



**SHIRE OF DENMARK**

**TOWN PLANNING SCHEME No. 3**

**POLICY No. 25.1**

**Denmark Airfield and Airpark**

PRESENTED TO THE ORDINARY COUNCIL MEETING ON 21 DECEMBER 2010



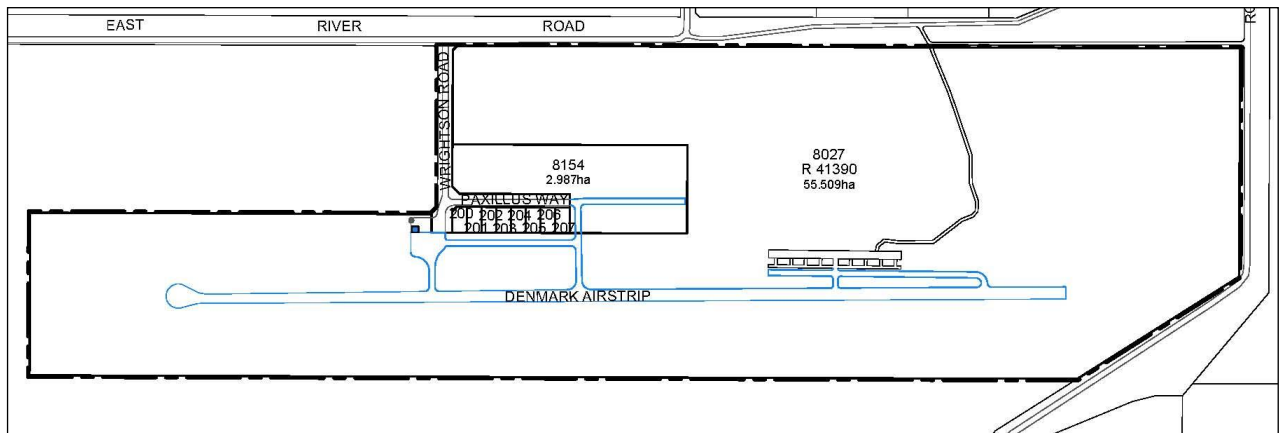
## APPLICATION

This policy applies to the Denmark Airfield and Airpark – Reserve 41390 (Lot 8027), Lot 8154 (former Location 7804) Wrightson Road and Lots 200 – 207 Paxillus Way (inclusive of any future leasehold or freehold lots).

This policy shall be read in conjunction with Denmark Airfield Land Use Strategy.

The requirements of this policy are additional to any obligations set out in lease agreements or other applicable statutory documents including any notifications on titles.

All Airfield facilities and activities shall comply with relevant regulations, guidelines and statutory requirements (as amended) and in regard to aviation operations, safety and procedures.



## OBJECTIVE

To provide for airfield related operations at the Denmark Airfield and Airpark and to ensure all development and land uses are carried out and managed so as to protect and enhance the purpose and function of the airfield and surrounding land uses, which include the residential land to the north and the proposed Light Industrial Area (LIA) immediately south of the site.

### AIMS & GUIDELINES:

- To provide a safe airport environment for all users.
- Encourage aviation and aviation related activities.
- Ensure the area and buildings are utilised only for activities and industries associated with aircraft that need to be located adjacent to the airfield.
- To preclude development which may conflict with or jeopardise the function of the airfield and airpark.
- To provide complementary activities and uses which facilitate increased and on-going usage of the airport.
- To provide design and amenity controls to ensure appropriate development takes place on this land.
- To ensure activities undertaken on surrounding sites are not unduly limited by the provision of the airfield and airpark.

### 1.0 DEVELOPMENT

1.1 All proposals for land uses or to erect and alter buildings or structures on freehold or leasehold lots are required to gain planning consent approval of the Council. Such applications shall also have regard to the objectives and standards contained in this policy and relevant Civil Authority Safety Authority (CASA) guidelines.

1.2 Applications shall be accompanied by detailed plans produced to a workable scale, including the detail of external building materials and finishes.

- 1.3 Council may request the removal or making good of any building, hangar, alteration or any other structure that has been erected without Council's consent, or is not in accord with this policy.
- 1.4 If at any time any statutory authority having jurisdiction or authority over the hangar area or structure thereon requests, requires, notifies or orders any structural alterations, additions, conversions, improvements or any other works to be made, the owner/lessee shall notify Council immediately of those requirements.

## **2.0 LAND USES**

2.1 The following land uses are discretionary with planning consent required by Council prior to undertaking any works:

- Aircraft Hangars
- Airfield
- Airpark (which may include aircraft sales)
- Air Show/Fly-in Event (more than 40 aircraft)
- Chemical Spray Facility – associated with aerial spraying
- Club Premises/Terminal Building
- Education Establishment/Flight School (airfield related training)
- Emergency Services Facilities (fire, ambulance etc.)
- Fly-in Estate
- Hangar Accommodation (residential use connected with aircraft storage)
- Helicopter facility/landing pad
- Holiday Accommodation (limited to those seeking to utilise the airfield facilities)
- Private Recreation (associated with airfield use)
- Public Utilities
- Service and Light Industry (airfield related)
- Telecommunication Infrastructure
- Other incidental or aviation allied activities considered appropriate by Council which are consistent with the purpose and function of the Airfield.

Council may at its discretion, in relation to any of the activities listed above, serve notice of the proposed use in accordance with Clause 6.4 of the Council's Town Planning Scheme, which requires that development applications be advertised for public comment.

- 2.2 The use of any lot, lease area or building constructed thereon shall only be for purposes listed above. Any application for planning consent shall be accompanied with a signed statutory declaration by the applicant advising they are aware a LIA is proposed to the south of the airfield. The declaration is to state there may be no complaints regarding noise or odours from the LIA and there is no right of recourse as a result of any use typically undertaken within the LIA.
- 2.3 The keeping of dogs and cats is not permitted. Livestock grazing on selected and appropriately fenced areas adjoining the airstrip may be allowed to assist in pasture management and weed control, and requires written approval from the Council.
- 2.4 No activity is permitted within the hangar areas that may in the opinion of Council become a nuisance, annoyance or danger to any person or property, or which may interfere with the proper use and function of any area within the Airfield.
- 2.5 Hangar accommodation shall be ancillary to the provision of a hangar and no accommodation shall be provided in a manner that prevents or restricts the storage of a single light aircraft. No hangar accommodation shall be provided without a fully constructed and operational hangar.
- 2.6 Hangar accommodation (including both permanent and holiday accommodation) may be provided on the existing parent Lot 8154 and Lots 200-207. Holiday accommodation in accordance with the Shire's Holiday Accommodation policy shall be limited to Reserve 41390. Permanent accommodation is not permitted on Reserve 41390.

### **3.0 AMENITY**

- 3.1 All external building finishes are to be sympathetic to the surrounding landscape in design, colour and material. Walls and roofs with natural, muted toning will be supported. Unpainted Zinalume, white and reflective colours and finishes will not be permitted.
- 3.2 Boundary setbacks and separation distances for all structures shall be in accordance with the Building Code of Australia, CASA guidelines or as otherwise determined by Council.
- 3.3 Hangars adjoining the Airfield are to have a nil setback to the taxiway, save for minor offsets to accommodate sliding doors.
- 3.4 Fences or other structures which may interfere with the safe movement of aircraft will not be permitted on the frontage of lots. Any peripheral boundary fences shall not exceed 1.8m in height unless otherwise approved by Council and are to be provided in a manner consistent with the Council's Local Law Relating to Fencing.
- 3.5 All external lighting, satellite dish and communication apparatus will require the approval of Council and must have regard to the safe and effective operation of the Airfield, the policy objectives and CASA guidelines.
- 3.6 Owners and visitors of/to the hanger lots are required to park vehicles within their lot/leasehold area and/or hangar at all times, or on any designated public parking areas provided. A minimum of two parking spaces shall be provided for any hangar with a residential component.
- 3.7 Hangars shall not exceed two storeys in height, as determined by Council. It is generally expected that this will involve a wall height of no more than 7m.
- 3.8 No advertising device shall be erected within the hangar area or on any building, hangar, structure or fence without prior written consent of Council. The maximum area of all signs shall be 2m<sup>2</sup> per lot (refer TPS Policy No. 32 – Signs.)
- 3.9 Any user of the airfield that in the opinion of Council may generate noise implications beyond the acceptable levels as defined in the *Environmental Protection (Noise) Regulations 1997* may be asked to provide an acoustic report prepared by a suitably qualified expert to demonstrate compliance.

### **4.0 SERVICES & SAFETY**

- 4.1 As a prerequisite to residential use of any hangar, a supply of water (from roof catchment area) storage tank or connection to reticulated scheme water shall be provided in accordance with current WAPC requirements.
- 4.2 All stormwater is to be disposed of appropriately on site and/or in a manner to the satisfaction of the Council's Director of Infrastructure Services.
- 4.3 On-site effluent disposal shall be the responsibility of the individual landowner/lessee and provided to the satisfaction of the Council's Principal Environmental Health Officer. Effluent and grey water disposal systems are to meet all health and environmental authority requirements and guidelines.
- 4.4 All buildings structures and surrounds must be kept in good repair and condition and in a clean and tidy state. Any required maintenance is to be undertaken by the landowner/lessee.
- 4.5 Any rubbish or other waste material on the site shall be stored discretely in Council approved rubbish receptacles that are screened from public view. Incinerators are not permitted.

- 4.6 All waste oil or used aircraft cleaning and maintenance products are to be stored correctly on site until they are disposed of appropriately in a manner that meets all regulatory authority requirements. This may involve the installation of sealed grease traps and pits to ensure no oil or similar products escape or are disposed off into the ground.
- 4.7 The landowner/lessee of the hangar lots shall comply at their own cost with all directions given from time to time by Council, FESA and relevant aviation authorities in relation to:
- i) The storage of fuel, oil or any other material of an explosive, inflammable or dangerous nature.
  - ii) The provision, installation and maintenance of suppressors on the occupier's electrical equipment to prevent interference with radio, radar or television transmission and reception.
  - iii) Reasonable precautions against the outbreak of fire on the hangar area or in any building, hangar or structure thereon.
  - iv) The prevention, outbreak, spread and control of fire on the hangar area and the land or in any building, hangar or structure thereon.
- 4.8 To comply with safety and security requirements public access to selected areas may be restricted. Vehicles, personnel and animals may be precluded to ensure they do not become a hazard to aviation and are not exposed to the dangers of ground movement of aircraft. Access to the runway, taxiways and terminal may be controlled by way of gates and installation of a key pad/swipe card security system. Gates across gazetted roads is not permissible unless there is an opening mechanism that allows for public access at all times.
- 4.9 Any development application for a hangar that requires access via a public road shall include an appropriate Traffic Management Plan (TMP) prepared at the proponents cost, to the satisfaction of the Council's Director of Infrastructure Services. In the event where more than one lot is developed, a comprehensive TMP may be required for all new lots.

## **5.0 AIRFIELD OPERATION**

- 5.1 Aircraft larger than 5700kg should not operate from the Denmark Airfield, other than for emergency purposes.
- 5.2 Any reserved or emergency parking areas for either for vehicles (ambulance etc.) or planes (water bomber etc.) are to be kept clear at all times and are to be utilised for their intended purpose only. Emergency services planes shall have priority usage of the airfield facilities as/when the need arises.
- 5.3 Endorsement from the Council shall be sought, a minimum of 21 days prior to any Special Event (such as an air rally, training flights or fly-in that results in more than 40 flights per day). The Council may request details including but not limited to management plans and hours of operation. The Council may require the proponents to notify the local community of a forthcoming Special Event in accordance with the Shire of Denmark's Policy No. 38 – Public Gathering and Events.

## **6.0 DISCLAIMER**

The issuing of development approval by the Shire of Denmark shall be additional to any other permission or licence requirements applicable to the Airfield.

The Shire of Denmark advises that it accepts no liability for damage or losses on the subject property or on any adjacent or adjoining properties and that any damage or consequence of development may be required to be remedied at the landowner/lessees cost.

**DENMARK AIRFIELD**

**LAND USE STRATEGY**



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	CAA Guidelines
	Conceptual Land Use Strategy Plan
	Figure 29 (Denmark LPS)
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## EXECUTIVE SUMMARY

The Denmark Airfield (the airfield) is located approximately 5km north east of the town centre. Following the recent upgrade of the landing strip and the release of additional hangar lots, it is expected that the airfield will become busier. The Shire of Denmark recognises the need for a land use strategy to inform the community and guide staff and Council in decision-making. This strategy considers potential land use options for the airfield, including airpark/hangar accommodation as well compatibility with the proposed Light Industrial Area (LIA) on the adjoining lot to the south in McIntosh Rd. This strategy provides a framework for future development of the airfield and immediate surrounds.

The subject land includes Lot 8027 (Reserve 41390) together with Freehold Lot 8154 Wrightson Road and eight freehold hanger lots on Paxillus Way. For the purpose of this strategy, the study area includes the surrounding Reserve 26565 (Lot 8219) and adjoining freehold land to the south.

The Airfield is within Lot 8027 (Reserve 41390). It is categorised by CASA as an Aeroplane Landing Area (ALA). The runway pavement is 1200m long and 15m wide within a 45m wide 'runway strip'. The ALA can accommodate light aircraft, up to 5700kg. The airfield is used predominantly for recreation, tourism and sport aviation with some business and charter flights. The RFDS, Water Bombers and other emergency services use the landing strip as required. The airfield has lighting and is suitable for night landings. Other facilities include the apron and taxiways, parking areas, the terminal building and a community water tank.

The Shire of Denmark has the care and control of Reserve 41390 and the Power to Lease for up to 21 years, subject to the consent of the Minister for Lands. Its purpose is Aerial Landing Ground. Nine leasehold hangar lots have been established within Reserve 41390.

Fly-in Estates or airparks are becoming increasingly popular in Australia and are recognised as an important growth sector. Airparks include a variety of aviation compatible businesses and land uses. Many provide residential options with direct access to the airfield and runways. In addition to hangar accommodation other potential activities include scenic tour flying, charter flying, student flight training, selected service industry, aircraft maintenance and repair. A number of airparks are under consideration and in Western Australia. The attributes and characteristics of the airfield give it natural advantages for this type of development.

Although there is no CASA legislation governing the erection of buildings on an Aeroplane ALA, there are guidelines that protect the airspace surrounding the ALA for the safety of aviation so aircraft can operate into and out of such places safely.

Any development should be used exclusively for aviation related activities. The subject land, being the whole of the airfield reserve, including leasehold lots and freehold hangar lots is considered to be suitable for a range of airpark uses, including hangar accommodation.

The area around the airfield, as identified by the Special Control Area Airspace Protection Plan should not be used for sensitive uses, such as single dwellings or rural living. The Shire of Denmark may impose conditions at the time of development requiring Notifications and Acknowledgement by landowners and/or lessees regarding potential noise impact of the Aerial Landing Ground.



The planning and development of the future LIA is subject to further assessment and detailed study, land swap and rezoning. Consideration is to be given to the Environmental Protection Authority Guidance Statement No. 3 'Separation Distances Between Industrial and Sensitive Land Uses' and State Planning Policy 4.1 'State Industrial Buffer (Amended)' July 2009 Draft. The future LIA adjoins the Denmark Airfield. It is considered to be compatible and is appropriate adjacent to the ALA. Given its proximity to the runway and flight paths, this area would not be suitable for conventional Rural Lifestyle lots or other sensitive land uses. Noise impact and amenity issues, however, are not a constraint to Light Industrial uses. In this case there is scope for the 'buffers' to overlap. The airfield and proposed Airpark are not regarded as a sensitive land uses for the purpose of the State Industrial Buffer Policy, however hangar accommodation is and this needs to be factored into the strategic decision making process.

The purpose of the Strategy and the associated Policy is to provide for an Aeroplane Landing Area and aviation related operations at the Denmark Airfield and ensure all development and land uses are carried out and managed so as to protect and enhance the purpose and function of the Airfield. ALA facilities and activities are to comply with relevant regulations, CASA guidelines and statutory requirements in regard to aviation operations and procedures. All work and development at the Airfield is to satisfy relevant safety standards, Environmental Health and Planning requirements. In determining development applications at the Airfield and on surrounding lots consideration is to be given to siting, height of buildings and structures, reflectivity of external materials, servicing, fire safety, amenity and land use compatibility.

### **Glossary of Terms and Abbreviations**

The following terms and abbreviations are used throughout the report.

- AHD – Australian Height Datum
- AL – Aerial Landing Ground
- ALA - Aeroplane Landing Area
- ANEF - Australian Noise Exposure Forecast
- CAR - Civil Aviation RegulationsCASA - Civil Aviation Standards Authority
- CASR - Civil Aviation Safety Regulations
- DLPS - Draft 2005 Denmark Local Planning Strategy
- EPA – Environmental Protection Authority
- FESA – Fire and Emergence Services Authority
- LIA - Light Industrial Area
- RAAO - Recreational Aviation Administration Organisations
- RAAF – Royal Australian Air Force
- RFDS – Royal Flying Doctor Service
- RSS - Rural Settlement Strategy
- SCA – Special Control Area
- SR – Special Rural
- TPS – Town Planning Scheme

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## **1. INTRODUCTION**

### **1.1 Purpose**

The purpose of this report is to consider potential land use options for the Denmark Airfield and to provide a framework for future development of the Airfield and immediate surrounds.

