taxiways must be designed to minimum Code B requirements in accordance with Section 6.3 of the Manual of Standards Part 139 – Aerodromes.

J.2.6. Stormwater Management Controls

Existing stormwater infrastructure at the Cowra Airport requires upgrading in order to accommodate the growth and development planned for the site. The proper management of stormwater from new subdivision lots is particularly important in preventing localised flooding.

The Cowra Airport Master Plan recommends the construction of an on-site detention basin on the eastern side of main runway 15/33 and the creation of easements over existing stormwater drainage lines on adjoining privately owned land.

- a. Subdivision proposals are to be accompanied by a detailed Stormwater Management Plan.
- b. Stormwater from new subdivisions lots, roads and taxiways must be directed to the on-site stormwater basin planned for construction on the eastern side of main runway 15/33.
- c. Stormwater overflow must not be directed onto adjoining privately owned land, unless an appropriate easement has been secured.
- d. Post-development peak flows must be equal to or less than pre-development peak flows leaving the Cowra Airport site.

J.2.7. Infrastructure & Servicing Controls

Most urban services are already available to the airport site, including reticulated water supply, electricity supply and telecommunications. Reticulated sewerage is planned to be augmented to the Cowra Airport site, and will be available to new subdivisions and developments.

- a. All development lots are to be connected to a separate reticulated water supply.
- b. All development lots are to be connected to a separate reticulated sewerage supply. On-site waste disposal is not be permitted.
- c. All development lots must be connected to underground electricity and telecommunications infrastructure in accordance with the requirements of the relevant service provider. Aboveground services are not be permitted.
- d. Easements must be provided over all new subdivision allotments where necessary to protect existing and proposed services.
- e. Compatible public utility services should be co-ordinated in common trenching to minimise construction costs for underground services and reduce restrictions on landscaping within the road reserve.

J.2.8. Access Controls

Public road access will be required for each new subdivision allotment at the Cowra Airport. Based on the Cowra Airport Master Plan, a series of new entrance roads are required.

- a. All new public roads are to be constructed and sealed to comply with the controls in the table shown below.
- b. Safe and convenient vehicle access must be provided to each allotment in accordance with Cowra Shire Council Engineering Standards. Combined accesses are to be provided where possible to maximise opportunities for landscaping within the road reserve.
- c. All property accesses must be sealed from the road edge to the property boundary.
- d. Proposed street names for the new roads shall be submitted with the Development Application for each stage of the subdivision to enable finalisation of the road naming process prior to the release of the final plan. Names must be in accordance with Council’s Naming and Renaming of Bridges, Roads and Streets policy and with the State Government’s Geographical Names Board requirements.
- e. Development lots are not to have direct access onto Airport Road or the Mid Western Highway.

Reservation Width	Formation Width	Seal Width
30m	8m	7m

J.2.9. Carparking Controls

Traditionally, the responsibility for the provision of visitor car parking has rested with the developer of a new business or industry, who would be required to provide an adequate amount of spaces on-site, for exclusive use by the owner / occupiers or visitors of the business or industry that is placed on the land.

A different approach is to be adopted for new development at the Cowra Airport. The responsibility for the provision of visitor car parking will rest with the subdivider of the land.

The objective is for the subdivider to provide a number of communal and on-street car parking areas in central, easily accessible locations, that benefit all airport users. By removing the need for on-site visitor car parking, the site area available for building and other active uses is maximised, and the cost of development is minimised.

- a. One (1) in every ten (10) subdivision lots created at the Cowra Airport must be dedicated to the public and developed as a communal car park.
- b. The dedicated lot should be regular in shape (where possible), have a minimum area of 1250m² and provide the maximum number of spaces designed in accordance with the relevant and current Australian Standard.
- c. Development lots may provide additional car parking on site, provided they are designed in accordance with Part M of this DCP.

J.2.10. Landscaping Controls

Traditionally, the responsibility for the provision of landscaping has rested with the developer of a new business or industry, who would be required to install landscaping as part of the building phase of a new development.

A different approach is to be adopted for new development at the Cowra Airport. The responsibility for the provision of landscaping will rest with the subdivider of the land.

The objective is for the subdivider to provide low maintenance landscaping within the road reservation in accordance with the principles of Water Sensitive Urban Design. This will reduce the maintenance burden for lot owners, allow for a consistent approach to landscape design, and assist in managing stormwater generated from new development at the site.

- a. Subdivision proposals should be accompanied by a detailed Landscape Plan, prepared in accordance with the requirements of Part N – Landscaping.
- b. All landscaping should be installed within the road reservation.
- c. All existing mature trees and vegetation must be retained where possible and incorporated into the landscape design.
- d. All landscaping should be designed and installed in accordance with the principles of Water Sensitive Urban Design.
- e. Landscaping and plantings should not include any fruiting or seeding tree, bush or plant which attracts birds or fruit bats.
- f. Development lots must provide and maintain grassed turf between the road reserve and front of the building line.
- g. Development lots may provide additional landscaping, provided they are designed in accordance with Part N – Landscaping.

