

Temora Airpark Estate

1. Objectives

The objectives of these controls are to:

- ensure that the Temora airport's operation is enhanced and not compromised by any development within the subdivision
- provide guidelines/standards to existing owners and prospective purchasers of land, to ensure a satisfactory standard of development is maintained
- assist applicants in the compilation and submission of development applications
- establish overall guidance for environmentally sensitive and sustainable development in this area
- achieve an overall high level of amenity through building design, landscaping and fencing that are compatible with these principles as set out in this Plan

2. Location

The Temora Airpark Estate is bounded by Airport Street, Bartondale Road, Derricks Road and Barmedman Road, in the Parish of Bundawarra, location of Temora and the County of Bland.

3. Temora Airport and Airpark Estate

Temora Airport has a growing reputation as a major national focus for recreational aviation. In strategic planning terms, its further growth and development will bring cumulative benefits to the local economy and enhance Temora's role within the aviation community. The Airpark Estate is intended to complement the airport's role in recreational aviation.

Council's vision for the Airpark Estate is an estate of high amenity and functionality. Council intends that the design and construction of developments that it approves will support this vision. This requires controls that achieve the desired objectives without being unnecessarily restrictive or demanding upon construction costs.

Council's Airpark is intended to support the recreational aviation lifestyle and the benefits that this brings to aviation enthusiasts. Council therefore encourages good neighbourly relations between residents, which can be achieved through controls on development for safety and amenity reasons. Council's policy for the Airpark Estate is to encourage a mixture of compatible land uses and activities.

4. Heritage significance

Parts of Temora Airport, being the original hanger and a WWII ammunition bunker, are listed as Heritage items in the *Temora Local Environmental Plan 2010*. Many of the original buildings, with the exception of the Bellman Hangar, were demolished or removed for their materials. Some became farm sheds, shearing sheds and were generally relocated within the region. Of the original six aircraft hangars constructed, only one remains, used by the Temora Aero Club, which added club rooms and viewing platform to the western side of the building. Established near the entrance to the grounds of the 10 E.F.T.S. base at the Temora Aerodrome, the airport guard house has relocated and refurbished in its current (2006) site as a part of the Temora Aviation Museum, now operating as the entrance to this new complex. The bunker designed and erected as an ammunition bunker to service the needs

of the air base housed at Temora during World War II, is one of the few reminders of that base remaining intact with the only others being the hangar, one hut, and the guard house. Development of the Airpark Estate is therefore required to be consistent with the heritage significance of the site – responsive to its social and historic values, through construction that is of appropriate character.

5. Airpark subdivision

The following are design and development controls affecting the Airpark Estate subdivision and individual allotments within the Estate.

5.1 Hangars only

Materials

- All hangar and associated buildings are to be constructed of new materials. Where recycled materials, finishes or structures are proposed, these are to be described and certified.
- Any hangar on the lot is to be designed with a traditional pitched or curved and gabled roof and a structural frame and clad in colourbond material or similar and fitted with hangar doors.
- Any hanger is to be constructed to Engineers specifications to withstand airport wind loading: Category 2.
- Colorbond or similar finishes of walls and fencing etc shall be selected from the following: Colorbond Dune, Jasper, Shale Grey, Windspray and Woodland Grey or similar colours.
- Highly reflective materials such as zincalume or similar and other very light colours such as Classic Cream and Surfmist or similar are to be avoided.
- Colorbond roof colours or similar should be selected from the following Dune, Shale Grey, Windspray, Woodland Grey and Ironstone or similar.
- All hangars will provide access in accordance with the *Commonwealth Disability and Discrimination Act* and facilities shall be designed for compliance with *AS 1428.1*.