The Shire of Denmark recognises the need for a land use strategy to inform the community and guide staff and Council in decision-making for the land and any uses. Following the recent upgrade of the landing strip, it is expected that the airfield will become busier. As reported to Council in January 2010, the introduction of additional uses “should be expected and encouraged to assist meet the maintenance of those improvements”. The concurrent review of TPS Policy No. 25 Denmark Airport Hangar Lots is also advocated.

The runway is 15m wide and can generally accommodate light aircraft up to 5700kg. It is used infrequently by RFDS aircraft and in emergencies by FESA Water Bombers. Currently the majority of users are recreational aviation enthusiasts, business charters, and holiday makers. The Denmark Airport Association meets regularly and takes responsibility for the maintenance and upkeep of airfield equipment, including runway lights, the wind-sock and landing markers.

There is growing popularity and demand for Fly-in Estates within Australia. Such Estates are well established in both the United States and the eastern states of Australia. Existing airparks are being expanded and new parks are being developed. There is a rapidly growing interest in these types of developments and a number are under consideration and in WA. The attributes and characteristics of the Denmark Airfield give it natural advantages for this type of development.

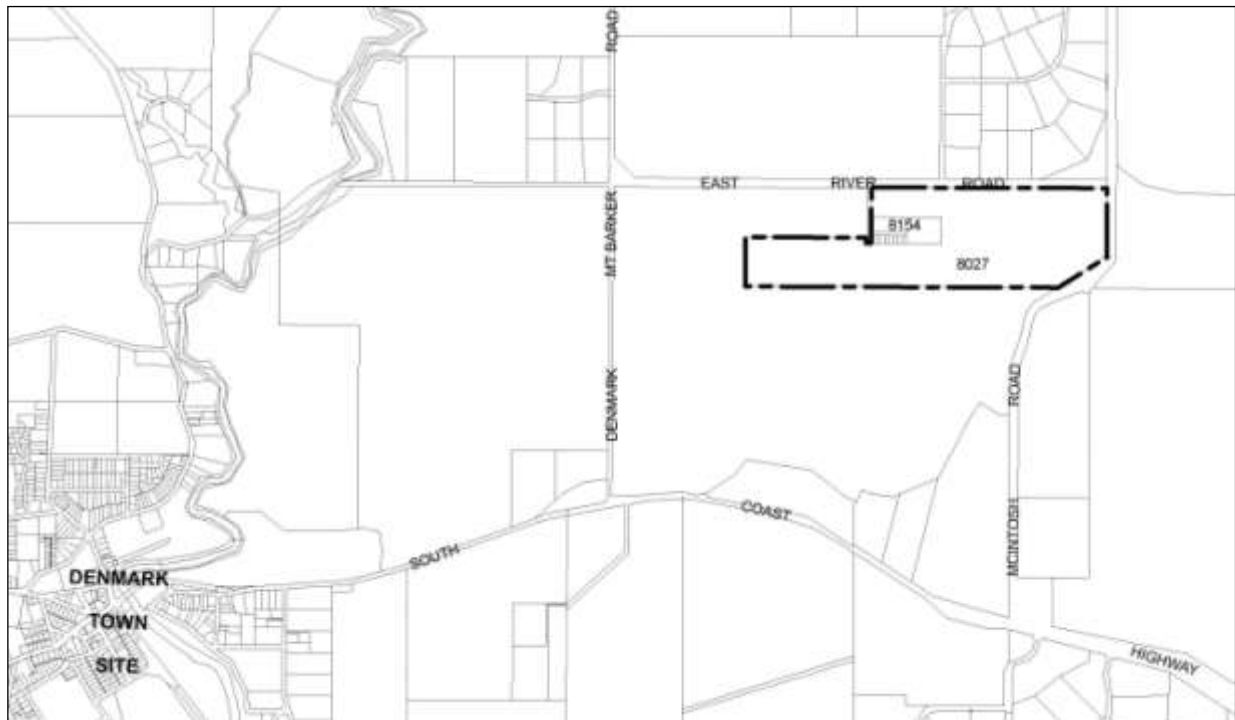
### **1.2 Denmark Airfield Details (as of 24/11/2010)**

- Location of strip – S34 deg 56.75 E117 deg 23.83
- Windsock – SE of 27, NW of 09
- Lighting P. A. L. – 120.6
- Runway Length – 1205m
- Runway Width – 15m
- Strip Width – 45m
- Surface of airstrip – bitumen sealed
- Caution – beware kangaroos, hills to west, strip slopes down to the west
- Terminal door combination lock number – [REDACTED] (number restricted)
- Paxillus Way Electronic Gate Number – [REDACTED] (number restricted)

## 2. SUBJECT LAND

### 2.1 Location

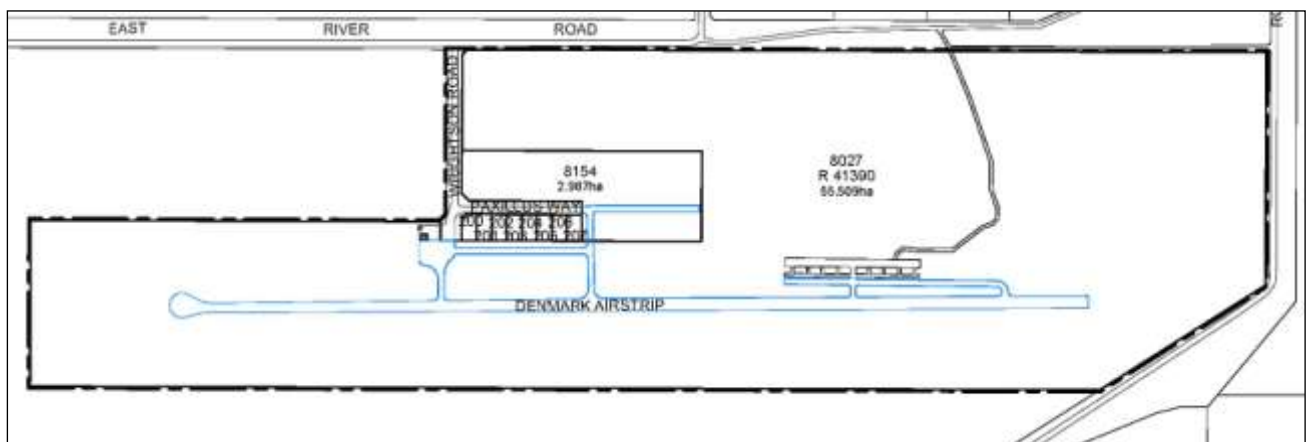
The Denmark Airfield is located approximately 5km north east of the town centre.



Location

The subject land includes Reserve 41390 (Lot 8027) No. 9 Wrightson Road together with Freehold Lot 8154 Wrightson Road and eight freehold hanger lots on Paxillus Way.

For the purpose of this strategy, the study area includes the surrounding Reserve 26565 (Lot 8219) and adjoining freehold land to the south.



Study Area

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## **2.2 Land Description & Tenure**

Reserve 41390, Lot 8027 (formerly Pt Plantagenet Location 7805) is bounded by East River Rd, McIntosh Rd and Wrightson Rd. Its purpose is Aerial Landing Ground. The Shire of Denmark has the care and control of the reserve as the 'Primary Interest Holder'. Nine leasehold hangar lots have been established within Reserve 41390, north of the Airstrip. The Management Order contains conditions to be observed and the power to lease for up to 21 years, subject to the consent of the Minister for Lands. The reserve is 55.5ha in area.

Freehold lots 200 - 207 front Paxillus Way. These lots and the road reserve were former Lot 8149 and previously portion of former Plantagenet Location 7804. The southern (rear) boundaries of these 700sqm lots face the airstrip and adjoin the taxiway. Four lots have been developed with hangars with a nil setback to the taxiway.

Lot 8154 is 2.9871ha in area. It fronts both Wrightson Road and Paxillus Way and is the balance of former Plantagenet Location 7804. Lot 8154 is the subject of an approved subdivision (WAPC ref 133101) to create sixteen (16) additional freehold hangar lots ranging from 700sqm to 2600sqm. The freehold lots will have frontage to Paxillus Way which will function as a dual access for vehicles and aircraft taxiway.

Reserve 26565 (Lot 8219) is bounded by South Coast Hwy, the Denmark-Mt Barker Rd, East River Rd, McIntosh Rd and Wrightson Rd. It surrounds the airstrip on three sides. Lot 8219 is Crown Land and forms part of the Denmark Agricultural College.

Lot 2 is approximately 30ha and is under freehold ownership. It is bounded by South Coast Hwy and McIntosh Rd and adjoins Reserve 3234 and the waste transfer site on Reserve 7937 to the east. The northern portion of Lot 2 is included in the study area.

## **2.3 Zoning**

Lot 8027 (the airfield), the eight freehold hangar lots and Lot 8145 are shown on the TPS No.3 zoning maps as reserves for Public Use – Aerial Landing Ground (AL).

The Shire of Denmark TPS Policy No. 25 applies to the freehold land (former Location 7804). It sets out objectives and development guidelines for the "airport subdivision" and contains guidelines relating to development approvals, building design and materials, lighting, communication devices, the requirements of other statutory authorities, cleaning, maintenance and repair, car parking, fire safety and use of the hangar area.

Lot 8219 is shown on the zoning map as Public Use.

## **2.4 Site Description and Land Use**

The subject land is within the Denmark River catchment which drains into Wilson Inlet. The soils in the area are generally good quality and landform is characterised by dissected river valleys. Predominant management issues relevant to this proposal, as identified in the endorsed Rural Settlement Strategy (RSS) and draft 2005 Denmark Local Planning Strategy (DLPS), include protection of landscape, rural character, remnant vegetation, waterway eutrophication, fire risk

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and conflict between intensive agriculture, hobby farms and townsite expansion. Although the Crown Reserves are not specifically shown on the land capability maps in the RSS, the information can be extrapolated from surrounding areas. As such, the subject land is regarded as having medium to low capability for perennial and annual horticulture, high capability for grazing and medium to very low capability for Rural Residential.

The airstrip is located on a crest amidst undulating country. Lot 8027 slopes from approximately 65m AHD down to 50m AHD in the south east and 45m AHD in the north along East River Road. The runway itself is at the “official” elevation of the airfield listed in CASA documents is 230 feet or 70m. Approximately 5m of fill has been installed at the western end of the runway.

The runway is 1200m long and has a 15m wide sealed pavement within a 45m wide ‘runway strip’. The landing area is defined by white markers. Reserve 41390 also contains a sealed apron and taxiway, parking areas, the terminal building and a community water tank.

Stock proof fencing is erected at the western end and southern side of the landing strip. It is located inside the boundary of Lot 8027. Consequently, portion of Lot 8027 is used by the Denmark Agricultural College for livestock grazing.

The Shire of Denmark has supported the development of a leasehold hangar area north of the landing ground. Nine sites are under construction, and have all been leased.

A total of eight freehold hangar lots have been created between Paxillus Way and the sealed taxiway east of the apron and terminal. The lots at the eastern end have been partially filled and retained.

Some remnant vegetation exists on the northern portion of Lot 8027 adjacent to East River Road. There are re-plantings in areas formerly used for sand extraction north of Lot 8154 and in portions of Lot 8219 north of the existing terminal. Small pockets of remnant vegetation and shelter belts occur on Lot 8219. Significant vegetation exists within the local road reserves, Lot 6716 to the north and the Crown Land (Lot 3234 and 7937) to the south east. (Refer Attachments – Study Area Plan).

Both Wrightson Rd and Paxillus Way are constructed to a sealed standard. Wrightson Rd provides vehicular access to the Denmark Airfield. A portion of the public car park is located within the cul-de-sac and portion is within Lot 8027. The car park is fenced with gated access to the apron and taxiway. It provides legal road frontage to the existing freehold lots. Paxillus Way has a dual function: it provides vehicular access and is intended to serve as an aircraft taxiway for the approved hangar lots. The control of vehicles, taxiing of aircraft and public access can be achieved through a local Traffic Management Plan approved by the Shire.

The East Denmark Volunteer Bush Fire Brigade sheds are located within Lot 8027 (Reserve 41390) off Wrightson Rd, north of Lot 8154.

Lot 8219 is used by the Denmark Agricultural College, predominantly for cattle grazing. It contains extensive areas of pasture, boundary and paddock fences, dams, shelter belts and pockets of remnant vegetation.

Lot 2 is used for rural purposes.

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Adjoining lots along South Coast Hwy are zoned rural. Lot 1 is used for rural living. Lot 42 contains a winery, including vineyard and cellar sales.

### **3. BACKGROUND**

#### **3.1 Airfield**

Lot 8027, Reserve 41390 contains the Denmark Airstrip, associated taxiways, the terminal building, communal water tank and public car parking. It is categorised by CASA as an Aeroplane Landing Area (ALA). All aircraft utilising the airfield are classed as light aircraft; being less than 5700kg. Emergency aircraft in excess of 5700kg may also use the airfield.

The airfield is used predominantly for recreation, tourism and sport aviation with some business and charter flights. Planes are generally small single and twin engine aircraft, with some occasional warbirds and ultra light craft in the traffic mix. The runway is, in the main, too short for jet aircraft, and none are expected with Albany nearby. Aircraft expected are mostly single engine sport and general aviation (factory built) single engine planes mostly less than 1750kg and twin engine aircraft up to about 3000kg. The region has among the highest density per capita in the world of owner builder/home built aeroplanes.

The RFDS and other emergency services use the landing strip, as required; generally not more than twice a week. The Denmark Airfield has lighting and is suitable for night landings. It is estimated around 1% of landings into the airfield are undertaken at night, limited by night time restrictions applied to various pilots. In general most night flights are for emergency purposes only.

Expectations for growth are modest. Since 2004 the airfield has gained about 1-2 aircraft per year and currently nine aircraft are based in hangars. If all current approved freehold and leasehold hangar blocks were built upon and occupied up to 30 aircraft could be expected to be based at the Denmark Airfield. Future development might raise this to 30-35. Usage levels are highest during fly-ins, which occur once in four years, bringing 40 – 60 aircraft as visitors. Only limited charter flights in and out using light aircraft are expected. Night flights are few, and most flying activity is in summer.

Work in progress at present includes:

- Development of leasehold hangar sites and taxiways (north of airstrip and east of the freehold hanger lots),
- Maintenance (wind socks, lighting, weed spraying, runway marker repainting), and
- Communal water supply.

Short term works, as agreed with the Shire of Denmark include:

- Sealing of the taxiway adjacent to the existing freehold hangar lots (recently completed as gravel and loose material is problematic as propellers are easily damaged), and
- Additional hardstand parking (to replace the area assigned to water bombers).

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## **3.2 Regional Context**

The Denmark Airfield is used predominantly for recreation, tourism, business and emergency purposes. There are a number of small private aerial landing grounds in the Great Southern. There are ALAs at Augusta, Bremer Bay and Margaret River. Those at Albany, Manjimup, Bunbury, Esperance and Jandakot, in addition to the Perth Domestic and International Airports are categorised as Aerodromes and handle regularly scheduled public transport aircraft (“airliners”).

The Harry Riggs Albany Regional Airport is located less than 50km from the Denmark airfield. It is a CASA Licensed Airport for Regional Public Transport aircraft. The Regional Airport accommodates larger aircraft (in excess 5700 kg) which is a demarcation point between “light” aircraft and “regional air carriers” generally of 20 seats or more. It provides for commercial passengers (with 18 Skywest flights a week carrying 50,000 passengers per year) and freight with the associated airfield security and gate considerations. It also caters for general aviation charter flights, Royal Flying Doctor Service and RAAF deployments. The Regional Airport has refuelling facilities for both jet fuel as well as aviation petrol.

The Regional Airport operates at a much higher order with many specific CASA and security requirements. It serves a different function than the airfield and is required to comply with considerably more relevant standards and requirements. The local ALAs serve a complementary role and do not, as such, compete with the Regional Airport. Given the distance between the Regional Airport and the Denmark airfield there is more than sufficient separation between the respective circuit areas.

There are opportunities for improvements and upgrades to the Denmark airstrip, but it will not and cannot be extended beyond capacity for light aircraft. This self limiting factor is appropriate in light of its predominant function for sport aviation, tourism, charter and suitability for hangar accommodation. As reported to the Council in January 2010 (refer item 9.1.6) the growth potential of the Denmark airfield is recognised, however it is “not envisaged in the medium to long term the ALA will develop into and Aerodrome facility.”

## **3.3 Aviation Safety**

While the Denmark Airfield is not licensed by CASA, its use and landing instrumentation are required to comply with relevant standards.

CASA has the primary responsibility for civil aviation safety in Australia. Its function is to conduct the safety regulation of civil air operations. It provides safety education and training programmes and administers certain elements of the Civil Aviation Act (the Act). The Civil Aviation Regulations (CAR) and the Civil Aviation Safety Regulations (CASR) provide for general regulatory controls for the safety of air navigation. The Act and regulations empower CASA to issue Civil Aviation Orders on detailed matters of regulation and to issue Manuals of Standards which provide detailed technical material.

