



13d Scone Memorial Airport & environs

Explanatory outline

Section 13d outlines assessment criteria that relate specifically to the development within, and in the environs of, Scone Memorial Airport.

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13d.1 Application of this section

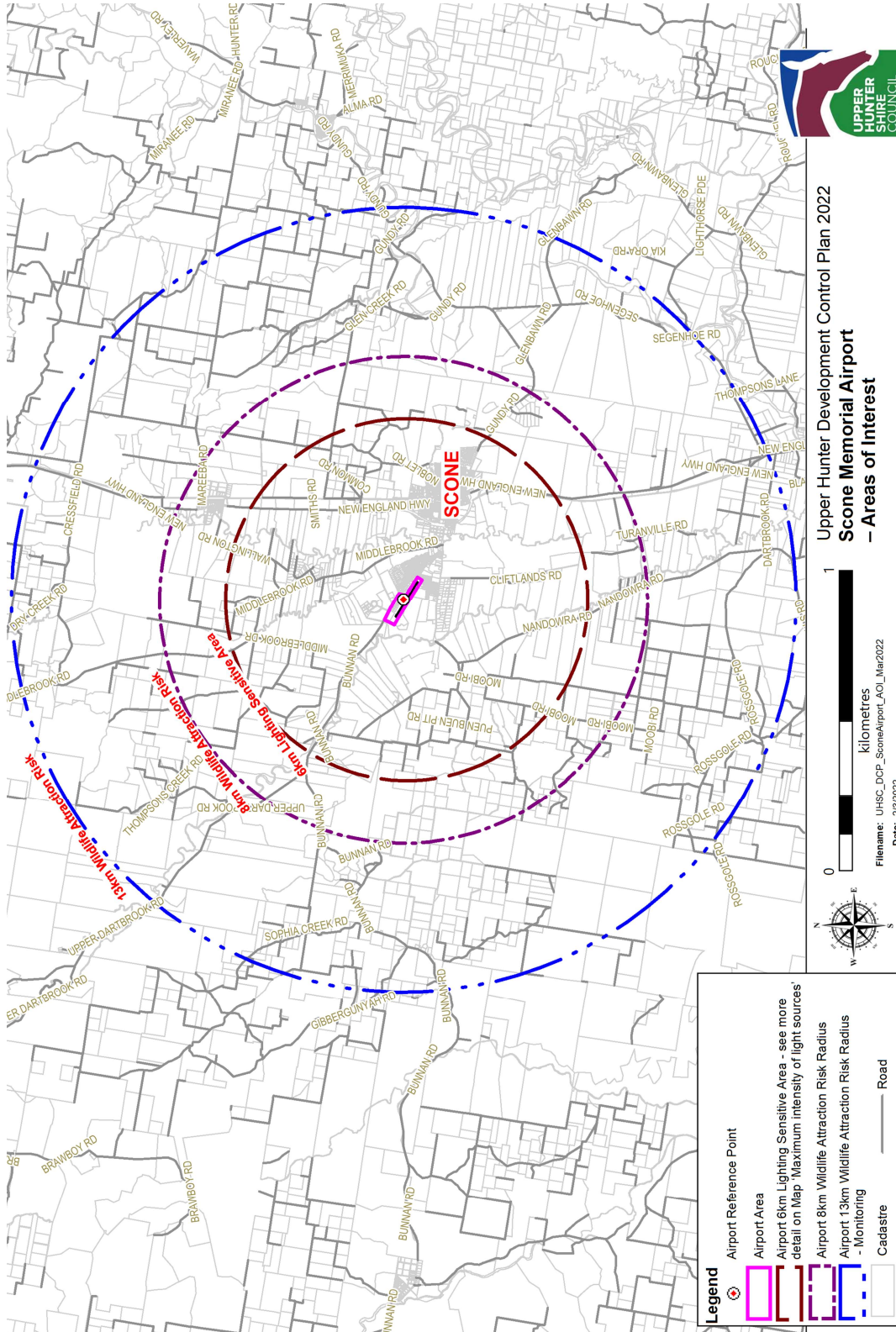
This section applies to development described in Column 1 when carried out on land described in Column 2.

| Column 1: | Type of development | Column 2: | Applicable land |
|-----------|---|-----------|--|
| | Any development that requires development consent | | Land within, or in the vicinity of, Scone Memorial Airport, as shown on Map 1: Scone Memorial Airport - areas of interest and Map 2: Scone Memorial Airport - areas of interest – insert . |

