



# COWRA AIRPORT MASTERPLAN

2021

# PRELIMINARY INFORMATION

## Acknowledgement of Country

In presenting the Cowra Airport Masterplan 2021 to the wider community, Cowra Council acknowledges the Wiradjuri People as the traditional custodians of this land on which the Cowra Airport is located and pays respect to their elders both past, present, and future.

This plan acknowledges a strong belief amongst First Nation(s) people that if we care for country, it will care for us. This is supported by the knowledge that the health of a people and their community is reliant on strong physical and emotional connection to place.

Conserving cultural heritage and respecting the First Nation(s) People and their communities right to determine how it is identified and managed will preserve some of the world's longest standing spiritual, historical, social and education values.

The Wiradjuri People are important partners in the economic, social and environmental future of the Cowra Shire and we will continue to work together and increase collaboration.

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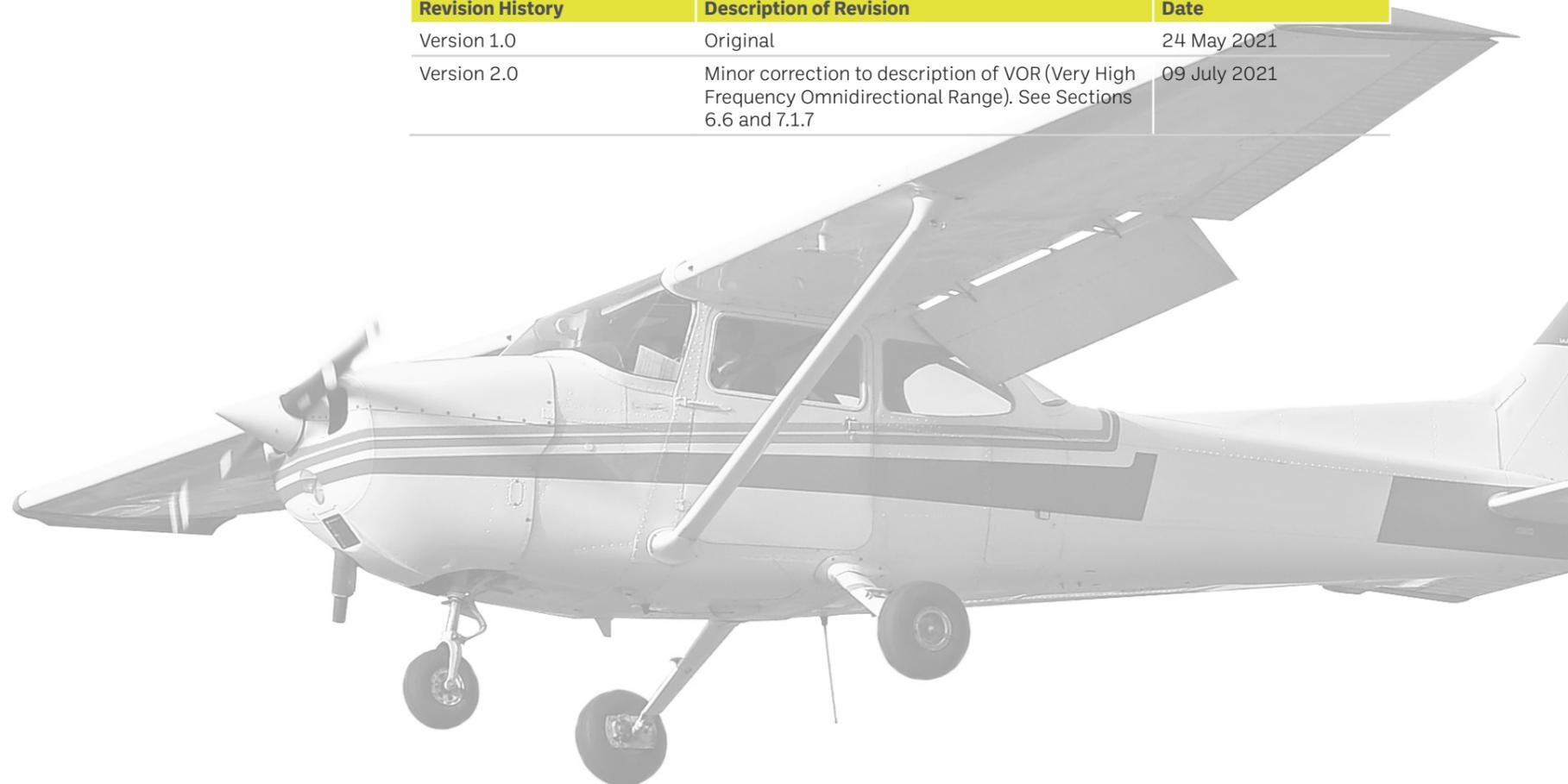
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## Document Control

Item	Detail
Commencement Date	24 May 2021
Council Department	Environmental Services
Contact Officer	Director - Environmental Services
Revision Required	The Cowra Airport Masterplan 2021 shall be reviewed at ten (10) yearly intervals at least, to ensure it meets all statutory requirements and the needs of Council and airport stakeholders. It may also be reviewed at other times as determined by Council.
Current Version	2.0

Revision History	Description of Revision	Date
Version 1.0	Original	24 May 2021
Version 2.0	Minor correction to description of VOR (Very High Frequency Omnidirectional Range). See Sections 6.6 and 7.1.7	09 July 2021



# EXECUTIVE SUMMARY

ABOUT THIS PLAN

The Cowra Airport is a community asset that is owned and operated by Cowra Shire Council. A Masterplanning process is required to ensure that the longer term development potential of the site is realised and to ensure that new growth occurs in an orderly, efficient and properly planned manner.

The Cowra Airport Masterplan 2021 has been prepared in accordance with Regional Airport Masterplanning Guideline prepared by the Australian Airports Association.

The Cowra Airport Masterplan 2021 presents a 20 year vision for the Cowra Airport site and considers the various requirements for future airline operations, general aviation activities and commercial property development. The Masterplan is the principal planning document for the Cowra Airport and provides the framework and strategic direction to guide future land-use, growth and development at this important facility.

The Cowra Airport Masterplan 2021 has been prepared in a collaborative manner involving consultation with key stakeholders and users of the Cowra Airport as well as Cowra Shire Council and staff.

PLANNING FRAMEWORK

A key component of the Cowra Airport Masterplan 2021 is the use of precincts to clearly and succinctly define preferred land-uses for different parts of the Cowra Airport facility.

The primary facilities and infrastructure at the Cowra Airport are suitably protected under the SP1 Infrastructure zone in accordance with Cowra Local Environmental Plan 2012. The B7 Business Park zone applies to the development lots and has been structured to ensure that the widest range of aviation related and other suitable land-use activities can be accommodated at the site. Residential uses (including tourist and visitor accommodation uses) are not permitted under the planning framework.

In addition to this Masterplan, the development and growth of the Cowra Airport is supported by a comprehensive policy and legislative framework. This framework includes the NSW State Planning system, the Cowra Local Environmental Plan 2012 the Cowra Council Comprehensive Development Control Plan 2014 - Part J of which includes specific planning controls to properly guide new development proposals at the Cowra Airport.

OUR AIRPORT

Cowra Council has created a growing regionally significant airport and one that the Cowra community can be proud of.

The offer of freehold tenure provides a competitive advantage in terms of attracting private investment at the Cowra Airport Business Park.

Scheduled Regular Public Transport (RPT) aviation services ceased at the Cowra Airport c.2001. The Masterplan does not anticipate the return of an RPT, however the Airport now supports a vibrant aviation business cluster which includes aircraft servicing and manufacture, general aviation, emergency services, RFS training and fire bombing base, flight training and recreational aviation. There is enough land available to facilitate the growth of this cluster larger than what is typically seen at regional airport locations. Council will continue to support these existing businesses and continue to leverage the Cowra Airport as an attractive destination for private and government agency investment and tourist activity.

The Cowra Airport benefits from airside infrastructure that is adequate to support current and long term aviation activities. Council is committed to a program of repairs, maintenance and upgrades to ensure the airside infrastructure can continue to meet the needs of existing and future airport users and changing regulatory requirements.

The existing terminal building is currently occupied. Should RPT services return to Cowra then the most likely site for a larger airport terminal/multipurpose building would be to utilise the existing building footprint with allowance for room to expand north of the existing terminal. It is important that this site and expansion area is protected should RPT services resume in the future. As long as the existing building is safe and compliant, it will be retained and will continue to be used.

# OUR VISION

**COWRA WILL BE A LEADER IN AVIATION. THE CONTINUED GROWTH AND DEVELOPMENT OF THE COWRA AIRPORT PROVIDES A VALUABLE OPPORTUNITY TO PROMOTE OUR CENTRE AS THE BENCHMARK FOR AVIATION-RELATED INDUSTRY AND SERVICES IN REGIONAL NSW**

COWRA COUNCIL  
LOCAL STRATEGIC PLANNING STATEMENT 2020



# AIRPORT MASTERPLAN

The vision for the Cowra Airport is shown diagrammatically in the Cowra Airport Masterplan. Key features of the Masterplan include an expanded Airport Business Park, improvements to aircraft taxiway and parking areas, upgrades to runway surfaces and lighting, reservation of space for a new terminal building in the future (if required), designation of names for existing and future taxiways, embellishment of the existing vegetation buffer, and site beautification and landscape works.

## AIRSIDE INFRASTRUCTURE

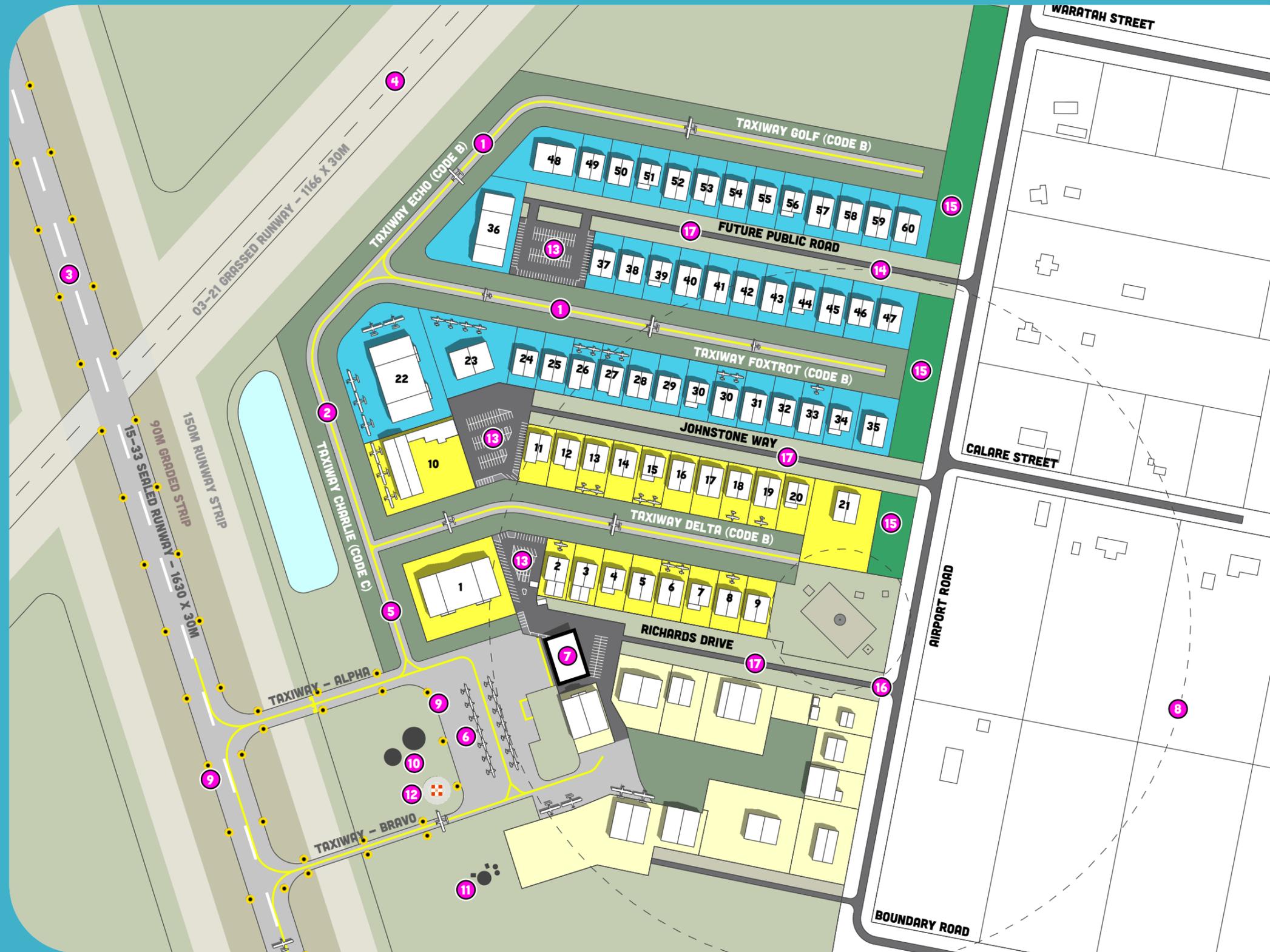
- 1 Taxiway Code B
- 2 Taxiway code C
- 3 15-33 sealed runway - 1630 x 30m
- 4 03-21 grassed runway - 1166 x 30m
- 5 Seal + linemark taxiways
- 6 Expanded aircraft parking area
- 7 Reserved area for new terminal building
- 8 NDB Buffer - 300m
- 9 Upgraded lighting
- 10 Signal Area & Windsock
- 11 RFS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



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# MASTERPLAN INTRODUCTION

The Cowra Airport is a certified aerodrome, a community asset and is owned and operated by Cowra Shire Council. The Airport is located on the western outskirts of the Cowra Township, approximately 3.5km from the Cowra CBD. Geographically, Cowra is 230km straight line distance west of Sydney, and 160km north of Canberra.

The Cowra Airport Masterplan 2021 presents a 20 year vision for the Cowra Airport site and considers the various requirements for future airline operations, general aviation activities and commercial / government agency property development.

The Masterplan is the principal planning document for the Cowra Airport and provides the framework and strategic direction to guide future land-use, growth and development at this important facility.

The Cowra Airport Masterplan 2021 has been prepared in a collaborative manner involving various meetings and consultations with key stakeholders and users of the Cowra Airport as well as Cowra Shire Council and staff.

## 01 SECTION

### 1.1. OBJECTIVES

The objectives of the Cowra Airport Masterplan 2021 are to:

- Develop a strategic plan for new growth and development at the Cowra Airport over the next 20 year period.
- Develop and promote a strategy that supports the Cowra Airport in becoming a leading aviation hub and attractive centre for private and government sector investment of regional significance.
- Perform a comprehensive review of current airport operations and ensure critical infrastructure is both planned for and protected as part of a masterplanning process.
- Develop a planning framework that recognises and supports the growth of existing and future commercial and recreational aviation activities at the Cowra Airport.
- Review the appropriateness of lot sizes, zoning and development controls in an effort to improve/ maximise development opportunities in identified areas of the airport.

### 1.2. METHODOLOGY

The methodology for preparing the Cowra Airport Masterplan 2021 has followed the following process:

- Project Inception.
- Review of existing airport context.
- Scoping of future airport requirements.
- Development of airport masterplan framework.
- Preparation of an Implementation plan.
- Finalisation of Cowra Airport Masterplan 2021.

### 1.3. REPORT STRUCTURE

This report has been structured in nine (9) key sections, as follows:

1. Masterplan Introduction;
2. Our Place in NSW;
3. Masterplan Context;
4. Our Airport;
5. Development Opportunities;
6. Airport Planning Parameters;
7. Masterplan & Precinct Plans;
8. Land-use Planning;
9. Precinct Planning;
10. Airport Masterplan;
11. Masterplan Framework;
12. Masterplan Implementation.

# OUR PLACE IN NSW

## 2.1. COWRA SHIRE

Cowra Shire is located in the fertile Lachlan Valley of Central West NSW.

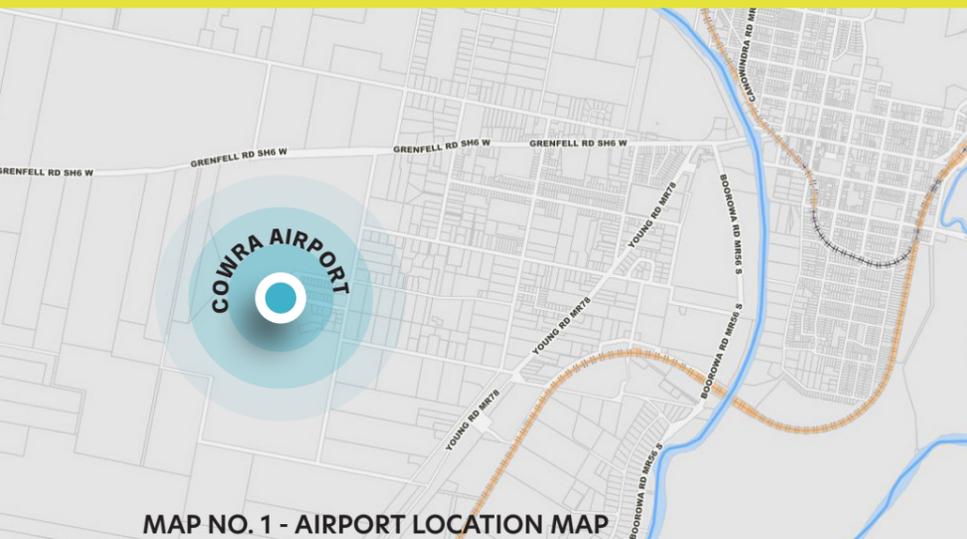
The Shire is a strong, vibrant, diverse and resilient community - home to a stable population base of 12,767 people. About 8,300 residents live within the township of Cowra, which is the heart of the Shire.

