

# Bega Valley Development Control Plan 2013

## Draft 7.10 Merimbula Airport General Aviation Precinct

The Merimbula Airport Master Plan incorporates plans for both the airside and landside areas of the Airport. The General Aviation Precinct (GA Precinct) is a site within the airport land dedicated to the development of aeronautical, aeronautical related and employment and business uses.

### **Permitted Uses**

Merimbula Airport is zoned SP2 Infrastructure (Air Transport Facility). Under LEP 2013 aquaculture, roads, and air transport facilities (including any development that is ordinarily incidental or ancillary to air transport facilities) are permitted with consent in the SP2 Zone. In addition, LEP 2013 Schedule 1 'Additional Permitted Uses' No. 12 provides that development for the purposes of commercial premises, community facilities and light industries is permitted with consent if it does not interfere with the effective operation of the airport and will not adversely affect the commercial viability of the central business district of Merimbula.

Part 2.3 Division 1 Clause 2.25 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* provides that development for the following purposes may be carried out with consent if the development is ancillary to the air transport facility: passenger transport facilities, facilities for the receipt, forwarding or storage of freight, hangars for aircraft storage or maintenance, commercial premises, industries, recreation areas, recreation facilities (indoor) or recreation facilities (outdoor), residential accommodation and tourist and visitor accommodation.

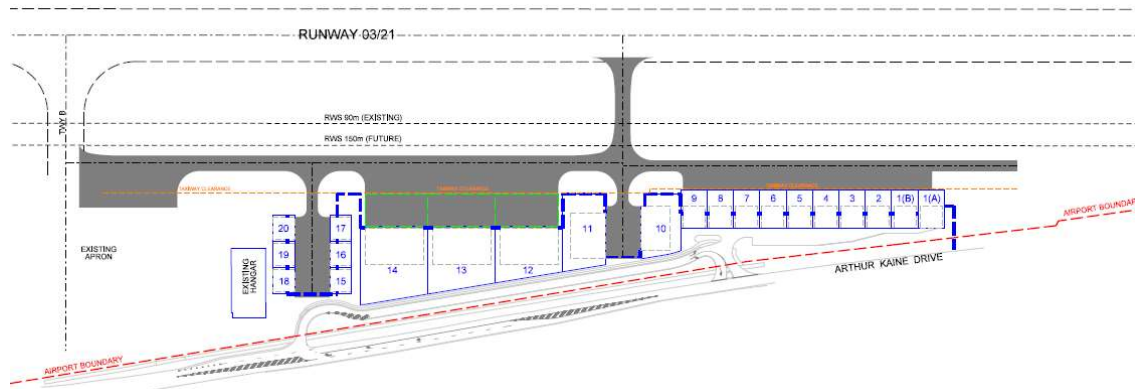
### **Objectives**

- Ensure aircraft operations are safe and efficient
- Ensure the form and character of development within the GA Precinct at Merimbula Airport makes a positive contribution to the built environment
- Encourage the design of contemporary, versatile and functional buildings that will establish a unified precinct identity and enhance Merimbula Airport as a gateway to the Sapphire Coast

### **Application**

This Section applies to the private lease areas identified in Figure 7.18.

Chapters 1, 5 and 6 of this Plan also apply to development on this land. Where there is an inconsistency between this section and any other sections of this Plan the controls in this section prevail to the extent of the inconsistency.



**Figure 7.18: Merimbula Airport General Aviation Precinct DCP area**

### 7.10.1 Airspace planning considerations

#### Objective:

- Maintain the viability and safety of the airport by protecting its airspace, operational and security areas.

#### Requirements:

- a) Buildings or structures must not create an obstruction or potential hazard, by way of attracting birds, emitting bright lights, smoke, or any other activity or air emissions hazardous to aircraft movements.
- b) The effect on occupants of buildings or structures within the GA precinct resulting from the movement of aircraft needs to be considered in development applications.
- c) Developments shall be designed to not impact on the Obstacle Limitation Surfaces. This includes all building components, including roof mounted structures such as air conditioning units, antennas and exhaust systems.

### 7.10.2 Built form

#### 7.10.2.1 Building setbacks and articulation

#### Objective:

- Ensure all buildings in the GA Precinct contribute positively to the built environment and blend into the surrounding bushland and coastal environment.

#### Requirements:

- a) All buildings must be set back at least 1.5m from the side boundaries of lease areas or, where lease areas are consolidated, 1.5m from the side boundary of the consolidated lease area.
- b) Where building separation is required to be more than the shared separation distance of 3m, side setbacks shall be increased so that the adjacent lease area/s are not restricted by the development.
- c) Office premises, accommodation and public-facing parts of developments are to address Arthur Kaine Drive and utilise greater articulation within facades including generous use of glazing. Articulation can be achieved through building setbacks or projecting building elements, and by varying roof forms, building materials, finishes and colours.
- d) Main entrances are to be clearly articulated and visible from the GA precinct road.