Although there is no CASA legislation governing the erection of buildings on an Aeroplane Landing Area (ALA), there are guidelines that protect the airspace surrounding the ALA for the

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safety of aviation so aircraft can operate into and out of such places safely. All arriving and departing aircraft are expected to follow a standard circuit made up of four legs. At Denmark, standard left hand circuit procedures are used so that the circuit for Runway 09 is counter clockwise and north of the airstrip, and the circuit for Runway 27 is also counter clockwise but south of the strip. All runways have two designations or “names” corresponding to their magnetic direction rounded off to the nearest five degrees. Aircraft landing to the east at Denmark use “runway 09” whilst landing on the same strip of pavement going to the west it becomes “runway 27.” The size of the circuit varies with larger faster planes flying a larger circuit while slower planes fly a smaller circuit. The Operation and Circuits Plan (Refer Attachment) depicts the runways and typical circuit dimensions for most aircraft landing at Denmark. The plan indicates the circuit or airfield traffic pattern as well as the departure climb corridors normally used. Beyond this, aircraft are required to remain 500 feet minimum above ground level in open areas, and 1000 feet above ground level in “built up” areas.

Other than the obstacle limitation surfaces, also know as Lateral Transitional Slopes, there is no CASA legislation governing any accommodation combinations and fire regulations. In terms of night operations, the guidelines are similar to the rules and standards that would apply to Licensed Aerodromes. CASA suggest that the higher standard be applied to ensure future development prospects are not constrained.

The transition surface is the most likely limiting factor for the type of developments being considered for the Denmark Airfield. The datum for the transition surface should be the adjacent level on the runway centreline. The CASA guidelines (refer attachments) have been used to set the building height restrictions for the airfield shown in this strategy and to generate the climb out paths and landing circuit mapping as indicated on the Operation and Circuits Plan.

CASA acknowledges that sport aviation makes up almost half of the aircraft operating in Australia. This includes about 40,000 participants, more than 9000 aircraft and 288,000 parachute jumps each year.

Sport aviation includes:

- light recreational and microlight aircraft
- gliders
- gyroplanes
- hang gliders, paragliders and powered parachutes
- model aircraft
- parachuting
- warbirds
- amateur built and experimental aircraft
- recreational ballooning

Sport aviation provides a wide range of activity options and an economical way to take part in aviation. It also offers a proving ground for new aviation concepts and technology.



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The Australian sport aviation industry includes manufacturers, training facilities, organised competitions and enthusiasts all contribute to growth of the aviation sector with positive spinoffs for local economies.

Australian sport aviation operates under self administration. While CASA sets the regulations it works in close cooperation with established organisations, known as Recreational Aviation Administration Organisations (RAAO), to ensure the regulations are applied and enforced. CASA acknowledges that the RAAOs provide specialist knowledge and insight into the sport aviation industry.

RAAOs are required to meet performance standards as well as undergo audits. CASA works in close cooperation with RAAOs and receives reports about activities and safety performance. This builds a safer sport aviation industry for both those taking part and the general public. ([www.casa.gov.au](http://www.casa.gov.au) March 2010)

### **3.4 Airpark Concept**

Fly-in estates are becoming increasingly popular in Australia and are recognised as an important growth sector. Such facilities are sometimes referred to as “Airparks”. The concept of fly-in estates is not new, and is common in the United States and on the east coast of Australia.

By way of example:

- The Airlie Beach Whitsunday Aviation Village Estate (WAVE) includes 57 freehold lots (Hangar Homes) and 30 leasehold commercial lots are proposed.
- The Gatton Airpark is releasing 33 hangar lots in the 3<sup>rd</sup> and final stage.
- Kensington Airpark is an upscale development still in the planning stages.
- The Latrobe Regional Airpark Master Plan identifies 40 proposed Residential sites, 14 Industrial sites, new hangar sites, a helicopter precinct, and Heli-med facilities. These are in addition to the existing terminal, hangars, two aero clubs and Gippsland Aeronautics (Australia’s only export passenger aircraft manufacturer). The Airpark complex is adjacent to the regional Hospital, a Caravan Park and accommodation.

Within WA proposals are under consideration at Serpentine, Margaret River, Esperance and Jurien Bay; as well as the applications for Denmark.

These fly-in estates provide for a variety of airfield related operations. The Estates house a range of aviation compatible industries and businesses. Many provide residential options with direct access to the airfield and runways. In addition to the hangar accommodation and light aircraft storage that could be incorporated within the Denmark ALA, other potential activities include scenic tour flying, charter flying, student flight training, selected service industry, aircraft maintenance, sales and repair.

### **3.5 Light Industrial Area**

The Shire of Denmark is investigating options for the establishment of a Light Industrial Area (LIA) with the land south of the Airfield and west of McIntosh Rd being identified as a possible site. It is strategically located and appears to be suited for this purpose. The Shire has

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undertaken preliminary assessment, consultation and planning. A report on this matter was considered by the Council at its meeting held 22 December 2009 (refer item 9.5.1 and resolution 231209).

The indicative area for the possible LIA is shown on this Land Use Strategy. Development is subject to further detailed assessment, environmental and capability analysis, approvals from relevant authorities, rezoning, and extension/upgrade of services.

#### **4. PROPOSAL**

##### **4.1 Airfield**

The Denmark Airfield is well patronised, predominantly by sport aviation enthusiasts and other light aircraft users. It is within convenient access of the Albany Regional Airport, however is less constrained in regard to level of usage, Regulations and Landing Fees. The Denmark Airfield is suitable only for light aircraft and is ideal for sport aviation. The Denmark facility is largely self-managed by Denmark Airport Association. These volunteers play a vital role in the operation and day-to-day maintenance of the airfield facilities as well as surveillance and security. This will be enhanced through opportunities for hangar accommodation and additional hangar sites through increased Caretaker roles and a growing sense of community.

The members of the Denmark Airport Association are considered to be key stakeholders and have been consulted during the preparation of this strategy. In addition to background information and technical advice, the Association has assisted with mapping and research. Members have provided input and guidance on suitable land uses and future development of the precinct.

Proposed and desirable future works include:

- Install fencing along the East River Road boundary,
- Install gates and appropriate locks to control access behind the Fire Shed,
- Construct kangaroo proof fencing around the perimeter of the landing strip,
- New taxiway along the length of the landing strip (northern side) to improve runway safety during times of higher traffic density,
- Improved emergency services facilities,
- Fuel terminal,
- Hardstand parking (with cable tie downs) for visitors,
- Multi purpose passenger terminal and club house building,
- Additional leasehold lots, and
- Other points discussed by the Shire of Denmark.

The above requires approval by the Shire of Denmark prior to any works being undertaken and will be subject to detailed assessment at that time.

##### **4.2 Airpark**

It is desirable to allow a range of aviation compatible land uses and enterprises at the airfield. Allied and associated uses such as servicing and aviation engineering, freight, aviation related

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storage (restricted), scenic flights, flying schools/training and associated offices could be considered. In addition, there is a demonstrated demand for hangar accommodation, that is, the combination of an aircraft hangar and permanent residence combined on a single freehold or leasehold lot. The current designation of the land on the TPS zoning maps as Public Purpose – Aerial Landing Ground does not preclude use as an airpark. The aim and objectives set out in the Shire's current TPS Policy No. 25 'Hangar Lots' are relevant and provide some scope for allied uses, however the policy applies only to freehold lots and does not recognise hangar accommodation. There are controls and guidelines contained in the policy relating to aesthetics and amenity, design, materials, building size and bulk which should apply to all future developments (on both freehold and leasehold lots, as well as public facilities, buildings and structures). Through the review of the policy it is advisable to introduce performance based standards and to incorporate selected guidelines and controls which apply in other airparks and fly-in estates.

Hangar accommodation and aviation associated activities are considered to be complementary to the safe operation of the airfield. The land north of the runway is/can be readily serviced; power, access and water (for emergency purposes) are available. The freehold land is development-ready and is unconstrained. It has a northerly aspect and is ideally suited to hangar accommodation and other uses ancillary to the airfield. It is identified on the Conceptual Land Use Strategy Plan.

Additional development areas for the Airfield as shown on the attached Conceptual Land Use Strategy Plan are subject to servicing and consideration of statutory, tenure, safety and amenity considerations.

The sites north of the runway are more readily serviced (power and roads) than land to the south and there are safety advantages in locating all structures to one side of the landing strip. The Conceptual Land Use Strategy Plan identifies areas for future aircraft parking, aviation allied activities as well as future hangar lots with an accommodation component. Options include the area to the east of the leasehold hangar lots, an extension of the freehold hangar lots, areas at the western end of Lot 8027; both north and south of the airstrip and portion of Lot 8219 (Reserve 26565). Various matters to be considered include proximity to the future LIA, clearing of vegetation, visual amenity, land tenure and the reserve purpose. The possible hangar accommodation site south of the runway affords spectacular views across the Inlet and is well separated from the proposed LIA. Services could be extended to this area (at the proponent's cost). Careful consideration would need to be given to visual amenity as the site is visible from South Coast Highway.

The reserve land is subject to a Management Order; care and control is vested with the Shire of Denmark. Issues relating to tenure, purpose and leasing of the reserve will need to be addressed. The Shire of Denmark will continue to liaise with State Land Services and Department of Regional Development and Lands in this regard as additional proposals are detailed.

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## **5. PLANNING CONTEXT**

### **5.1 Strategic**

The subject land is predominantly within Policy Area No. 5 'Denmark River Catchment' of the endorsed Rural Settlement Strategy (RSS). The eastern extremity of the site is the watershed; portion of Lot 8027 drains in to the Hay River and is therefore within Policy Area No. 8 of the endorsed RSS. Predominant management issues are "protection of landscape, rural character, remnant vegetation, waterways, natural resources and conflict between special rural development and surrounding agricultural uses, eutrophication, salinity, water-logging and fire risk."

Plan No. 2 "Rural Districts" of draft 2005 Denmark Local Planning Strategy (DLPS) identifies the Denmark Airfield, immediate surrounds and the area below the climb out paths to the east and west as a proposed Special Control Area (SCA) (refer Clause 6.7.3 and see attached Fig 29). The extent of the Airstrip Environs SCA is based on the Airspace Protection Plan prepared by the Perth Airport Corporation in 2004. This land use strategy incorporates the intent and boundary of the SCA nominated in the DLPS. The draft DLPS, is currently being reviewed with the intention of being finalised in 2011, shows the SCA as continuing as an Airport Buffer area.

### **5.2 Statutory**

Lot 8027 (the Airfield), the eight freehold hangar lots and Lot 8145 are shown on the TPS No.3 zoning maps as reserves for Public Use – Aerial Landing Ground (AL). Lot 8219 is shown as Public Use. The TPS provisions enable the Local Authority to call in development applications and assess proposals. This is considered to be an appropriate mechanism for land use control of the subject land. Rezoning is not warranted.

The TPS is supported by policies which provide guidance and necessary controls. Such policies are flexible and are able to be reviewed/updated, subject to the process detailed in Clause 8.2 of the TPS being followed.

### **5.3 Shire of Denmark Town Planning Scheme Policy No. 25**

The aim of the Shire of Denmark TPS Policy No. 25 is:

*To ensure any new development on the lots created by the airport subdivision will be carried out and managed as hangar lots, and not be used for any competing, alternative or inappropriate uses".*

The objectives of the policy are:

1. To prevent buildings or vacant lots being used for any other purposes than that associated with aircraft.
2. To provide strict design and amenity controls to ensure appropriate development takes place on this land.

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The policy contains guidelines and criteria for development and is an appropriate planning device. The Aims and Objectives of TPS Policy No. 25 are still partially relevant, however the 1998 policy is due for review. The plan which accompanied the policy is superseded and the redundant location/lot numbers require updating. The policy does not recognise hangar accommodation, nor does it relate to Reserve 41390. The policy should apply to developments on both freehold and leasehold lots. It would also be appropriate to include performance based standards for ancillary and allied activities.

#### **5.4 Integration with Adjoining Activities**

Lot 8027 is surrounded on three sides by the Lot 8219 (Reserve 26565) which is used for rural purposes by the Denmark Agricultural College. A portion of the Airfield Reserve is outside the stockproof fencing around the airstrip and is pastured and used for cattle grazing. This arrangement is mutually beneficial; it maximises productive use of the land, provides a buffer and reduces grounds maintenance/mowing costs for the Airfield. These land uses are regarded as compatible.

The existing freehold and leasehold hangar lots on the northern side of the runway are/will be used for the storage (and maintenance) of aircraft. The lots adjoin the taxiways, with most structures having a nil setback and doors opening directly onto the existing/proposed taxiway. By necessity they are close to the runway. Conventional hangar lots are an integral component of most airfields.

The proposed airpark could include a variety of aviation allied land uses and enterprises. Flying related activities, businesses and flight training are compatible and complementary to the operation of the airfield. Hangar accommodation, by its specific nature, is also a compatible land use. Notwithstanding there is a residential component, the hangar accommodation lots are acceptable and increasingly common at airfields in Australia.

The future Light Industrial Area (LIA) to the south of Lot 8027 is considered to be generally compatible adjacent to the airfield. Given its proximity to the runway and flight paths, the proposed LIA would not be suitable for conventional Rural Lifestyle lots or other sensitive land uses. The noise impact and amenity issues, however, are not a constraint to light industrial uses. Other factors to be taken into consideration in determining development applications both at the airfield and on surrounding lots include height of structures (particularly chimneys and towers), communication devices and reflectivity of external materials. The airspace surrounding the airfield, based on transitional slope, measured from actual runway height, is to remain 'obstacle free' in accordance with CASA guideline CAAP 92-1(1). The height restrictions are most stringent for the approach and takeoff areas, and are greatest within 45m of the 'runway strip', but do extend beyond the proposed SCA across the future LIA. General land uses expected to locate within the LIA have recommended buffers ranging between 100-300m from sensitive uses, including hangar accommodation.

The waste transfer station and Tip Shop located in Reserve 23067 on the eastern side of McIntosh Rd is more than 1km from the subject land. This is well in excess of the 150m separation distance required for residential uses from a Class 1 Inert Landfill Site and the 500m separation distance required for "sensitive uses" (subdivision) from Putrescibles landfill sites (Class 2 & 3 Refuse Site).

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## 5.5 Amenity – Noise Impact

Typical noise sources at airfields include aircraft, surface transport, construction, plant and machinery, alarm and warning systems and engine ground running. Current and anticipated usage of the Denmark Airfield is limited to light aircraft (less than 5700kg). Given the size of the planes and relative infrequency of flights the associated noise impact is comparatively low. The Airspace Protection Plan prepared in 2004 nominates an area extending approximately 400m either side of and 2000m from either end of the runway as a SCA.

The 450m distance is consistent with guidelines contained in Schedule 3 of the *Environmental Protection (Noise) Regulations 1997*. 100m and 450m measurements points are used for determination of influencing factors on noise sensitive premises. These distances, measured from the runway, together with the proposed Airstrip Environs Special Control Area are shown on the Land Use Buffer Plan (Refer Attachments).

On-ground noise levels will be highest within the airfield itself, but are within acceptable safety and comfort levels, given the function and purpose of the airfield. Noise levels in areas surrounding the airfield are seldom likely to constitute an ‘unreasonable emission of noise’ or to exceed the Australian Noise Exposure Forecast (ANEF) acceptable criteria. The scope of the noise impact of assessments already undertaken for the airfield are appropriate given the scale of existing and anticipated usage; more detailed noise modelling is not warranted. Noise is permissible to be up to 45db during daylight hours and 35db at all other times. A recent inspection by the Shire’s Health Officer confirms noise readings at the adjacent Special Rural No. 11 – Airport Estate returned a reading at take off of 40db. This was for a conventional plane commonly associated with the airfield. Should Council in the future have concerns relating to any proposed use associated with the airfield on adjoining land uses/properties, an acoustic report prepared by a suitably qualified expert may be sought.

The greatest noise impact from aircraft is under and near the departure corridors extending out from the runway ends when the aircraft are low, climbing, and using full power. This is reflected in the Airspace Protection Plan and is depicted with arrows of increasing size on the Operation and Circuits Map. The corresponding areas of potential noise impact are also shown in relation to landing circuits and climb out paths.

The area adjacent to the runway should be used exclusively for aviation related activities. The subject land, being the whole of the Airfield Reserve, including leasehold lots and freehold hangar lots is suitable for a range of airpark uses, including hangar accommodation. Aviation enthusiasts, pilots and residents of airparks and fly-in estates choose to live/stay close to the airfield. Potential noise impacts are understood, None-the-less it is appropriate to require Notifications on the Titles and conditions in any future Lease Agreements regarding potential noise impact.

The area around the airfield, as identified by the Airspace Protection Plan should not be used for sensitive uses, such as single dwellings or rural living. This land is shown on the TPS zoning maps as Public Use, Rural or Parks and Recreation. It is used predominantly for Rural Purposes; the Crown Land being managed by the Denmark Agricultural College. The existing land uses are considered to be compatible, and are not adversely impacted by the airfield. The existing TPS

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provisions combined with the proposed Special Control Area are the appropriate mechanisms to control future development and limit/preclude sensitive land uses in this area.

Beyond the area identified in Airspace Protection Plan there are existing Special Residential and Special Rural developments that are within 3km of the airstrip. The closest is SR Area 11, the Denmark Airport Estate Special Rural zone. Special provision (viii) requires notification of prospective purchasers and acknowledgement by landowners of the Aerial Landing Ground and associated aircraft noise. Although the actual and potential noise impact in SR Area 11 is relatively low, these notification devices are appropriate.

