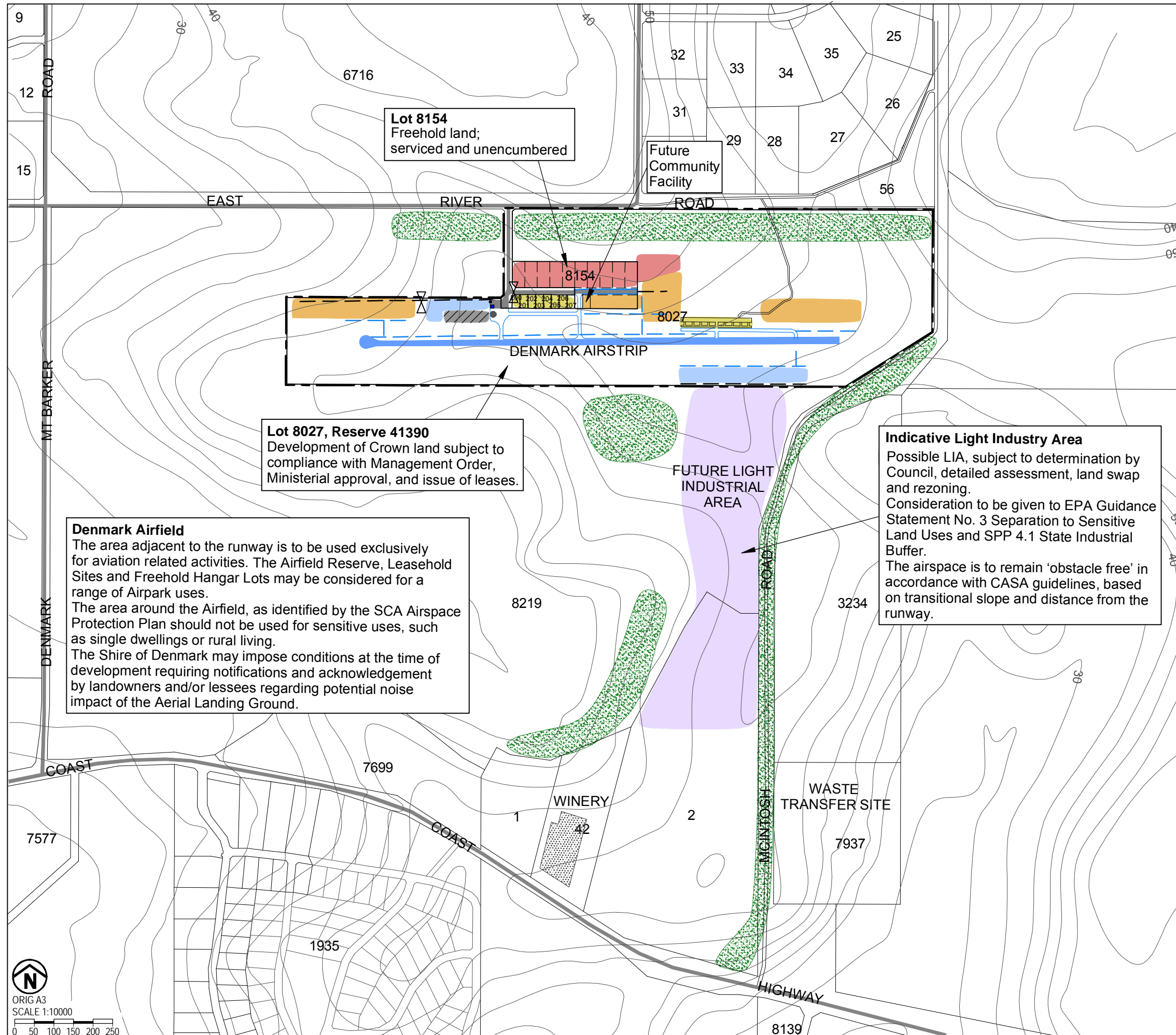


# CONCEPTUAL LAND USE STRATEGY

Denmark Airfield  
Hay, Shire of Denmark

10-06-CLU(e)