Cowra Shire is bounded by the Cabonne Council area and Blayney Shire in the north, the Bathurst Regional Council area in the east, Upper Lachlan Shire and Hilltops Council area in the south, and Weddin Shire and Forbes Shire in the west.

Cowra is approximately 3.5 hours drive from Sydney, 2 hours from Canberra and 1 hour from Bathurst and Orange. Map No. 2 shows the spatial relationship between Cowra Airport and other airports in regional and metropolitan locations.

## 2.2. COWRA AIRPORT

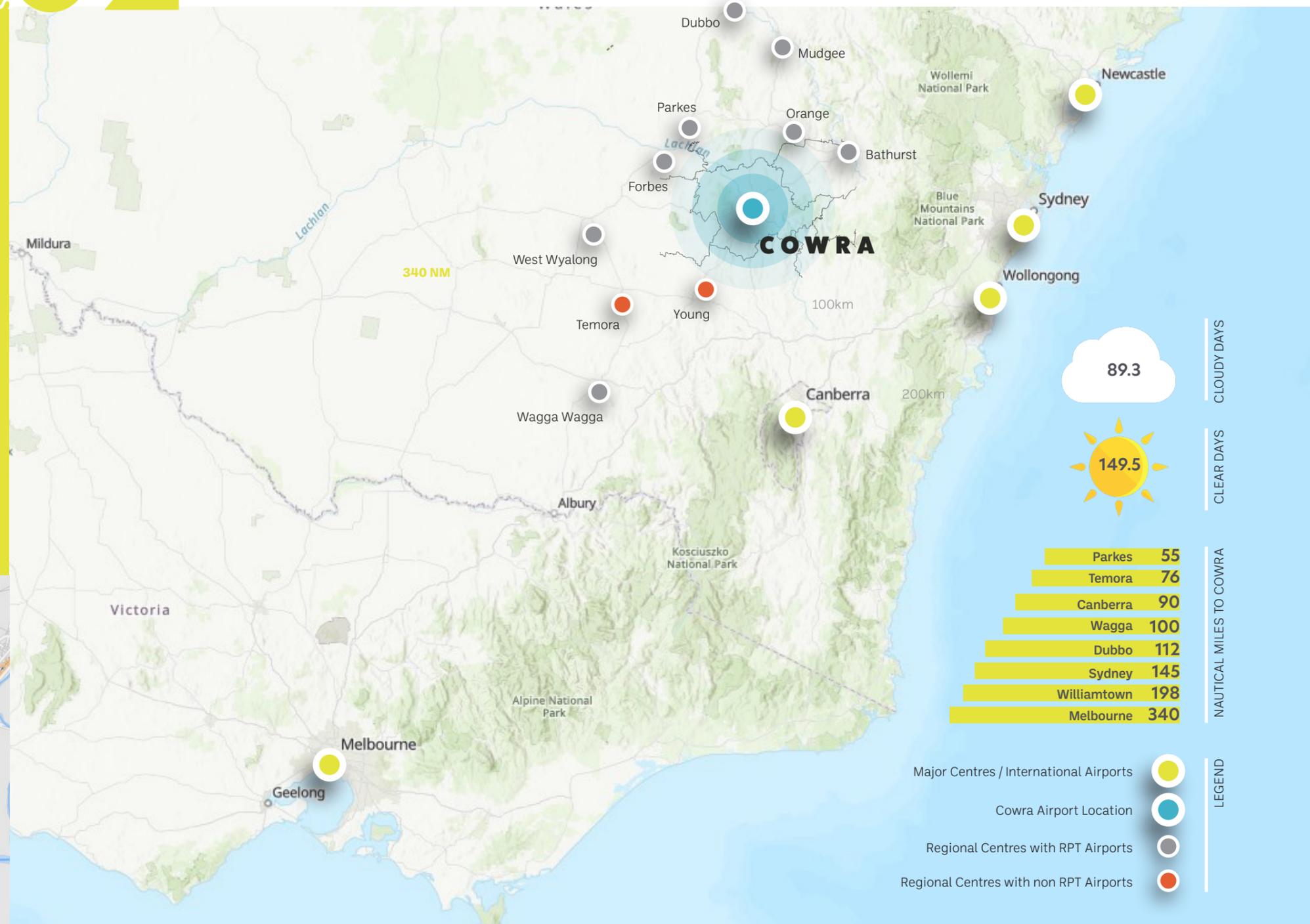
Cowra Airport is owned by Cowra Shire Council and is located on a 200ha site approximately 3.5km south-west of the town of Cowra on the south-west corner of the Mid-Western Highway and Airport Road. The site is located in a clear valley that allows for an average of 149.5 clear days and only 89.3 cloudy days per annum, allowing for easier access and landing of aircraft.



MAP NO. 1 - AIRPORT LOCATION MAP

# SECTION 02

MAP NO. 2 - AIRPORT LOCATION MAP- NSW



# MASTERPLAN CONTEXT

This section provides an overview of contextual information that is relevant to the preparation of the Cowra Airport Masterplan 2021.

## 3.1. HISTORY OF COWRA AIRPORT

The Cowra Aerodrome was originally opened in 1950. Cumbersome, unpressurised DC3's subsequently serviced the area until 1959 when they were replaced by a regular air passenger transportation service operated by Eastwest Airlines. Hazelton Airlines (1988-1991) and Country Connection Airlines (1991-2001) that provided a service in and out of Cowra, however there has not been a regular passenger service since.

Over the years, there have been many successful business operations establish and grow at the Cowra Airport. Fred Fahey Aerial Services commenced operations in July 1978 and since then has grown their business substantially to a fleet of nine aircraft providing aerial applications of products to a large part of NSW and contracting aerial firefighting services to the NSW Rural Fire Service. Pioneering local firm, Brumby Aviation designed manufactured and built Australia's only full-metal CASA approved piston-powered aircraft. In 2015, Brumby entered a joint venture with Chinese Firm AVIC to build, supply and maintain 280 Brumby aircraft. In 2013, Fly Oz established a flight training school at the Cowra Airport. The company has continued to expand and now has a formal agreement to provide an Australian flight training facility to Thailand's Nakhon Phanom University.

The Cowra Aero Club has a long and prosperous association with the Cowra Airport. Established in 1948, the Club has offered training in a wide variety of aircraft including a Tiger Moth, Auster, Chipmunk and Cessna 150 and 172. By 1988, the Club had trained almost 150 pilots. In 2018, the Club had more than 31 members and

currently train 11 to 15 recreational pilots a year, many of which have subsequently gone on to a career in the aviation industry.

The Cowra Airport has played host to many popular airshows over the last 30 years, attracting large crowds of spectators. Notable events have included annual National Fly-ins of the Antique Aeroplane Association, flying competitions of the Royal Aero Club NSW and visits from Recreational Aviation Australia, Sporting Aircraft Association of Australia, Red Baron Aerobatic Club, and the Red Radials. When in Cowra, the Red Radials participate in a range of activities including close formation flying, advanced handling exercises, flour bombing and streamer cutting. Visits attract considerable interest, both at the Airport and in the skies throughout the district.

In 2016, Cowra Council commenced the planning of a new 21 lot free hold subdivision estate at the Cowra Airport. The vision for this development came from a previous masterplanning exercise for the Cowra Airport. The first stage of construction works at the estate have now been completed and Council has successfully sold multiple lots to buyers interested in private business, recreational and general aviation investment as well as government agency investment of regional significance.



## SECTION 03

## 3.2. REGIONAL CONTEXT

The Township of Cowra sits at the Junction of the Mid Western Highway, Olympic Highway and Lachlan Valley Way and enjoys direct connections to Bathurst, Wagga Wagga, Dubbo and Canberra.

The Cowra Shire forms part of the Central West and Orana Region, which consists of 19 local government areas: Bathurst Regional, Blayney, Bogan, Cabonne, Coonamble, Cowra, Dubbo Regional, Forbes, Gilgandra, Lachlan, Lithgow, Mid-Western Regional, Narromine, Oberon, Orange, Parkes, Warren, Warrumbungle and Weddin. The Central West and Orana Regional Plan 2036 provides the strategic framework for growth and development across these areas. For Cowra, the Regional Plan identifies agribusiness, manufacturing and aviation as the top three opportunities for regional economic development.

Orange, Bathurst, Dubbo and Parkes have substantial regional airports with regular passenger services. Cowra Airport does not have a regular passenger transport service, however it does support an emerging and vibrant business cluster focused around the expansion of existing light manufacturing plant, pilot training, general and recreational aviation.

Cowra Airport's unique location, quiet (and unmonitored) airspace, weather conditions and freehold commercial land (with NBN FTTP) gives aviation businesses a competitive advantage over businesses located in other regional airports or industrial precincts. The offer of fully serviced freehold tenure in close proximity to the Cowra CBD is attractive for new private and government agency investment. The valley in which Cowra Airport is located enjoys a relatively high number of clear days as well as comparatively low level of aviation traffic. The Airport has quality airside infrastructure and the absence of a regular passenger transport service provides greater opportunities for existing and future airport users to access Airport facilities.

## 3.3. SOCIO-ECONOMIC CONTEXT

Cowra Shire is a strong, vibrant, diverse and resilient community - home to a stable population base of 12,767 people. About 8,300 residents live within the township of Cowra, which is the region's gateway to Canberra. Our LGA contributed \$570 million to GRP in 2019, with agriculture the largest contributor and supporting industries including dairy, livestock, wool, cereal and oil seed production. Cowra supports a robust manufacturing sector with value-adding activities in agriculture, engineering and furniture for wholesale trade. Healthcare, retail, hospitality and tourism are also large contributors to the local employment base.

The importance of the Cowra Airport to the local economy has been identified in Council's long term strategic planning. The Cowra Local Strategic Planning Statement has identified the growth of the airport as a valuable opportunity to promote Cowra as the benchmark for aviation-related industry and services in regional NSW. The Cowra Shire Regional Economic Development Strategy 2018-2022 has identified the Cowra Airport has a key benefit for the Shire, and the development of this precinct is one of five key elements to the economic strategy for the LGA. The other elements are related to Cowra's strengths in agriculture, manufacturing, tourism and community.

Whilst there has been a declining trend in the number of regional airports with RPT services, such as Cowra, there is an opportunity to shift the focus towards the provision of training facilities and precincts for high-tech jobs in aviation to ensure the continuing and sustainable development of a skilled workforce for the industry.

Through the preparation of this Masterplan, Council will seek to grow the Cowra Airport by fostering new business opportunities and supporting existing airport users as they grow their businesses or expand their interests in aviation in Cowra.

**THE IMPORTANCE OF THE COWRA AIRPORT TO THE LOCAL ECONOMY HAS BEEN IDENTIFIED IN COUNCIL'S LONG TERM STRATEGIC PLANNING. COUNCIL WILL SEEK TO FOSTER NEW BUSINESS OPPORTUNITY AND SUPPORT EXISTING AIRPORT USERS TO EXPAND THEIR AVIATION INTERESTS IN COWRA.**

### 3.4. REGULATORY CONTEXT

It is essential to consider the regulatory and policy context relevant to the Cowra Airport and the preparation of this Masterplan.

There are a number of regulatory and policy documents that guide or influence the future land-use and growth and development of the Cowra Airport which need to be considered.

#### 3.4.1. Civil Aviation Regulations 1988

The Civil Aviation Safety Regulations 1988 (CARs) Part 139 prescribe the requirements for aerodromes used in air transport operations, in accordance with ICAO Annex 14 - Aerodromes.

The Manual of Standards (MOS) - Part 139 Aerodromes is made pursuant to CARs Part 139 and sets out the detailed standards and operating procedures for aerodromes used in air transport operations in Australia. The MOS must be considered as part of the preparation of the Cowra Airport Masterplan 2021.

#### 3.4.2. National Airports Safeguarding Framework

The National Airports Safeguarding Framework is a national land use planning framework that aims to:

- improve community amenity by minimising aircraft noise-sensitive developments near airports including through the use of additional noise metrics and improved noise-disclosure mechanisms; and
- improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.

The Framework applies at all airports in Australia and affects planning and development around airports, including development activity that might penetrate operational airspace and / or affect navigational procedures for aircraft. The Framework is intended to provide guidance to state, local and territory governments that can in turn be used to guide assessment and approvals for land use and development on and around identified airports.

The Framework should be considered as part of the Cowra Airport Masterplan 2021 and recommendations made, where necessary, on land-use planning matters

that may influence the future growth and development of the Cowra Airport.

Detailed consideration of the various land-use planning requirements for land at and surrounding the Cowra Airport has been given in section 8.0 of this Masterplan.

#### 3.4.3. Environment Protection and Biodiversity Conservation Act 1999

The Environment Protection and Biodiversity Conservation Act 1999 (the EPBC Act) is the Commonwealth Government's primary environmental legislation. It provides a framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places - defined in the EPBC Act as matters of national environmental significance.

The Cowra Airport site has never been subject to a detailed environmental study process seeking to confirm the relevance of the EPBC Act to the planning of the site. However - given the Cowra Airport is a long established facility and taking into consideration the existing disturbed nature of land use within the boundaries of the site, there is a low likelihood that the on-going use (and growth) of the airport facility would impact significantly on important flora, fauna, ecological communities or heritage places that are of national environmental significance.

#### 3.4.4. State Government Legislation and Policy.

In NSW, planning is governed by the Environmental Planning and Assessment Act 1979 and the Environmental Planning and Assessment Regulation 2000 which provide the overarching structure for development at the Cowra Airport.

State Environmental Planning Policy (Infrastructure) 2007 includes controls relating to airports and provides a planning framework for the carrying out of certain activities by public authorities within the boundaries of an existing airport if the activity is ancillary to the airport use.

State Environmental Planning Policy (Infrastructure) 2007 also provides for the carrying of certain works by public authorities without the need for the lodgement of a Development Application with Council.

### 3.5. PREVIOUS MASTERPLANS

The Cowra Airport Masterplan 2011, prepared by Beca Consultants Pty Ltd on behalf of Cowra Shire Council, has been the primary strategic planning document for the Cowra Airport for the last 10 years.

The Cowra Airport Masterplan 2021 now repeats this plan.

#### 3.4.5. Local Government Legislation and Policy

The primary guiding plan for land-use and development decisions in the Cowra Local Government Area is the Cowra Local Environmental Plan 2012 (the LEP). The LEP adopts two different zones for land at the Cowra Airport. For the private development lots, the B7 Business Park zone has been applied and for all other land at the airport, the SP2 Infrastructure zone has been used.

The B7 Business Park allows for a wide range of land-use activities including aircraft storage as well as commercial, light industrial and high technology uses. Objectives have been built in the B7 Business Park zone to ensure new development at the Cowra Airport supports or is compatible with aviation.

The SP2 Infrastructure provides a purposeful planning framework for public infrastructure uses and suitably provides for the full range of land-use activities expected to be associated with the operational aspects of the Cowra Airport.

The Cowra Development Control Plan 2014 (the DCP) provides a more detailed level of guidance and controls for development matters in the Cowra Shire and in particular Part J of the DCP applies specifically to the Cowra Airport.

Whilst the LEP contains overarching, broad statutory controls on the way land can be used in the Cowra Shire; the Cowra Council Development Control Plan 2014 (DCP) contains more detailed controls for specific development types and locations. The DCP is a non-statutory plan that has been prepared by Council to guide local planning and development matters. The DCP is made up of a number of different Parts which address different categories of development and planning issues within Cowra Shire. Part J relates specifically to the Cowra Airport and contains a robust set of controls which encourage quality building and site design for new developments at the Cowra Airport Business Park. The DCP is programmed for review in the 2020/2021 financial year and this will present an opportunity for Council to ensure that the planning framework for the Cowra Airport is continuing to meet Council's and the communities expectations.



# OUR AIRPORT

## 4.1. OWNERSHIP + MANAGEMENT

The Cowra Airport is a community asset that is owned and operated by Cowra Shire Council. The airport is managed under the Cowra Aerodrome Manual 2021 and the relevant regulatory requirements of the Civil Aviation Safety Authority (CASA)

## 4.2. SITE DESCRIPTION

Cowra Airport is located approximately 3.5km south-west of the town of Cowra on the south-west corner of the Mid-Western Highway and Airport Road. The site location is shown in Map No. 1 in Section 2.2 of this Masterplan. The location of the Cowra Airport means that it enjoys a high level of accessibility to the key services, facilities and infrastructure available from within the Cowra Township.

Spatially, the Cowra Airport site covers an area of approximately 198 hectares. The area of land that is specifically used for purposes associated with the airport facility (including the runways, taxiways, aircraft / motorvehicle parking areas and the Airport Business Park) is approximately 60 hectares. The remaining areas of land are generally used for agricultural purposes (under lease arrangement).

The Cowra Airport has a gentle topography. The land is free draining and is void of significant vegetation communities or other environmental features or constraints.

## 4.3. SURROUNDING LAND

The Cowra Airport is surrounded by a mix of different land-use.