## **5.6 Buffers**

The planning and development of the future LIA is subject to further assessment and detailed study. In particular, consideration will need to be given to the Environmental Protection Authority (EPA) Guidance Statement No. 3 'Separation Distances Between Industrial and Sensitive Land Uses' June 2005 and State Planning Policy 4.1 'State Industrial Buffer (Amended)' July 2009 Draft.

Relevant objectives of the policy include to:

- avoid land use conflict,
- provide for the development of industry and/or the provision of essential infrastructure in a way that maximises amenity, minimises environmental and health impacts and takes account of risk to nearby sensitive land uses, and
- promote compatible uses in areas affected by off-site impacts of industry and/or essential infrastructure.

The onus is on new industries to demonstrate if and how they intend to contain emissions on-site. Land uses considered to be potentially sensitive to emissions from industry and infrastructure include residential developments, hospitals, hotels, motels, hostels, caravan parks, schools, nursing homes, child care facilities, shopping centres, playgrounds, and some public buildings. Generally, new industry should be located to provide and maintain an appropriate buffer between the proposed industrial uses and sensitive land uses. In essence, off-site impact is to be minimised. Typically an Industrial Estate would comprise a core area in which intensive industry is to be located. To ensure there is no unacceptable impact on, or risk to, adjacent development this core area would be surrounded by an internal buffer containing industries that have a lesser potential for off-site impact.

As set out in State Planning Policy 4.1, the core area and the buffer are together considered to be the industrial area and are expected to be designed accordingly. Control of the location of activities in the core and buffer areas will be achieved through appropriate subdivision design and statutory land use planning controls.

The EPA Guidance Statement provides advice on the use of the generic separation distances that have been developed for a range of industrial land uses. In the absence of site-specific technical analysis, the separation distances contained in Appendix 1 of the EPA Guidance Statement are applied. These range from 100m to 1000m and take account the typical emissions that may affect the amenity of nearby sensitive land uses and include gaseous and particulate emissions,

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noise, dust; and odour. Light, General, Service and Rural Industry use that would be permitted in the LIA are at the lower end of the spectrum, with likely separation distances between 100 and 300m. Such uses may include Automotive Spray Painting, Bakery, Composting, Food Processing, Joinery and Small Goods Manufacturing. The attached Land Use Buffer plan shows the various separation distances, measured from the future LIA.

In this case, the future LIA adjoins the Denmark Airfield and there is scope for the 'buffers' to overlap. The Airfield and proposed Airpark are not regarded as a sensitive land uses for the purpose of the State Industrial Buffer Policy.

The land immediately to the north of the proposed LIA is the eastern end of the airfield. This area would be impacted by a conventional LIA buffer. The nine leasehold hangar sites are approximately 175m from the edge of the future LIA, however these hangar lots are to for aircraft storage and maintenance is form of industry, and not a 'sensitive use'. To appropriately manage the future development of the LIA, all hangar accommodation lots are to be situated more than 300m from proposed LIA boundary as determined by Council. This approach allows for the likelihood that the majority of future land uses located within the LIA will require a 300m buffer. This recommendation may result in the staged development of hangar accommodation, and additional lots may be suitable for hangar accommodation upon finalisation of the LIA rezoning and planning process.

Portion of the land to the east of the LIA contains the Denmark Waste Transfer Site. The buffer distance (for a waste disposal site; inert land fill) would be 150m for residential uses. The policy also requires an internal buffer of 25m from the boundary. This internal buffer is already achieved. The external buffers to both the Waste Site and proposed LIA can, and do overlap. Again neither constrains future development within the other. The land to the west of the LIA is used by the Denmark Agricultural College. The activities on the adjoining land are not considered to be 'sensitive land uses' for the purpose of the Guidance Statement and Policy.

Agricultural land uses adjacent to rural-residential development do have the potential to cause land use conflict. In terms of residential amenity this can arise from agricultural activities and practices including spray drift of agricultural chemicals or 'out of hours' noise from use of machinery. However, given the nature of the proposed hangar accommodation lots within the airfield this is not considered to be an issue and appropriate statutory controls, such as section 70A notification on any future titles or Statutory Declarations (as a condition of development approval) can be applied accepting this context.

## **6. IMPLEMENTATION AND ACTIONS**

### **6.1 Policy Review**

Shire of Denmark Town Planning Scheme No.3 Policy No. 25 is to be updated and revised to achieve/address the following:

- To reflect the recommendations contained in the Land Use Strategy,
- Provide consistent guidelines for development of both the freehold and leasehold lots,



- 
- Recognise fly-in estate/airpark development (which was not envisaged in the 1998 policy),
  - Introduce performance based standards for ancillary and allied activities
  - Ensure that all new development is complementary to the purpose and function of the airfield.

## **6.2 Lease/Tenure of Crown Land**

As reported to Council in January 2010, the *“permissibility of the hangar accommodation proposal (under the present management order) will need to be determined through Department of Regional Development and Lands in consultation with Council and the proponents. If permitted and approved by the Minister, the proponents would be required to meet all associated costs including preparation and execution of lease documents. The leases shall be prepared to protect the primary interests of the airport land as an aerial landing ground and in the event of any non-compliance or breach of conditions will result in the lease being forfeited and/or planning approval being rescinded.”*

## **6.3 Safety Security and Amenity**

All works and development at the airfield will satisfy relevant safety standards, CASA guidelines, Environmental Health and Planning requirements as well as the purpose and objectives contained in the policy.

Access to the runway, taxiways and terminal shall be by way of gates and/or a key pad/swipe card security system. Vehicles, personnel and animals are to be restricted from some areas to ensure they do not become a hazard to aviation and are not exposed to the dangers of ground movement of aircraft. Paxillus Way provides frontage to the freehold hangar lots and is proposed to have a dual function for both an aircraft taxiway and vehicular access. This shall be formalised through the preparation of a Local Traffic Management Plan which details and provides confirmation of the legal rights and restrictions of planes to use a public road.

Stock and kangaroo proof fencing around the runway is to be installed and maintained as determined by the Shire.

When determining development applications within the airfield and Special Control Area - Airspace Protection, due consideration is to be given to noise levels, siting, height and bulk of buildings, reflectivity of materials, servicing, fire safety and land use compatibility.

## **6.4 Maintenance**

On-going site maintenance (mowing, terminal upkeep and servicing) shall be the responsibility of the Shire of Denmark.

Equipment Maintenance – the Shire recognises the contribution and the importance of the on-going voluntary role of the Denmark Airport Association, given the knowledge, skills and expertise of the members.

## **6.5 Management**

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Continue to foster open and positive consultation with the Denmark Airport Association and key stakeholders. Seek input into the future planning, upgrade and improvements to the airfield.

Governance responsibility, including the administration and management of leases shall remain with Shire of Denmark, in accordance with the CASA regulations and standards, the Transfer of Land Act and any other relevant legislation.

## **6.6 Source/Secure Funds for Future Upgrades**

The Shire of Denmark may introduce a Special Rate for Hangar Lots and factor in an equivalent Lease Fee to raise revenue towards the cost of airfield maintenance.

The Shire of Denmark, in conjunction with the Denmark Airport Association and/or other key stakeholders may pursue funding through the Regional Airport Development Scheme and other such sources for upgrading and improvements to the Denmark Airfield.

The Shire of Denmark may also consider payment of a landing fee in the future, an appropriate figure to be determined after consultation with relevant stakeholders.

# Attachments

Study Area Plan

Operations and Circuits Plan

CAA Guidelines

Conceptual Land Use Strategy Plan

Figure 29 (Denmark LPS)

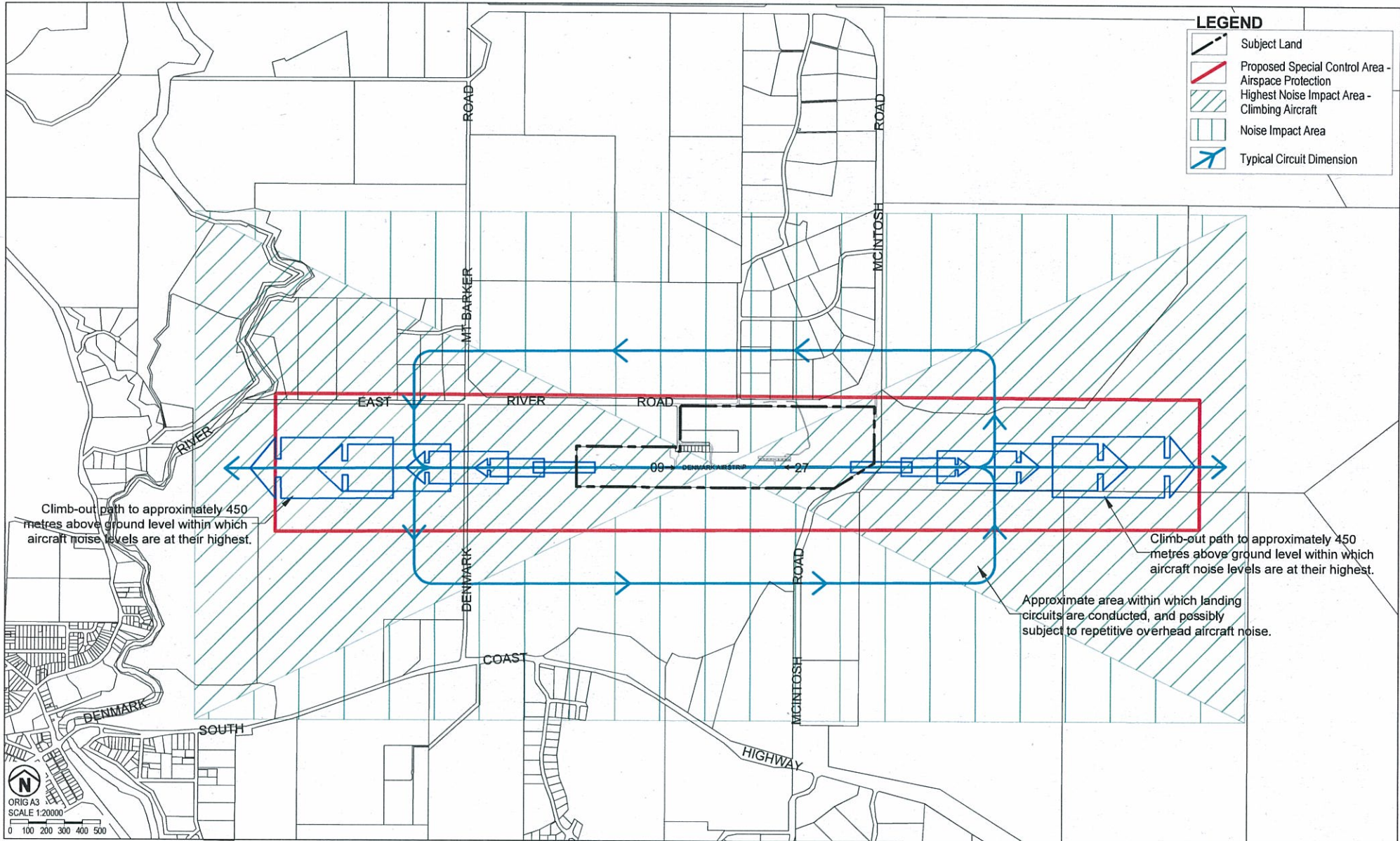
Land Use Buffers Plan



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10-06-SA(a)      APRIL 10



# CIVIL AVIATION AUTHORITY

CIVIL AVIATION  
ADVISORY PUBLICATION

Date: July 1992

No: 92-1(1)

## SUBJECT: GUIDELINES FOR AEROPLANE LANDING AREAS

### IMPORTANT

The information in this publication is advisory only. There is no legal requirement to observe the details set out in this publication. The Civil Aviation Regulations set out the legal requirements that must be complied with in relation to the subject matter of this publication. There may be a number of ways of ensuring that the requirements of the Civil Aviation Regulations are met. This publication sets out methods that may be used and which experience has shown should, in the majority of cases, ensure compliance with the Regulations. However, before using the information in this publication the user should always read the Civil Aviation Regulations listed in the reference section below to ensure that he or she complies with the legal obligations of the Regulations.

### PURPOSE

Civil Aviation Regulation 92 (1) states that: "An aircraft shall not land at, or take-off from, any place unless: ...(d) the place...is suitable for use as an aerodrome for the purposes of the landing and taking-off of aircraft; and, having regard to all the circumstances of the proposed landing or take-off (including the prevailing weather conditions), the aircraft can land at, or take-off from, the place in safety."

Regulation 92 (1) does not specify the method of determining which "circumstances", other than the prevailing weather conditions, should be considered in any particular case. These matters are the responsibility of the pilot

in command and, in some circumstances, are shared with the aircraft operator.

These guidelines set out factors that may be used to determine the suitability of a place for the landing and taking-off of aeroplanes. Experience has shown that, in most cases, application of these guidelines will enable a take-off or landing to be completed safely, provided that the pilot in command:

- (a) has sound piloting skills; and
- (b) displays sound airmanship.

### CANCELLATION

This is the second issue of CAAP 92-1, and supersedes CAAP 92-1(0).

### REFERENCES

This publication should be read in conjunction with: Civil Aviation Regulations 92 (1), 93, 233 and 235; Civil Aviation Orders; and the Aeronautical Information Publication.

### HOW TO OBTAIN COPIES OF THIS PUBLICATION

Copies of this publication may be obtained from:

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**1 - DEFINITIONS**

1. In these guidelines, unless the contrary is stated:

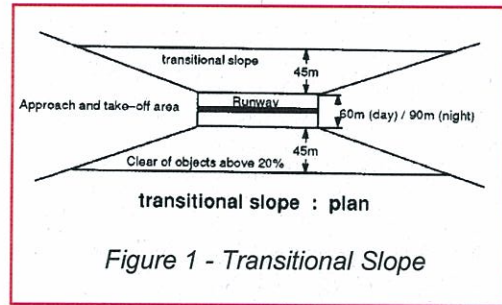
“**clearway**” means an area in which there are no obstacles penetrating a slope of 2.5% rising from the end of the runway over a width of 45m;

“**float plane**” means any aeroplane designed for landing or taking-off from water;

“**fly-over area**” means a portion of ground adjacent to the runway strip which is free of tree stumps, large rocks or stones, fencing, wire and any other obstacles above ground but may include ditches or drains below ground level;

“**landing area**” (LA) means an area of ground suitable for the conduct of take-off and landing and associated aeroplane operations under specific conditions;

“**lateral transitional slope**” means a desirable area around all LA's which provides greater lateral clearance in the take-off and landing area and may reduce wind-shear when the runway is situated near tall objects such as trees and buildings. The dimensions of a suitable lateral transitional slope are shown in the following diagram;



“**obstacle free area**” means there should be no wires or any other form of obstacles above the approach and take-off areas, runways, runway strips, fly-over areas or water channels;

“**runway**” means that portion of the landing area which is intended to be used for the landing or take-off of aeroplanes;

“**runway strip**” means a portion of ground between the runway and fly-over area which is in a condition that ensures minimal damage to an aeroplane which may run off a runway during take-off or landing;

“**water alighting area**” means a suitable stretch of water for the landing or taking-off of a float plane under specific conditions.

**2 - CONVERSION TABLE**

2. Landing area gradients and splays expressed as a percentage, in accordance with ICAO practice, may be converted into ratios or angles using the following table:

Percentage	Ratios	Degrees & Minutes
1	1:100	0 34'
2	1:50	1 09'
2.5	1:40	1 26'
2.86	1:35	1 38'
3	1:33.3	1 43'
3.33	1:30	1 55'
5	1:20	2 52'
12.5	1:8	7 08'
20	1:5	11 18'

**3 - WHICH AIRCRAFT MAY USE A LANDING AREA?**

3. Use of landing areas other than aerodromes is not recommended for aircraft with a MTOW greater than 5700 kg.

**4 - WHICH TYPES OF OPERATIONS MAY BE CONDUCTED FROM A LANDING AREA?**

4. Aeroplanes engaged in the following operations may use a landing area:

- (a) private;
- (b) aerial work—excluding student solo flying and student dual flying prior to successful completion of the General Flying Progress Test; and
- (c) charter.

**5 - RECOMMENDED MINIMUM PHYSICAL CHARACTERISTICS OF LANDING AREAS AND WATER ALIGHTING AREAS**

**5.1 Runway Width.** For other than agricultural operations, a minimum width of 15 metres is recommended although aeroplanes with a MTOW below 2000kg can be operated safely on runways as narrow as 10 metres provided there is no or only light cross-wind. For agricultural operations, a 10 metre wide runway is the recommended minimum.

**5.2 Runway Length.** For other than agricultural operations by day, a runway length equal to or greater than that specified in the aeroplane's flight manual or approved performance charts or certificate of airworthiness, for the prevailing conditions is required (increasing the length by an additional 15% is recommended when unfactored data is used). For agricultural day operations, the minimum runway length is the greater of 75% of the take-off distance specified in the aeroplane's flight manual or approved performance chart for the prevailing conditions with the balance as clearway or the landing distance so specified.

**5.3 Longitudinal Slope.** The longitudinal slope between the runway

ends should not exceed 2%, except that 2.86% is acceptable on part of the runway so long as the change of slope is gradual. For agricultural operations, the slope should not exceed 12.5% for day and 2% for night operations: where the overall slope exceeds 2% the runway should only be used for one-way operations — downhill for take-off and uphill for landing.