J.2.11. Buffers

The Cowra Airport adjoins land zoned R5 Large Lot Residential to the east. Council's strategic planning has identified this land as a residential growth area for the Cowra Township. It is important to manage the interface between housing and airport operations to avoid amenity impacts, including noise, odour, visual and privacy impacts.

The creation of a landscaped buffer on the western side of Airport Road will provide an effective buffer between airport activities and residential land to the east.

- a. The subdivider must dedicate to Council a strip of land not less than 30 metres wide running parallel to and adjoining Airport Road.
- b. Within this strip, a minimum 20 metre wide vegetated buffer (see diagram to the right) comprised of suitable native species must be planted to form a landscaped buffer. A planting schedule must be submitted with the Development Application for approval.
- c. The dedication of land and planting of trees and shrubs must occur as part of the first stage of subdivision at the Cowra Airport. This will allow for landscaping to become established before further stages of subdivision are advanced.

Built Form

PART J.2

This Part provides the standards and controls for built form development at the Cowra Airport.

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Built form is a general term that refers to all built elements of the environment, their characteristics, their relationship to other built elements and to the land on which they are placed.

Managing built form at the Cowra Airport is important to ensure high levels of amenity are maintained, to attract new businesses to the area, and to ensure that new growth and development does not interfere with the continued operation of the airport facility.

J.3.1. Objectives

The objectives for built form are:

- a. To achieve an attractive environment through quality building design.
- b. To ensure that development within the Cowra Airport Business Park does not detract from the amenity of surrounding rural and residential areas.
- c. To ensure that new development within the Cowra Airport Business Park does not interfere with the continued operation of the Cowra Airport.
- d. To allow reasonable advertisement of industrial or business activities.

J.3.2. Setback Controls

J.3.2.1. Front Setbacks

Lots at the Cowra Airport will typically have two active frontages – one that faces a public road and allows for vehicular access, and one that faces a taxi-way and allows for aircraft access.

For the purposes of this plan, the front setback is deemed to be the setback between any building elevation and the property boundary that adjoins a public road.

The objective is to minimise the front setback area as much as possible, allowing greater space for buildings and temporary aircraft parking at the rear of allotments.

- a. A zero front setback is permissible for new buildings (or parts of) at the Cowra Airport, provided compliance with the Building Code of Australia can be achieved, and subject to control (b).
- b. Site design should allow for owner / occupier car parking on-site, such that any vehicle is able to enter and leave the site in a forwards facing direction.

J.3.2.2. Side Setbacks

Side setbacks are designed to allow buildings to have minimum distances between the building and the side boundary. Side setbacks are measured at 90 degrees from the allotments side boundary to the outside edge of a building element.

The objective is to minimise side boundary setbacks to allow for a wide building frontage facing the taxiways, maximising aircraft access to hangars. Side setbacks must still however be sufficient for the placement of ancillary structures such as rainwater storage tanks or air conditioning systems for office components, for example.

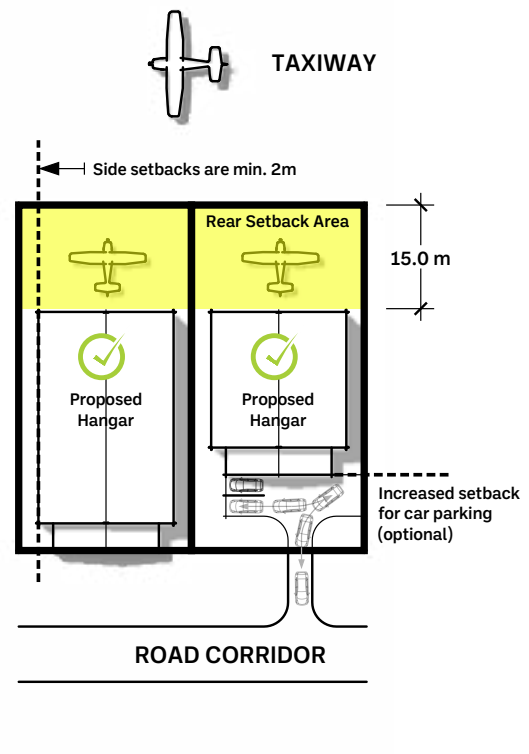
- a. New buildings must be setback a minimum distance of 2 metres from a side boundary. This distance should be increased to the extent necessary to comply with the provisions of the Building Code of Australia.

J.3.2.3. Rear Setbacks

For the purposes of this plan, the rear setback is deemed to be the setback between any building elevation and the property boundary that adjoins a designated taxiway.

The objective is to ensure that buildings are setback a sufficient distance from the rear property boundary to enable temporary aircraft parking, without obstructing the taxiway.

- a. New buildings must be setback a minimum distance of 15 metres from the rear property boundary.



J.3.3. Building Design Controls

Creative building design and appropriate facade treatments can positively influence the character of the area and create a more attractive environment for all users of the Cowra Airport.