February 11



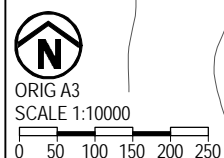
## LEGEND

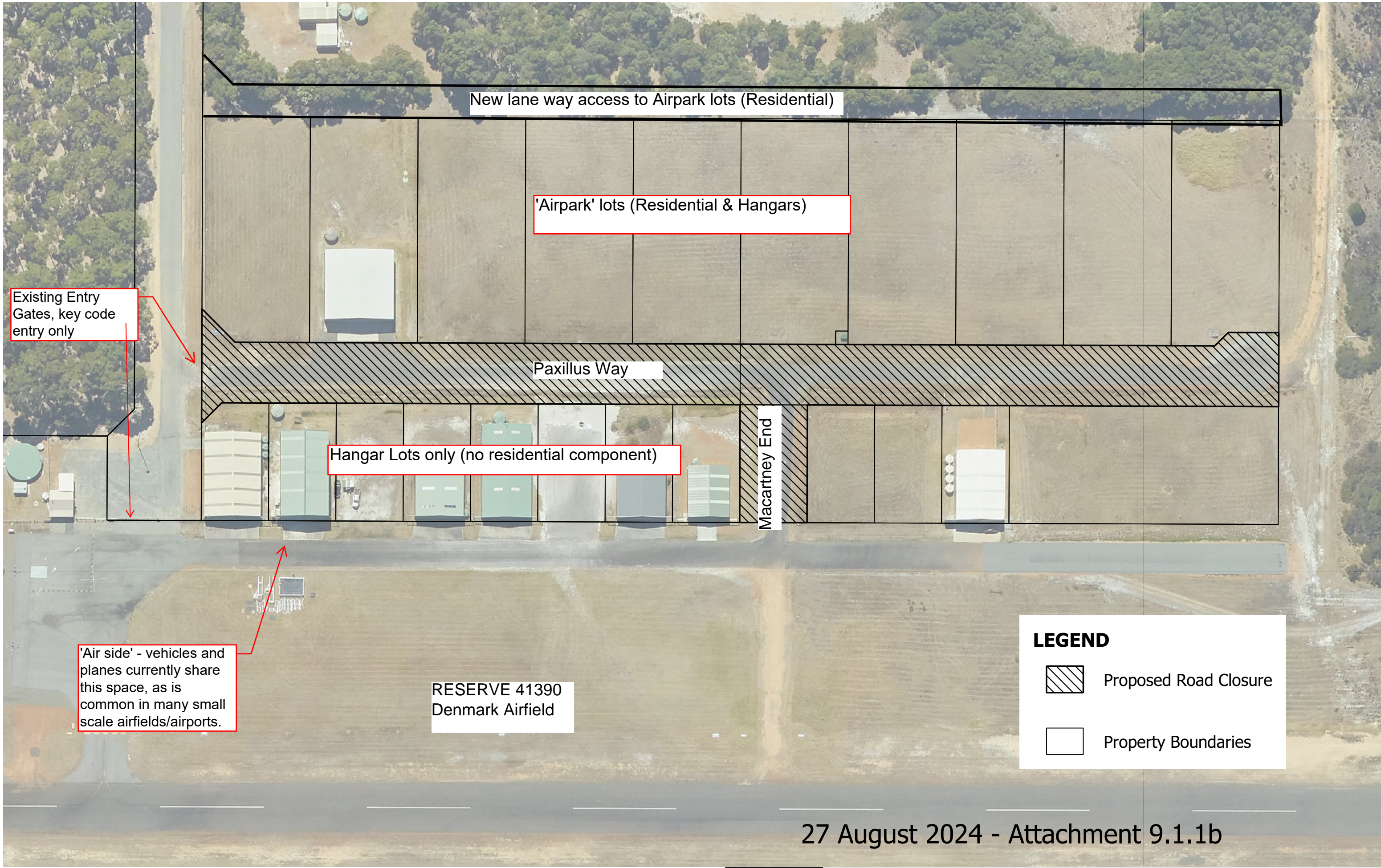
	Subject Land
	Vegetated Visual Buffer
	Possible Future Industry
	Hangar Lots (existing)
	Hangar Accommodation / Air Park
	Air Park
	Aircraft Parking
	Aviation Allied Activities
	Existing Taxiway / Apron (aircraft)
	Future Taxiway
	Airfield Access (vehicles)
	Future Access (vehicles)
	Water Bomber Access
	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.