**5.4 Transverse Slope.** The transverse slope between the extreme edges of the runway strip should not exceed 2.5% or 12.5% upward slope over the fly-over area. For agricultural day operations, the transverse slope should not be more than 3% over the runway and 5% over the runway strip.

**5.5 Other Physical Characteristics.** Both ends of a runway, not intended solely for agricultural operations, should have approach and take-off areas clear of objects above a 5% slope for day and a 3.3% slope for night operations. Other recommended landing area physical characteristics are shown on the following diagrams:

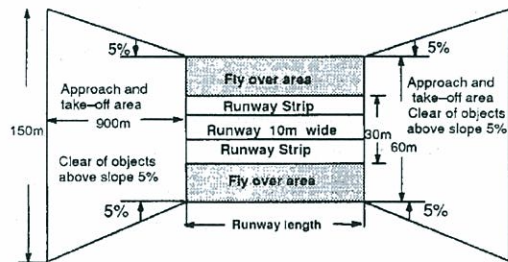


Figure 2A - Single engined and Centre-Line Thrust Aeroplanes not exceeding 2000 kg MTOW (day operations)

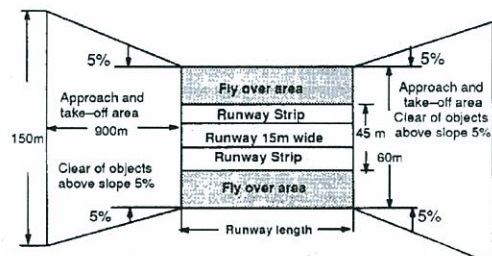


Figure 2B - Other Aeroplanes (day operations)



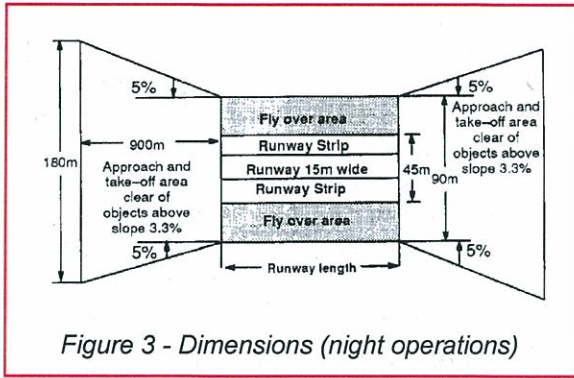


Figure 3 - Dimensions (night operations)

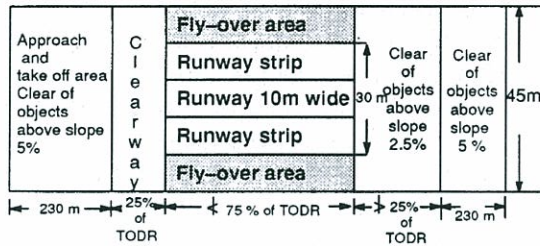


Figure 4 - Dimensions - agricultural day operations

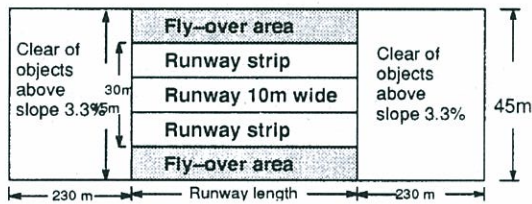
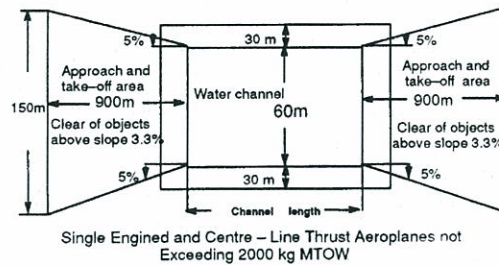


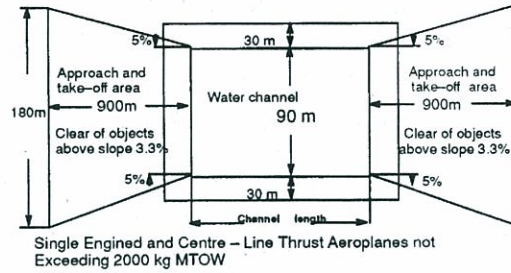
Figure 5 - Dimensions - agriculture night operations

**5.6 Float plane alighting areas.** For water operations, a minimum width water channel of 60 metres for day operations and 90 metres for night operations is recommended. The depth of water over the whole water channel should not be less than 0.3 metres below the hull or floats when the aeroplane is stationary and loaded to maximum take-off weight. An additional area, as shown in the following diagrams, provides a protective buffer for the water channel but need not consist of water. Where the additional area consists of water then it should be clear of moving objects or vessels under way. The centre line of a water channel may be curved, provided that the approach and take-off areas are calculated from the anticipated point of touchdown or lift-off.



Single Engined and Centre - Line Thrust Aeroplanes not Exceeding 2000 kg MTOW

Dimensions (day operations)



Single Engined and Centre - Line Thrust Aeroplanes not Exceeding 2000 kg MTOW

Dimensions (night operations)

Figure 6 - Float planes

## 6 - MARKING OF LANDING AREAS

6.1 Where extended operations are expected to be conducted at a landing area, the owner/operator is encouraged to provide markings similar to those found at government and licensed aerodromes. If markings are provided, they should follow the colours and specifications set out in AIP AGA. A suitable layout is shown at Figure 7.

6.2 Where runway markers are provided which are not flush with the surface, they should be constructed of a material that is not likely to damage an aircraft.

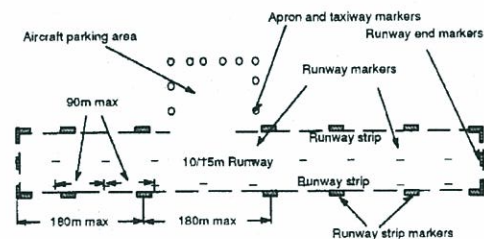


Figure 7 - Typical ALA layout and marking

## 7 - LIGHTING FOR NIGHT OPERATIONS

7.1 The recommended minimum lighting and layout is as follows:

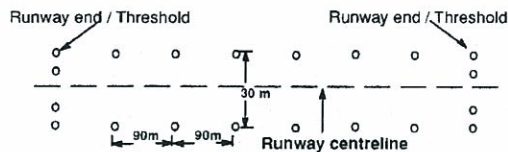


Figure 8 - Lighting for Night Operations

7.2 The lights should, under the weather conditions prevailing at the time of the flight, be visible from a distance of no less than 3000 metres.

7.3 Substitution of runway lights with reflectorised markers is permitted but not recommended by the Authority.

7.4 The different types of reflectorised markers vary in efficiency. Their luminosity can be affected by a number of factors, including equipment cleanliness/layout, the position/strength of the aircraft landing light(s) and meteorological conditions — especially cross winds on final.

7.5 The following lights should not be substituted by reflectorised markers:

- (a) runway end/threshold corner lights;
- (b) lights 90m from each runway end/threshold; and
- (c) lights nearest to the illuminated runway mid-length point.

## 8 - OTHER FACTORS THAT SHOULD BE CONSIDERED PRIOR TO USING A LANDING AREA

8.1 A pilot should not use a landing area or have an aeroplane engine running unless the aeroplane is clear of all persons, animals, vehicles or other obstructions.

8.2 A pilot should not use a landing area without taking all reasonable steps to ensure the physical characteristics and dimensions are satisfactory. For aerial work and charter operations the operator should provide evidence to the pilot on the suitability of a landing area prior to its use.

8.3 Runway lengths calculated for take-offs and landings should be increased by 50% for agricultural operations on one-way runways at night.

8.4 **Geographic Location.** A landing area should not be located:

- (a) within the area or in such close proximity as to create a hazard to aircraft conducting a published instrument approach, excluding the holding pattern; or
- (b) within any area where the density of aircraft movements makes it undesirable; or
- (c) where take-off or landing involving flight over a populated area creates an unnecessary hazard.

8.5 Except in an emergency, the consent of the owner/occupier is required before a landing area may be used.

8.6 If the proposed landing area is located near a city, town or populous area or any other area where noise or other environmental considerations make aeroplane operations undesirable, the use of such a landing area may be affected by the provisions of the *Commonwealth Environment Protection (Impact of Proposals) Act 1974* and parallel State legislation as well as other legislation. It is the responsibility of the pilot and/or operator to conform with these requirements.

8.7 A method of determining the surface wind at a landing area is desirable. A wind sock is the preferred method.

8.8 The surface of a landing area should be assessed to determine its effect on aeroplane control and performance. For example, soft surfaces or the presence of long grass (over 150mm) will increase take-off distances while moisture, loose gravel or any material that reduces braking effectiveness will increase landing distance.

## 9 - SURFACE TESTING OF A LANDING AREA

9.1 **Rough Surfaces.** The presence of holes, cracks and ruts will degrade aeroplane performance and handling and increase the possibility of structural damage. The smoothness of a runway

can be tested by driving a stiffly sprung vehicle along the runway at a speed of at least 75 kph. If this is accomplished without discomfort to the occupants, the surface can be considered satisfactory.

**9.2 Soft, Wet Surfaces.** A test vehicle as indicated in the table below should be driven in a zig-zag pattern at a speed not exceeding 15 kph along the full length and width of the runway. Particular attention should be paid to suspect areas with possibly three passes over these areas. If tyre imprints exceed a depth of 25mm the surface is not suitable for aircraft operations represented by the test vehicle. Experience may prove that for a certain type of aircraft (eg, an aircraft with small

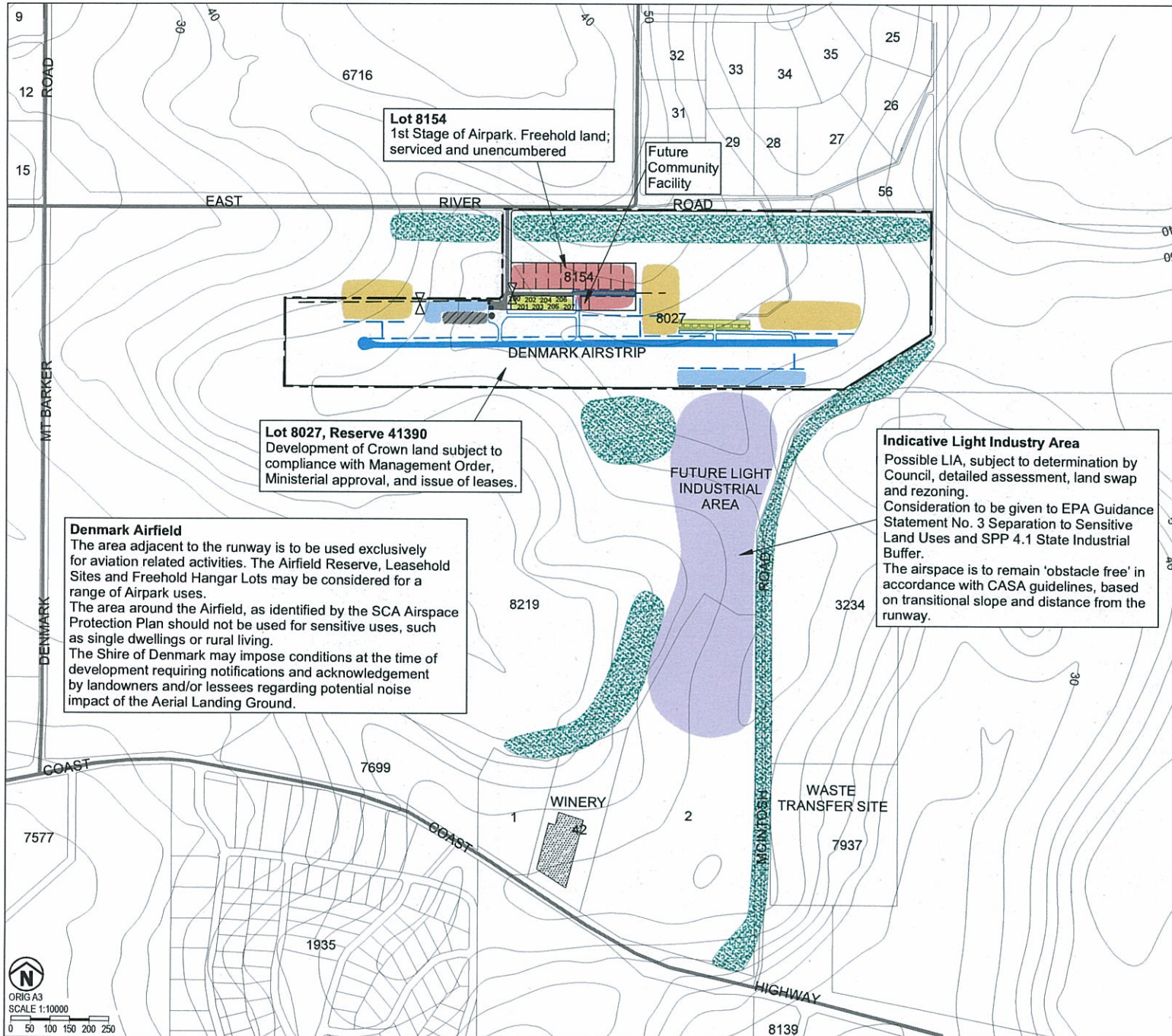
wheels or high tyre pressure) operations are unsafe with a lesser imprint. Testing with a crowbar should also be done in several places along the runway to ensure that a dry surface crust does not conceal a wet base.

USER AIRCRAFT WEIGHT	SUGGESTED VEHICLE TO BE USED FOR TEST
1. MTOW not exceeding 2000kg	Fully laden utility, Landrover, station sedan.
2. MTOW 2001 kg to 3400kg	Fully laden 1.5 tonne truck or lightly laden 3 tonne truck.
3. MTOW 3401 kg to 5700kg	Fully laden 3 tonne truck
Attention should also be given to the remainder of the strip as this area is provided for run-off in the event of an abnormal take-off or landing.	

# CONCEPTUAL LAND USE STRATEGY

## Denmark Airfield Hay, Shire of Denmark

10-06-CLU(d) APRIL 10



**Lot 8154**  
1st Stage of Airpark. Freehold land;  
serviced and unencumbered

Future  
Community  
Facility

**Lot 8027, Reserve 41390**  
Development of Crown land subject to  
compliance with Management Order,  
Ministerial approval, and issue of leases.

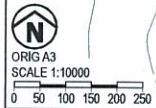
**Denmark Airfield**  
The area adjacent to the runway is to be used exclusively for aviation related activities. The Airfield Reserve, Leasehold Sites and Freehold Hangar Lots may be considered for a range of Airpark uses. The area around the Airfield, as identified by the SCA Airspace Protection Plan should not be used for sensitive uses, such as single dwellings or rural living. The Shire of Denmark may impose conditions at the time of development requiring notifications and acknowledgement by landowners and/or lessees regarding potential noise impact of the Aerial Landing Ground.

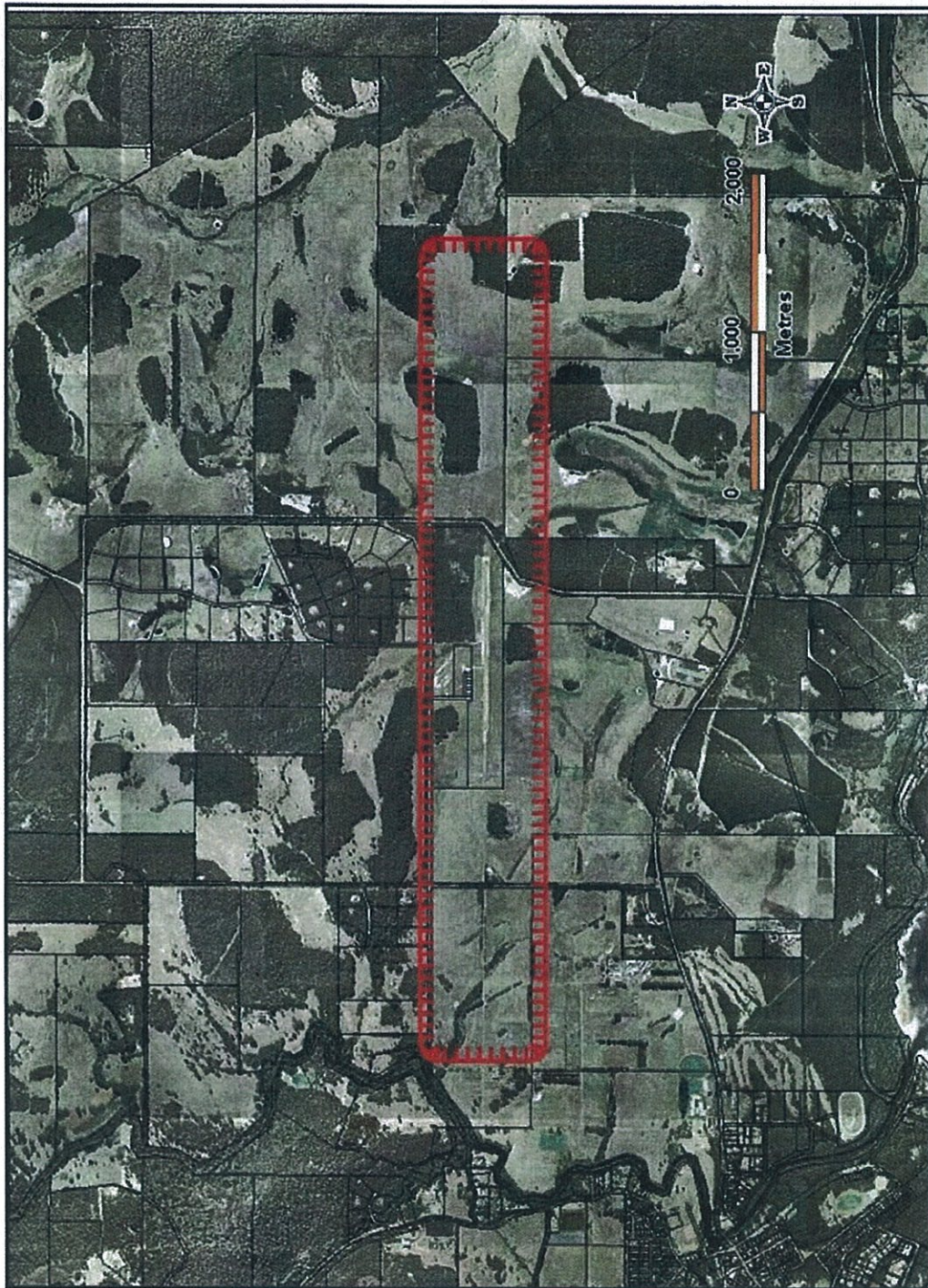
**Indicative Light Industry Area**  
Possible LIA, subject to determination by Council, detailed assessment, land swap and rezoning. Consideration to be given to EPA Guidance Statement No. 3 Separation to Sensitive Land Uses and SPP 4.1 State Industrial Buffer. The airspace is to remain 'obstacle free' in accordance with CASA guidelines, based on transitional slope and distance from the runway.