Permitted Land uses

- An aircraft hangar may be constructed on any lot prior to the erection of a dwelling provided that no person shall be permitted to occupy a hangar as a permanent residence. A suitable dwelling site must be designated on the lot and an application for building a dwelling house must be lodged with Council prior to commencement of hangar construction.
- Aircraft related commercial, tourism, industrial uses and small scaled home-based businesses are permitted.
- Council will not approve non-aviation related business activities that do not relate to the operation of the airport.
- Stormwater is to be collected from Hangar roofs using gutter and downpipe systems and is to be connected to the stormwater disposal system.
- Any rainwater tanks are to be fitted with appropriate filters and first flush devices are utilised to collect and re-use stormwater with tank overflows connected to the Council stormwater system.
- No toilet is permitted on any lot unless it is attached to and forms part of the main building and is connected to Council's Airport Sewerage Mains System. Toilets are permitted to be constructed within hangars.
- No fuel or chemicals are to be stored on any lot other than that required for normal operating needs.
- No vehicles or aircraft that contain chemicals are permitted to remain on any lot.
- No jet aircraft or helicopter is permitted to operate from any lot without approval of special procedures for movement between the lot and adjacent runways.
- Any external lighting of structures is to comply with *Civil Aviation Regulation 94*.
- Street numbers are to be clearly displayed on each property in the form of numbers fixed to a letterbox. The letter box is to meet Australia Post standards and be located on the front boundary.
- No hangar shall be erected closer to the street frontage than the associated dwelling.

Use of Aerodrome Taxiways

- No plant, machinery or vehicles or any conveyance (excluding an aircraft) having a tare weight in excess of 2 tonne is permitted on any taxiway.
- No vehicles, excluding aircraft, are to be parked on any aircraft movement area.
- No vehicles are to be parked on the allotments between any hangar and the taxiway.
- Only approved vehicles are to be permitted on the taxiway or on the approaches and access routes between Hangars and taxiway for aircraft or parts delivery or in the case of an emergency.

Maintenance of lots in the Aerodrome Estate

- The registered proprietor shall not at any time bring upon or permit to remain upon any lot any caravan, tent or other living unit of any kind whatsoever without the written consent of Council.

- The registered proprietor will ensure that all lots are maintained in a clean and tidy condition free from all accumulations of rubbish or waste material whether before or after the erection of a building on the lot. If prior to the erection of a building on any lot the length of the grass exceeds forty centimetres (40 cm) then Council shall be entitled to issue a Notice to the registered proprietor to cut grass exceeding that length. If such notice is not complied with within fourteen days of dispatch of such Notice to the registered proprietor then Council may engage its employees or Contractors to enter upon the land to cut the grass and to remove all accumulation of rubbish and waste material and the cost of such work shall be a charge against the registered proprietor.
- The registered proprietor will not erect or cause or permit to be erected or to remain upon any lot any advertisements, hoarding signs or other structures or permit the land or any buildings erected thereon to be used for the display of any advertisements, signs or notice excepting one sign having dimensions not exceeding 600 millimetres by 1000 millimetres located on the front boundary of the lot or on the front elevation of a building, for the purpose of identifying the occupier of the premises and provided such sign is produced to a professional standard.
- The registered proprietor will not permit any tree or shrub grown on any lot to exceed the maximum heights referred to in the regional indigenous species list for Temora Airport Estate in *Section C – Development Controls - Landscaping*. Should any tree or shrub exceed the maximum height as aforementioned and notice is given by Council for the tree or shrub to be lopped to comply with this Plan and such notice is not complied with by the registered proprietor within 14 days of dispatch of that notice, then the Council shall be entitled to enter upon the lot to lop the tree or shrub and the cost of such work shall be a charge against the registered proprietor.
- Registered proprietors shall not plant or permit to remain on any lot any fruiting or seeding tree, bush or plant which attracts birds or fruit bats. A schedule of recommended regional plant types is included within *Section C – Development Controls – Landscaping*. It is recommended that local expert horticultural advice is obtained, which is to be consistent with this listing, prior to all plant selection in relation to species, availability and maintenance.
- No fence shall be erected on the lot or gateway inserted into any existing fence without the consent of Council. Such consent shall not be withheld if such fence is erected without cost to the Council, is constructed of materials approved by Council, and incorporates a locking mechanism approved by Council. A fencing layout plan, indicating all dimensions, materials and finishes, shall be included with any Development Application with the primary objective of restricting access to the airport from external roads and residences erected on residential allotments.
- Fencing materials to the rear and sides of lots shall consist of Colorbond steel sheeting or similar or traditional pool type fence. Alternative styles may be permitted, if prior consent is obtained from Council. Fencing height may range up to 1.2m for front fencing and to 1.6m in height for side and rear fencing.
- Colourbond sheet or similar and trim fencing colours should be selected from the following Colorbond Dune, Shale Grey, Jasper, Windspray and Woodland Grey or similar.
- Highly reflective materials such as zincalume or similar and other very light colours such as Classic Cream and Surfsmist or similar are to be avoided.
- Fencing to the front of lots shall be similar to open traditional rural fencing, constructed from timber or steel posts with wire or rails for the purpose of maintaining a visually open setting to the streetscape or frontage.