- a. Ancillary development (e.g. office components) should be located at the public street frontage of the building.
- b. The use of reflective glass or large blocks of one material should be minimised.
- c. Solid surfaces should be introduced with a mix of materials, incorporating horizontal and vertical modulation including windows in appropriate proportions and configurations.
- d. Highly reflective materials such as zincalume or similar materials are not permitted.
- e. Large openings should be placed at the rear of buildings, and avoided where possible at the front of buildings.
- f. Any proposed residential or commercial accommodation use must support aviation-related services and facilities, as per the objectives of Cowra Local Environmental Plan 2012 - E3 zone, and should be located within the aviation-related building in order to preserve the aviation-related character of the precinct.

J.3.4. Stormwater Controls

Significant upgrades will be undertaken to the existing stormwater management system at the Cowra Airport to enable new growth and development to occur. This work will be undertaken at subdivision stage, however it is important for individual developments to contribute to stormwater management by controlling the rate of runoff from and directing flow to appropriate areas.

- a. All Development Applications are to be accompanied by a Stormwater Management Plan.
- b. Post-development peak flows should be equal to or less than pre-development peak flows leaving the individual allotment.
- c. Stormwater should be captured on each allotment via rainwater storage tanks, sized according to calculations in the Stormwater Management Plan, taking into account roof surface area. Any overflow should be directed to the stormwater system along public roads.
- d. Rainwater storage tanks should be located behind the front building line. Where this is not possible, they should be appropriately screened.

J.3.5. Car Parking Controls

Section 2.8 of this Part outlines the approach that is to be adopted for visitor car parking associated with new business and industry at the Cowra Airport. Centrally located communal car parking areas will be developed at subdivision stage to accommodate visitor car parking demand. The following controls relate to owner / occupier car parking on individual allotments at the Cowra Airport, which is to be permitted under this plan.

- a. Where owner / occupier car parking is proposed, these should be incorporated into the front / side setback areas. No car parking should be provided towards the rear of the block or on airside land.
- b. The site design should allow any vehicle to enter and leave in a forward direction.
- c. Car parking spaces should be located wholly within the property boundary.
- d. All car parking areas are to be hardstand. Permeable paving is encouraged to reduce stormwater runoff.
- e. Large developments with potential to generate significant staff / visitor parking demand should consult with Council to determine car parking requirements.

J.3.6. Advertising & Signage Controls

Where advertising and signage is required as part of new development, it should be simple, aesthetic, proportionate to the scale of the building and sufficient to achieve its purpose, which should be to allow the proper identification of the development as you drive along the adjoining public road or taxiway. The objective is to allow reasonable advertising and signage without create adverse impacts on the character of the area.

- a. A maximum of two advertising signs per development is permitted.
- b. The advertising sign should be erected on the building in a safe and structurally sound manner, and should not be a freestanding sign.
- c. The advertising sign should be proportionate to the size of the building.
- d. The advertising sign should contain information sufficient to identify the business, and should not include any third party advertising.
- e. Flashing, illuminated, moving, highly reflective signs are not permitted.
- f. Freestanding Pole signs are not permitted.

J.3.7. Fencing & Security Controls

Appropriately designed and placed fencing at the Cowra Airport is important to ensure the safety and security of all users. Fencing must be placed in appropriate locations to prevent unauthorised and uncontrolled public access to airside land. Fencing controls can also assist in creating a more attractive environment for all users of the Cowra Airport.

The following controls apply to new developments on subdivision lots created at the Cowra Airport.

- Front fences are not permitted for developments on new subdivision lots.
- All fencing should be located behind the building line and must be adequate to prevent uncontrolled access to airside land.
- Fencing materials should complement the design of the building and surrounding area. Highly reflective materials such as zincalume (or similar), or barbed wire mesh fencing is not permitted.

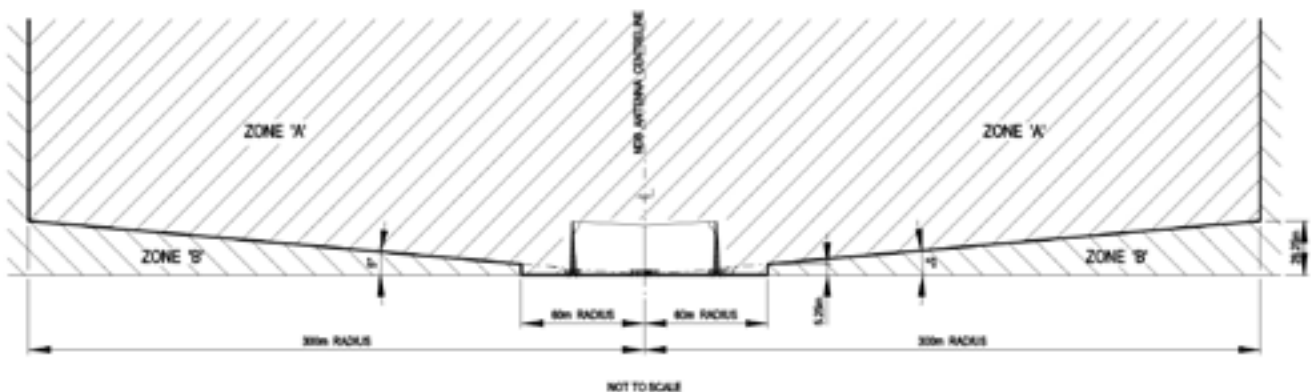
J.3.8. Non Directional Beacon Controls

A Non-Directional Beacon (NDB) is a navigational aid that is situated adjacent to the main access road entering the airport. To ensure no interference with the NDB, a buffer from buildings is necessary. This buffer is shown diagrammatically in Airservices Australia Drawing No. HR31323, which is shown in Map 1.