**AYTON BAESJOU**  
PLANNING

11 Duke Street  
Albany WA 6330  
Ph 9842 2304 Fax 9842 8494





New lane way access to Airpark lots (Residential)

'Airpark' lots (Residential & Hangars)

Existing Entry Gates, key code entry only

Paxillus Way



Hangar Lots only (no residential component)

Macartney End

'Air side' - vehicles and planes currently share this space, as is common in many small scale airfields/airports.

RESERVE 41390  
Denmark Airfield

**LEGEND**

-  Proposed Road Closure
-  Property Boundaries

27 August 2024 - Attachment 9.1.1b



Produced by Shire of Denmark.  
 Whilst all care has been taken, no responsibility shall be taken for any omissions or errors in this documentation.  
 Please advise the Shire of Denmark of any errors or omissions in this document.  
 Digital Cadastral Data Supplied by the Western Australian Land Information Authority.



SCALE 1:1000	Paxillus Way and Macartney End to be closed and amalgagated with Reserve 41390. Road surface to be retained as aircraft taxiway	
SHEET 1 of 1	SIZE A3	
DATE 28/06/2023	CLIENT Shire of Denmark	

**SCHEDULE OF SUBMISSIONS: PROPOSED ROAD CLOSURE PAXILLUS WAY AND MACARTNEY END**

Submission Number	Name & Address	Verbatim Submission	Planning Services Comment
S1	Dave Sharp davesharp@hotmail.com	<p>I am writing in response to your letter 10<sup>th</sup> Aug 2023, for the proposed road closure of Paxillus Way. I am the owner of Lot 211 (#5) Paxillus way and will be directly affected by the closure.</p> <p>I think it appropriate to provide some background of myself. I have been involved with aviation since joining the British Royal Air Force in 1986 as an aircraft engineer. By the time I left the RAF I was a Flight Engineer on Hercules C130 aircraft operating to airfields worldwide. I am currently working at Perth airport and a Licensed Aircraft Engineer. Denmark Airport is where I have an aircraft for recreational purposes. To this I am familiar with operating aircraft and vehicles on airfields, with respect to current practices.</p> <p>I would like to respond with reference to the Minutes of the meeting 28<sup>th</sup> June 2023.</p> <p>Point 4.</p> <p>I have constructed a working hangar at Lot 211 (#5) Paxillus way, with a future Residential dwelling allowed under the TPS Policy No. 25</p> <p>Point 10.</p> <p>The hangar that is constructed is orientated fronting onto Paxillus way for both aircraft and vehicle access.</p> <p>Point 13.</p> <p>The officers proposals</p> <ul style="list-style-type: none"> <li>a) Rather than a new taxiway along the northern side of lots 210 to 219, that a new access road for the residential properties is constructed along the same route.</li> <li>b) Closure of Paxillus way and Macartney end, would then be un-opposed.</li> </ul> <p>Point 14.</p> <p>Points in favour.</p> <ul style="list-style-type: none"> <li>a) Closure of Paxillus way and Macartney end is favoured by DPLH.</li> <li>b) A new access road to the residential properties along the northern side of Lots 210 to 219 would also ease the bushfire management issue.</li> <li>c) Separating the aircraft from vehicle access to Lots 210 to 219 removes risk to both.</li> <li>d) Existing hangar on Lot 211 (#5) orientation not conflicted.</li> <li>e) Land slope will not be an issue for vehicles and minimal fill will be</li> </ul>	<p>Upheld</p> <p>The submissions proposal to create a separate road for access to residential lots along the northern boundary of Lots 210 to 219 is supported.</p> <p>This is discussed in more detail in the body of the report.</p>

required. The road width will be less than that required for an aircraft.  
No link road would be required to join existing taxiways.

Issues with the option.

- a) Fencing and gated access to properties required to maintain the Kangaroo proof perimeter.
- b) Some construction costs for the new access road.
- c) Consideration - if the new road would be Gazetted or not and associated legislation.

Point 15.

Only vehicles with a legitimate reason to airfield access would use Paxillus way as a taxiway and adhere to the restriction required by CASA regulations. All other traffic to residential Lots 210 to 219 would use the new road and not cause any additional risk to aircraft operators.

Point 16.

The new access road meets the requirements of WAPC Operational Policy 1.1 "Subdivision of Land - general principles"(OPI.1) that Lots 210 to 219 are "provided with direct frontage access to a constructed road, which is connected to the road system of the locality."

Point 17.

The Officers recommendation of the road closure would be un-opposed with the new access road constructed .

Point 18.