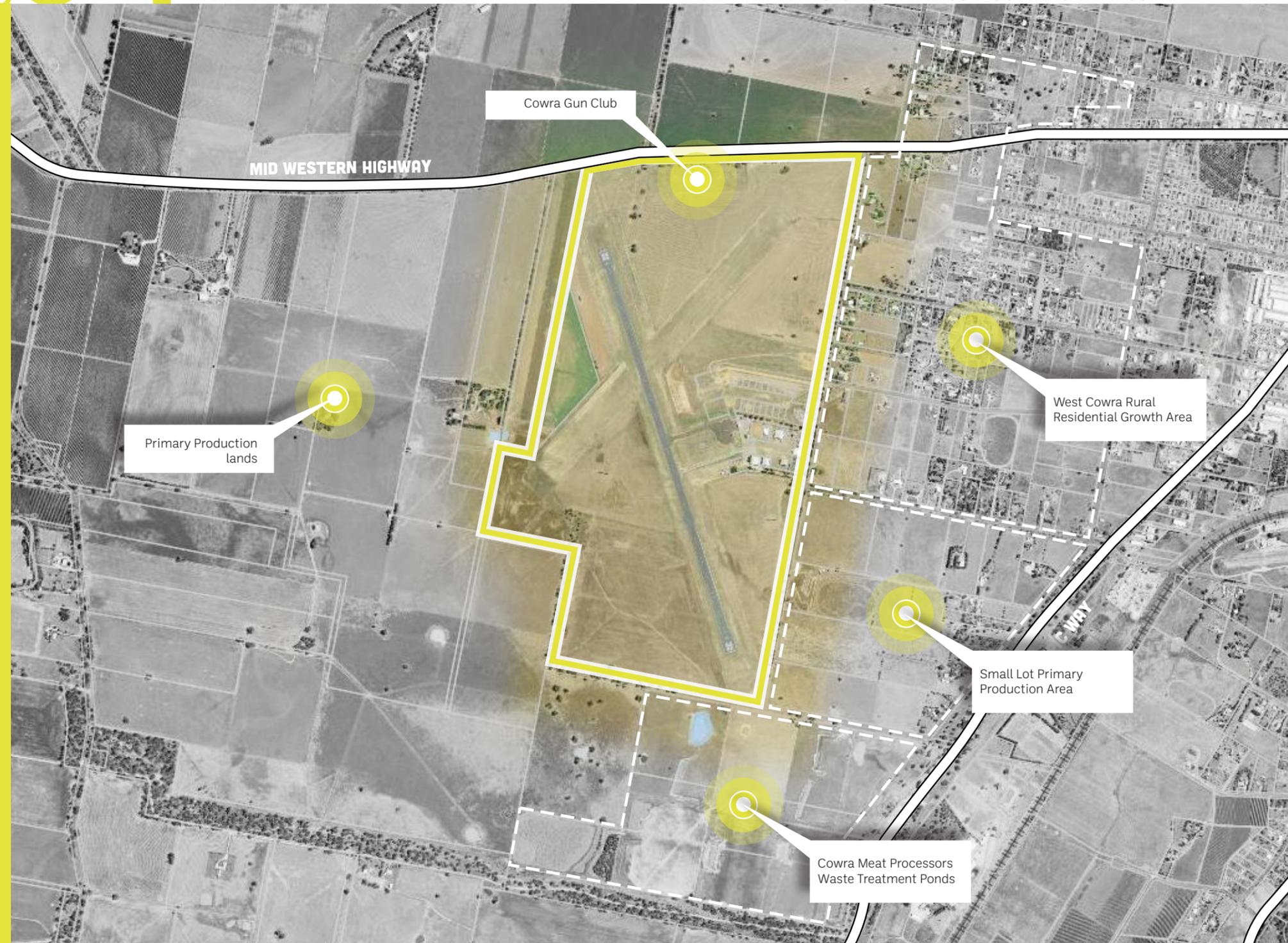
The land generally towards the east forms part of the outer fringes of the Cowra urban area. Known generally as West Cowra, the primary land-use is residential, however Council's planning controls demand larger lot sizes (ranging between 4,000m<sup>2</sup> to 20,000m<sup>2</sup>) so settlement density is less.

The land generally towards the North and the West is used for broadscale agriculture. The exception is the Cowra Gun Club which occupies a small parcel of land (under lease arrangement from Council) along the northern border of the Airport site. The Cowra Gun Club has occupied this site for a long period of time and is not a source of land-use conflict with airport operations.

The land generally towards the south forms part of a land holding owned by the Cowra Abattoir (Meat Processors). The land contains a number of waste treatment ponds.

# SECTION 04

MAP NO. 3 - SITE AND SURROUNDING LAND-USE MAP



## COWRA AIRPORT IS PREDOMINANTLY USED FOR GENERAL AVIATION, RECREATION, PILOT TRAINING, EMERGENCY SERVICES AND LIGHT AIRCRAFT SERVICING AND MANUFACTURE

### 4.4. EXISTING ACTIVITIES

#### 4.4.1. Regular Public Transport Services

There have been no Regular Public Transport (RPT) services operating to or from Cowra Airport since 2001 however the airport is a fully certified passenger airport.

The closest airport with scheduled RPT services is located at Orange - 96 kilometres from Cowra.

Given the proximity of Orange and Canberra to Cowra, Council is realistic about the low likelihood of scheduled RPT services being reintroduced at the Cowra Airport in the short to medium term. Should the opportunity arise, a review of the Cowra Airport Masterplan 2021 would be warranted to ensure that the appropriate changes to the design and operation of the airport facility are properly considered and implemented in consultation with relevant stakeholder groups. The CASA Manual of Standards Part 139 - Aerodromes sets out the relevant airport planning criteria.

#### 4.4.2. Flight Training

Flight training is an important part of the current use of the Cowra Airport. Fly-Oz is an existing award winning business at the Cowra Airport that has established an excellent flight training operation and has plans to expand operations. Cowra Aero Club also provides flight training. There is a designated training area located at Billimari which is 22 kilometres north north-west of the airport.

#### 4.4.3. Emergency Services

Cowra Airport is regularly utilised by aeromedical emergency services such as the Royal Flying Doctor Service and the NSW Air Ambulance

#### 4.4.4. NSW Rural Fire Service

Cowra Airport also has Rural Fire Service Water Tanks and firebombing operations are conducted from the site.

The NSW Rural Fire Service has also committed to the design and construction of a base for Regional Headquarters at the Cowra Airport within the new Business Park. This is a significant development for the Cowra area generally.

#### 4.4.5. Agriculture

Areas of the site which lie outside the Airports perimeter fence have been leased to external parties for agricultural purposes which are predominantly cropping. The use of this land for agricultural purposes does not impact on airport operations.

#### 4.4.6. Private Hangars

There are currently 13 privately owned hangars located at the Cowra Airport.

The hangars are used for a variety of aviation purposes including private plane storage, aircraft engineering, aerial spraying (and firefighting), flight training, aircraft maintenance, recreational aviation, aero refuelling, air couriers, aerobatic flying and RAAF circuit training.

#### 4.4.7. Community Based Clubs

The Cowra Aero Club meets on the site and conducts flying lessons. Currently their club does not have a facility. They have received grant funding to construct a new hangar development in the stage 1 of the new Cowra Airport Business Park. Plans for the new facility were approved by Council in November 2021 and a Construction Certificate is expected to be lodged during the 2020/2021 financial year.

A number of additional Community Based Clubs are located on the site or utilise parts of the site including:

- The Cowra Gun Club occupies a small area of vacant land on the northern end of the site adjoining the Mid-Western Highway for clay target shooting. This area is leased to the Club and they have developed a purpose-built facility on the land leased from the Airport.
- Cowra Greyhound Club operate a 'slipping track' within Council owned land to the south of the existing hangar area. Access is gained from the intersection of Airport Rd and Boundary Rd.

### CURRENT AVIATION RELATES USES

PG AVIATION  
 FRED FAHEY AERIAL SERVICES  
 FLY-OZ  
 LACHLAN VALLEY AVIATION  
 HAWKSBURY POWERED PARACHUTES  
 AERO REFUELLERS  
 WAGGA AIR COURIERS  
 TONY ROSS (PRIVATE HANGAR)  
 I & GOODWIN (PRIVATE HANGAR)  
 T FENTON (PRIVATE HANGAR)  
 AIR AMBULANCE  
 RAAF - CIRCUIT TRAINING  
 AUSTRALIAN AEROBATIC CLUB  
 RFS & SES HEADQUARTERS  
 COWRA AERO CLUB



## 4.5. EXISTING FACILITIES - AIRSIDE

### 4.5.1. Runway Specifications

Cowra Airport's main runway, 15/33 is 1,630m in length and has a width of 30m however at both runway ends there has been a widening to 45m to allow for aircraft turning. An additional turning node is also located approximately 400 metres from the south end of the runway. The runway has a bitumen spray seal with 7mm aggregate wearing course and a Pavement Classification Number (PCN) of 10.

The secondary runway 03/21 is 1,166 metres long and 30 metres wide with a grass surface and no pavement rating. Runway ends are identified with white cones and aircraft operate normal left-hand circuits. This runway is utilised by light aircraft for predominantly pilot training purposes.

### 4.5.2. Taxiways

There is a main bitumen spray sealed taxiway which connects runway 15/33 with the terminal apron and is designated Taxiway "Alpha". This taxiway is 15 metres wide and 150 metre long.

The secondary taxiway runs parallel to the main taxiway approximately 130 metres to the south and is designated taxiway "Bravo". This taxiway is 8 metres wide and is approximately 240 metres long and is bitumen spray sealed and is aircraft weight limited to aircraft below 5,700 kilograms MTOW. This taxiway provides access to the hangar precinct and a general aviation apron in addition to connection to the terminal apron.

A grass taxi lane connects the secondary taxiway Bravo to the existing hangar precinct.

A grass taxiway designated "Charlie" runs parallel to the main runway and connects Taxiway Alpha with the grass Runway 03/21. This taxiway serves as access from the new 21 Lot subdivision to the taxiways/runways.

There is a further taxiway that branches off Taxiway Charlie heading east into the 21 Lot subdivision to provide access for all remaining Lots in the new subdivision to the taxiways/runways. (Note - the Masterplan has given this taxiway the code name "Taxiway Delta")

### 4.5.3. Navigational Aids and Lighting

The runway is equipped with a single stage low intensity edge lighting system which can be activated by pilots using frequency 126.7.

The signal Area and windsock are located immediately to the east of the aircraft parking area.

Current weather conditions can be monitored by activating the AWIB broadcast on 133.625.

### 4.5.4. Terminal Apron

This apron, approximately 95 metres x 60 metres (5,700 m<sup>2</sup>), is situated directly adjacent to the old terminal building. A secondary area of pavement 30 metres x 50 metres (1,500m<sup>2</sup>) has been constructed between the apron and the low fence adjacent to the carpark. Floodlighting is located adjacent to the apron for night operations.

### 4.5.5. Aircraft Parking Facilities

Aircraft parking is currently available on the sealed apron in front of the terminal and within the existing general aviation hangar precinct to the south of the terminal. During events that attract large numbers of private aircraft visitors to Cowra, overflow parking is accommodated between the taxiways Alpha and Bravo.

### 4.5.6. Aircraft Refuelling

Fuel facilities offered at Cowra Airport include Avgas and Jet a1. A small area of bitumen sprayed seal apron is provided adjacent to the privately operated refuelling facility which adjoins the general aviation apron.

The refuelling facility is owned and operated by Fred Fahey Aerial Services and comprises two 55,000 litre above ground tanks which dispense through bowsers situated adjacent to the refuelling apron. Fuel can be purchased 24 / 7 via credit card.

A second fuel supply is available via a mobile refuelling truck is operated by Fly Oz providing AvGas.

### 4.5.7. NSW Rural Fire Service

Cowra Airport has Rural Fire Service Water Tanks located west of the refuelling area and Firebombing operations are conducted from the site.

MAP NO. 4 - EXISTING FACILITIES (AIRSIDE) MAP



## 4.6. EXISTING FACILITIES - LANDSIDE

### 4.6.1. Passenger Terminal

There is an older style terminal that is not used for passenger processing since the discontinuing of regular passenger services in 2001. The building has been leased to a private flight training school and the Cowra Aero Club.

The northern section of the terminal building contains a meeting room, a kitchen/bar area, open seat area and male and female toilets. The southern section houses the Cowra Aero Club meeting room and a kitchen.

A separate public toilet block is located north of the terminal building in the carpark providing amenities for visitors to the airport, pilots and local community.

The shed to the south of the terminal building contains the Aerodrome Reporting Officers office and shed area.

A carpark is located directly adjacent to the terminal building. The terminal carpark area is approximately 1,500m in area and contains carparking for approximately 60 vehicles. The carpark is sealed with bitumen. The car parking at Cowra Airport is free and is subject to space availability.

### 4.6.2. Bureau of Meteorology

Cowra Airport has a Bureau of Meteorology (BoM) Automatic Weather Information System (AWIS) based at the Airport. This is located on the northern section of the airport with access off Airport Road.

### 4.6.3. Navigational Aids and Lighting

A Non-Directional Beacon (NDB) is located at Cowra Airport with procedures published to allow aircraft to make straight in approaches. The NDB is located east of the terminal apron and adjacent to the main access road entering the airport and is owned and maintained by Airservices Australia.

The original Masterplan prepared for the Cowra Airport identified plans to relocate the NDB to a new location generally south of the Airport's main hangar precinct. Since this time Council has investigated the relocation project with Air Services Australia and it has been

determined that the exercise is cost prohibitive. For this reason, the NDB will remain functioning at its current location.

### 4.6.4. Vehicle Parking Areas

Richards Drive and Johnstone Way both lead to expansive public car parking areas which are intended to service the Business Park and any large format events held at the Airport. Overflow parking is also able to be accommodated between the taxiways Alpha and Bravo.

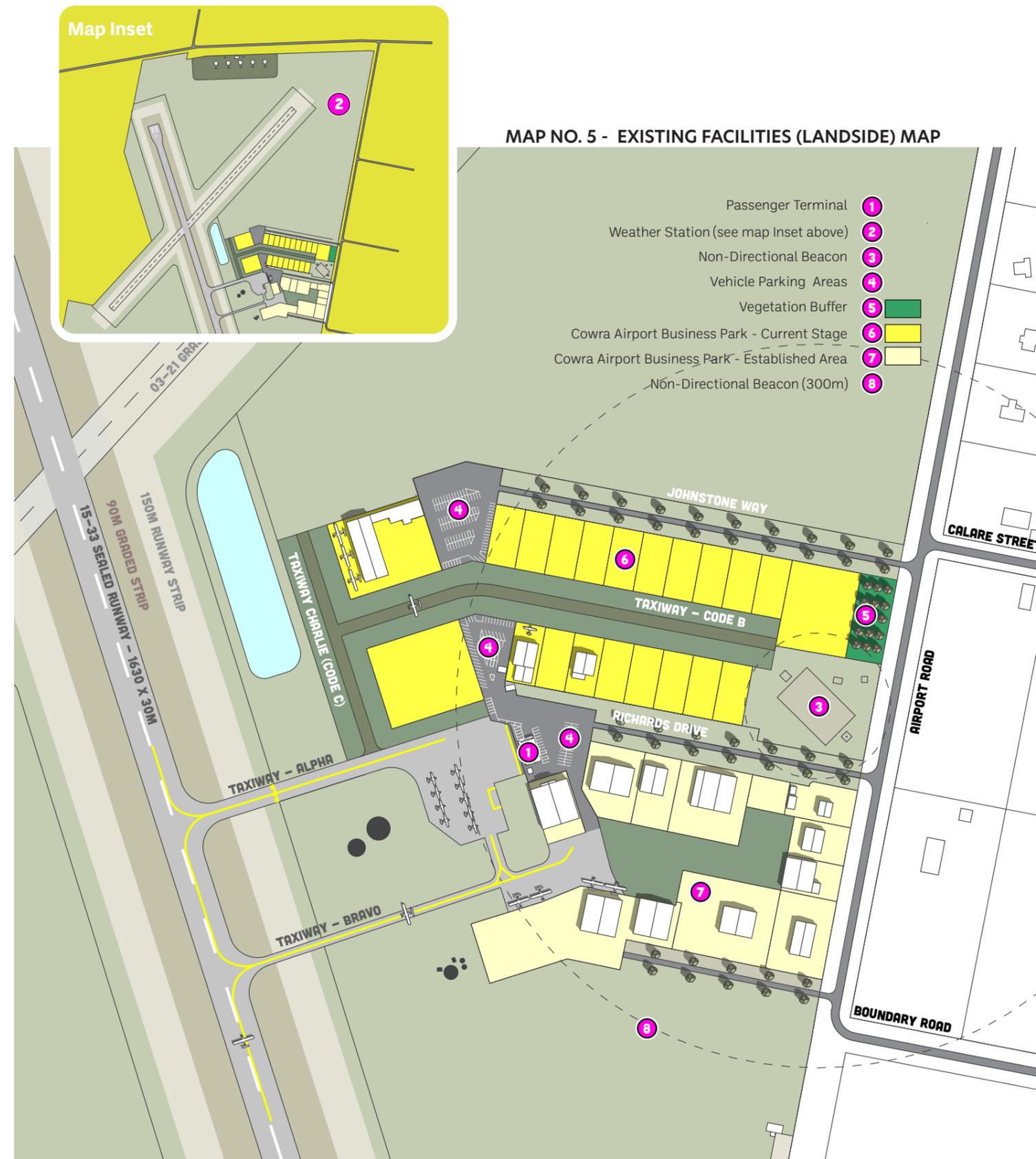
### 4.6.5. Airport Business Park

In 2008, Cowra Council developed 10 new subdivision lots at the Cowra Airport. The new subdivision lots were created for private hangar or business purposes and are now occupied for a range of aviation related purposes.

In mid 2020, Cowra Council developed a further 21 subdivision lots at the Cowra Airport. This subdivision was guided by the framework for growth set by the original Cowra Airport Masterplan. These lots essentially represent the first stage of development of the Cowra Airport Business Park project.