Development controls are necessary to ensure that new development at the Cowra Airport does not impact on the operation of the NDB.

J.3.8.1. General Controls

- This plan does not permit any development within a 60m radius of the centre of the NDB antenna.
- For any new development that is within 60m and 300m of the NDB antenna, highly reflective building materials (such as zinculum) must be avoided.



Map No. 1 - Air Services Australian Drawing HR1323

J.3.8.2. Building Height Controls

The Cowra Airport Masterplan 2021 investigated the potential impacts of the NDB (and its associated Building Restricted Area) has on new building development at the Cowra Airport. Using the NDB siting guidelines, an analysis was completed to determine the maximum heights that new buildings would need to be to ensure they are unrestricted by the NDB at the Cowra Airport.

Lots 1 to 9 (in the masterplan) were used as the benchmark for analysis as these lots are directly west of the NDB and the site levels (AHD) correspond generally to areas further north. The analysis is shown in Map No. 2.

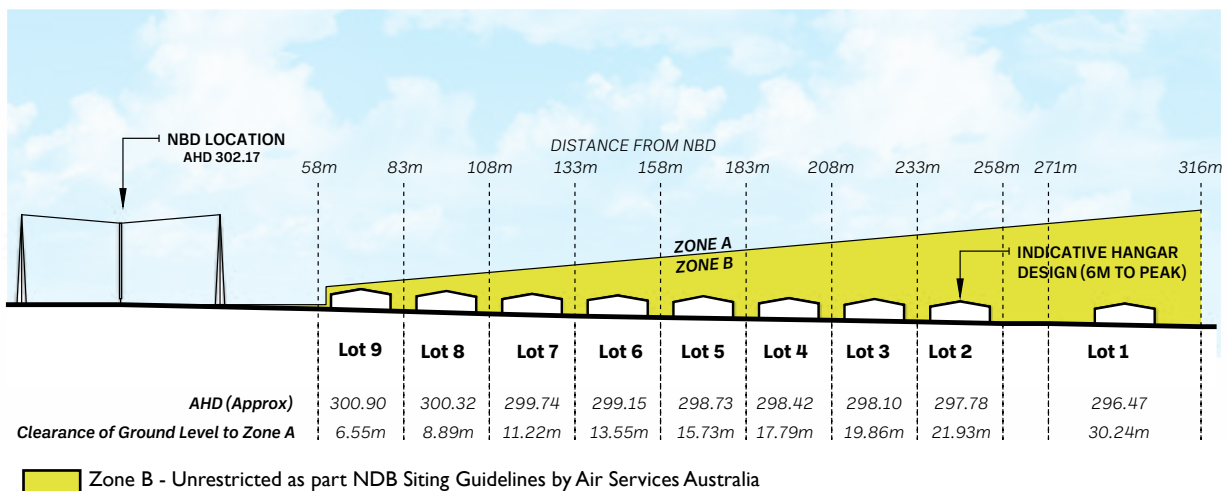
The following controls apply to new building development at the Cowra Airport.

- a. For the lots listed in Table 1, new buildings should comply with the corresponding height limits.
- b. For the lots not listed in Table 1 that are within 300m of the NDB antenna, Development Applications for new buildings must demonstrate whether the structure(s) will be contained entirely within Zone B and / or whether the structure will protrude into Zone A of the Airservices Australia Drawing No. HR31323.
- c. For structures that will protrude into Zone A of the Airservices Australia Drawing No. HR31323, referral of the Development Application to the appropriate NDB engineering authority will be required.

Table 1 - Building Height Limits

Lot No.	Building Height Limit
6	13.5 m
7	11.2 m
8	8.8 m
9	Site specific assessment required.
17	13.1m
18	11.2 m
19	9.3 m
20	7.3 m
21	Site specific assessment required.

Map No. 2 - NDB Siting Requirements - Lots 1 to 9 in Airport Business Park



J.3.9. Obstacle Limitation Surface and Procedures for Air Navigation Services - Operations (PANS-OPS) Controls

Obstacle Limitation Surface (OLS) refers to a series of surfaces that set the height limits of objects around an aerodrome. Objects that project through the OLS become obstacles. The objective of the OLS is to define the airspace around aerodromes that must be maintained free of obstacles that could prevent intended aerodrome operations from being conducted safely.

An extract of the OLS map relating to the Cowra Airport is included in Part K - Land Use Buffers. A full copy of the OLS Map including the inner and outer surfaces can be obtained from Cowra Council's offices.