- e) Entrance points to the buildings are to be designed as focus points and must provide protection for pedestrians with integrated verandas, canopies or colonnades.
- f) Buildings must be bird proofed by incorporating measures such as minimising ledges and perches for birds to congregate and enclosing eaves to reduce bird roosting.

#### **7.10.2.2        *Roof forms***

##### *Objective:*

- Ensure aircraft can access hangars.
- Reduce the perceived height and bulk of buildings when viewed from the public domain and integrate roof forms into the overall design of the building.

##### *Requirements:*

- a) Utilise varied roof forms to provide visual interest to Arthur Kaine Drive. Avoid flat, bulky or highly detailed roof forms.
- b) Gable and skillion roof forms and steeper pitched roof elements are encouraged to reduce the apparent bulkiness of large roof areas.
- c) Roof forms should be designed to complement existing roof forms in the GA precinct.
- d) Utilise roof forms to differentiate between the various elements of the building.
- e) All plant and equipment and any other potentially visually intrusive elements are to be concealed within roof forms to minimise visual impact.

#### **7.10.2.3        *Car parking and loading docks***

##### *Objective:*

- Provide sufficient parking on site to meet the needs of businesses, visitors and any associated uses, such as deliveries or warehouse handling and manoeuvring.

##### *Requirements:*

- a) All parking requirements must be integrated on individual lease areas outside or within buildings, or on airport grounds in agreement with the airport owner and in accordance with a lease or licensing arrangement.
- b) Vehicle crossovers must be constructed at the developer's expense.
- c) All parking and manoeuvring spaces shall be concrete. Engineering design plans prepared and certified by a suitably qualified and experienced chartered professional engineer (or equivalent) will be required for all on-site car parking, loading/unloading areas and their associated driveways.
- d) Loading docks must not be visible from Arthur Kaine Drive or the taxiway and be of an appropriate size to adequately service on site operations without overspill to roadways.

#### **7.10.3    *Visual amenity***

##### **7.10.3.1        *Colours, materials and finishes***

##### *Objectives:*

- Establish a cohesive and consistent design character by using a co-ordinated palette of colours, materials and finishes.
- Ensure that building design does not impact airport operations.

##### *Requirements:*

- a) Utilise materials that reinforce the bushland and coastal built form and landscape such as corrugated iron, unpainted timber and textured concrete. Avoid excessive use of heavy looking materials and unfinished pre-cast concrete walls.
- b) Large building components such as sheds or hangars visible from Arthur Kaine Drive or the taxiway shall provide articulation and utilise a mix of building materials, colours and textures to provide visual interest and reduce bulkiness.
- c) The use of corporate colours on buildings is prohibited except on approved signage.
- d) All roofs must be 'Shale Grey' or equivalent.
- e) Main wall elevations, gable treatments, gutters and other building elements may be any combination of Southerly, Bluegum, Windspray or Basalt or equivalent.
- f) Small highlight areas of Evening Haze, Dune or Paperbark or equivalent are permitted on buildings to bring in references to other elements in the landscape.



### 7.10.3.2 Landscaping

#### Objectives:

- Soften the appearance of buildings, fencing, carparking and hardstand areas by integrating landscaping into the design.
- Ensure appropriate siting of landscaping elements with consideration of airport operations and security and proximity to underground services.
- Enhance air quality and reduce the heat retaining effect of hard surfaces.

#### Requirements:

- a) Development applications must be supported with a landscape plan.
- b) The location and type of planting within landscaping must not impede the function of, or access to, services (including underground infrastructure), facilities and sight lines for vehicle movements and airport operations, or impact the Obstacle Limitation Surfaces when mature. In some circumstances, root guards may be required for larger plants.
- c) Landscaping selection is limited to vegetation that does not attract birds. As a guide, the following species are acceptable:

Botanical name	Common name
<i>Carex apressa</i>	Tall sedge
<i>Ficinnia nodosa</i>	Knobbly club rush
<i>Juncus usitatus</i>	Common rush

<i>Juncus kraussii</i>	Sea rush
<i>Lomandra glauca</i>	Pale mat-rush
<i>Lomandra longifolia</i> 'Tanika'	'Tanika' mat-rush
<i>Lomandra longifolia</i>	Common mat-rush
<i>Poa labillardierei</i>	Common tussock grass
<i>Grevillea</i> 'Royal Mantle'	Grevillea groundcover
<i>Tristaniopsis laurina</i>	Water gum
<i>Syzygium australe</i> 'Hinterland gold'	Gold lilly pilly
<i>Elaeocarpus reticulatis</i>	Blueberry ash

- d) Planting and landscape design shall reinforce entries and parking areas.
- e) For security reasons, planting must be at least 1.5m clear of the airside/landside boundary.
- f) Landscaping or screening must be provided around car park areas and loading docks and, to provide visual relief from long building facades visible from Arthur Kaine Drive or the taxiway.
- g) Any portion of a development site that remains unused or vacant following development will be landscaped or turfed and maintained in a tidy condition.