### 4.6.6. Vegetation Buffer

A vegetation buffer has been planted adjacent to Airport Road and between Lot 21 DP 1257368. The vegetation buffer was planned as part of the original Cowra Airport Masterplan and is intended to provide a transition between airport uses and existing residential development in West Cowra with the aim of minimises potential land-use conflict issues. The vegetation buffer is intended to be extended further north in line with additional stages of the Cowra Airport Business Park.



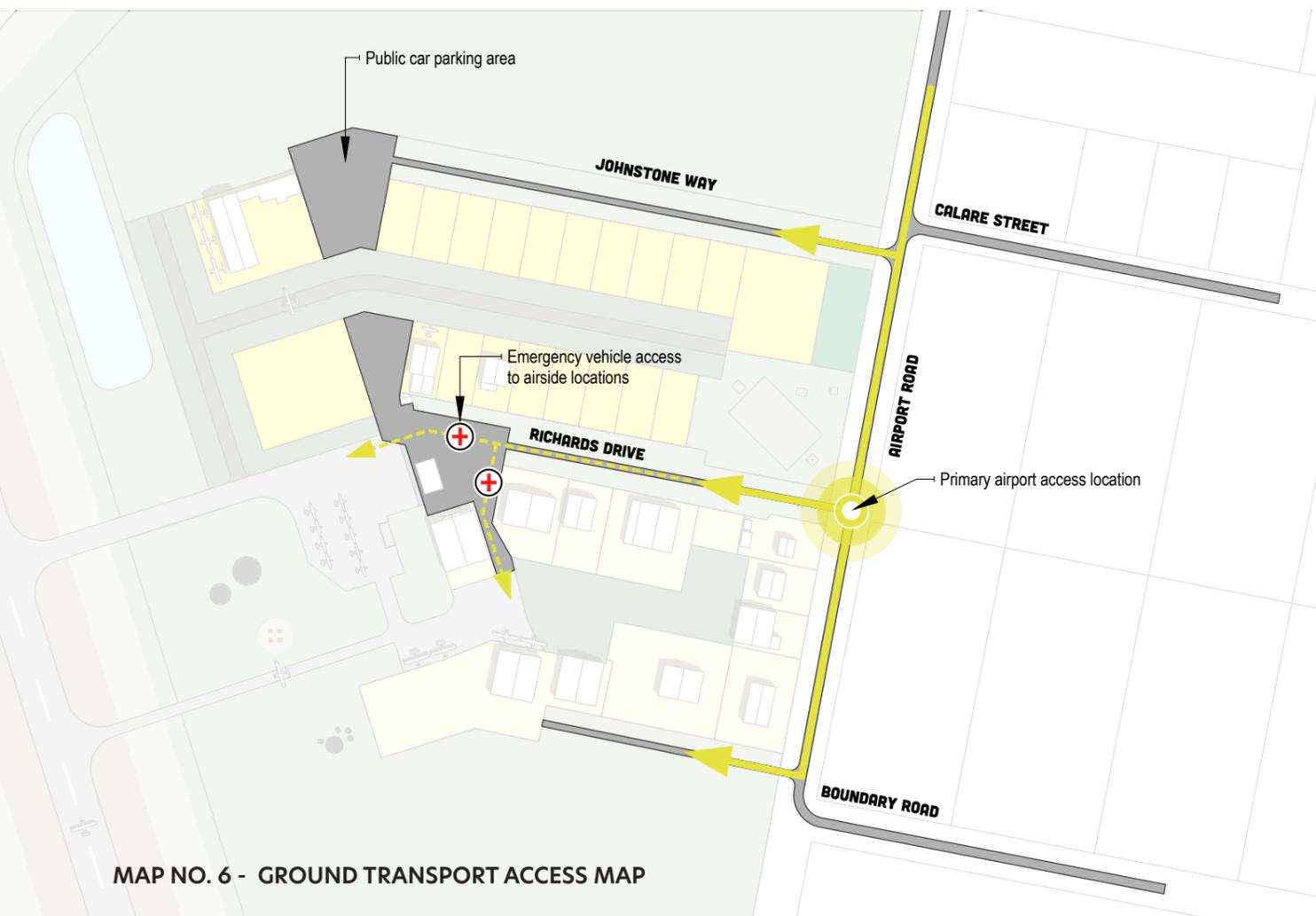
### 4.7. GROUND TRANSPORT ACCESS

Richards Drive serves as the main entrance to the Cowra Airport. Intersecting with Airport Road, Richards Drive has a wide landscaped reservation. Richards Drive also provides principal site access to nine (9) new subdivision lots recently developed by Council as part of the Airport Business Park project.

Johnstone Way is a new public roadway located further north of and parallel to Richards Drive. Johnstone Way provides principal site access to a further twelve (12) subdivision lots recently developed by Council as part of the Airport Business Park project.

Richards Drive and Johnstone Way both lead to expansive public car parking areas which are intended to service the Business Park and any large format events held at the Airport.

Emergency vehicle access to the airside area is gained from Richards Drive initially and then onto Taxiway Alpha from the northern side of the existing terminal building. Access is also available directly onto Taxiway Bravo.



MAP NO. 6 - GROUND TRANSPORT ACCESS MAP

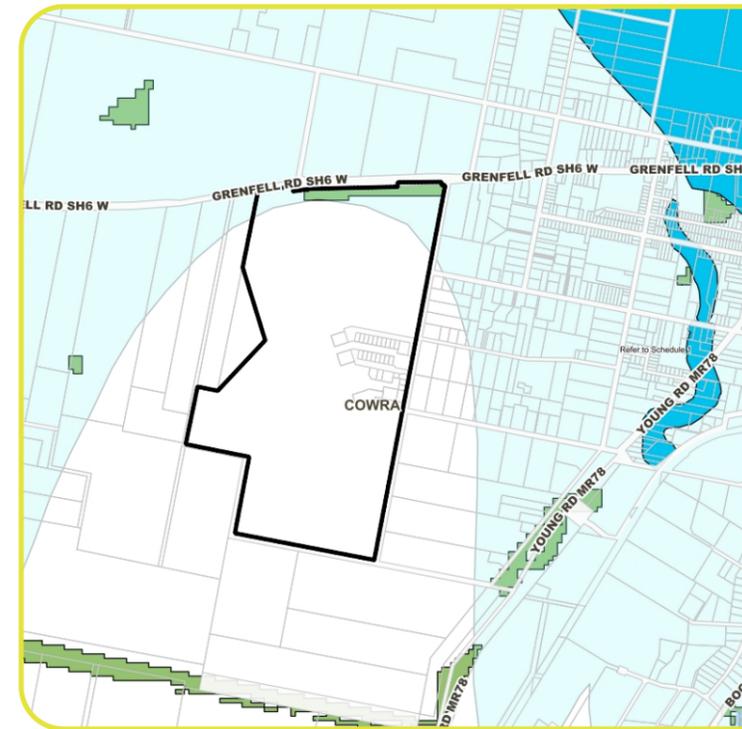
### 4.8. ENVIRONMENTAL VALUES

From an environmental perspective, the Cowra Airport is relatively unconstrained land. There are no major impediments to either the day-to-day operation of the facility or to the future growth and development of private aviation related use.

Cowra Local Environmental Plan 2012 adopts a Terrestrial Biodiversity (BIO) Map. This map shows land that is subject to controls aimed to protecting native fauna and flora, protecting the ecological processes necessary for their continued existence, and encouraging the conservation and recovery of native fauna and flora and their habitats. A review of the mapping shows that none of the Cowra Airport site is of any biodiversity value. The nearest mapped site relates to a community of native trees in the road reservation adjoining the northern boundary of the Cowra Airport - none of which would need to be impacted by existing or proposed activities / uses at the Cowra Airport site.

Cowra Local Environmental Plan 2012 also adopts a Wetlands, Groundwater Vulnerability, Riparian Lands and Watercourses Map. This map shows that a small part of the Cowra Airport site (generally along the northern boundary) is subject to vulnerable groundwaters. The related controls in the LEP are aimed at ensuring that new development considers the potential impact on receiving groundwater in the area. The affected land is currently used for agriculture and this is not anticipated to change as a result of the current planning process.

The land is not mapped as Bushfire Prone land on the Bushfire Prone Land Map for the Cowra Shire certified by the NSW Rural Fire Service. The land is not prone to flooding from the Lachlan River. There are no known localised flooding or stormwater management issues. The land is not subject to any Environmental Conservation Agreements, Set Aside Areas or Property Vegetation Plans. There are no potentially contaminated land issues requiring further investigation as part of the masterplanning process. There are no known items of Aboriginal Cultural or European significance located at the Cowra Airport site.



MAP NO. 7 - ENVIRONMENTAL VALUES MAP

- Cowra airport
- Vulnerable groundwater areas
- Terrestrial biodiversity assets
- Flood prone land

## 4.9. INFRASTRUCTURE AND SERVICING

The Cowra Airport is located on the western outskirts of Cowra. Most urban services are already available at the airport site, and these are described as follows.

### 4.9.1. Water Supply

Potable water is currently supplied to the airport site via a 100mm diameter main in Airport Road. The water supply network services the operational components of the Cowra Airport facility as well as the development lots at the Cowra Airport Business Park.

Three Rural Fire Service water tanks are located adjacent to the southern side of Taxiway Bravo. These tanks are used for aerial firefighting purposes. They have a capacity of 288,000 litres and are supplied by water from Council's reticulated system.

### 4.9.2. Power

There is an 11kVa line with 4 transformers that run along the west side of Airport Road. There is a 220kV transformer opposite Richards Drive. Underground electrical infrastructure has also been installed to service the development lots at the Cowra Airport Business Park.

### 4.9.3. Telecommunications

There is currently wireless NBN in the older sections of the Cowra Airport site, including the privately owned sites south of Richards Drive. For the newly developed subdivision lots in the Cowra Airport Business Park, Fibre-to-the-premises (FTTP) NBN has been installed and is ready to service new business opportunities with reliable high speed broadband internet.

### 4.9.4. Gas

There are no gas easements or assets located within the Airport. At this stage it is not envisaged that there will be a strong demand for reticulated natural gas to the airport site.

### 4.9.5. Wastewater

The Cowra Airport site and subdivision are currently sewered with capacity for future development.

### 4.9.6. Stormwater Management

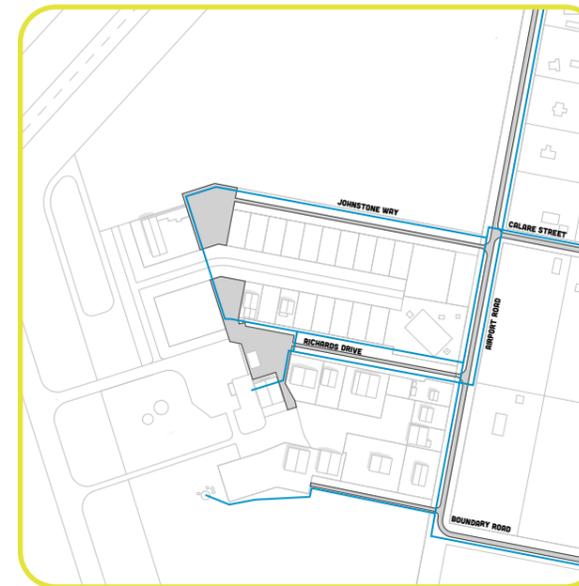
The Cowra Airport does not drain into the urban drainage system developed by the Council for the Cowra Township. The airport site drains to a separate drainage system that eventually discharges to Back Creek. Easements have been secured by Council over relevant property holdings to protect the overland drainage system for the benefit of the Cowra Airport.

A system of underground drainage pipes and surface water channels drains the majority of stormwater generated from the airport site to a central point adjoining the western boundary of the airport site, adjacent to the south-western approach to the grassed runway. From the airport site, stormwater drains over privately owned farmland via surface water channels to Back Creek. These channels form part of a larger drainage system that collects overflow water from the Cowra Abattoir evaporation ponds and discharges its flows to Back Creek. Overall, the drainage system appears to be well constructed and maintained, with capacity for substantial volumes of water to be carried to Back Creek.

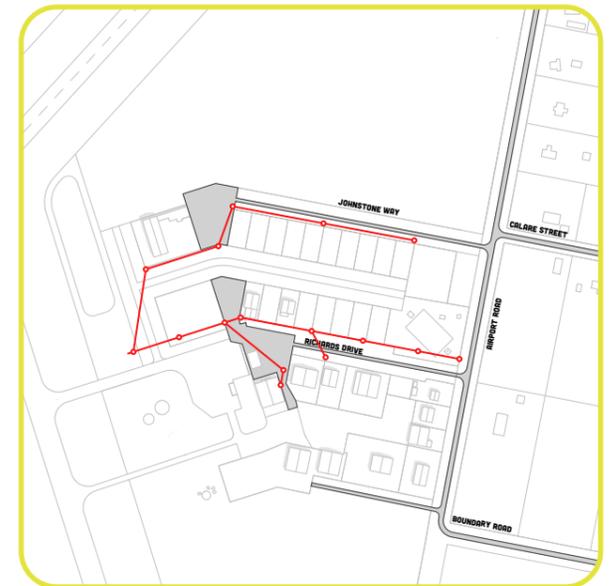
A properly engineered and constructed stormwater drainage has also been installed to service the current stage of the Airport Business Park. The taxiway and roadside verges have been shaped to carry overland stormwater flows, including flows from the development lots, to a stormwater drainage basin located adjacent to Runway 15-33. The basin has been designed with capacity to service current and future stages of development within the Cowra Airport Business Park.

**AS THE COWRA AIRPORT GROWS, IT IS POSSIBLE TO AUGMENT EXTENSIONS TO CRITICAL INFRASTRUCTURE AND SERVICES TO MEET FUTURE NEEDS**

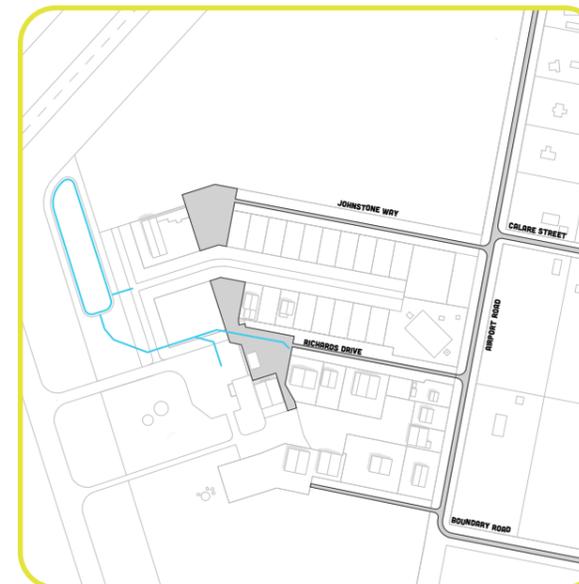
## MAP 8 - INFRASTRUCTURE + SERVICES



Cowra Airport Services Map - Reticulated Water Supply



Cowra Airport Services Map - Reticulated Sewer Supply



Cowra Airport Services Map - Stormwater



Cowra Airport Services Map - NBN FTTP

# DEVELOPMENT OPPORTUNITIES

## SECTION 05

### AVIATION USES

Cowra's central NSW location, surrounding topography, attractive town and landscape and affordable real estate pricing make it an attractive location for aviation activities and it has the potential to grow these segments located at Cowra.

### NON-AVIATION USES

The Cowra Airport Business Park provides existing opportunities to accommodate office and industrial development aviation related services and facilities at the Cowra Airport. The Business Park is zoned B7 Business Park which provides the flexibility for these uses to be accommodate.

### GENERAL AVIATION

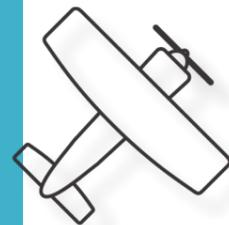
The Airport has a cluster of General Aviation hangars on site that are predominantly occupied by aviation related businesses and emergency services.

The current stage of development at the Cowra Airport Business Park has involved the creation of twenty one (21) freehold lots. The Masterplan shows that the supply of development lots could be increased to as many as 60 lots by continuing the subdivision of land further north.

The runway length and strength is adequate to accommodate for a wide range of general aviation users.

### RPT OPERATIONS

It is unlikely that RPT operations will resume at Cowra Airport in the foreseeable future. Nonetheless there are no infrastructure constraints that would restrict most CODE D turbo prop aircraft operating into the airport other than adequate passenger processing facilities (Terminal).



### EMERGENCY SERVICES

As outlined in Section 4.4, Cowra Airport is a base for the Rural Fire Service (RFS). Existing hangars are used by RFS. In addition, the RFS has committed to the design and construction of a base for Regional Headquarters at the Cowra Airport within the new Business Park. This is a significant development for the Airport and Cowra Shire generally. The presence of the RFS Headquarters will leverage opportunities for Council to promote the Cowra Airport Business Park as a suitable location for other similar investment by emergency service organisations.

### FLIGHT TRAINING

The flight training industry represents a significant opportunity for Cowra Airport. At present, there are two flight schools based at the Airport. Expanded flight training could be the catalyst for additional aviation support businesses (maintenance, avionics etc) as well as student accommodation, education and so on.

### RECREATIONAL AVIATION

The Airport is a destination for private pilots and aviation enthusiast groups. These groups inject significant income into the local economy. The airport infrastructure is adequate for their purposes. There is an opportunity to attract more of these groups and leverage the opportunity to attract for aviation business to Cowra, aviation enthusiasts to make Cowra home, as well the economic benefits to the Cowra economy.