With the new access road, the WAPC should have no reason, not to support the new Lots. There may still be a question around the definition of "Legacy Lots" as the lots were originally provided with road frontage at the time of Subdivision, so the term "Legacy" may not be appropriate as the closure of Paxillus way is Post Subdivision?

Point 19/20

OPI.1 requirement "ensure the provision of public utility and other services as well as to provide vehicular and pedestrian access to the lot" may be in conflict with CASA requirements for an airfield. A new access road removes this conflict.

Point 20

"direct frontage to a constructed public road" would have no argument with the DPLH, with a new access road along the northern side of Lots 210 to 219.

Summary

I am generally in support of the road closure for safety and legislative requirements,

		<p>but with the caveat that I am not adversely affected for the future development of Lot 211 for the construction of a residence with the hangar construction already complete.</p> <p>I look forward to further consultation as required by Section 58 (3) of the Land Administration Act 1997.</p>	
S2	<p>Callum Neil  <a href="mailto:callumneil@bigpond.com">callumneil@bigpond.com</a></p>	<p>Thankyou for the advice relating to the road closures within the Denmark Airfield reserve. I am the owner of the hangar at what is currently 22 ( lot 221) Paxillus Way in the reserve. This hangar (building ) is insured at this address and I wish to know if the changes you are proposing will necessitate any changes to the insurance policy.</p> <p>I understand that current airfield activities will not be impacted but please advise if there are any other actions I may need to take to accommodate your proposed changes.</p>	<p>Noted.</p> <p>The Geographic Names Committee have confirmed that the current addresses can be retained and the existing road names simply marked as 'private'. Staff are not aware of any changes to insurance policies that would result from this proposal.</p>
S3	<p>Alex Simpson  <a href="mailto:rainbowaircraft@bigpond.com">rainbowaircraft@bigpond.com</a></p>	<p>I am responding to the proposed road closures at the Denmark Airfield A5413.</p> <p>The proposal of constructing a new taxiway on the northern boundary of Lots 210 – 219 is somewhat problematic and not cost effective. A much better option is to have a road there instead, for access to those blocks. Paxillus way should become a taxiway only.</p> <p>I currently have an aircraft maintenance business at Denmark airport out of the hangar at Lot 221 Paxillus way.</p> <p>This address is listed on my maintenance certificate of approval issued by the Civil Aviation Safety Authority (CASA). If Paxillus way is closed and no longer a gazetted road, what will my new address become?</p> <p>When I moved my maintenance business from Albany airport to Denmark airport, CASA had to inspect the new facility which cost me \$3500.00 in fees. When I have to inform them of a new address, the best case scenario will be they just require documented proof, let's say for example the hangars have a dedicated number instead, to update the address on my approval. This would probably cost me minimum of \$500.</p>	<p>Upheld</p> <p>The submissions proposal to create a separate road for access to residential lots along the northern boundary of Lots 210 to 219 is supported.</p> <p>This is discussed in more detail in the body of the report.</p> <p>Noted</p> <p>The Geographic Names Committee have confirmed that the current addresses can be retained and the existing road names simply marked as 'private'.</p>

		<p>If CASA decide a site visit is required, then I'm up for a minimum of \$3500.</p> <p>Item number 30 'Economic' stating no significant implications is not reflective of my own situation. If Paxillus way is closed, access to my hanger by vehicle can only be achieved along a dedicated taxiway. Who will have approval to drive on taxiways or anywhere airside?</p> <p>Will you have to be a member of the Denmark Airport Association to have insurance coverage (I am a member)? I think their policy may only cover voluntary work being carried out.</p> <p>Thanks for the opportunity to respond to this proposal.</p>	<p>Noted</p> <p>In airfields it is common practice in an airfield that some vehicular traffic will use the same space, but that it will be limited to owners and users of the hangars and have a semblance of control.</p> <p>The residential lots to the northern side of Paxillus Way would have visitors that are unrelated to airfield activity and this needs to be controlled.</p>
S4	<p>Steven Barker Aviation Safety and Quality Manager Police Airwing Branch <a href="mailto:steven.barker@police.wa.gov.au">steven.barker@police.wa.gov.au</a></p>	<p>I concur with Great Southern (police branch) recommendation of fencing off the area and moving the access road to the northern boundary. This significantly reduces any foreseeable risks with aircraft / motor vehicle / public traffic management.</p>	<p>Noted</p>