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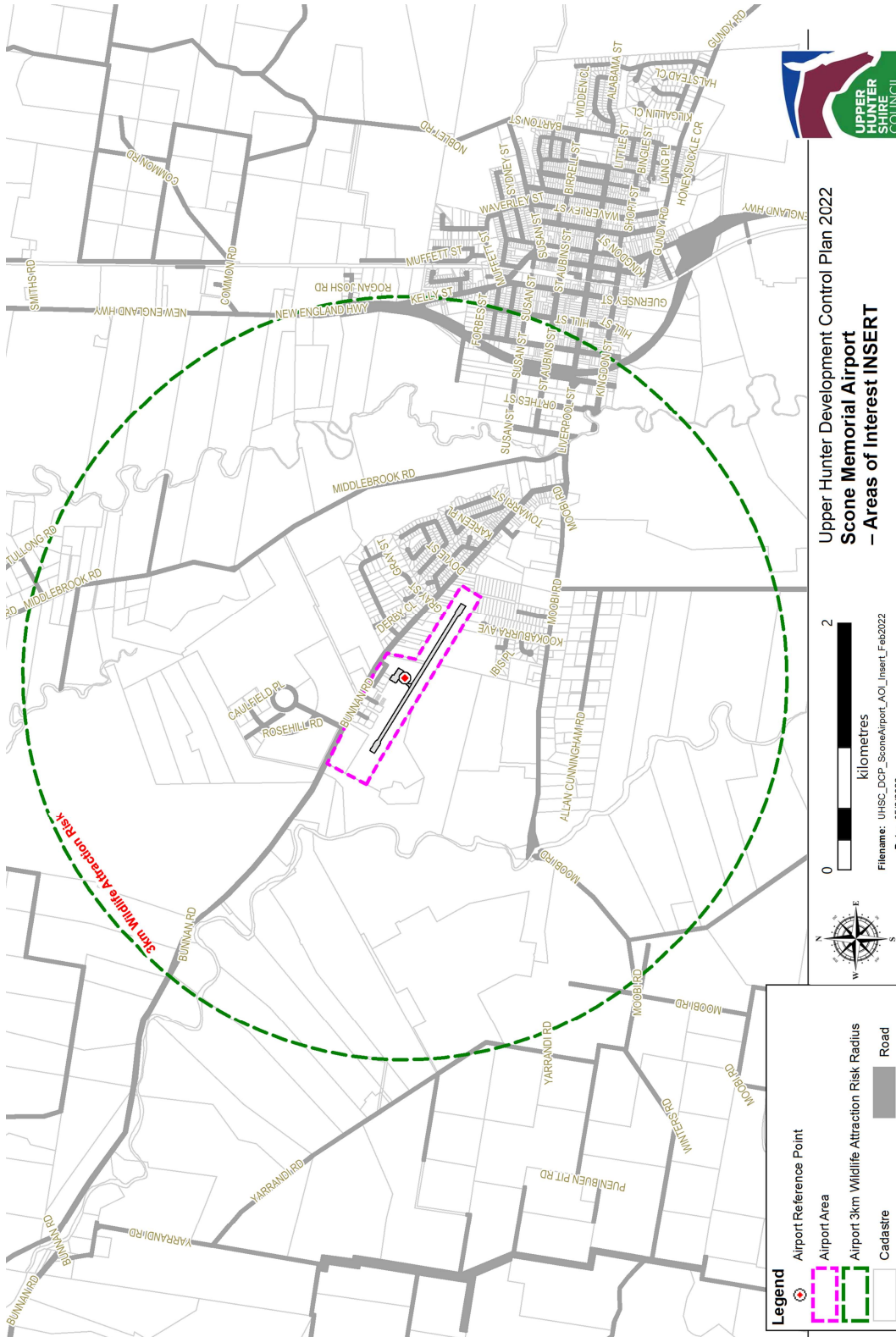
Map 1: Scone Memorial Airport - areas of interest



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Map 2: Scone Memorial Airport - areas of interest – insert



Upper Hunter Development Control Plan 2022
Scone Memorial Airport
– Areas of Interest INSERT



0 2
kilometres
File name: UHSC_DCP_SconeAirport_AOI_Insert_LFeb2022
Date: 25/2/2022