### DEFENCE FORCE USAGE

The Cowra Airport is used by the Australian Defence Force (ADF) to conduct a variety of training exercises. This is enabled because of the airport's strategic location and because the Cowra Airport's main runway can suitably accommodate ADF aircraft. There is an opportunity to expand ADF presence at the Cowra and this could also be a driver for additional aviation activity at the Cowra Airport Business Park.



# AIRPORT PLANNING PARAMTERS

This section provides an outline of the parameters, or considerations, that are central to the planning of the Cowra Airport and preparation of the Cowra Airport Masterplan 2021. The CASA Manual of Standards Part 139 - Aerodromes sets out the airport planning criteria.

## 6.1. AIRCRAFT ACTIVITY FORECAST

Masterplans usually include aircraft activity forecasts. Cowra Airport has no historical statistical records of annual aircraft activity so an estimate of annual movements and of forecast growth of annual movements has been prepared.

The estimate of annual movements is based on information received regarding weekly movements observed by airport staff. A movement is defined as the landing and take-off of one aircraft. Observed movements at Cowra Airport are between 175 - 225 movements per week which is an annual movement between 9,000 and 11,000.

Growth in general aviation in Australia has been stable at 1 - 2% per annum for the last twenty years. The Commonwealth Department of Infrastructure produces general aviation activity reports annually verifying this growth trend. The other area of growth in aviation that may occur is with charter operations.

Taking into consideration these factors, a 1.5% compound growth rate has been applied for all aircraft activity at Cowra Airport. Applying this growth rate indicates that the forecast movements in the year 2023 could be in the range of approximately 11,000 to 13,500 movements per annum. The capacity of the current runway and taxiway configuration is much greater than the number of aircraft movements forecast. The current runway configuration has the capacity for handling over 60,000 movements per annum.

## 6.2. AIRCRAFT AND PASSENGER TRAFFIC

Scheduled Regular Public Transport (RPT) aviation services ceased around 2001. Given the proximity of Orange and Canberra to Cowra, Council is realistic about the low likelihood of scheduled RPT services being reintroduced at the Cowra Airport in the short to medium term. Accordingly, the measurement and forecast of passenger traffic through Cowra airport is not relevant to the preparation of the Cowra Airport Masterplan 2021 at this point.

Should the opportunity arise, a review of the Cowra Airport Masterplan 2021 would be warranted to ensure that the appropriate changes to the design and operation of the airport facility are properly considered and implemented in consultation with relevant stakeholder groups.

# SECTION 06

## 6.3. AERODROME REFERENCE CODE

The Aerodrome Reference Code is based on the characteristics of an aeroplane not the aerodrome. Once the critical aeroplane is determined then the aerodrome facilities are designed and built to meet those characteristics. The primary runway, taxiway and apron at the Cowra Airport have been constructed to code 3C standards, catering for aeroplanes with a wing span from 24m up to but not including 36m.

Code No.	Code Element 1	Code Element 2		Other main gear wing span
	Aeroplane Reference Field Length	Code Letter	Wing Span	
1	Less than 800m	A	Up to but not including 15m	Up to but not including 4.5m
2	Not less than 800m	B	15m up to but not including 24m	4.5m up to but not including 6m
3	Not less than 1200m	C	24m up to but not including 36m	6m up to but not including 9m
4	Not less than 1800m	D	36m up to but not including 52m	9m up to but not including 15m
		E	52m up to but not including 65m	
		F	65m up to but not including 80m	

## 6.4. DETERMINING RUNWAY LENGTH & WIDTH

The Aeroplane Reference Field Length (ARFL) published by aircraft manufacturers for each aircraft type determines the runway length. There are a number of aircraft commonly used in the Australian aviation industry for regional passenger operations and for business charter. The most commonly used RPT aircraft operating in regional centres on the eastern seaboard are turbo prop aircraft such as the Dash 8 and SAAB 340.

Commonly used business charter aircraft include the Canadair Challenger 604 which is used by the RAAF to transport Federal Parliamentarians within Australia and the Cessna Citation/Learjet which is used by many businesses to transport senior management within Australia. These aircraft can operate into Cowra unrestricted in its current configuration (i.e. the runway length, width and the current pavement strength do not limit these aircraft).

The construction materials used and the constructed depth of the pavement determine pavement strength. For a pavement to be determined suitable for an aircraft operation the designated Pavement Classification Number (PCN) should match the Aircraft Classification Number (ACN) given to an aircraft by the manufacturer. Runway 15/33 pavement strength at Cowra Airport has a published low PCN (10), which allows for a Jstream 31, Kingair 350, SAAB-340m Metro III, Learjet 55 and a Jstream 41.

Aircraft	Seats	ARFL	MTOW (kg)	ACN
Dash 8-300	50	1122	18654	9
Dash Q400	70	1354	28440	16
Jetstream 31	19	1440	7033	4
Kingair 350	12	1100	6829	3
SAAB-340	30	1220	13353	7
Metro III	18	991	6577	10
Challenger 604	12	1780	21610	13
Learjet 55	8	1292	9888	6
Jstream 41	32	1500	10907	5

## 6.5. SELECTED DESIGN AIRCRAFT

For the purpose of this Masterplan the critical design aircraft selected is a Dash Q400. This aircraft can operate at Code 3C aerodromes and Cowra Airport's primary facilities are built to Code 3C standard.

However this does not take into account pavement strength and as Cowra Airport has a PCN of 10, this aircraft would be weight restricted until the pavements were reassessed.

## 6.6. NAVIGATION SYSTEMS

A Non-Directional Beacon (NDB), owned by Airservices Australia, is situated east of the terminal apron and is adjacent to the main access road entering the airport.

The original Masterplan prepared for the Cowra Airport identified plans to relocate the NDB to a new location generally south of the Airport's main hangar precinct. Since this time Council has investigated the relocation project with Air Services Australia and it has been determined that the exercise is cost prohibitive. For this reason, the NDB will remain functioning at its current location.

A Very High Frequency (VHF) Omnidirectional Range (VOR) is located on the airport west of runway 15/33 and south of runway 03/21. The VOR is however no longer operational and does not need to be accounted for as part of the preparation of this Masterplan.

## 6.7. MOVEMENT AREAS

Richards Drive serves as the main vehicle entrance to the Cowra Airport and provides principal site access to the terminal building and mainstay of existing development and airport facilities. Johnstone Way provides vehicle access to the current stage of subdivision lots at the Cowra Airport. The existing vehicle access arrangements are adequate and will not need to be reconfigured or upgraded as part of the growth of the Cowra Airport.

Aircraft parking is currently available on the sealed apron in front of the terminal. During events that attract large numbers of private aircraft visitors to Cowra, overflow parking is accommodated between the taxiways Alpha and Bravo.

As the Cowra Airport continues to grow, the size of the sealed apron in front of the terminal building may need to be increased and this has been detailed in the Masterplan.

Users at the Airport would benefit from additional measures to help secure parked aircraft. Tie down cables are currently only available on the grassed area to the south of the Terminal building, but should be incorporated into any expanded aircraft parking area.

## 6.8. PASSENGER TERMINAL

The existing terminal building is occupied and appears to be providing a functional use. A new building does not appear to be warranted at the present time. Should RPT services return to Cowra then the most likely site for a larger airport terminal/multipurpose building would be to construct it to the north of the existing terminal. It is important that this site and expansion area is protected should RPT services resume in the future. As long as the existing building is safe and compliant, it should be retained and continue to be used.

## 6.9. SECURITY REQUIREMENTS

The Aviation Transport Security Act 2004 (the Act) establishes a regulatory framework to safeguard against unlawful interference with aviation. To achieve this purpose, the Act establishes minimum security requirements for the Australian aviation industry by imposing obligations on persons engaged in certain aviation activities.

Currently there are no security measures in place at the Cowra Airport. This arrangement is expected to continue unless regular passenger transport resumes at the facility, or other legislative requirements are introduced for regional airport facilities like Cowra Airport.

## 6.10. AUSTRALIAN NOISE EXPOSURE FORECAST

The ANEF system adopted in Australia is a planning tool used to forecast the level of noise generated by aircraft operations at an aerodrome. The level of noise is determined by the size and type of aircraft, the number of movements and whether the movements occur during the day or at night. Wind conditions and runway orientation are also factored into the model that is used to produce an ANEF.

Cowra Airport is only used by light aircraft and due to the low number of aircraft movements these aircraft do not generate sufficient noise for an Australian Noise Exposure Forecast (ANEF) to be meaningful. An ANEF is not being produced as part of this Masterplan.

## 6.11. OBSTACLE LIMITATION SURFACES

The Obstacle Limitation Surfaces (OLS) are determined by the Aerodrome Reference Code for each runway. At Cowra Airport runway 15/33 is a Code 3 runway and runway 03/21 is a Code 1 runway. The OLS is surveyed annually by a specialist surveyor and the information is published in ERSA-RDS. The current OLS chart for Cowra Airport is available from Cowra Shire Council on request.

There are no significant obstacles in relation to Cowra Airport that penetrate the obstacle free gradients for approach and take-off for all four runway ends.

Future buildings erected close to both runways may be required to have a maximum building height restriction applied to ensure that they remain below the transitional surface.

Map No. 9 shows the Obstacle Surface Limitation that applies to the Cowra Airport.



**MAP 9 - OBSTACLE LIMITATION SURFACE**

OLS shown as indicative only. Refer to drawings held by Council for further detailed information about OLS applying to Cowra Airport.

# LAND-USE PLANNING

This section provides an overview of the relevant land-use planning considerations relevant to the future growth and development of the Cowra Airport.

## SECTION 07

### 7.1. NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK

The National Airports Safeguarding Framework is a national land use planning framework that aims to:

- improve community amenity by minimising aircraft noise-sensitive developments near airports; and
- improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.

The Framework applies at all airports in Australia and affects planning and development around airports. The nine principles have been considered in terms of their applicability to the planning of the Cowra Airport and this is presented as follows.

#### 7.1.1. Guideline A - Measures for managing impacts of aircraft noise

Guideline A provides advice on the use of a supplementary suite of noise metrics, including the Australian Noise Exposure Forecast system and frequency-based noise metrics, to inform strategic planning and provide communities with comprehensive and understandable information about aircraft noise.

As discussed in Section 6.10 of this Masterplan, the Cowra Airport is only used by light aircraft and due to the low number of aircraft movements these aircraft do not generate sufficient noise for an Australian Noise Exposure Forecast (ANEF) to be meaningful.

##### Planning recommendation

The Masterplan does not recommend the preparation of an ANEF for the Cowra Airport.

#### 7.1.3. Guideline B - Managing the risk of building generated windshear and turbulence at airports.

Guideline B presents a layered risk approach to the siting and design of buildings near airport runways to assist land use planners and airport operators to reduce the risk of building—generated windshear and turbulence.

The ‘assessment trigger areas’ in Section 49 of Guideline B have been mapped for the Cowra Airport (see Map 10). The mapping shows that the current stage of the Cowra Airport Business Park can be developed without risk that new buildings will cause windshear or turbulence for aircraft operations on either Runway 15-33 or Runway 03-21.

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, however in most cases building heights would unlikely exceed the limits of acceptability based on the principles of 1:35 surface.

##### Planning recommendation

The Masterplan recommends that appropriate provisions are included in the next review of the Cowra DCP 2014 to ensure that appropriate consideration is given to Guideline B as part of the assessment of new Development Applications at the Cowra Airport.

#### 7.1.2. Guideline C - Managing the risk of wildlife strikes in the vicinity of airports

Guideline C provides advice to help protect against wildlife hazards originating off-airport. Many existing airports are surrounded by areas that are attractive to wildlife, especially birds, but appropriate land use planning decisions and the way in which existing land use is managed in the vicinity of airports can significantly reduce the risk of wildlife hazards.

There is a wide variety of land-use activities that can present a risk of attracting wildlife and triggers (based on distance from an airport) for adopting active measures to mitigate that risk and these are listed comprehensively in Attachment A of the Guideline.

An analysis has been completed to determine how many moderate risk land-use activities are located within 3km of the Cowra Airport. The only sites that are identified are the following sites were identified the Cowra Showground / racetrack, Cowra golf course and the Cowra Abattoir waste treatment ponds.

Of these three land-uses, the Cowra Abattoir waste treatment ponds pose a greater level of risk to operations at the Cowra Airport. The location of these ponds are shown in Map 3 of this Masterplan. The ponds have existed in this location for a long period of time and do not appear to have presented a major problem for aircraft at the Cowra Airport.

Council is not proposing any significant land-use changes within 3km of the Cowra Airport site which could pose an increased risk of birdstrike.

##### Planning recommendation

As a minimum, the Masterplan recommends regular monitoring of birdstrike events at the Cowra Airport to determine if any risk mitigation measures are required to be implemented for this site. The Masterplan also recommends the use of landscape species at the Cowra Airport which are not highly attractive to birds.

MAP NO. 10 - WIND SHEAR & TURBULANCE MAP



**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

**7.1.4. Guideline D - Managing the risk of physical obstacles to air navigation**

Wind turbines can constitute a risk to low-flying aviation operations such as agricultural pilots. Additionally, temporary and permanent wind monitoring towers can be erected in anticipation of, or in association with, wind farms and can also be hazardous to aviation, particularly given their low visibility. Guideline D provides advice on the location and safety management of these and other similar structures.

This is not considered to be a risk for operations at the Cowra Airport and no further consideration is required.

**Planning recommendation**

The Masterplan does not recommend any action in relation to the planning of wind turbines.

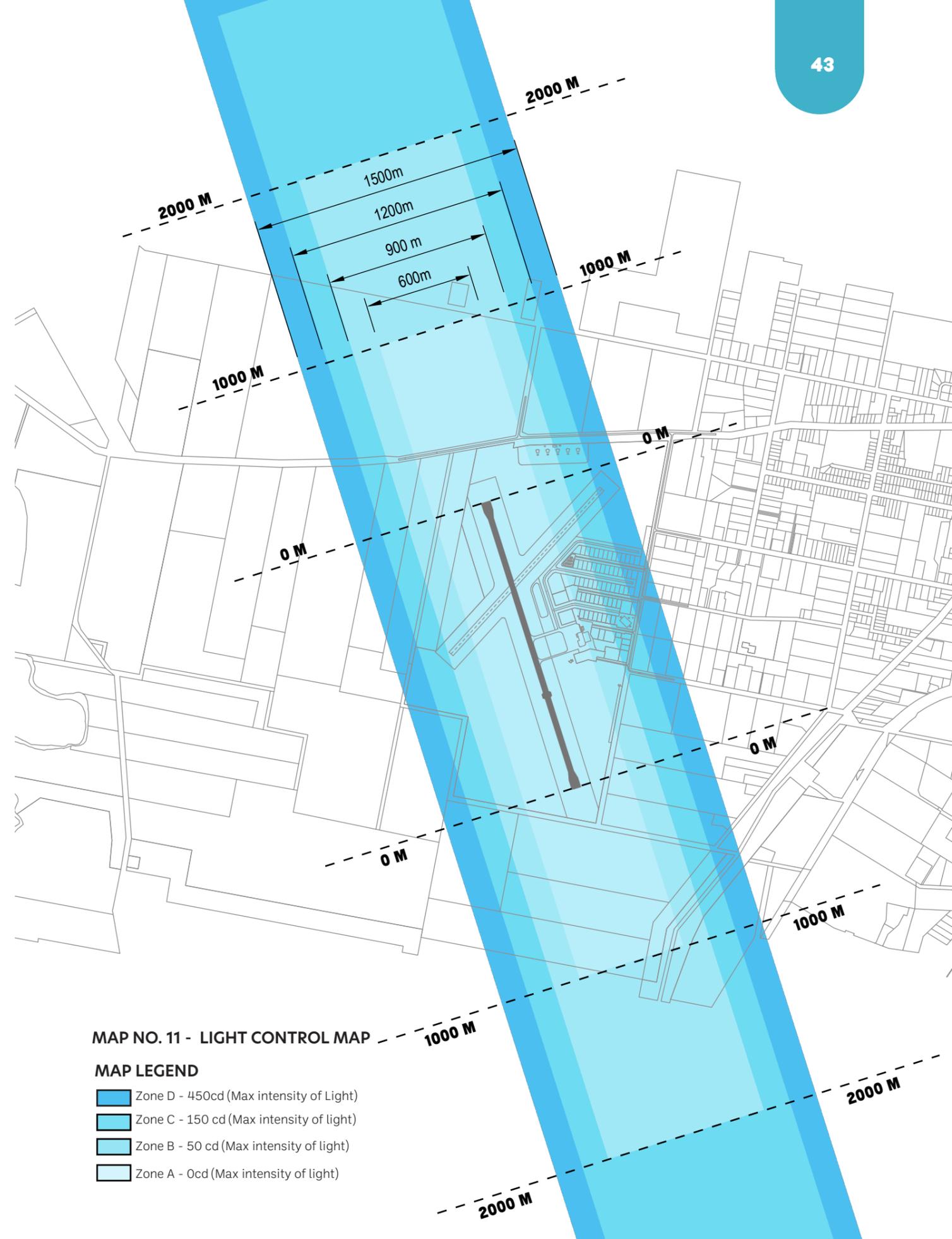
**7.1.5. Guideline E - Managing the risk of distractions to pilots from lighting in the vicinity of airports.**

Pilots are reliant on the specific patterns of aeronautical ground lights during inclement weather and outside daylight hours. These aeronautical ground lights, such as runway lights and approach lights, play a vital role in enabling pilots to align their aircraft with the runway in use. 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. Guideline E provides advice on the risks of lighting distractions and how these can be minimised or avoided. According to the Guideline, CASA should be consulted when new sources of significant lighting are being planned in the vicinity of an airport. Examples of such development include, motorways / freeway lighting, stadium flood lighting, and construction lighting.