**LEGEND**

- Subject Land
- Vegetated Visual Buffer
- Possible Future Industry
- Hangar Lots (existing)
- Hangar Accommodation / Air Park (1st stage)
- Hangar Accommodation / Air Park (future stage)
- Aircraft Parking
- Aviation Allied Activities
- Existing Taxiway / Apron (aircraft)
- Future Taxiway
- Airfield Access (vehicles)
- Future Access (vehicles)
- Water Bomber Access
- Gate
- Existing Tank
- Terminal Building

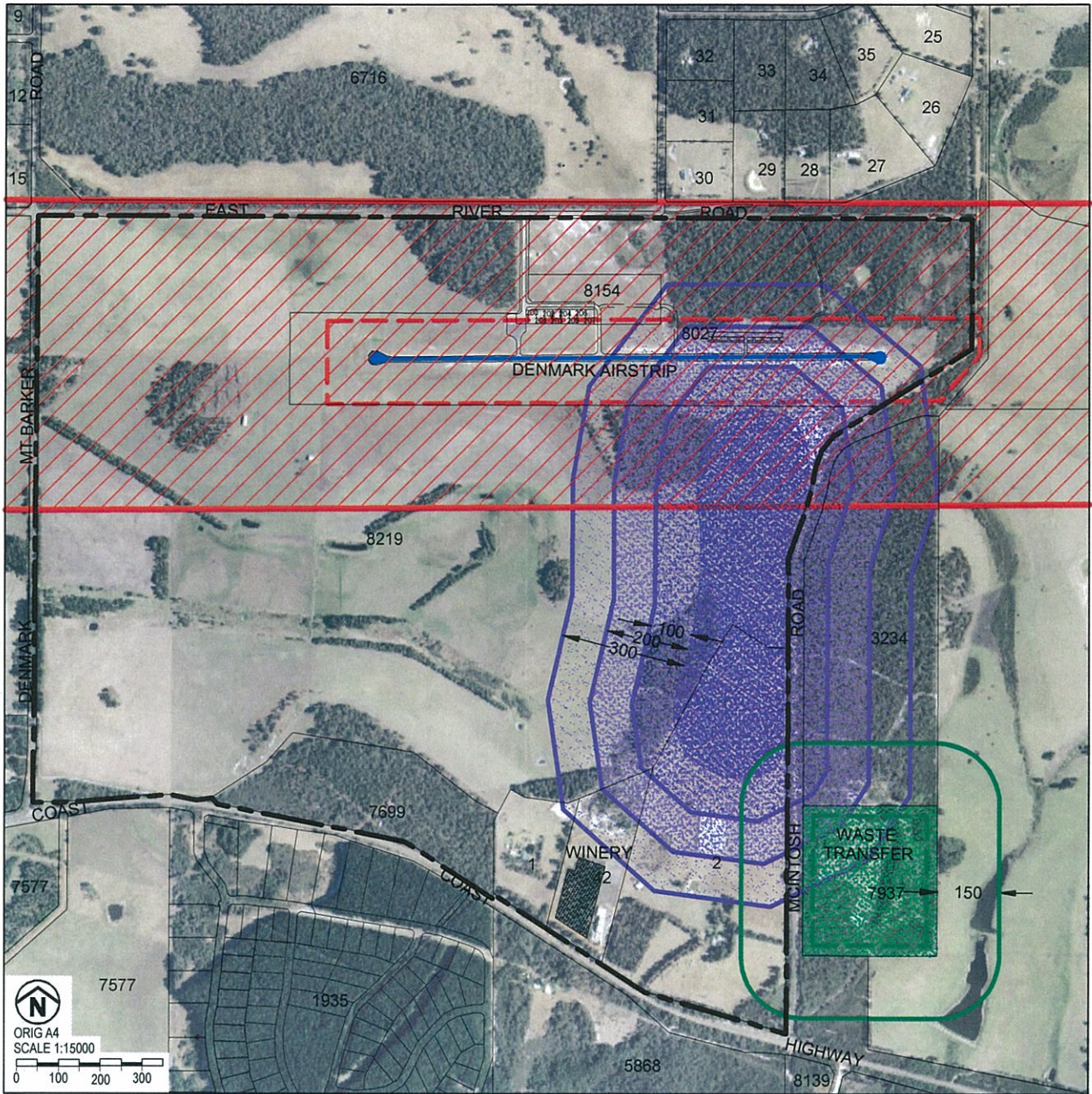
- Denmark Airfield Land Use Strategy**  
Key Objectives and Land Use Management Criteria:
- This plan to be read in conjunction with the endorsed Land Use Strategy.
  - The primary objective is to protect and enhance the function of the Denmark Airfield as an Aerial Landing Ground.
  - Aviation and aviation related activities will be encouraged.
  - All works and development at the Airfield to satisfy relevant safety standards, CASA guidelines, Environmental Health and Planning requirements as well as the purpose and objectives set out in the Shire's Policy.
  - Consideration to be given to siting, height and bulk of buildings, reflectivity of materials, servicing, fire safety, amenity and land use compatibility.





**FIGURE 29 – Airstrip Environs Special Control Area**

*Source: Airspace Protection Plan – Perth Airport Corporation March, 2004*



**NOTES**

**AIRFIELD**  
 The 2004 Airspace Protection Plan nominates an area approximately 400m north and south of the runway and 2km from either end as a Special Control Area.

Environmental Protection (Noise) Regulations 1997 measurements points are used for determination of influencing factors on noise sensitive premises.

**LIGHT INDUSTRIAL AREA**  
 Development of the Airfield and the future Light Industrial Area is to give consideration is to be given to the Environmental Protection Authority Guidance Statement No. 3 'Separation Distances Between Industrial and Sensitive Land Uses' and State Planning Policy 4.1 'State Industrial Buffer (Amended)' July 2009 Draft.

Light, General, Service and Rural Industry use may be permitted. Applicable separation distances are likely to range from 100 and 300m for uses such as Automotive Spray Painting, Bakery, Composting, Food Processing, Joinery and Small Goods Manufacturing.

**WASTE TRANSFER SITE**  
 The buffer distance for a waste disposal site (inert land fill) is 150m from residential uses. An internal buffer of 25m from the boundary applied. This is achieved at the Denmark Waste Transfer Site.

**LEGEND**

- Denmark Airfield Runway
- SCA - Airspace Protection
- 100m Noise Sensitive Measurement
- Possible Future Light Industry Area
- Industrial Area Buffer
- Waste Transfer Site
- 150m Landfill Buffer
- 25m Internal Setback

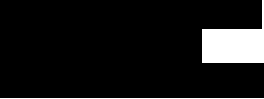
The submissions received relating to Draft Town Planning Scheme Policy 'Denmark Airfield and Airpark' and the 'Denmark Airfield Land Use Strategy' are summarised and discussed in the following table:


No	Submitter / Summary of Submission	Officer Comment	Recommendation
1	<p><b>Environmental Protection Authority Level 8, 168 St Georges Terrace Perth WA 6000</b></p> <p>22 JULY 2010 - EPA initially assessed the information as 'Pre-Referral' information under section 38 of the <i>Environmental Protection Act 1986</i>. The following comments were provided in response to the Shire asking the EPA to specifically comment on the following issues:</p> <ul style="list-style-type: none"> <li>Noise – The proposed hangar accommodation is classified as a noise sensitive premise as per Schedule 1(C) of the <i>Environmental Protection (Noise) Regulations 1997</i>. As the hangars are effectively located on the airport land, noise generated from the airport cannot be considered, however any noise emitting from the proposed Light Industrial Area will need to be considered. LIA uses will need to meet the requirements of Table 1 within the above regulations.</li> </ul> <p>• The proposed strategy incorrectly refers to</p>	<p>It is determined that any noise resulting from the airfield cannot be subject to future landowner/leaseholder complaint. This should be reflected as a 70A notice on title for any future freehold lots created or written into any future lease agreement.</p> <p>Noting the EPA's comments any residential component</p>	<p>The strategy be amended.</p> <p>Hangar accommodation is to be referred to as a 'sensitive land use' as advised by the EPA. This has implications for the proximity of the LIA.</p> <p>A notice on title or clause in any future lease agreement being added to all future freehold or leasehold lots stating (or words to this effect):</p> <p><i>The leaseholder/landowner of the lot accepts all reasonable noise emitting from the Denmark Airfield, in relation to current levels and any future increase levels as intended by the Denmark Airfield and Airpark Strategy and any possible noise emitting from the proposed Light Industrial Area adjoining the reserve.</i></p> <p>Amend the strategy maps</p>

No	Submitter / Summary of Submission	Officer Comment	Recommendation
	<p>hangar accommodation as a use not regarded as being sensitive.</p> <ul style="list-style-type: none"> <li>• Buffers – Buffer distances between light industrial uses average between 200-300m, however this does not take into account some land uses that have greater buffers (due to non-typical emissions, cumulative impacts, health impacts etc.) As such, the Shire will need to determine the context of future LIA uses.</li> <li>• Putrescible Landfill – In accordance with <i>Guidance Statement No.3 Separation Distances between Industrial and Sensitive Land Uses</i> separation distances between a proposed Class 2 and 3 landfill sites is 500m from sensitive land uses and 150m from single residences with an internal buffer of 35m.</li> </ul> <p>15 OCTOBER 2010 – EPA confirmed no additional assessment was required at this stage, however should a rezoning be pursued a referral will be required.</p>	<p>will need to be kept a between 100m and 300m from the LIA boundary in order to ensure no restrictions are placed on the LIA. Given this it is recommended the Shire amend the text and scheme maps to ensure that no hangar accommodation is tentatively allowed within the 300m buffer as required by the EPA's <i>Separation Distances between Industrial and Sensitive Land Uses No. 3</i>. As hangar accommodation is not currently provided for by the Shire's existing policy, should this be seen to be problematic Council should not be supporting any residential development on Reserve 41390 (Lot 8027), Lot 8154 (former Location 7804) Wrightson Road and Lots 200 – 207 Paxillus Way until the LIA is developed and future land use locations established.</p> <p>In regards to buffers, whilst the majority of future land uses within the LIA are expected to result in compliance with the 200-300m separation distance from the proposed hangar accommodation, some future LIA uses may require additional buffers (in the vicinity of 500m). The LIA will be limited by the hangar accommodation in the future, as the EPA has advised this is a sensitive land use. Council will need to consider whether it seeks to promote a 500m buffer to ensure compliance, or look to modify the land uses within the LIA (at its northern end) to be only those with a 100m – 300m buffer, thus resulting in land use compatibility.</p> <p>In accordance with Council resolution 231010 the establishment of a putrescible landfill site on land intended for the future LIA is not longer being pursued. As such, this land use is no longer relevant.</p> <p>No further referral to the EPA associated with this policy or strategy is required. A future referral to the EPA will be required given Councils resolution 071010 to initiate a scheme amendment request (and future rezoning) of the adjoining LIA.</p>	<p>and text to remove reference to any hangar accommodation component within 300m of the LIA northern most boundary.</p>






No	Submitter / Summary of Submission	Officer Comment	Recommendation
<p><i>The following submissions, either for or against the proposal, have been arranged in order of the date in which they were received to remove any perceived bias in terms of the officer's comments or recommendations.</i></p>			
2	<p>[REDACTED]</p> <p>Supports the proposal.</p> <p>The Great Southern is a popular area for 'sport' aviation given the amenity of the locality. Such a use also contributes strongly to increased tourism perceptions of the Shire and with proper planning the airport can become an even greater asset. The development of the draft airfield documents seek to avoid the issues that the submitter has seen evident elsewhere, including in California. The provisions for the airstrip itself being restricted to aviation activities only and the surrounds being allowed compatible uses only are both key to the long term success of the strategy.</p> <p>The great southern is a hot bed for sports aviation and the Denmark Airport can become a greater community asset with proper planning and development.</p> <p>Denmark Airport is likely to compliment the Albany Airport which is able to cater to different types/sizes of planes.</p>	<p>Noted.</p> <p>Noted.</p> <p>Agree. The Denmark Airport is limited in the policy documents to planes less than 5700kg as stated in clause 5.1 of the policy.</p>	<p>No changes recommended.</p>
3	<p>[REDACTED]</p> <p>Supports the proposal.</p> <p>To develop any country airport is really important and can only enhance the image of Denmark. This is increasingly important in relation to isolated towns such as Denmark.</p>	<p>Agree. Whilst Denmark is not overly isolated, the airport will allow increased accessibility to the Shire to a different demographic and an increase in tourism exposure.</p>	<p>No changes recommended.</p>
4	<p>[REDACTED]</p>		<p>The policy be amended.</p>

No	Submitter / Summary of Submission	Officer Comment	Recommendation
	<p>Supports the proposal.</p> <p>Supports the proposal as it brings a sense of community to the airport by allowing for residential accommodation options. This type of development is popular throughout Australia and in particular WA.</p> <p>Shire must ensure compatibility issues with the proposed LIA are considered, as this area will bring in time employment opportunities to the Shire.</p>	<p>Noted. Residential accommodation options are limited to 'ancillary' hangar accommodation as stated in 2.1 of the policy. The accommodation component is to be in conjunction with the primary purpose of a hangar. To clarify the above it is recommended new clauses 2.5 and 2.6 be added to read:</p> <p><i>2.5 Hangar accommodation shall be ancillary to the provision of a hangar and no accommodation shall be provided in a manner that prevents or restricts the storage of a single light aircraft.</i></p> <p><i>2.6 Hanger accommodation (which shall include Holiday Accommodation) shall be either for short stay or permanent residential purposes.</i></p> <p>The intention with 2.6 is to allow flexibility for landowners/leaseholders. Any properties not for the exclusive use of the owners shall be registered with the Shire as a Holiday Accommodation premise (and subject to those relevant policy requirements).</p> <p>Refer to Submission 1.</p>	<p>New clauses 2.5 and 2.6 be added to read:</p> <p><i>2.5 Hangar accommodation shall be ancillary to the provision of a hangar and no accommodation shall be provided in a manner that prevents or restricts the storage of a single light aircraft.</i></p> <p><i>2.6 Hanger accommodation (which includes Holiday Accommodation) shall be for either short stay or permanent purposes.</i></p>
5	 <p>Supports the proposal.</p> <p>Development of the airfield will only add to its appeal for other aviation enthusiasts and tourists.</p> <p>The hangar and accommodation component will in the eyes of the submitter become the norm around Australia in the future and offers a</p>	<p>Noted.</p> <p>Noted. Whilst it is too early to confirm whether this will be the case, there is increasing pressure on Councils throughout much of Australia to develop land use</p>	<p>No changes recommended.</p>

No	Submitter / Summary of Submission	Officer Comment	Recommendation
	<p>lifestyle solution for pilots.</p> <p>Does not believe the integration of the LIA and the waste treatment disposal area will bear any significance on the airport development as outlined in the policy.</p>	<p>strategies to cater for sports aviation. Such strategies commonly refer to an accommodation component.</p> <p>Refer to Submission 1.</p>	
6	<p></p> <p>Opposes the proposal.</p> <p>The presentation of the proposal gives a false impression of the airport being away from residences (when it is in fact located in proximity to seven subdivisions and other residences).</p> <p>A lack of information has been provided to ratepayers with regards to noise, both now and in the future.</p> <p>By allowing hangar accommodation this will result in minimal benefits to the town centre as</p>	<p>Disagree. The submitter has made a valid point, however legally planes are required to fly over built up areas at a certain height (above 1000 feet). With the exception of the Special Rural No. 11 Airport Estate (who are governed by the following clause) the nearest residential subdivision is located in excess of 1km from the runway.</p> <p><i>(viii) Council shall require that all prospective purchasers and successors in title are advised in writing that Denmark Special Rural Zone No. 11 – Denmark Airport Estate Subdivision Location 6715 McIntosh Road is adjacent to reserve 41390 ‘Aerial Landing Ground’ and that aircraft noise associated with its purpose and use are acknowledged by landowners.</i></p> <p>Disagree. Noise activity from any future land uses associated with the airpark is controlled by the <i>Environmental Protection (Noise) Regulations 1997</i>. Council is limited in its ability to regulate aircraft noise once a plane is flying, as the requirements are covered by CASA. The Shire could not control any plane that flew into the Shire from elsewhere and created noise. Nevertheless, it is likely in time the number of planes arriving at the airfield will increase (as will noise) should the strategy and policy be adopted.</p> <p>Disagree. The establishment of hangar accommodation at the airport is not expected to be at a number that</p>	<p>Clarification from Council is sought.</p> <p>The policy has been amended as follows:</p>