### **7.10.3.3 Signage**

#### *Objectives:*

- Ensure signage and advertising is designed and located to avoid visual clutter.
- Provide appropriate visual exposure for businesses and wayfinding for visitors.

#### *Requirements:*

- a) Single occupant leased areas are permitted 1 freestanding sign not exceeding 2.5sqm within the landscaped area of the site with a maximum height of 5m above existing ground level and 1 façade sign, not exceeding 5sqm, located no higher than the parapet or eaves of the building to which it is attached.
- b) Signage must be attached to the building in which the business identified in the sign is located.
- c) For multi-tenancy sites, a directory board located near the entry to the development or within the landscaped area of the site is permitted, indicating the product or service offered and each occupant of the site. In addition, 1 façade sign per tenancy is permitted, not exceeding 5sqm, of uniform size, shape and construction, in a position common to all units and no higher than the parapet or eaves of the building to which it is attached.
- d) The use of corporate colours is limited to the nominated signage space of the development.
- e) The following is not permitted:
  - signage attached to front fences
  - A-Frame signage within the road reserve
  - roof signs
  - signs that cover any window, door or architectural feature
  - projecting signs
  - flashing or illuminated signs
  - signs with information that does not relate to the site or its tenants
  - signs which rotate or move
  - sequins and glitter.

### **7.10.3.4 Lighting**

#### *Objective:*

- Provide sufficient lighting for the privately leased areas of the GA Precinct without compromising airfield operations.

*Requirements:*

- a) Lighting must be provided to the external entry path, building entryway/s, common lobby, driveway, and car parking using vandal resistant, high mounted light fixtures.
- b) Development must avoid the creation of a lighting hazard through the appropriate design, lighting colour, position, pattern and intensity of lighting.
- c) All lighting must be consistent with the provisions of Regulation 94 of *the Civil Aviation Regulation 1988*.
- d) No freestanding lighting shall impact the Obstacle Limitation Surfaces.
- e) No coloured lights are allowed as they may interfere with airport operations.
- f) No external lighting shall be directed beyond the lease boundary.
- g) High efficiency or more sustainable lighting sources should be utilised where appropriate. Timer controls or motion sensors are encouraged both internally and externally.

#### 7.10.4 Fencing

*Objective:*

- Provide adequate security for airport operations and businesses in the GA Precinct whilst promoting the cohesive visual appeal of the streetscape.

*Requirements:*

- a) Security fencing of the diplomat style and black in colour is to be installed and maintained to all airside interfaces within the lease area (see image below).
- b) Large expanses of continuous masonry, bonded sheet metal or timber fencing are not permitted.
- c) Barbed wire, razor wire (or the like) fencing is not permitted unless required for aviation security reasons.
- d) Security fencing must be of high-quality materials, integrated with walling and, include appropriate low-scale landscaping to reduce visual impact.



**Figure 7.19: Diplomat style fencing**

#### 7.10.5 External service, wash down bays, rubbish and storage areas

##### *Objectives:*

- Minimise the potential for the activities within the GA Precinct to attract birds or vermin or impact visual amenity.
- Ensure compliant stormwater services infrastructure.

##### *Requirements:*

- a) All developments must carry out the necessary works to connect to existing sewer, water, stormwater, communications and electricity services.
- b) New development will be designed so that stormwater flows are managed in accordance with the Building Code of Australia, Council's stormwater management guidelines and the GA precinct's stormwater infrastructure design. On-site stormwater detention facilities and re-use of stormwater on site may be required.
- c) All developments must provide an appropriate waste storage area.
- d) Waste and recycling systems are to be healthy, safe and easy to use and, where necessary, collection vehicles are able to safely access buildings or sites to remove waste and other resources.
- e) Rubbish bin storage areas must not be on the airside frontage. Where located on the street-side they shall be enclosed and structurally screened.
- f) All services such as water storage tanks shall be integrated with the building design and placed in a non-visually prominent location with respect of the taxiway and Arthur Kaine Drive.
- g) Wash down areas shall be connected to the mains water and sewer.
- h) The front setback shall not be used for the storage of any goods or materials or be used for any use other than its approved use.

#### 7.10.6 Energy efficiency

##### *Objective:*

- Achieve energy efficient and environmentally sensitive development.

##### *Requirements:*

- a) The design of buildings will have regard to siting, layout and construction methods that minimise the need for fossil fuel based heating, cooling and lighting. The use of water saving features and energy efficient heating systems is encouraged.

#### 7.10.7 Aboriginal archaeology

##### *Objective:*

- Ensure the impact of a proposed development on the heritage significance of an Aboriginal place, cultural value, landscape value or object is considered by adequate investigation and assessment processes.

##### *Requirements:*

- a) All development must comply with the requirements of Aboriginal Heritage Impact Permit AHIP number 4796.