PANS-OPS (Procedures for Air Navigation Services – Operations) is a set of internationally-recognised rules, published by the ICAO (International Civil Aviation Organisation), that define “protection surfaces” in the airspace around an airport. This is to ensure that aircraft flying under instrument flight rules (i.e. in low-visibility or poor weather) have a minimum obstacle clearance. The objective of PANS-OPS is to safeguard aircraft during approach, departure, and missed-approach phases, by establishing three-dimensional surfaces that must remain free of obstructions for safe instrument operations.

- a. New development at the Cowra Airport must not be of a height that will project through the OLS or the PANS-OPS surface associated with Cowra Airport.
- b. Council may require certification from a Registered Surveyor indicating the maximum height of a development in relation to the height shown on the OLS plan or to PANS-OPS.
- c. Where compliance with control (a) cannot be achieved, the proposal must be referred to Civil Aviation Safety Authority Australia (CASAA) for an assessment of the effect of that obstacle to aircraft operations. Council must take into consideration any comment from received from CASAA before determining the application.

J.3.10. Windshear and turbulence

The Cowra Airport Masterplan 2021 investigated the potential impacts windshear and turbulence created by new building works on the operation of the Cowra Airport.

Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 22, 23, 24 and 25 (as shown on the Masterplan) are not located within an assessment trigger area. Regardless of the height of any future buildings on these lots, an assessment would not need to be carried out to determine the potential impact of the building on wind shear or turbulence for aircraft movement at the airport.

The remaining lots are located within an assessment trigger area. This means that an assessment of wind shear and turbulence may need to be completed in accordance with Guideline B of The National Airports Safeguarding Framework.

A copy of the Windshear and Turbulence Map is shown as Map No. 10 in the Cowra Airport Masterplan 2021, and is repeated in this DCP as Map No. 4 for ease of reference.

The following controls apply to new buildings within the assessment trigger area:

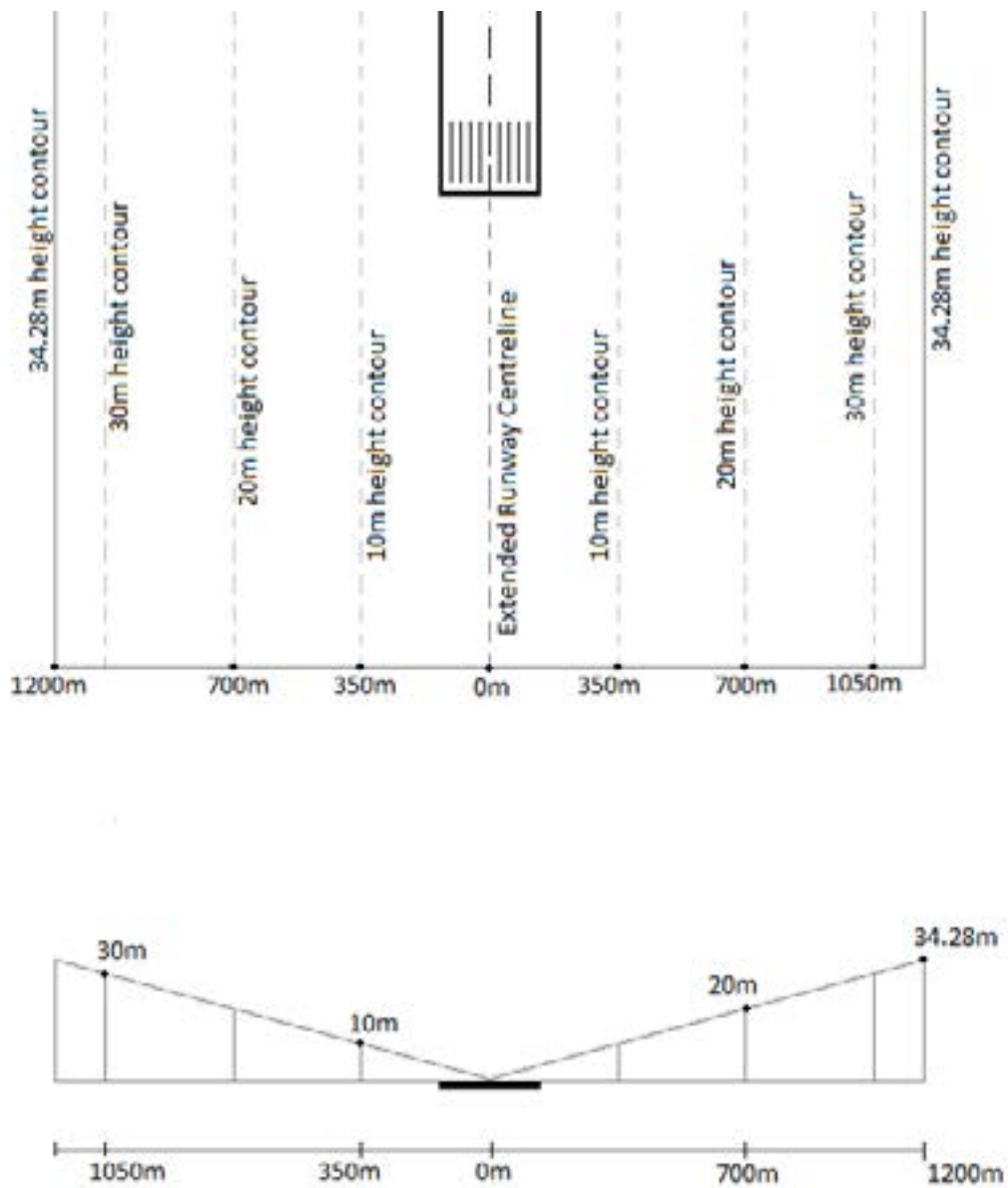
- a. New buildings should not penetrate the 1:35 surface extending perpendicular from the runway centreline. Where this can be demonstrate a windshear assessment will not be required.