No	Submitter / Summary of Submission	Officer Comment	Recommendation
	<p>there is no need for people to stay in town and uses those existing services available.</p> <p>Strenuously objects to the notion of a 'pilot training school'. Noise from SCH has more than trebled in the past two years, exaggerated by the removal of the pines (at Springdale Beach), the doubling of the population and tourist numbers. There is no need therefore to increase noise via public companies using a ratepayer funded resource.</p> <p>Flight paths are shown over all nearby subdivisions, however are not shown in the strategy documents.</p>	<p>noticeably affects the viability of the town centre. Bearing in mind approximately 40-50% of the Shire's existing residential housing stock is utilised for short stay or holiday accommodation purposes, the provision of hangar accommodation at the airport is not expected to influence the viability of existing businesses or home holiday operators.</p> <p>As there will be no shops/retail activity able to establish at the airfield under this current policy and strategy, anyone wishing to stay for extended periods at the airfield would need to visit the town centre for supplies, groceries etc.</p> <p>Noted. Flying schools are deemed to be the cornerstone of much of aviation, and arguably an influential element in the long term safety performance of the industry. Correct behaviours and attitudes and adequate skills and knowledge acquired during flight training form the basis for how pilots eventually operate safely. This is not to be misconstrued in a sense that obviously trainee pilots will be less inexperienced and the perception of incident is higher. Should Council deem a flight school is an appropriate land use then there is a small element of risk associated with this from a safety perspective.</p> <p>In addition, if there was one aspect of the proposal that had the most potential to generate on-going noise, it would be the use of the site for flying school purposes. A flying school may contribute to a higher percentage of flights per day than that associated with recreational use and general uptake of lots.</p> <p>Conversely, a flight school could be seen as a major drawcard to the Shire and create on-going employment and associated business related opportunities.</p> <p>Agree. A general comment and one that relates to numerous submissions in opposition to the proposal is that Council is responsible for the land uses on the property and the effects these uses may have. As stated</p>	<p><i>2.6 Hanger accommodation (which includes Holiday Accommodation) shall be for either short stay or permanent purposes.</i></p> <p>Council is asked to determine whether a flight school is deemed to be an appropriate use of the airfield.</p>

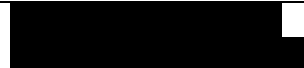
No	Submitter / Summary of Submission	Officer Comment	Recommendation
		<p>in part 3.3 of the strategy planes, in accordance with CASA guidelines are required to fly a minimum of 500 feet above non-built up areas and 1,000 feet above built up areas.</p> <p>It is unlikely that the landing circuits shown in the strategy documents, however ideal, will be consistently complied with and that some planes will be flying over areas as part of their landing circuits beyond what is shown on the Operation and Circuits Plan.</p>	
7	<p></p> <p>Supports the proposal.</p> <p>Submitter has purchased a residential airpark lot, and seeks to live closer to the airport.</p> <p>Shire is to be commended on the development of the airport to date, including design, runway upgrades and current development of lots. The interest in the hangar lots is an indication of the interest and growing support for this type of activity by the community.</p>	<p>Noted.</p> <p>Noted.</p>	No changes recommended.
8	<p></p> <p>Supports the proposal.</p> <p>Denmark airport is an important piece of infrastructure for the aviation community, not only for sport aviation but also for general aviation which includes emergency services and the RFDS. Any development at the airpark will enhance and provide additional community benefits.</p>	<p>Agree. The existing airfield currently provides for services that benefit the community, including the RFDS and FESA water bombers. These are essential services that provide a positive contribution to the local community. Nothing is proposed to change in this regard as a result of this strategy, however it is in time envisaged the Shire may be able to permanently provide a community hanger lot, to house a water bomber full time (or for extended periods) should the need arise.</p>	<p>The policy being amended.</p> <p>Clause 5.3 being amended to state:</p> <p><i>5.3 Any reserved or emergency parking areas for either for vehicles (ambulance etc.) or planes (water bomber etc.) are to be kept clear at all times and are to be utilised for their</i></p>

No	Submitter / Summary of Submission	Officer Comment	Recommendation
	<p>The proposed land use strategy will enhance the quality of events that can be held at the airport, including the SAAA WA Regional Fly-In, which has been held in Denmark twice in the last eight years.</p> <p>Airparks are not a new concept and have been around overseas and the eastern seaboard for a substantial period of time.</p> <p>Future LIA uses are well removed from the future hangar accommodation.</p>	<p>Agree. Specific approval is required for all major events proposed to be held at the airport. The policy specifies that any proposed events may also require assessment (and public notice) against Policy No. 38 – Public Gathering and Events as stipulated in clause 5.4. It is noted within the strategy document that:</p> <p><i>Usage levels are highest during fly ins, which occur once in four years, bringing 40 – 60 aircraft as visitors.</i></p> <p>Part 5.0 Airfield Operation of the policy specifies the pertinent considerations Council shall have regard to in considering whether to give approval or not to special events. It is recommended however that Council amend clause 5.3 to require 21 days, rather than 14 to allow for a more thorough assessment and consideration of any implications.</p> <p>Noted.</p> <p>Refer to Submission 1.</p>	<p><i>intended purpose only. Emergency services planes shall have priority usage of the airfield facilities as/when the need arises.</i></p> <p>Clause 5.4 being reworded to refer to 21 days and not 14 days.</p>
9	 <p>Opposes the proposal.</p> <p>As a resident of Springdale Heights, general concerns relate to the Operations and Circuits Plan, Airfield Operation and Denmark Land Use Strategy as indicated in the application.</p>		<p>Amend the policy and strategy.</p>

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	<p>This application is similar to a previous application for a marina on the Wilson Inlet, and just because similar proposals have proven popular/successful elsewhere why does Denmark have to follow suit and risk losing its uniqueness.</p> <p><u>Operations and Circuits Plan:</u> Diagrams showing the flight circles are shown significantly tighter than what is actually flown. Flight paths shown are inaccurate in terms of what pilots usually fly, often over residential land including Springdale Heights.</p> <p><u>Airfield Operation:</u> Current flight levels and occasional special events are deemed acceptable. As the document refers to a limit on the number of flights not to exceed 40 per day, a considerable increase in the daily and weekend activity levels will result should the proposal be accepted.</p> <p><u>Denmark Land Use Strategy:</u> States that up to 35 hangar lots could be accommodated. With the current lack of demand in present land developments, allowing more for an elite group is ludicrous.</p> <p>Shire has expressed Denmark has issues with water, power and effluent draining into the inlet and this proposal requires considerations of these effects.</p> <p>Comparison with Dunsborough and Margaret River has been made. Acknowledges it is impossible to halt progress, but the Shire should</p>	<p>Noted.</p> <p>Refer to Submission 6.</p> <p>Noted. Based on the growth predictions of the airport that the number of flights per day will continue to be limited by the infrastructure that is provided and as such it is recommended that the reference to a maximum of 40 flights per day be removed from the strategy and policy. Currently there is no limit on the number of flights into and out of the airfield and it is recognised that a take-off or landing could be completed every 2-5 minutes. The airfield is not anticipated to experience large numbers of flights on a daily basis as the airfield.</p> <p>Disagree. Based on the previous uptake of leasehold and freehold lots at the airfield it appears there is a demand for this land use type. It is expected the market will respond to demand, and should the demand be low, fewer lots will be made available.</p> <p>Disagree. It is believed these issues are adequately covered under section 4.0 <i>Services and Amenity</i> of the policy, and these are consistent standards applied across the Shire.</p>	<p>Council during this process will determine whether Denmark, on behalf of the community requires such a facility that among other things allows for hangar accommodation.</p> <p>Remove reference to a maximum of 40 flights per day from both the strategy and policy documents.</p> <p>Council is asked to determine whether the development of the airfield</p>



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	look at slowing negative impacts on Denmark, as this type of progress drives current residents out.		as proposed is a negative result for the Shire.
10	<p>[REDACTED]</p> <p>Supports the proposal.</p> <p>Members of the association are in general agreement with all aspects of the document.</p> <p>The Denmark Airport has been the subject of numerous improvements over the past 12 months, and requires on-going support and funding from various groups. The airport is an asset for the Council and the community.</p> <p>The Denmark Airport Association have committed over 200 hours in the past 12 months towards various maintenance work as deemed appropriate and seek to continue to contribute where possible in the future.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	No changes recommended.
11	<p>[REDACTED]</p> <p>Supports the proposal.</p> <p>Believes the plan is a positive plan for the future development of the airpark. Will consider moving to Denmark if the proposal is supported and endorse the concept of creating an airpark adjoining the airport.</p> <p>Placing accommodation around the airport significantly improves the security of the airpark and residents of hangar accommodation are very aware of the operational effects of such a use.</p> <p>Given the location of the airpark, noise is likely to be confined to the lower density residential</p>	<p>Noted.</p> <p>Agree. It is generally accepted, that Crime Prevention through Environmental Design (CPTED) principles that increased exposure in turn correlates to increased safety and reduced crime levels.</p> <p>Agree. This has previously been considered with the Airstrip Environs Special Control Area being detailed,</p>	The policy being amended.





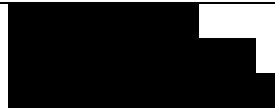
No	Submitter / Summary of Submission	Officer Comment	Recommendation
	<p>areas and not pose a problem to the greater community. Noise from trucks, traffic and other machinery is far greater.</p> <p>Land within the Denmark airport should be reserved exclusively for aviation related activities and business only.</p> <p>Future development of the LIA may result in the submitter relocating to Denmark to run their business from this. Considers the LIA is far enough away from the proposed residential uses associated with the airport to not be an issue.</p> <p>Development of the airport would result in increased interest - Australia on Denmark, and promote additional tourism and business, beneficial to the entire community.</p>	<p>which seeks to limit development in areas most at risk to landing/take off noise which is when noise is at its highest. Planes are shown on the Operations and Circuits map as taking off in both directions (east and west) and given the proximity to town, ideally the majority of planes would take off in a easterly direction to avoid the highest noise impact being placed on the subdivisions and residential dwellings in proximity to the town centre.</p> <p>Agree. The reserve vesting allows Council to approve various land use activities so long as they are ancillary or incidental to the reserve vesting, being Aerial Landing Ground. State Land Services approval will be required for any future freehold or leasehold agreements. In response to this it is recommended to remove the following land use activities from part 2.0 Land Uses of the policy as they are not deemed to be in accordance with the above:</p> <ul style="list-style-type: none"> <li>• <i>Cultural Use</i></li> <li>• <i>Home and Cottage Industry</i></li> </ul> <p>Should any application for any additional use be received by Council in the future, it can be assessed under the following:</p> <ul style="list-style-type: none"> <li>• <i>Other incidental or aviation allied activities considered appropriate by Council which are consistent with the purpose and function of the airfield.</i></li> </ul> <p>Refer to Submission 1.</p> <p>Agree. The level of increased tourism at any one time resulting from this proposal is not anticipated to be significant.</p>	<p>Remove the following land use activities from part 2.0 Land Uses of the policy as they are not deemed to be in accordance with the reserve vesting:</p> <ul style="list-style-type: none"> <li>• <i>Cultural Use</i></li> <li>• <i>Home and Cottage Industry</i></li> </ul>
12			<p>The policy and strategy being amended.</p>

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	<p data-bbox="264 204 566 236">Supports the proposal.</p> <p data-bbox="264 276 936 443">Submitter has had concerns expressed that accommodation at the airport need to have a control which guarantees a hangar was included so that any <i>cheaper lots</i> did not end up with no connection to aviation requirements.</p> <p data-bbox="264 826 936 922">Submitter may seek additional lots be developed at the end of Paxillus Way to satisfy existing demand.</p>	<p data-bbox="981 276 1765 475">Agree. As previously stated it is noted that residential accommodation options are limited to 'ancillary' hangar accommodation as stated in 2.1 of the policy. An amended clause 2.5 is recommended to state that no accommodation will be permitted without a hangar also being provided.</p> <p data-bbox="981 826 1765 1062">A subdivision approval (WAPC-133101) was granted in 25/10/2007 by the WAPC which is contrary to the Conceptual Land Use Strategy map provided in the strategy document, namely it does not contain access to the taxiway and there is no longer a community site identified. Clearance of conditions for this original subdivision is currently being sought by the developer.</p>	<p data-bbox="1787 276 2101 339">Clause 2.5 amended to state:</p> <p data-bbox="1787 379 2168 786"><i>2.5 Hangar accommodation shall be ancillary to the provision of a hangar and no accommodation shall be provided in a manner that prevents or restricts the storage of a single light aircraft. No hangar accommodation shall be provided without a fully constructed and operational hangar.</i></p> <p data-bbox="1787 826 2179 1026">Amend the strategy maps to remove reference to the Future Community Facility and specific subdivision arrangement shown on Lot 8154.</p>
13	<p data-bbox="264 1209 566 1241">Supports the proposal.</p> <p data-bbox="264 1281 936 1449">The airport is an important and valuable piece of infrastructure and the draft plan and amendment if implemented will assist both Council and the users of the airport to work together for its future development.</p> <p data-bbox="264 1489 936 1520">Concerns the airport may be an impediment to a</p>	<p data-bbox="981 1281 1070 1313">Noted.</p> <p data-bbox="981 1489 1070 1520">Noted.</p>	<p data-bbox="1787 1074 2168 1106">No changes recommended.</p>


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	<p>future putrescible landfill site in the LIA adjacent to the airport. All the submitters peers associated with the airfield do not believe this is the case.</p>		
14	<p>[REDACTED]</p> <p>Supports the proposal.</p> <p>Documents form a sound foundation for the future development of a community asset. Although airparks are new to WA, they have been in existence for some time overseas and in the eastern states.</p> <p>Does not see any conflict between the LIA and the airport, and the two sites can complement each other by having an industrial buffer between the residential and airport.</p>	<p>Noted.</p> <p>Disagree. Refer to submission 1. Despite the best intentions of the airport to prevent land use incompatibilities, it is likely there will be an area on the proposed LIA that will be restricted.</p>	No changes recommended.
15	<p>[REDACTED]</p> <p>Seeks clarity from Council relating to the proposed Waste Landfill site and if so, will this affect the release/timing of the documents subject to this proposal.</p>	<p>Noted.</p>	No changes recommended.
16	<p>[REDACTED]</p> <p>Supports the proposal.</p> <p>Future growth and prosperity of the Denmark Region is determined by the action undertaken to day for the benefit of tomorrow.</p> <p>Albany's airport facilities are good, but do not cater for locals or immediate areas. Hangar and business opportunities are 'stuck' in Albany due to a lack of available space and pre-planning.</p>	<p>Noted.</p> <p>Noted.</p>	No changes recommended.

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	<p>Denmark's proposed airpark will put itself on the map Australia wide and the location is ideal beyond criticism of fair minded ratepayers.</p> <p>Aviation enthusiasts will add prosperity and diversity to the Denmark community.</p> <p>Provided there is no safety or environmental factors needing to be addressed, there should be no valid reason to stop further growth of the town and surrounds.</p>	<p>Agree.</p> <p>Noted.</p> <p>Agree. The growth of the town, including the airport will be undertaken in a manner that is consistent with the long term strategic direction envisaged under various strategies, include the Local Planning Strategy, the Rural Settlement Strategy, the Commercial Strategy and if adopted the Denmark Airfield Land Use Strategy. All these documents consider growth of the Shire is inevitable.</p>	
17	 <p>Opposes the proposal.</p> <p>As an owner of Lot 680 South Coast Highway (property west of Willoughby Park) all activity, noise and human movement is observed and heard by us. On more than one occasion the light has been left on at the airport building and the submitter has turned this off.</p> <p>Appreciate the airport as some activity, Royal Flying Doctors etc; benefit the submitter and the wider community. The landing strip should be used as a working airport.</p> <p>Airport is located in a rural setting and people want to live in a peaceful setting. If people wanted to live in an industrial or urban setting they would have done so.</p>	 <p>Disagree. The subject site is located approximately 1.3km away from the airpark existing buildings, and it would be difficult to confirm that human movement or the light at the airpark building creates any adverse effects on this person or property.</p> <p>Noted. Emergency services etc will continue to be able to utilise the airport for community benefit.</p> <p>Disagree. The airport has an array of potential uses that are associated with its operation. Pressure will always be placed on peripheral areas as demand and growth dictates. In this instance the scope of proposed uses, subject to various lease agreements, are effectively permissible on the site.</p>	No changes recommended.