5.2 Residential Development

Construction of new residential dwellings

The following principles have been developed to guide developments to achieve best practice in design:

General

- No dwelling is to be erected without an aircraft hangar being located on the same allotment.
- Tourism Accommodation (including Motels, B & B's etc.) may only be approved on those allotments identified as "Aviation-Tourist Accommodation".
- Highly reflective materials such as zincalume or similar and other very light colours such as Classic Cream and Surfmist or similar are to be avoided.
- Council recommends the use of the *NSW Housing Code* for complying development in relation to single storey dwellings on the Aerodrome Estate. These design principles are available from the website: www.planning.nsw.gov.au/housingcode

Neighbourhood character

Council aims to maintain and, wherever possible, enhance the appearance of the Airpark Estate. Council expects that new developments, including extensions and alterations shall be designed to achieve this and to meet the objectives of these development controls. The area in which people live and visit for relaxation and recreation can have an impact on the quality of life they experience. If the surrounding area has well sited houses and hangars of similar scale, garages that do not dominate the streetscape, and well maintained gardens and landscaping, this contributes to the positive character of the area.

Building appearance and materials

Council encourages innovative design related to the Airpark Estate and thus it is important that key 'character' defining design elements such as setbacks, height, roof form, detailing and materials visible from public areas and adjoining properties, are consistent.

A set of detailed descriptions of these design elements is contained in the *NSW Housing Code*. The following elements are provided in addition to those within the *NSW Housing Code* in view of the specific character and use of the Airpark Estate.

Front facades

- The frontage of a new dwelling and its main pedestrian entries must address the principal street or the open space reserve.
- Where a dwelling is to be located on a lot that addresses a public reserve it should contribute to both the park as well as the streetscape from which it gains access. In order to ensure this is achieved, a minimum of two of the following design elements are to be incorporated into the building facade facing the street: verandah, gable, vertical elements such as full height floor to window head windows and entry porch.

Dual frontage lots

- Where lots have dual frontages, some form of address in the form of windows, architectural features, and surveillance must also be provided to the secondary street or public reserve.
- The primary street is determined as being that street to which the residential property is rated or the street which provides the sole and/or principal means of access to the site, as determined by Council.

Building height

- To ensure the safe operation of aircraft in the environs of the aerodrome, an Obstacle Limitation Surface (OLS) is to be observed. Accordingly no building or structure including masts or aerials shall be erected on any lot having a height in excess of 8.5 metres.
- Building height not otherwise constrained by buffers or approach road setbacks shall be a maximum of two storeys. Buildings may include attics provided the upper floor area is within the roof pitch.
- The maximum height from the natural ground level (NGL) to the top of the ridge shall be 7.5 metres, allowing 1m additional to accommodate masts, aerials, solar panels or other roof mounted structures and services.

Roofs

- Roofing material should be colorbond or similar. Alternatives to these materials shall be assessed on their individual merit.
- Zinalume or similar and very light coloured roofs shall not be permitted.
- Colorbond or similar roof colours should be selected from the following: Dune, Shale Grey, Windspray, Woodland Grey and Ironstone or similar.
- Flat, curved and skillion roofs shall be permitted where integrated into an individual design concept.
- The above criteria shall be applied to all buildings including garages and sheds.

Windows

- Windows and doors in new buildings and additions shall have proportions, position and style compatible with the design concept.
- Windows within the front elevation shall be full height between floor and window head and allow for natural ventilation and flyscreens.