Using Attachment 1 to the Guideline, the light control zone for Runway 15-33 at the Cowra Airport has been mapped (See Map 11). A review of this mapping confirms there are no sites where large developments with significant light sources are planned, or which are likely / possible based on the land-use planning framework applying under Cowra Local Environmental Plan 2012.

**Planning recommendation**

As a minimum, the Masterplan recommends revising Part J of the Cowra DCP 2014 to include Map 11 as a trigger for CASA consultation where new developments in a mapped area include significant light sources.



**7.1.6. Guideline F - Managing the risk of intrusions into the protected operational airspace of airports.**

Guideline F provides advice for planners and decision makers about working within and around protected airspace, including OLS and PANS-OPS intrusions, and how these can be better integrated into local planning processes.

As detailed in Section 6.11 and shown in Map 9 of this Masterplan there is already an OLS applying to the Cowra Airport and this is available from Cowra Shire Council on request. There are no significant obstacles in relation to Cowra Airport that penetrate the obstacle free gradients for approach and take-off for all four runway ends.

**Planning recommendation**

The Masterplan recommends that Council continue to consider the implications of the OLS for the Cowra Airport as part of the determination of Development Applications for new buildings near the Cowra Airport.

**7.1.7. Guideline G - Protecting Aviation Facilities - Communications Navigation and Surveillance**

Communications, Navigation and Surveillance (CNS) facilities are crucial to the safe and efficient operation of aircraft. While such facilities are generally associated with airports, some are offsite and at significant distances from airports. Inappropriate development in the vicinity of these facilities can compromise their effectiveness. Guideline G is intended to assist land-use planners in their consideration of these facilities when assessing development proposals and rezoning requests and when developing strategic land use plans. It will also guide their interactions with Airservices Australia and the Department of Defence on when to consult on development proposals and in gaining up to date geographical locations for these facilities.

At the Cowra Airport, the relevant CNS's are the Non-Directional Beacon (NDB) and the VHF Omni-Directional Range (VOR), although the VOR is no longer operational and does not need to be accounted for as part of the preparation of this Masterplan.

The NDB (owned by Airservices Australia) is situated east of the terminal apron and is adjacent to the main access road entering the airport. The original Masterplan prepared for the Cowra Airport identified plans to relocate the NDB to a new location generally south of the Airport's main hangar precinct. Since this time Council has investigated the relocation project with Air Services Australia and it has been determined that the exercise is cost prohibitive. For this reason, the NDB will remain functioning at its current location. It is therefore appropriate that this revision of the Masterplan properly investigate the potential impacts of the NDB (and its associated Building Restricted Area) has on the development potential of the new subdivision lots in the Cowra Airport Business Park.

Using Guideline B (and in particular the NDB siting guidelines), an analysis has been completed to determine the maximum heights that new buildings would need to ensure that they remain unrestricted by the NDB at the Cowra Airport.

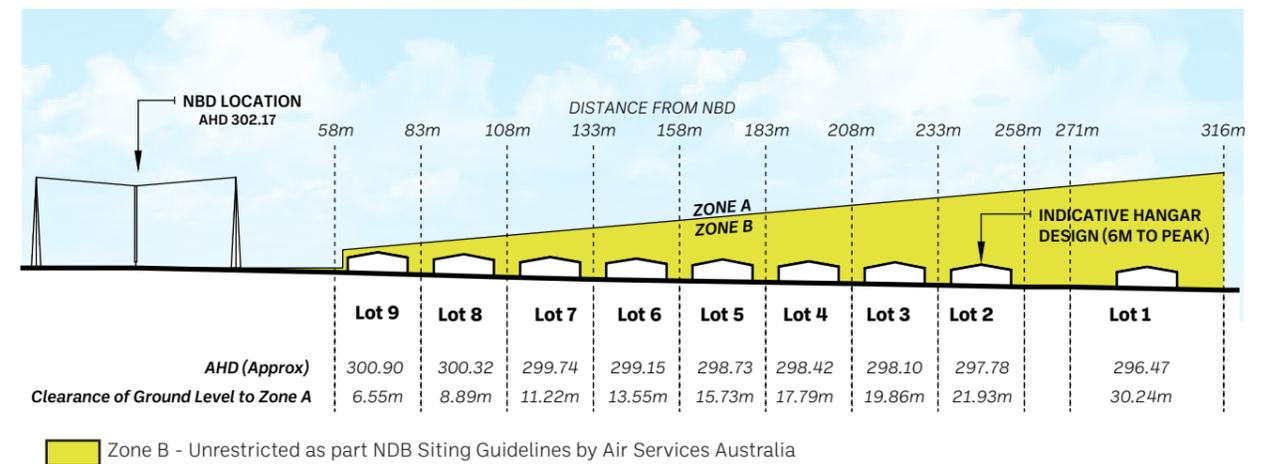
Lots 1 to 9 have been used as the benchmark for analysis as these lots are directly west of the NDB and the site levels (AHD) correspond generally to areas further north. The analysis (shown in Map 13) confirms that a typical sized aircraft hangar could be constructed on the lots without breaching Zone 'B' airspace.

**Planning recommendation**

As a minimum, the Masterplan recommends revising Part J of the Cowra DCP 2014 to include building height controls for a number of lots which are closest to the NDB location. The table to the right of page describes these lots and the building height limits which should be imposed.

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. 13 - NDB SITING REQUIREMENTS - LOTS 1 TO 9 IN AIRPORT BUSINESS PARK**



**7.1.8. Guideline H - Protecting Strategically Important Helicopter Landing Sites**

The protection of strategically important helicopter landing sites (HLS) (such as those associated with hospitals) from the adverse impacts of development has become a critical issue in recent years.

A Helicopter Landing Site (HLS) is an area not located on an aerodrome that is wholly or partly used for the arrival or departure of helicopters. Guideline H seeks to provide a consistent national approach for land use planning in the vicinity of these facilities.

Up until recently, the Helicopter Landing Site for the Cowra Township was located at the Col Stinson Park in North Cowra. This site is no longer used due to increasing problems associated with all weather access for emergency service vehicles and safety of park users. As a result, Care Flight (and other air emergency) helicopters now land at the Cowra Airport on the main apron area adjacent to the existing terminal building. Council currently provides landing concessions for these operations.

Since there is no dedicated helicopter land pad at the Cowra Airport, this has been provided for on the Cowra Airport Masterplan 2021. The chosen location is adjacent to the expanded aircraft parking area between Taxiway Bravo and the Windsock and Signal location. If the construction of a helicopter land pad at the Cowra Airport becomes a realistic proposition, further consultation with CASA will be required to determine the suitability of the chosen location.

**Planning recommendation**

The Masterplan does not recommend any action in relation to the current Helicopter Landing Site at Col Stinson Park. The Masterplan does however show a potentially suitable site for a dedicated Helicopter Landing Site at the Cowra Airport should this be required in the future.

**7.1.9. Guideline I - Public Safety Areas**

Public Safety Areas (PSAs) are designated areas of land at the end of airport runways within which certain planning restrictions may apply. The PSA Guideline was developed to mitigate the risk of on-ground fatalities from an aircraft incident, by informing a consistent approach to land use at the end of Australian airport runways.

A Runway End Safety Area (RESA) must be provided at the end of a runway strip to protect the aeroplane in the event of undershooting or overrunning the runway. RESAs with a length of 90m are required for Code 3 or 4 aircraft, and 240m for an international airport. In other cases, the minimum RESA length is 60m. The width of a RESA must not be less than twice the width of the associated runway. This is only applicable to runway 15/33 as it is an instrument runway. Since these areas do not encroach beyond the boundary of the Cowra Airport site, there is no need to implement land-use planning controls other than to protect these areas from inappropriate development in the Cowra Airport Masterplan.

(A Public Safety Area (PSA) or Public Safety Zone (PSZ) is a defined area at the end of an airport's runway where there is potentially an increased risk of an aircraft accident occurring. PSZs define the area in which developments may be restricted in order to protect the safety of both aircraft and passengers, property, and people on the ground in the event of an aircraft accident during landing or taking off.

A PSZ for the Cowra Airport is shown in Map 14.

**Planning recommendation**

Given the PSZ encroaches land beyond the Cowra Airport, the recommended approach is to ensure that suitable controls are incorporated into a future revision of Part K (Buffers) of the Cowra Shire Council Development Control Plan 2014.

**MAP NO. 14 - PUBLIC SAFETY AREAS MAP**



## 7.2. LEP ZONING FRAMEWORK

### 7.2.1. Land-use permissibility

It is relevant for the Masterplan to consider whether the existing zoning framework that has been applied to the Cowra Airport under Cowra Local Environmental Plan 2012 is adequately providing for the full range of land-use activities that are intended to be accommodated at the site.

For the operational land at the Cowra Airport, the SP2 Infrastructure zone currently applies. The SP2 zone is the recommended zone for infrastructure uses (such as airports) under the Standard LEP Template. The SP2 zoning is also a prescribed zone under State Environmental Planning Policy (Infrastructure) 2007 which allows for most type of development to be completed either without consent as exempt development, or without consent subject to the preparation of a Review of Environmental Factors.

For the private development lots at the Cowra Airport Business Park, the B7 Business Park zone currently applies. This zone currently allows for a wide range of land-use activities including aircraft storage (hangars) as well as commercial, light industrial and high technology uses. Objectives have been built into the zone to ensure new development supports or is compatible with aviation at the Cowra Airport.

There has been some interest from potential purchasers looking to buy land at the Cowra Airport Business Park for non-aviation related purposes including residential housing and tourist/visitor accommodation. As part of the original Masterplanning exercise for the Cowra Airport, Council made a conscious and strategic decision to prohibit land-use at the Cowra Airport that is not directly linked to aviation - aimed at growing the site into a significant, high quality aviation base that services the Central West and greater NSW. This Masterplan does not recommend any changes to this approach for managing land-use at the Cowra Airport. If some of these uses are permitted at the site, Council risks the Cowra Airport Business Park developing into an area that does not properly support aviation at the Cowra Airport.

It should, however, be noted that the planning framework would still enable Council to consider uses which are ancillary to the primary uses of the land for a (permissible) aviation related purposes - for example - pilot accommodation associated with a flight training school).

#### Planning recommendation

The Masterplan does not recommend any changes to the zoning for the Cowra Airport Business Park. The B7 Business Park zone remains the most suitable zone to provide for new airport related development.

### 7.2.2. Zoning Boundary

The zoning framework for the Cowra Airport was introduced with the gazettal of Cowra Local Environmental Plan 2012 in January 2013.

In 2013, the Cowra Airport Business Park was being masterplanned, however the precise location of future property boundaries was unknown. For this reason, Cowra LEP 2012 was gazetted with zone boundaries that were approximated only.

Now that the first stage of subdivision at the Cowra Airport Business Park has been registered, it is possible to compare the gazetted zoning boundaries to the current cadastral. This comparison is shown in Map 15 and it is evident that the current zone boundary does not perfectly align with the cadastral boundary. The only affected lots are Lot 1 DP 1257368 and Lot 22 DP 1257368.

#### Planning recommendation

The imperfections are not major and are they are not expected to create any significant issues for Council as part of the assessment of new Development Applications for the affected lots. However, the Masterplan still recommends a 'housekeeping' amendment to the zone boundary as part of a future review of Cowra Local Environmental Plan 2012.

MAP NO. 15 - CURRENT ZONE BOUNDARY COWRA LEP 2012



#### MAP LEGEND

- B7 Business Park Zone
- SP2 Infrastructure Zone
- R5 Large Lot Residential

### 7.2.3. Surrounding Land-use

It is relevant for the Masterplan to consider whether the existing zoning framework that has been applied to land that is external of the Cowra Airport is compatible with aviation activities or whether long term change may be required to ensure airport operations are not compromised by inappropriate land-uses near the airport facility.

The land east of the airport forms part of the outer fringes of the Cowra urban area. Known generally as West Cowra, the primary-land-use is residential. The area has been identified in Council's strategic planning as a growth area for large lot residential development and planning controls have been implemented by Council allowing subdivision down to a minimum lot size of 4,000m<sup>2</sup> subject to the connection of reticulated sewerage. Despite the proximity of existing housing in this area, flying activity at the Cowra Airport does not appear to be an ongoing source of noise conflict for nearby residents. However, as new growth occurs both at the Cowra Airport and within the West Cowra growth area, it will be important for Council to monitor any emerging land-use conflict issues.

The land north and west of the Cowra Airport is currently zoned for primary production purposes. Agricultural land-use is generally compatible with airport operations and the masterplan does not recommend any land-use planning changes.

The land to the south west of the Airport is currently zoned for General Industrial purposes and is currently used by the Cowra Abattoir facility for waste treatment purposes. Other than birdstrike (which has been addressed in a previous section of this Masterplan) the current use of this land does not represent a source of potential land-use conflict for the Cowra Airport. This Masterplan does not recommend any land-use planning changes.

#### Planning recommendation

As a minimum, the Masterplan recommends:

- Maintaining and improving where possible the vegetation buffer along the western side of Airport Road as shown on the Cowra Airport Masterplan.
- Ensuring that settlement density in West Cowra is kept to acceptable levels. The recommended approach is to keep the minimum lot size for this area at not less than 4,000m<sup>2</sup>.

## 7.3. DEVELOPMENT CONTROL FRAMEWORK

The Cowra Development Control Plan 2014 (the DCP) provides a more detailed level of guidance and controls for development matters in the Cowra Shire.

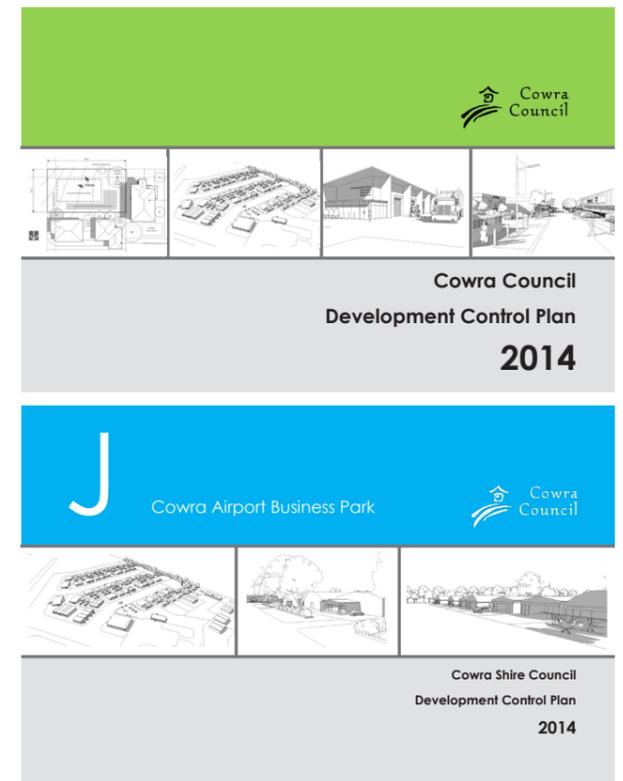
Part J of the DCP applies specifically to the Cowra Airport and contains a detailed set of controls to guide future subdivision and building development at the Cowra Airport Business Park.

The DCP is programmed for review in the 2020/2021 financial year and this will present an opportunity for Council to ensure that the planning framework for the Cowra Airport is continuing to meet Council's and the communities expectations.

Various sections of this Masterplan have recommended items or matters that should be considered as part of the DCP review. For ease of reference, these items / matters are summarised as follows:

- Incorporation of new controls requiring proper consideration of windshear and turbulence as part of the assessment of new buildings at the Cowra Airport Business Park.
- Incorporation of new controls requiring proper consideration of potential lighting distractions as part of the assessment of new developments both within and external to land at the Cowra Airport.
- Incorporation of building height limits for certain lots at the Cowra Airport Business Park to protect the NDB Navigational aid.
- Incorporation of new controls limiting new development within the Public Safety Areas relating to main runway 15/33 at the Cowra Airport.

Note: The review process may identify other controls that need to be added / amended in Part J of the Cowra DCP 2014. For this reason, the above items are not intended to represent a comprehensive list of changes proposed to Part J of the DCP.



# PRECINCT PLANNING

## 08 SECTION



### PRECINCT 1

Precinct 1 contains the existing airport facilities including sealed Runway 15/33, grass runway 03/21, Taxiways Alpha, Taxiway Bravo, existing aircraft parking apron, RFS water tank refilling station, and stormwater detention basin servicing the Cowra Airport Business Park.

Precinct 1 therefore contains the critical operational components of the Cowra Airport and must be protected from all forms of inappropriate development.

The main apron located immediately west of the terminal building must be preserved, as this area would be critical should a regular passenger transport service return to Cowra Airport at some stage in the future.

The Masterplan has for an expanded and dedicated aircraft parking area between Taxiway Alpha and Bravo, as well as a dedicated Helicopter Land Site should this be required in the future.

The Masterplan has reserved adequate room in Precinct 1 for the installation (should it be required in the future) of a new taxiway parallel to Runway 15/33, from the threshold of 15 to the threshold of 33, on its eastern side and incorporating taxiway Charlie. This taxiway would improve traffic flow and safety and reduce the number of aircraft backtracking on the active runway to a minimum.

