



**SHIRE OF DENMARK**

**TOWN PLANNING SCHEME No. 3**

**POLICY No. 25.1**

**DENMARK AIRFIELD AND AIRPARK**

**ADOPTED AT THE ORDINARY COUNCIL MEETING ON 21 DECEMBER 2010**



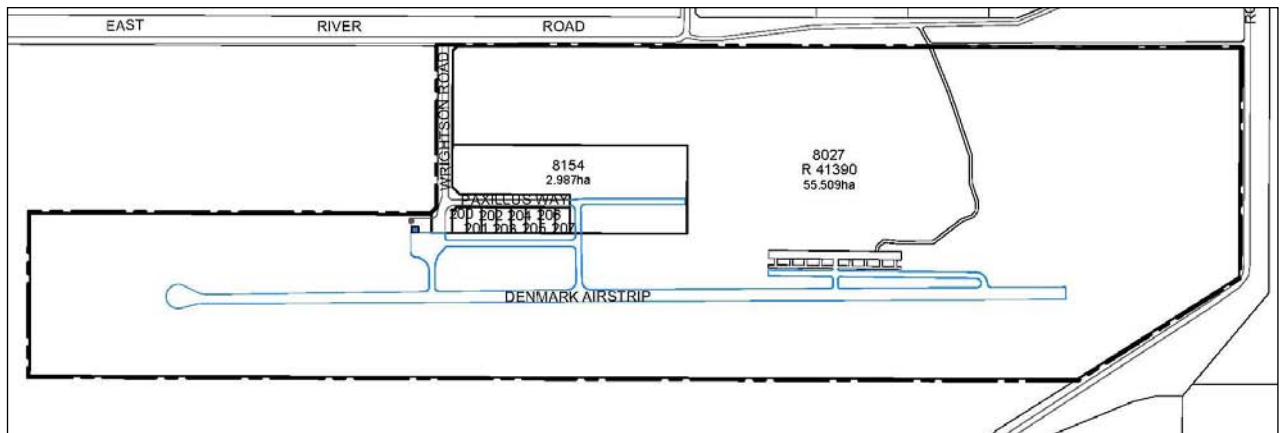
## APPLICATION

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 Council's 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)
- 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 (which includes Holiday Accommodation) shall be for either short stay or permanent purposes.

## **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 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.

#### **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 Should the development of hangar lots fronting Paxillus Way require aircraft movement via this access, the proponent shall demonstrate that this can be legally and safely accommodated to the satisfaction of the Council's Director of Infrastructure Services.

## **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.