Fencing

- Suitable fencing incorporating an appropriate gate and Council approved locking mechanism, shall be erected to restrict access from the dwelling to the taxiway and the Aerodrome Estate itself.
- Pedestrian access gates shall be in accordance with Australian Standard AS-1926.1 and AS1428.1
- Fencing materials shall consist of Colorbond or similar steel sheeting or traditional pool type fence. Alternative styles may be permitted, where Consent is obtained from Council.
- Fencing height may range up to 1.2m for front fencing and to 1.6m in height for side and rear fencing.
- Colourbond or similar sheet, framing and trim fencing colours should be selected from the following: Dune, Jasper, Shale Grey, Windspray, Woodland Grey and Bushland or similar.
- Highly reflective materials such as zinalume or similar and other very light colours such as Classic Cream and Surfsmist or similar are to be avoided.

- Any domestic animals belonging to residents must be kept securely within their property.

Setbacks

- Building development shall not be undertaken within the 5.5 metres setback from the front boundary. Where there are existing dwellings, the setback is to be the average of the two nearest buildings facing the street.

Garages, rain water tanks, carports and sheds

- Garages and carports forward of the dwelling building line and forming a significant component of the facade can dominate and destroy a consistent streetscape. As such the following criteria shall be adopted:
 - Separate garages towards the rear of the dwelling are preferred.
 - All other outbuildings should be located at the rear of the dwelling.
 - Rainwater tanks should be steel or polyethylene in one of the recommended Colourbond or similar colours and fitted with the full range of Code compliant devices for the intended water use on site
 - Colourbond or similar colours for garages, tanks, carports and sheds should be selected from the following: Dune, Jasper, Shale Grey, Windspray and Bushland
 - Highly reflective materials such as zincalume or similar and other very light colours such as Classic Cream and Surfemist or similar are to be avoided.

Building materials

- The use of renewable, durable, cost effective and energy efficient materials is encouraged.
- The colours of any external finishes for painted or rendered surfaces of new dwellings, additions and outbuildings must be provided with Development Applications to ensure compatibility with the area in which it is to be located.
- The general wall colours should be similar to the following colourbond or similar colours: Woodland grey, Dune, Jasper, Bushland and Sandbank.

Landscaping

Landscaping for proposed new dwellings is to be consistent with the requirements of *Section C Development Controls – Landscaping* including use of regional species listing identified as suitable for the Estate.

Due to the location of the Estate in proximity to the Aerodrome new landscaping and plantings **are not to include** any fruiting or seeding tree, bush or plant which attracts birds or fruit bats.

Building standards

- All premises shall provide access in accordance with the Commonwealth *Disability and Discrimination Act* refer to website - http://www.hreoc.gov.au/disability_rights/dda_guide/dda_guide.htm and facilities shall be designed for compliance with AS 1428.1.
- Any dwelling to be constructed on any lot is to be designed and be constructed of materials to comply with the “*Australian Standards*” (AS2021) for dwellings erected on or near aerodromes, including :-
 - ✓ The walls of dwelling shall consist of cavity brick or brick veneer, corrugated steel sheet cladding, Hebel power panel or similar, glass, fibre cement or any combination thereof approved by Council and provided that the roof and ceiling of any dwelling are noise insulated and the windows of bedrooms are double glazed or similar equivalent and all walls are noise insulated.
 - ✓ Proprietary systems such as Rapid Wall and similar are available to achieve a resulting interior noise level of LAeq40dB(A). The walls and roof/ceiling construction is to achieve a minimum Rw 50 rating – weighted sound reduction index.
 - ✓ Medium side, top and bottom door seals which meet AS 1191 & AS1276.1 in a wall are recommended for external doors.

Stormwater

Stormwater is to be collected from residential roofs using gutters and downpipe systems and connected to the stormwater disposal system. Rainwater tanks with appropriate filters and first flush devices may be utilised to collect and re-use stormwater with overflow from these tanks connected to the Council system.

6. Relevant Section C - Development Controls

The following other parts of *Section C – Development Controls* relevant to Temora Airpark Estate include:

- *Car Parking*
- *Contaminated Land*
- *Development Applications*
- *Engineering Standards*
- *Erosion and Sediment Control*
- *Heritage and Conservation*
- *Landscaping*
- *Notification of Development Applications*