Note 1: As the 1:35 surface extends from the runway centreline, when considering buildings against the 1:35 surface the building height should be measured above runway level.

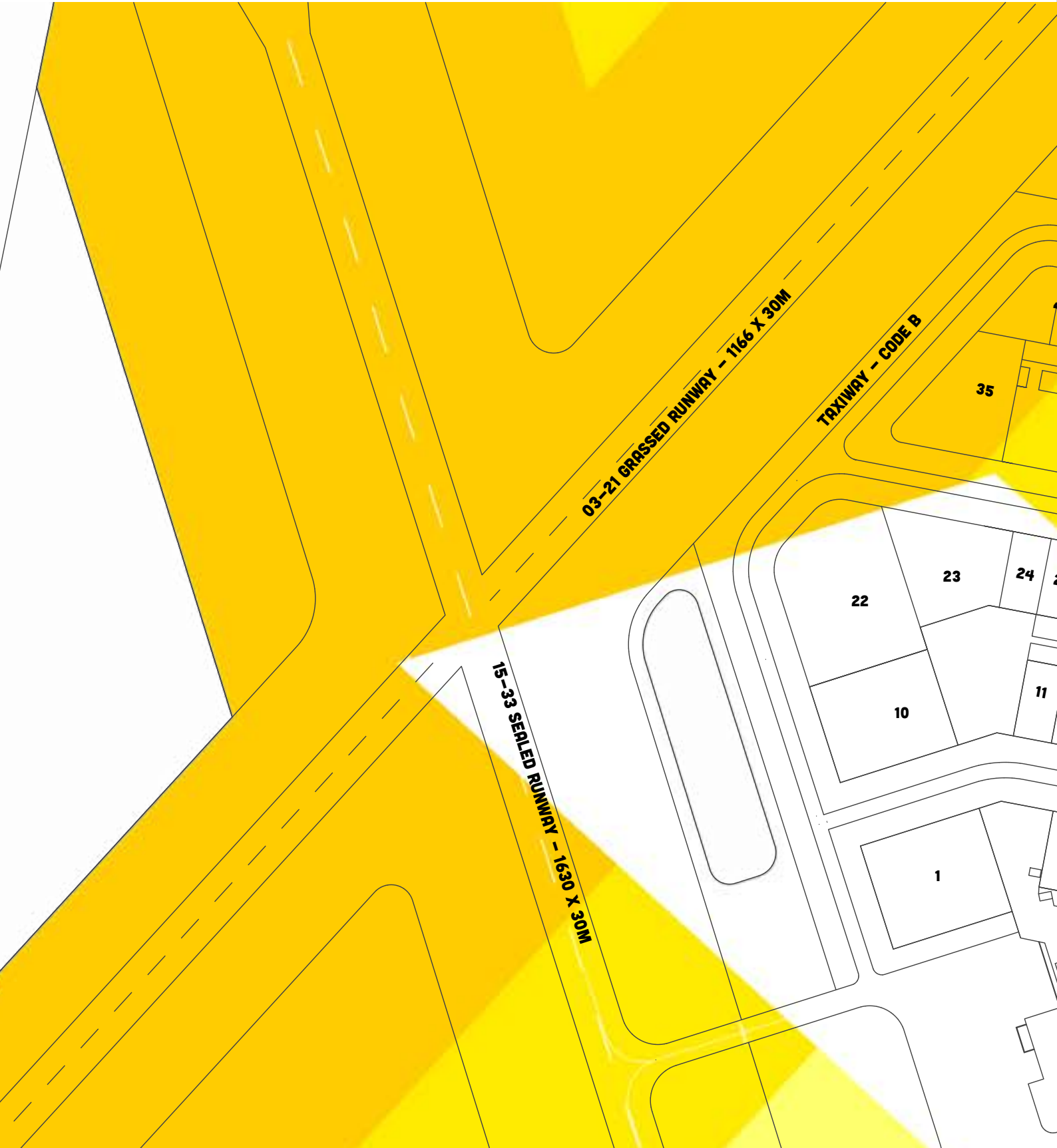
Note 2: Plan and elevation views illustrating the concept of the 1:35 surface are provided in Map No. 3.
- b. Council may require certification from an appropriately experienced surveyor indicating the maximum height of a development in relation to the 1:35 surface.
- c. Where compliance with control (a) cannot be achieved, the proposal may be referred to Civil Aviation Safety Authority