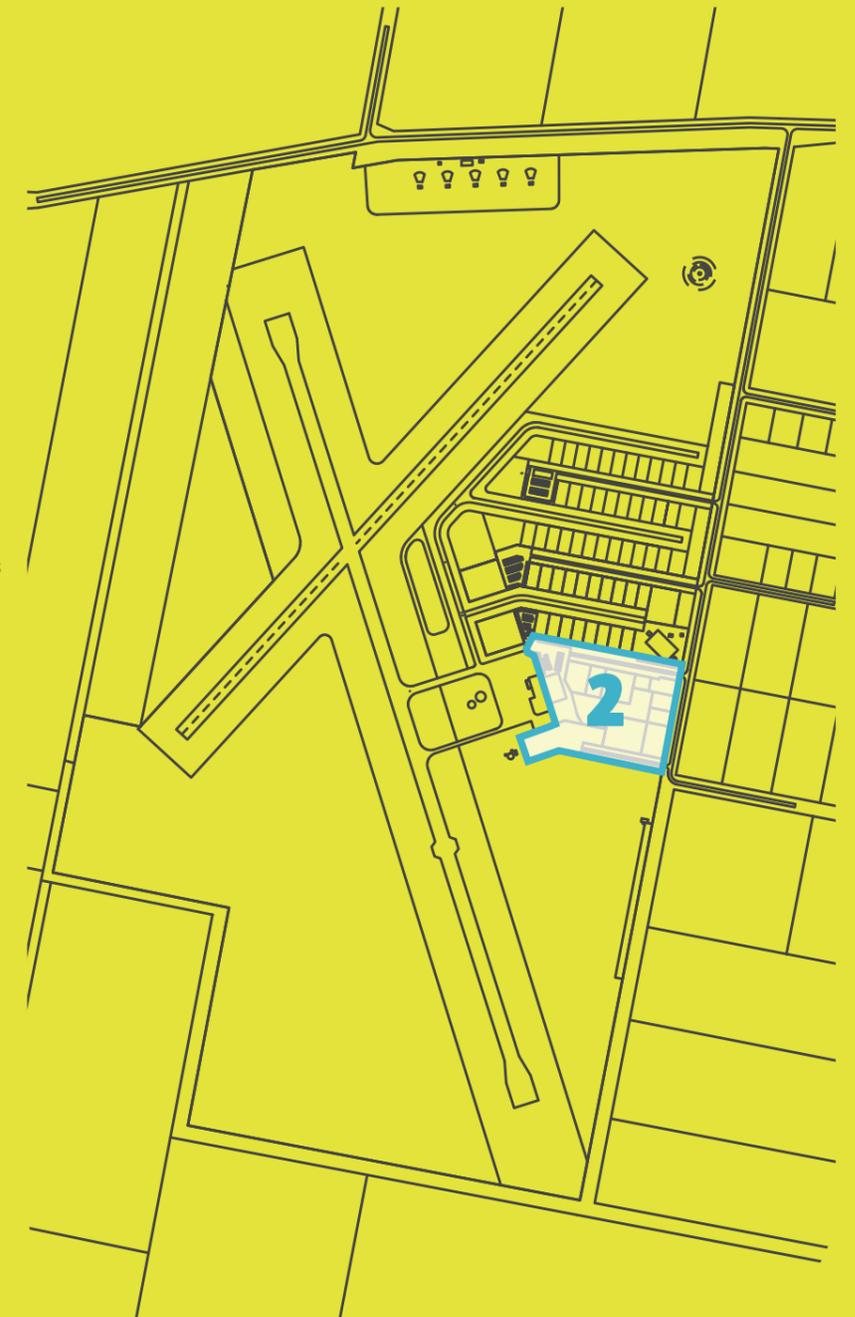


### PRECINCT 2

Precinct 2 contains the existing Airport Terminal Building and associated car parking area, which are accessed from Richards Drive.

Precinct 2 also contains a number of privately owned lots created by Council years ago as part of the original subdivision at the Cowra Airport. These lots are currently used for a variety of aviation related purposes including manufacturing, servicing, storage and refuelling of aircraft. Despite this area being an older part of the Cowra Airport, these lots are still considered to be a part of the Cowra Airport Business Park and will continue to play an important part of the success of the aviation business cluster at the Cowra Airport. For this reason, Precinct 2 has been included as part of a more detailed Masterplan presented in Section 9.

The Masterplan does not expect that there will be a requirement for a building that provides traditional passenger processing activities in the short to medium term. However, it is prudent to retain room for the construction of a new terminal building to the north if there was a need for such a facility in the future. If a new terminal building was to be developed, particularly in association with a regular passenger service, additional car parking may be required. The area immediately east of the terminal building has been reserved for car parking.



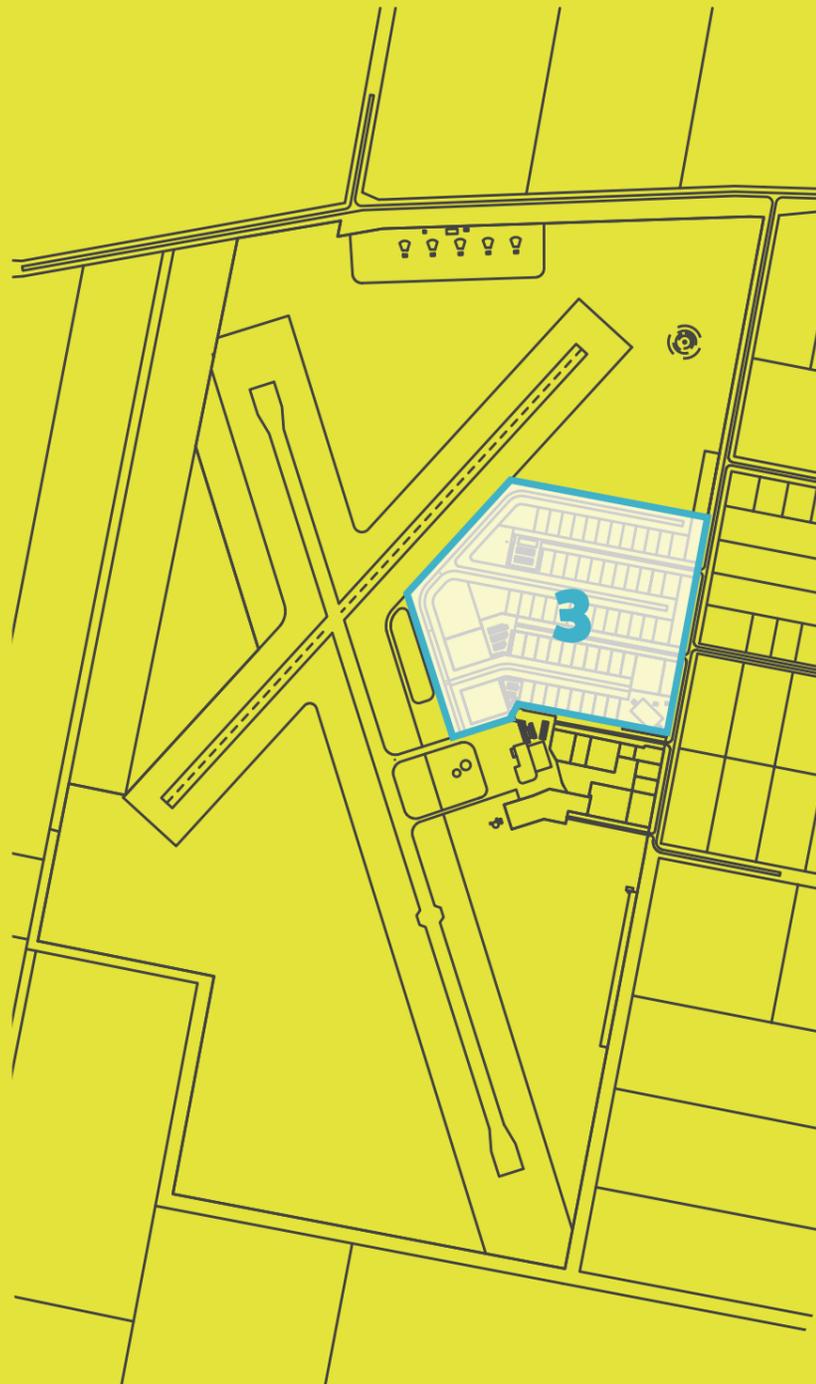
## PRECINCT 3

Precinct 3 is reserved for the development of the Cowra Airport Business Park. It is within this precinct that Council will seek to expand on the current stage of subdivision development and grow the Cowra Airport by supporting new private investment in aviation related business and industrial development. A detailed Masterplan for Precinct 3 is shown in Section 9.

The Masterplan shows the current and future stages of subdivision. Adequate land is available within this precinct to accommodate the longer term growth prospects of the site. The geometry of Precinct 3 relative to Airport Road lends itself to a logical staged development based on demand.

Whilst the masterplanning for Precinct 3 has been properly considered, there will remain opportunities for aspects of the site design to be varied based on perceived changes to market demand. For example, lot sizes can be easily changed, if necessary, so suit potential buyer needs.

A 30 meter wide landscaped strip is proposed along the boundary of precinct 3 to provide a buffer between airport developments and housing on the east side of Airport Road. The layout of the taxiways and hangar development ensures that aviation activity can be separated from public access roads which are located at the rear of the hangar sites. The proposed taxiways servicing the hangar sites have been planned to ensure that there is adequate parking in front of hangars for stationary aircraft without restriction to taxiing aircraft.

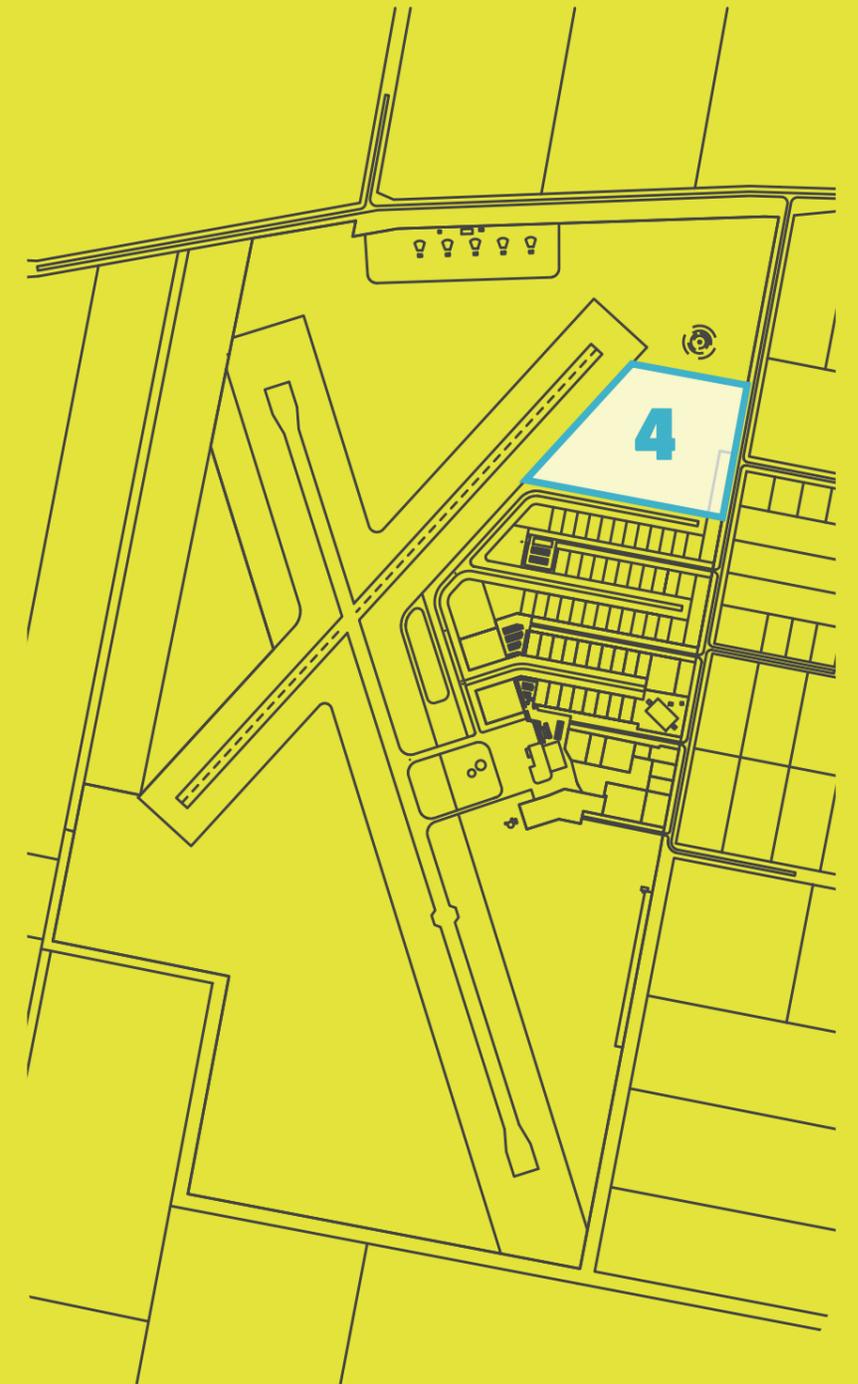


## PRECINCT 4

The Masterplan shows a healthy expansion plan for the Cowra Airport Business Park and whilst it is unlikely, at least in the medium term, that land within Precinct 4 will be required for development, this area could be used for this purpose should demand exist in the longer term.

Until this land is required for development purposes it should continue to be used for agricultural activities.

The development of Precinct 4 is subject to compliance with the required exclusion zone around the BOM equipment.



## PRECINCT 5

Precinct 5 adjoins the Mid Western Highway at the northern end of the airport site.

Precinct 5 contains land that is currently used (leased) by the Cowra Gun Club as well as for agricultural purposes. This area also accommodates the automatic weather station.

Part of the precinct is subject to OLS restrictions and the Public Safety Area's relating to Runway 15/33 and Runway 03/21.

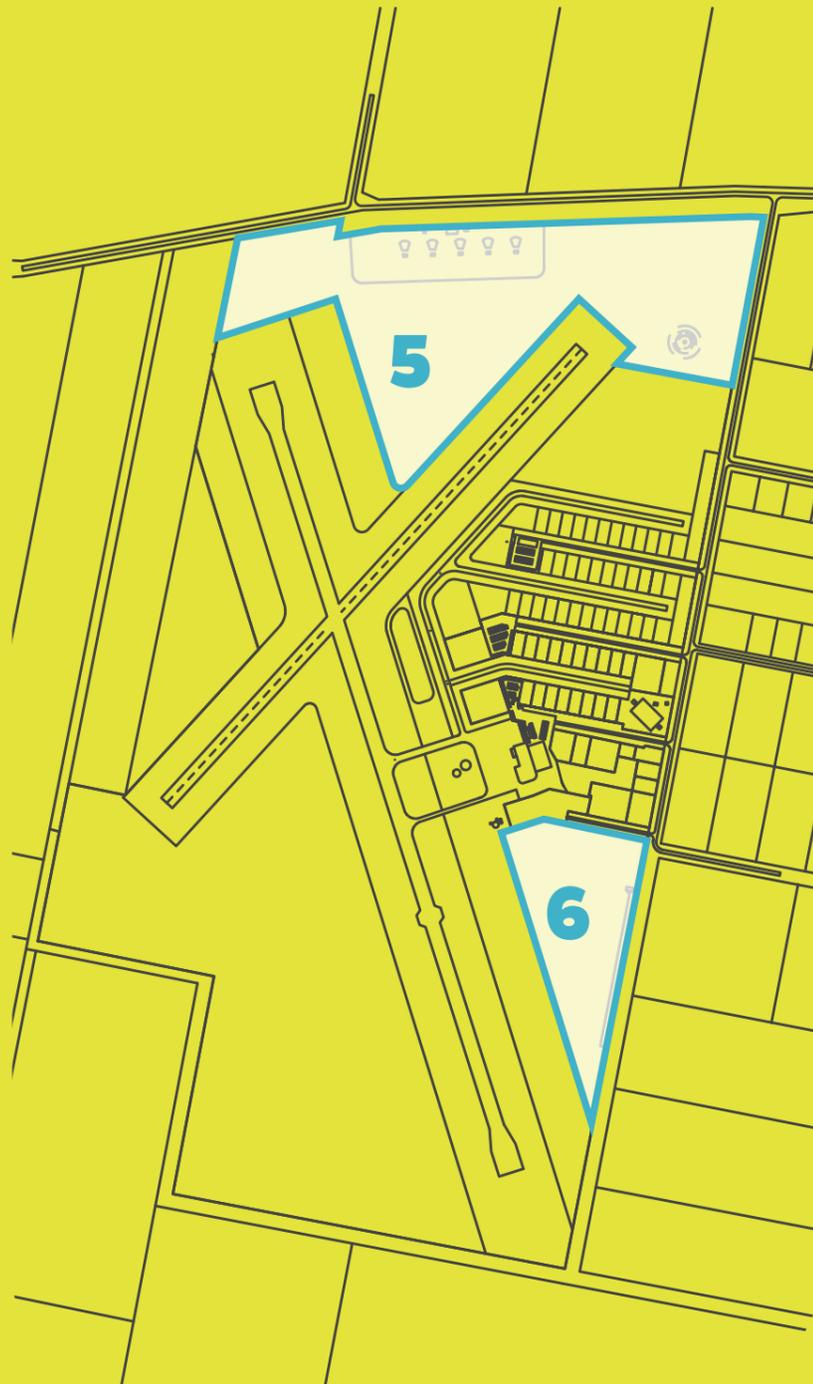
The Masterplan does not anticipate that this area will be required for future development as part of the Cowra Airport Business Park, however if demand exists, this area could be considered for this purpose provide adequate plans are made to protect the operational infrastructure of the airport.

## PRECINCT 6

Precinct 6 is located south of the existing subdivision lots at the Cowra Airport and east of Runway 15/33.

Precinct 6 contains land that is currently used by the Cowra Greyhound Club (for slipping activities) as well as for agricultural purposes.