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	<p>Requests that any type of accommodation or any other tourist facilities be removed from the documents. Tourist infrastructure should be developed within the town site as opposed to in a rural setting where people have purchased land with an expectation of not being built upon or having noise thrust and imposed upon them.</p> <p>Recommends that tourists with aircraft be encouraged to leave the airport and enjoy the Shire.</p> <p>Concludes that they see and hear every activity at the airfield and believe that any tourist accommodation is inappropriate in that setting. Peace of mind will be severely disturbed if a tourist hub is developed at the airport.</p>	<p>Disagree. The airport and associated airpark activities (as long as they are given approval by Council) will always have a level of noise associated with them and will be subject to compliance with the <i>Environmental Protection (Noise) Regulations 1997</i>. It would be difficult to argue that by providing an accommodation component at the airfield that this would harm the tourist infrastructure in town, or that it should only be provided in town. It would be expected that this development would be beneficial to the Shire from a tourism perspective, mainly as a result of increased exposure to different tourist demographics.</p> <p>Agree. No shops or retail activities are proposed, and as such any visitors will more than likely visit the town centre.</p> <p>Disagree. Given the associated distances it is unlikely the submitter will be affected to the level stated in the submission.</p>	
18	<p></p> <p>Supports the proposal.</p> <p>New strategy is far superior to the existing outdated and inappropriate plan.</p> <p>Supports strongly the concept of a combination of hangar and residential accommodation. It represents a unique opportunity for Denmark, and is a concept that has successfully been previously successful in North America among other places.</p> <p>Proposal will contribute to the ongoing financial health of the district into the future, and having</p>	<p>Agree. The new strategy and policy responds to the increased demand for aviation related activities at the airfield.</p> <p>Refer to submission 12.</p> <p>Noted.</p>	No changes recommended.

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	<p>seen previous examples in North America the communities appeared successful.</p> <p>The focus on Denmark for Light Aircraft is appropriate, with Albany being the regional airport. The following uses have been well considered:</p> <ul style="list-style-type: none"> <li>• the reservation of land around the airport for airport related activities;</li> <li>• minimisation of aircraft noise;</li> <li>• compatibility with future LIA.</li> </ul>	<p>Agree. The airfield will be limited to planes (other than in emergency situations) less than 5700kg. The airfield cannot accommodate larger planes at this time without significant investment in the airfield (runway extensions, widening etc.) which cannot be justified or provided at this time.</p>	
19	<p></p> <p>Supports the proposal</p> <p>This plan has been 25 years in the making and it is good to see results. The concept of (<i>assuming hangar accommodation</i>) is not new and submitter was first made aware of this housing typology in 1966. Denmark has the opportunity to improve on this concept as shown in the strategy documents.</p>	<p>Agree. Whilst hangar accommodation is not provided for in the original policy, the design criteria provide useful amenity controls to ensure the development of the airfield is undertaken in a manner that is complementary to the existing character of the wider area and immediate locality.</p>	No changes recommended.
20	<p></p> <p>Opposes the proposal.</p> <p>The gazetted purpose of Reserve 41390 is Aerial Landing Ground. It is crown land managed on behalf of the Crown by the Shire. An airpark, and additionally hangar accommodation is not a designated purpose in accordance with the Management Order the Shire has been issued by the Minister.</p> <p>There is an abundance of accommodation within the Shire, and the Shire runs the risk of setting a precedence for the use of Reserves for</p>	<p>Noted. Subject to State Land and Minister for Lands approval, the Shire has the power to lease any portion of the reserve for any compatible and complementary use associated with the reserve. This is anticipated to include hangar accommodation associated with a fully functional hangar.</p> <p>Disagree. Each reserve will be treated in accordance with its vesting and any possible change/proposed use is subject to the Minister for Lands approval.</p>	The policy be amended.


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	<p>accommodation purposes if approved. Would the Shire consider a similar application from say a trail bike group to establish accommodation on another Shire managed reserve?</p> <p>There has been no public meeting to discuss the proposal and therefore has the following questions:</p> <ul style="list-style-type: none"> <li>• Page 11, 4<sup>th</sup> paragraph – strategy mentions the possibility of extending the freehold tenure within the reserve. Is this correct?</li> <li>• How does the Shire intend to police the overnight accommodation arrangement should it be approved?</li> <li>• How will the Shire ensure the owners of hangar accommodation are actually licenced pilots not property investors seeking to take advantage of prime real estate in terms of views etc?</li> <li>• What restrictions will be placed on night time arrivals/departures?</li> <li>• There is a strong likelihood that commercial airline operations could cater for fly in fly out passengers – has the Shire considered this and would the Shire support this approach?</li> <li>• Heliport facilities – are these envisaged or allowable under the proposal?</li> </ul>	<p>Yes. The land is already in the ownership of the developer, and can be developed as additional freehold lots.</p> <p>No differently to how existing residential properties are treated with disturbances are dealt with by the Police. Any short stay premises will be registered with the Shire as a Holiday Accommodation premise and inspected annually.</p> <p>Accommodation is ancillary to the storage of a plane within a fully functional hangar. Ownership is not dependant on the landowner/leaseholder owning a plane, as the proponent may lease/borrow a plane etc.</p> <p>The Denmark Airfield has lighting and is suitable for night landings. As stated in the strategy <i>“Night flights are few, and most flying activity is in summer”</i>. Generally less than 1% of pilots using the airfield have a night rating, thus night landings are expected to be few and generally associated only with emergency aircraft.</p> <p>No. The airfield is limited to the size of planes able to land at the airfield. In this instance it is able to cater for planes up to 5700kg which is not conducive for fly-in/fly-out operations.</p> <p>No. Helicopter facilities/landing pad would be a use permissible under the reserve vesting. Use of the airfield by helicopters will not affect the safe operation of the</p>	<p>Amend the policy to refer to ‘helicopter facility/landing pad’ as a land use activity.</p>


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21	<p data-bbox="253 129 577 236"></p> <p data-bbox="253 272 577 304">Supports the proposal.</p> <p data-bbox="253 341 936 612">Provides good strategies for the lighter forms of aviation whilst maintaining a balance with surrounding areas and avoiding over-development. The previous policy and documents were outdated and did not provide adequately for the needs of the aviation enthusiast. Albany caters for larger aircraft, which are not suited to Denmark.</p> <p data-bbox="253 649 936 761">Plan considers surrounding land uses and deems that minimum noise impacts will arise as a result of any development.</p> <p data-bbox="253 1139 936 1347">The airport strategy would encourage sport aviators to visit the Shire, spending more money, and in general open up the Shire to a tourist sector that otherwise would bypass the Shire. Other Council's around Australia are supporting similar proposals.</p> <p data-bbox="253 1383 936 1503">Numerous examples existing in the USA, and in NSW, QLD etc and are attracting 'grey nomads of the sky'. Annual fly-ins are proving popular for visitors.</p>	<p data-bbox="969 97 1227 129">airfield by planes.</p> <p data-bbox="969 341 1070 373">Noted.</p> <p data-bbox="969 649 1753 825">Agree. All airpark proposals that are expected to generate potential noise conflicts contrary to the <i>Environmental Protection (Noise) Regulations 1997</i> may be asked to provide an acoustic report prepared by a suitably qualified expert.</p> <p data-bbox="969 1139 1395 1171">Agree. Refer to Submission 11.</p> <p data-bbox="969 1383 1070 1415">Noted.</p>	<p data-bbox="1776 129 2123 161">The policy be amended.</p> <p data-bbox="1776 649 2157 729">A new clause 3.9 be added to state:</p> <p data-bbox="1776 756 2177 1139"><i>3.9 Any use of the airfield that in the opinion of Council may generate noise implications beyond the acceptable levels as defined in the Environmental Protection (Noise) Regulations 1997 may be asked to provide an acoustic report prepared by a suitably qualified expert to demonstrate compliance.</i></p>

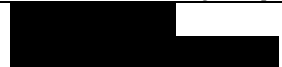


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	<p>Additional benefits include the close sense of community in relation to airpark safety/maintenance and responsible use of the facilities – thus having a cost benefit to the Shire.</p> <p>Small aviation related businesses may wish to locate within Denmark and thus bringing more employment to the Shire.</p>	<p>Refer to Submission 11.</p> <p>Agree. Aircraft related industries may establish in the airpark and this may in turn lead to increased business efficiencies with the LIA.</p>	
22	<p></p> <p>Opposes the proposal.</p> <p>Opposes the increase in flights in and out of the airpark, in a sense that what is being detailed in the strategy goes beyond the general expectation of the type of use the airfield (including FESA service planes, emergency planes etc.) was intended for. Increase traffic in the air over the small rural holdings would create a busy and noisy atmosphere that would be out of character with the quiet amenity of the area.</p> <p><u>Inappropriate location for development – developer driven and short sighted use.</u> The proposal appears to be developer driven and a suggestion that it is ‘a fait accompli’. While there may be a reasonable argument for the development of hangar accommodation to support a tourist sector associated with pilots etc, suggesting this should occur at the Denmark Airfield is short sighted and lacking in a plan for the broader region. It is not a suitable location to allow increased usage and an alternative site to the north could be considered.</p> <p><u>Inappropriate location for development – TPS Policy 25.1</u> The Town Planning Scheme states the area and</p>	<p>Disagree. There is currently no limit on the number of flights allowed to be undertaken at the airfield. The airport, which is considered to be significantly underdeveloped in accordance with what could be provided, can change to allow for additional uses that are not currently provided but can be under the existing reserve vesting.</p> <p>Disagree. Demand will dictate change of facilities and activities provided.</p> <p>Agree. The housing typology proposed is ancillary to the hangar. Refer to Submission 12.</p>	Clarification from Council is sought.

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	<p>buildings is utilised for only activities and industries that need to be located adjacent to the airfield. Housing does not need to be located adjacent to the airfield.</p> <p><u>Impacts on Local Residents – Noise</u> As noted in the strategy, it is stated single dwellings and rural living are not compatible with being around an airfield. In the case of the Denmark Airfield rural living and private dwellings already exist and therefore preclude the airfield from growth and increased traffic in its current location. An increase in flights and numbers would result in greater noise impacts with the areas shown on the ‘Operations and Circuit’ diagram identifying some areas subject to ‘highest noise impact’ overlapping small rural holdings in the vicinity.</p> <p>Whilst the number of hanger lots is limited, as has been done in Margaret River, hangar lots can also be rented for short stay purposes thus increasing the number of flights associated with visitors, rather than just owners.</p> <p><u>Impacts on Local Residents – Impact of Increased Danger</u> A number of children walk to/from the school bus along East River Road. Increased traffic in the air puts local residents at greater risk. It is unacceptable to put residents at risk of accident as a result of allowing increased numbers of sport aviation. Statistics show that private/business flights have a greater risk of accident than other flying types (up to six times higher).</p> <p><u>Impacts on local residents – Need for community consultation</u> Residents in the vicinity of East River Road have had a major development land on them and</p>	<p>Refer to submission 6.</p> <p>Agree. General tourist habits would tend to suggest that they would be more likely to undertake multiple flights per day than a owner of a freehold/leasehold lot.</p> <p>Noted. As with any development there is a possibility of risk associated with it and its intended use.</p> <p>Noted. There is no current limit on the number of flights into or out of the airfield. The policy seeks to determine a realistic number of flights that could be expected in the future subject to on-going development of the</p>	

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	<p>residents should not have to accept continual levels of ongoing aircraft noise above what was generally expected.</p> <p><u>Impacts on local wildlife – fencing – obstruction of wildlife passage</u> The proposal includes fencing along East River Road, which would significantly obstruct the passage of wildlife that uses the bush corridors on the reserve.</p> <p><u>Impacts on Local Environment – Water Catchment</u> Increased capacity for storage of aviation fuel will increase the risk to local waterways, including the Denmark River and eventually the Wilson Inlet.</p>	<p>airfield.</p> <p>Disagree. Certain fencing is required in specific locations for safety reasons. It is stated in the strategy that:</p> <p><i>Stock proof fencing is erected at the western end and southern side of the landing strip. It is located inside the boundary of Lot 8027.</i></p> <p>In addition it is noted that future proposed and desirable future works include:</p> <p><i>Install fencing along the East River Road boundary.</i></p> <p>Fencing can be undertaken by the Shire at a later date, without any specific approvals being obtained, subject to funding being available. It is envisaged an assessment will be undertaken at the time the matter becomes a concern and any proposed alignment to retain a wildlife corridor can be determined at that time.</p> <p>Disagree. Refer to clause 4.6 of the policy.</p>	<p>The desirable uses do not commit Council to providing these in the future.</p>
23	<p></p> <p>Opposes the proposal.</p> <p>Opposes any further development at the airfield, including the consideration of an airpark. While not opposing an airpark in principle, opposes one at this particular location. The current airstrip is too close to town and the noise of the</p>	<p>Disagree. With the proposed LIA the airpark will generate significant business efficiencies. It is not deemed the airfield is too close to town.</p>	<p>No changes recommended.</p>

No	Submitter / Summary of Submission	Officer Comment	Recommendation
	<p>planes is annoying and disturbing. Noise issues will be increased with greater numbers of planes, and is heightened in summer with planes taking off at early hours.</p> <p>Plane ownership is likely to increase with greater affluence placing more pressure on the airfield.</p> <p>If this proposal is supported, it is unlikely the airport will be shifted in the future due to the cost of doing this. Both the Albany and Esperance airports are located further from town, and Denmark's should be relocated away from likely urban developments in the future.</p> <p>Submitter previously lived under the flight path of the Jandakot airfield route, and noticed frequency of use increased over time and it was a relief to move to Denmark where less plane noise was present. Submitter believes that all plane movements should be banned (with the exception of essential flights) over or near the town at all times.</p> <p>Seeks the Council consider carefully the long term ramifications of allowing additional development at the current airfield without looking at allocating land further from town in a new location.</p>	<p>Agree. Airfield will be limited by the availability of leasehold and freehold lots, and the capacity of the runway etc to accommodate landings and takeoffs.</p> <p>Agree. If Council adopts the policy and strategy it is unlikely to be changed to an alternative location in the future.</p> <p>Disagree. Refer to Submission 6.</p> <p>Noted.</p>	
24	 <p>Opposes the proposal.</p> <p>Council is unaware of the consequences of development on the whole community and a community forum should be held on the proposed strategy.</p>	<p>Disagree. The policy and associated strategy have been developed in accordance with the legal requirements of the Shire's Town Planning Scheme No.3. The use of the airfield will remain consistent with the uses allowable under the reserve vesting.</p>	No changes recommended.

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	<p>The 'air space' belongs to the entire community and it may be perceived that Denmark is welcoming 'sky cowboys' with up to 40 flights per day.</p> <p>Approving the proposed airpark will result in more of the same and the airfield should have been developed for essential services only.</p> <p>The Shire has spent in the vicinity of \$200,000 of ratepayer's money developing the leasehold lots. Rentals are \$1 per year and are effectively being subsidised by the ratepayer. Why should ratepayers fund the development of the airfield when it will be used by the wealthy?</p> <p>The aircraft people have convinced the Shire that the airfield will increase tourism, but really tourists are attracted to the Shire's natural environment rather than its noisy unrestricted aircraft movements.</p> <p>Many of these planes are homebuilt by unskilled people registered by CASA as experimental aircraft and it is illegal for these planes to fly over populated areas. In addition many of the planes are flown by certified, rather than fully qualified pilots and therefore these pilots are not skilled in being able to deal with an emergency.</p> <p>These aircraft have an extremely poor safety record and if this proposal is given approval, Denmark is likely to become the busiest airfield in regional WA.</p> <p>It is urged that Council delete the propaganda and vote on this proposal in a manner that will benefit the majority of Denmark's residents.</p>	<p>Noted.</p> <p>Refer to Submission 11.</p> <p>Disagree. The majority of the future developments detailed in the documents will occur on leasehold land. It is noted that whilst proponents will not be able to purchase the leasehold lots, they will be leased at a rate determined by Council, and are also subject to the Shire's annual rates.</p> <p>Disagree. The Shire's coastal position and natural amenity makes it a popular tourist destination and this should not be excluded from or limited to certain groups.</p> <p>Disagree. All pilots are required to be qualified to fly the type of plane they are flying, similar to people driving different classes of vehicle on the road. CASA requirements dictate where they can and cannot fly. The submitter does provide statistics to support the claim that these planes are more at risk to accident.</p> <p>Disagree.</p> <p>Noted.</p>	
25			No changes recommended.

No	Submitter / Summary of Submission	Officer Comment	Recommendation
	<p data-bbox="264 169 566 201">Opposes the proposal.</p> <p data-bbox="264 236 929 368">A lot of the flights generated by this proposal will be unnecessary and will disrupt the peace and tranquillity of not only the adjoining residences but also Denmark.</p> <p data-bbox="264 411 929 475">Retain the airstrip for what it was intended for – RFDS, FESA and not for private sports use.</p> <p data-bbox="264 584 835 616">Denmark does not need a regional airport.</p>	<p data-bbox="981 236 1272 268">Refer to Submission 6.</p> <p data-bbox="981 411 1742 544">Disagree. The airport vesting does not limit the ability of the site to be developed further. Private sports use and recreational flying is considered compatible with the reserve vesting.</p> <p data-bbox="981 584 1294 616">Refer to Submission 20.</p>	