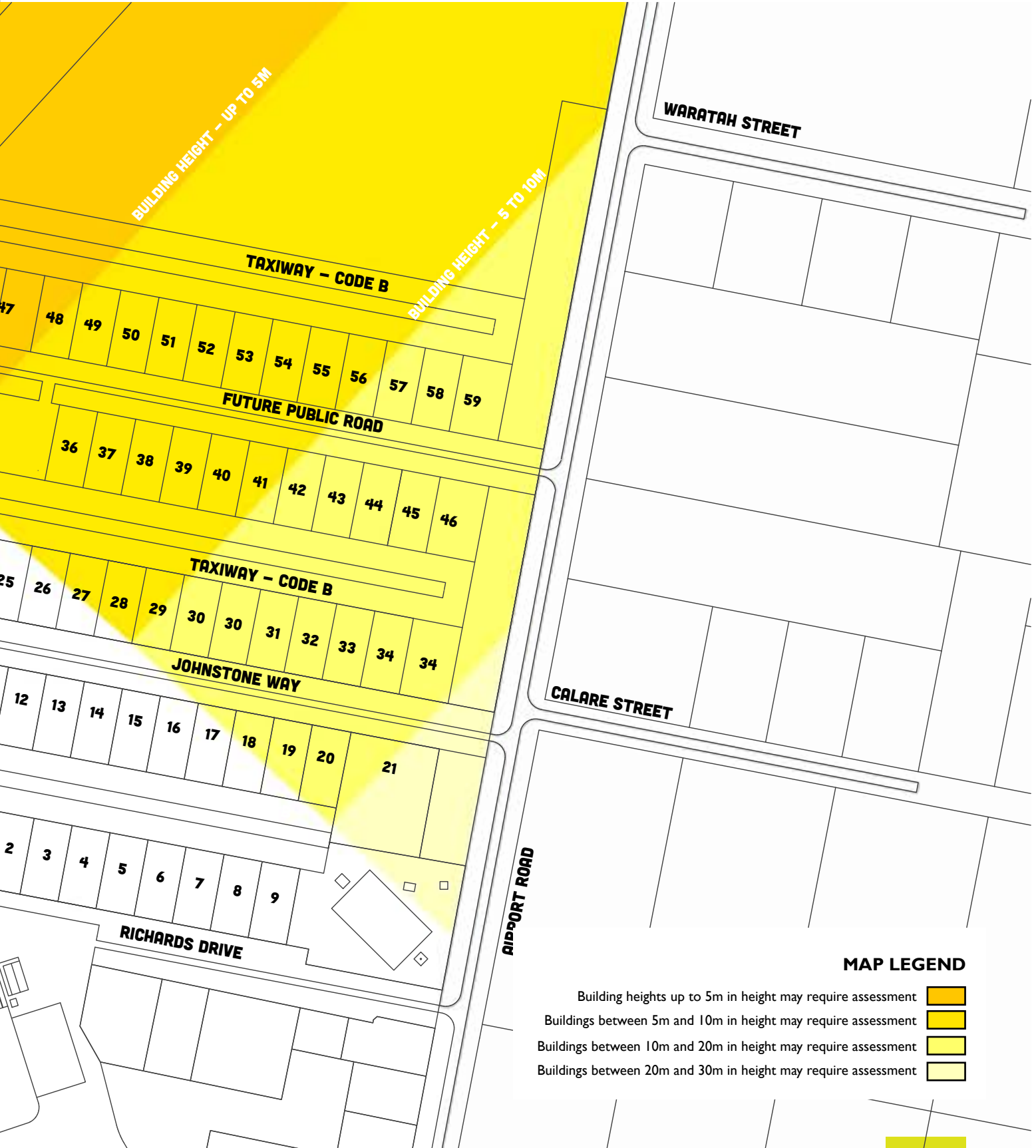
(CASA) for an assessment of the effect of that building on wind shear and turbulence for aircraft movement at Cowra Airport. Council will take into consideration any comment from received from CASA before determining the application.

Map No. 3 - Illustration of 1:35 Surface Concept.







Map No. 4 - Wind Shear and Turbulence Map - Cowra Airport.





MAP LEGEND

- Building heights up to 5m in height may require assessment 
- Buildings between 5m and 10m in height may require assessment 
- Buildings between 10m and 20m in height may require assessment 
- Buildings between 20m and 30m in height may require assessment 

J.3.11. Light Controls

Pilots are reliant on the specific patterns of aeronautical ground light during inclement weather and outside daylight hours. They also enable the pilot to land the aircraft at the appropriate part of the runway. It is therefore important that lighting in the vicinity of airports is not configured or is of such a pattern that pilots could either be distracted or mistake such lighting as being ground lighting from the airport.