This area should be reserved for future aviation related use. It is potentially a suitable location for aircraft parking for large events (e.g. Sporting Aircraft Association of Australia (SAAA) events). Previously SAAA aircraft have parked in precincts 2 and 3.



## PRECINCT 7

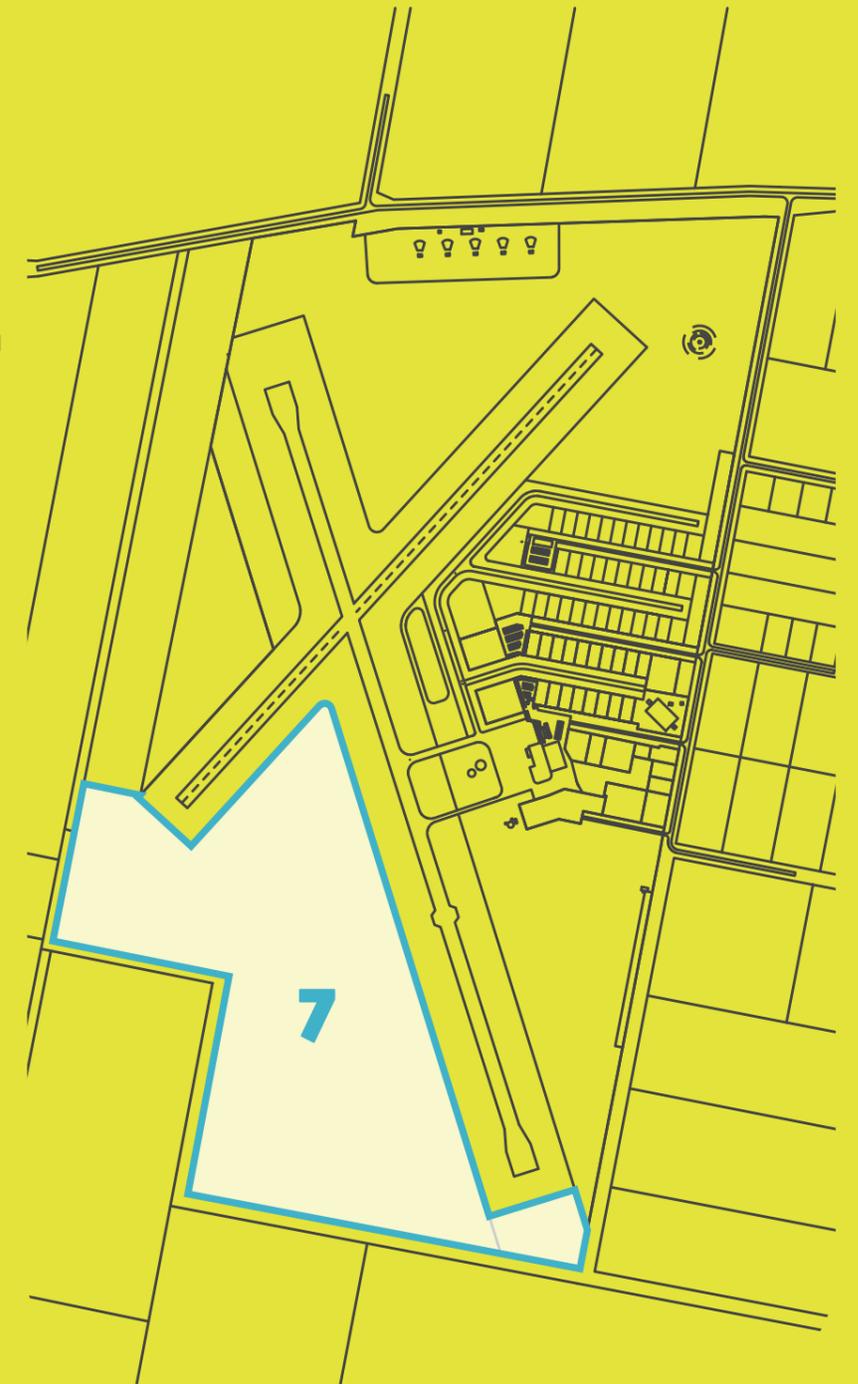
Precinct 7 is located in the south western parts of the Cowra Airport site.

The former Masterplan for the Cowra Airport site reserved Precinct 7 for the purposes of the VHF Omni-Directional Range (VOR), however this navigational aid has now been decommissioned and is not planned to be reinstated.

Part of the Precinct is subject to OLS restrictions and the Public Safety Area's relating to Runway 15/33 and Runway 03/21.

The Precinct is generally unsuitable for development given it is disconnected from Precincts 2 and 3 by critical infrastructure (Runway 15/33).

The continued use of land within Precinct 7 for agricultural purposes is considered to be the highest and best use.



# AIRPORT MASTERPLAN

The vision for the Cowra Airport is shown diagrammatically in the Cowra Airport Masterplan. Key features of the Masterplan include an expanded Airport Business Park, improvements to aircraft taxiway and parking areas, upgrades to runway surfaces and lighting, reservation of space for a new terminal building in the future (if required), designation of names for existing and future taxiways, embellishment of the existing

## 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

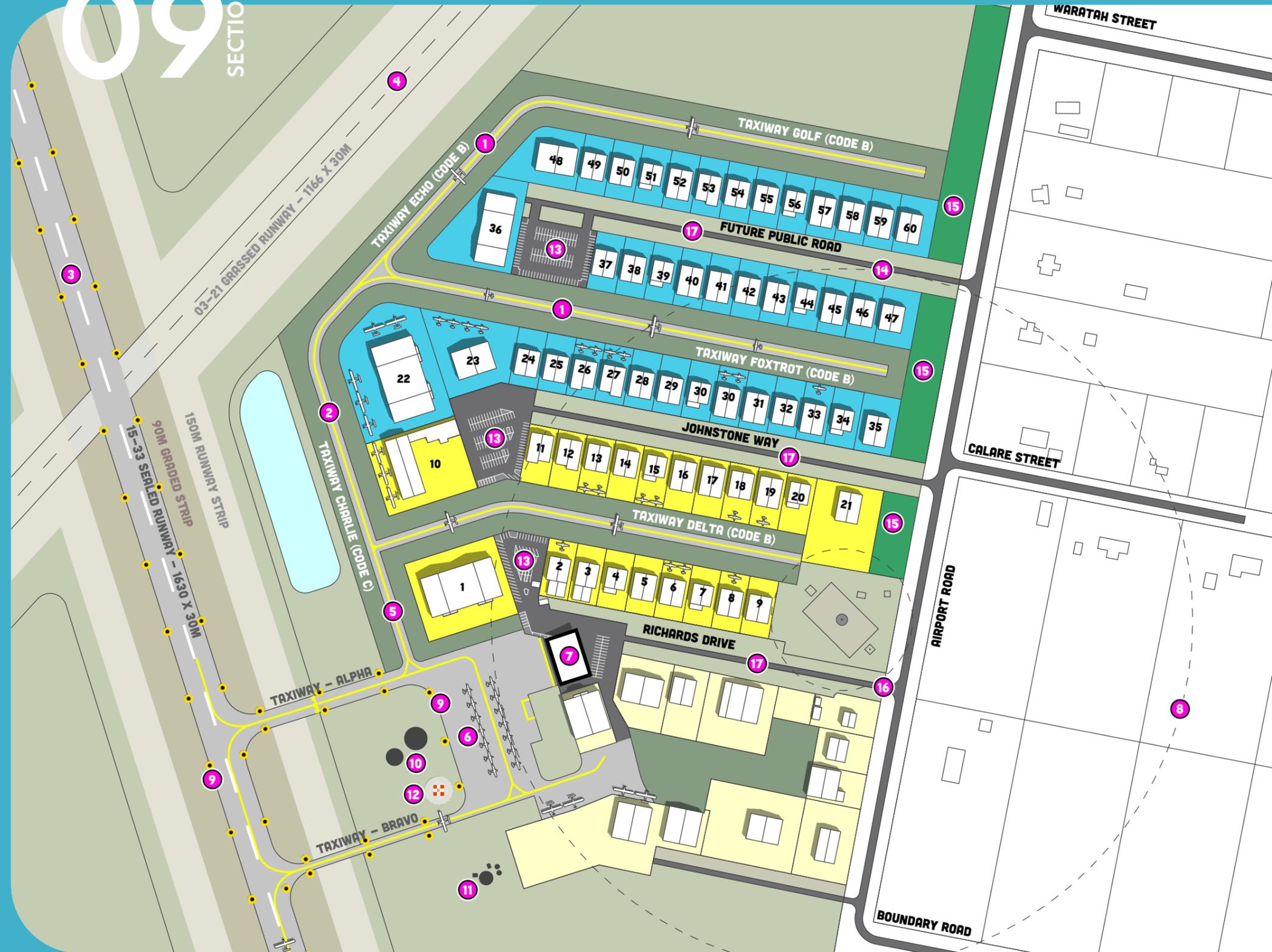
## LANDSIDE INFRASTRUCTURE

- 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

# 09 SECTION



# MASTERPLAN FRAMEWORK

This section provides an overview of the 12 key components of the Cowra Airport Masterplan 2021.

## 10 SECTION



### 01 Runway upgrades

Cowra Airport's main runway, 15/33 is 1,630m in length and has a width of 30m (widening to 45m at both ends to allow for aircraft turning. Council anticipates that the runway will require resealing to ensure that it remains in good physical condition and able to accommodate the expected air traffic associated with the growth of the Cowra Airport. This work is not currently identified in the Cowra Council's Operational Plan and is subject to future grant funding allocation.

### 02 Taxiway Upgrades

The Masterplan shows Taxiways Charlie and Delta which are existing taxiways and Taxiways Echo, Foxtrot and Golf as future taxiways. Currently the existing taxiways are grassed, however the sealing of this infrastructure is recommended by the Masterplan. The demand for sealed taxiway areas is expected to increase as the Cowra Airport Business Park grows. This work is not currently identified in the Cowra Council's Operational Plan and is subject to future grant funding allocation.

### 03 Aircraft Parking

Aircraft parking is currently available on the sealed apron in front of the terminal. The masterplan has identified the need for this area to be expanded to cater for additional aircraft parking during larger events at the Cowra Airport. The demand for additional aircraft parking opportunities is also expected to increase as the Cowra Airport Business Park grows. This work is not currently identified in the Cowra Council's Operational Plan and is subject to future grant funding allocation.

### 04 Landscaping

The Masterplan recommends that improvements are made to the standard of landscaping at the Cowra Airport Business Park. A landscape masterplan should be prepared by a qualified landscape architect and should take account of the objectives to beautify the Cowra Airport facility, improve the presentation of the current and future stages of development at the Cowra Airport Business Park, and limit the use of species which are highly attractive to birdlife. This work should be given a high priority as landscaping requires time to mature.

### 05 Entry Statement

The Masterplan recommends the design and construction of a new entry statement to the Cowra Airport. The goal of an entry statement is to mark and define the entry to the Cowra Airport, enhance the character and aesthetic appeal of the streetscape and generally improve the presence of the main entry to the Airport. The ideal location for this project is at the intersection of Airport Road and Richards Drive. This work is not currently identified in the Cowra Council's Operational Plan and is subject to future grant funding allocation.

### 06 Lighting Upgrades

The Masterplan recommends the upgrade of airport lighting currently servicing the Cowra Airport. Detailed designs for airport lighting have already been prepared including runway, taxiway and threshold light fittings, lighting for the apron area, an Illuminated Wind Direction Indicator (IWDI) and a Precision Approach Path Indicator (PAPI) which provides visual guide slope to Main runway 15/33 for pilots. Grant funding is currently being sought for lighting upgrades to the Cowra Airport through the Regional Airports Program - Round 2.

### 07 Business Park

The Masterplan delineates the current and future stages of subdivision development at the Cowra Airport. Once the lots in the current stage of the Airport Business Park have been sold, a business decision of Council will be required to determine the timing of release of the next stage(s) of work. Future stages should proceed in accordance with the general design framework presented in the Masterplan.

### 08 Car Parking

The Masterplan supports a continued approach to on-site car parking involving the construction of communal public car parking areas to support new development at the Cowra Airport Business Park. Car parking areas must be designed in accordance with relevant Australian Standards.

### 09 Vegetation Buffer

As part of the current stage of the Cowra Airport Business Park, a 30m wide strip of land has been dedicated along the western side of Airport Road, separating residential development in West Cowra from the development lots. This is a noise / visual buffer and has been planted with native tree and shrub species. The Masterplan supports the continuation of this vegetation buffer as further stages of the Cowra Airport Business Park are developed. The Masterplan also recommends a regular program of maintenance to ensure this area continues to serve its intended purpose.

### 10 Terminal Upgrade

The Masterplan has not identified any imminent requirement for the existing Terminal Building to be upgraded. Should an RPT service return to operation at the Cowra Airport, then an upgrade would likely be required and for this reason the Masterplan has identified an enlarged precinct surrounding the existing terminal building location that must be preserved for this future purpose. The likely design requirements for an upgraded Terminal Building has not been fully scoped as part of the undertaking of this masterplanning process.

### 11 Airport Infrastructure

The Masterplan has identified critical airport infrastructure that should be protected from inappropriate development. This includes the Signal Area, Windsock, Non-Directional-Beacon, Automatic Weather Station and emergency vehicle access locations. The design of the Cowra Airport Business Park is such that these infrastructure items will not be impacted subject to appropriate development controls being implemented for the Cowra Airport (See No. 12 - Policy Updates). The Precinct Plans in Section 10 of this Masterplan reflect the need to protect these infrastructure items.

### 12 Policy Updates

The Masterplan has identified the need to review Part J of the Cowra Council Comprehensive Development Control Plan 2014. In particular, the Masterplan recommends introducing controls dealing with the potential impacts of new development on Airport operations associated with windshear + turbulence, lighting distraction, building heights, encroachment of designated Public Safety Areas. The Masterplan also recommends a housekeeping amendment to Cowra LEP 2012 to ensure zoning boundaries are properly aligned with existing cadastral boundaries at the Airport.

# MASTERPLAN IMPLEMENTATION

## 11 SECTION

### 11.1. MARKETING + BUSINESS DEVELOPMENT

Cowra Airport is well located regionally, is not constrained topographically, has good infrastructure, readily available land, an existing vibrant aviation business cluster, attractive freehold tenure, and close to an attractive vibrant country town.

To succeed in business attraction to Cowra, a sustained marketing and business development campaign must be implemented and maintained over the short, medium and longer term. The presentation of the product "Cowra Airport" must be consistent with the vision. Achieving the vision will be a matter of committing to the disciplined and sustained implementation of a structured marketing and business development campaign.

The marketing approach should be multi-pronged using online tools to create awareness, attendance of relevant industry events, focused marketing campaign to the primary target segments, and direct sales presentations to potential businesses.

Target markets should include aviation related businesses and non-aviation related business who may want to be located at the aerodrome. This may include aviation training facilities, aircraft maintenance, general aviation users, aviation enthusiasts cluster (aviation tourism) and other acceptable uses.

Council will consider the use the following tools to market the Cowra Airport:

- Web advertising generally and online dedicated marketplaces.
- Social Media.
- Listing on [www.realcommercial.com.au](http://www.realcommercial.com.au) - Listing the property with 'Expressions of Interest' will drive interest to the project.
- Sponsorship of industry events.
- Facilitation of events at the airport (open days, enthusiasts meets).
- Direct marketing to identified target groups.

- Taking leadership role on issues facing industry.
- Participation in industry associations, e.g. The Aircraft Owners and Pilots Association of Australia (AOPA).
- Showcase of existing businesses.

Director of Infrastructure & Operations  
Director of Environmental Services  
General Managers Office  
Public Relations

DIO  
DES  
GM  
PR

ACRONYMS

### 11.2. IMPLEMENTATION PLAN

The Implementation of the Cowra Airport Masterplan 2021 will require a number of different actions from Cowra Shire Council. The actions are identified as follows and are grouped according to their anticipated and respective timeframes for action.

Action / Task	Responsibility	Timeframe
Prepare and implement a Marketing and Business Development Strategy for the Cowra Airport Business Park.	DIO, GM, PR, DES	Short
Reseal / upgrade main runway 15/33.	DIO	Short
Improve the overall maintenance of the Cowra Airport, consistent with the vision created by the Cowra Airport Masterplan 2021.	DIO	Short
Prepare a Landscape / Urban Design Masterplan for the Cowra Airport. The Masterplan should include roadside landscaping, a new entry statement, wayfinding signage, advertising signage and general signage required for the Cowra Airport.	DIO, DES	Short
Implement the recommendations of Landscape / Urban Design Masterplan.	DIO, DES	Short
Update the Cowra DCP 2014 in accordance with the various recommendations of this Masterplan.	DES	Short
Construct the expansion to the sealed apron area in front of the terminal, used for aircraft parking.	DIO	Medium
Complete the upgrade of lighting at the Cowra Airport including runway, taxiway and threshold light fittings, apron lighting, an Illuminated Wind Direction Indicator and a Precision Approach Path Indicator.	DIO	Medium
Seal the necessary sections of Taxiways Charlie and Delta.	DIO	Medium
Amend the Cowra Local Environmental Plan 2012 in accordance with the recommendations of this Masterplan.	DES	Medium
Arrange for the necessary planning and construction approvals for the next stage of subdivision at the Cowra Airport Business Park.	DIO, DES	Medium
Design and construct any necessary upgrades to the Cowra Airport Terminal building.	DIO	Long
Construct and release the next stage of subdivision (as a minimum - Lots 22 to 35).	DIO	Long
Monitor and record birdstrike events at the Cowra Airport with the view to informing future land-use planning recommendations for the airport and surrounding land.		Ongoing



**PREPARED BY  
COWRA SHIRE COUNCIL**

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