Using Guideline E of the National Airports Safeguarding Framework, the Cowra Airport Masterplan 2021 mapped the light control zone for the Cowra Airport. The light control areas relating to Cowra Airport is shown in Map No. 5 and the following controls apply to mapped areas:

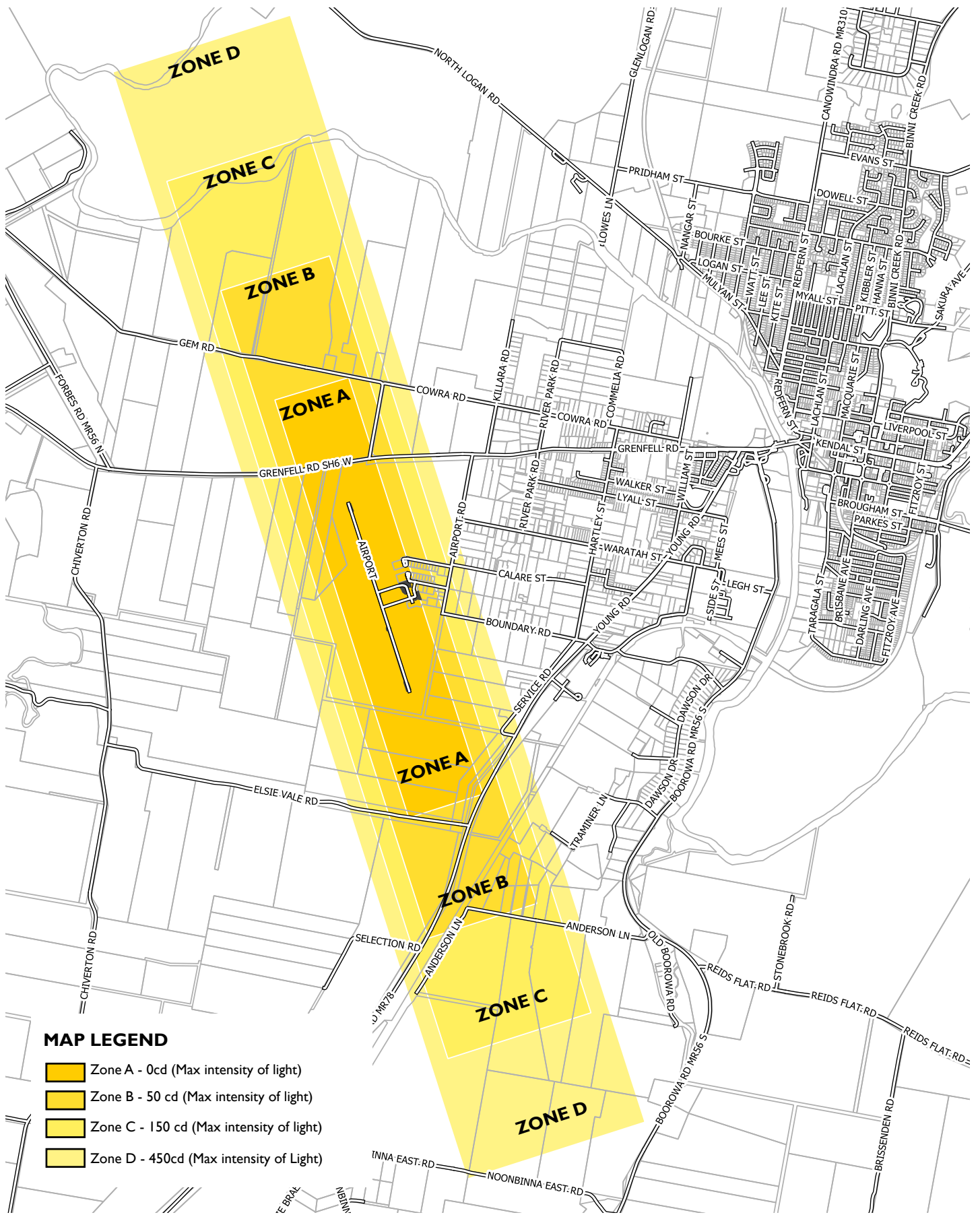
- a. New developments which involve (in the opinion of Council) significant lighting and which are to be located on a property affected by the light control map, should demonstrate that all lighting components comply with the requirements in the following table:

Zone	Maximum Intensity of Light Sources
A	0 cd
B	50 cd
C	150 cd
D	450 cd





Note 1: The maximum intensity of the light source is to be measured at 3 degrees above the horizontal.

- b. Coloured lights are likely to cause conflict irrespective of their intensity and should not be used without consultation and advice from CASA.
- c. Where compliance with control (a) cannot be achieved, or properly demonstrated to Council, the proposal may be referred to Civil Aviation Safety Authority (CASA) for an assessment. Council will take into consideration any comment from received from CASA before determining the application.

Map No. 5 - Light Control Map for Cowra Airport



MAP LEGEND

-  Zone A - 0cd (Max intensity of light)
-  Zone B - 50 cd (Max intensity of light)
-  Zone C - 150 cd (Max intensity of light)
-  Zone D - 450cd (Max intensity of Light)



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DEVELOPMENT **Control Plan**

2026