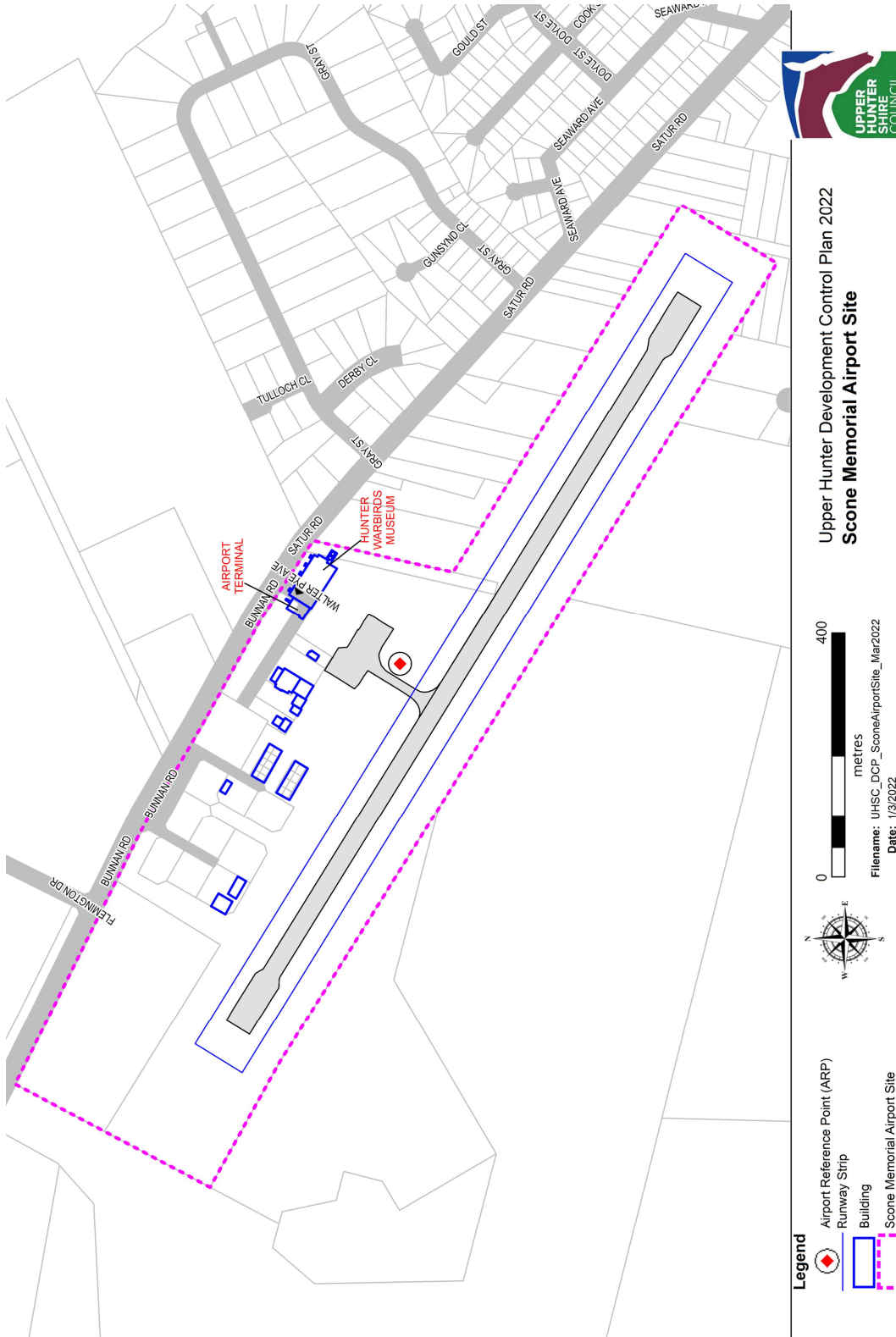
Legend

- Airport Reference Point
- Airport Area
- Airport 3km Wildlife Attraction Risk Radius
- Cadastre
- Road

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Map 3: Scone Memorial Airport site





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13d.2 Relevant planning instruments & legislation

The following environmental planning instruments or other legislation are relevant to development to which this section applies:

- *Upper Hunter Local Environmental Plan 2013*, particularly:
 - clause 6.7 Airspace Operations and accompanying 'Obstacle Limitation Surface Map'
 - clause 6.8 Development in areas subject to aircraft noise and accompanying 'Air Noise Exposure Forecast Map'
 - Schedule 1 clause 2 'Use of certain land at Bunnan Road, Scone'

Further planning instruments and legislation may also be relevant. In the event of any inconsistency, the above listed instruments will prevail over requirements or criteria contained in this section.

A variety of Civil Aviation legislation also applies, particularly *Part 139 (Aerodromes) Manual of Standards 2019 (MOS 139)* or its update.

See <https://www.casa.gov.au/rules-and-regulations/current-rules> and related pages.

13d.3 Definitions

There may be words used in this Part that are defined in the *Environmental Planning and Assessment Act, 1979*, as amended, or within *Upper Hunter Local Environmental Plan 2013*, as amended. The **Dictionary** to this DCP provides additional definitions that are relevant to this Part, including.

- Air Noise Exposure Forecast Map
- hangar
- Obstacle Limitation Surface Map

'Aviation related business' is defined later in this section.

13d.4 Objectives

The objectives of this section are to:

1. ensure that development in the proximity of Scone Memorial Airport does not affect its operational and permanent status, or interfere with aviation operations or aviation communications facilities.
2. ensure that development is consistent with any airport master plan adopted by Council.
3. protect the community from undue risk from the operation of Scone Memorial Airport.
4. ensure that development and/or activities within and surrounding Scone Memorial Airport site that is potentially offensive or hazardous is assessed under relevant legislation and guidelines.
5. minimise the impact on nearby development of aircraft and other noise from the Scone Memorial Airport and its flight paths.
6. ensure that lighting associated with development in the vicinity of Scone Memorial Airport does not interfere with aviation operations.
7. ensure that development within the Scone Memorial Airport meets a high quality of design.
8. ensure that development fronting public roads displays a uniform and consistent design.



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9. ensure that new developments at the Scone Memorial Airport are properly connected to the public road network and do not negatively impact on airside functionality and streetscape appeal.
10. ensure that developments within Scone Memorial Airport are provided with appropriate access to the public road network and parking.
11. ensure that appropriate and timely infrastructure is provided to any development within Scone Memorial Airport.
12. ensure that earthworks associated with new development at Scone Memorial Airport do not negatively impact on airport operations, surrounding public roads or adjoining business premises.
13. ensure stormwater from new developments at the Scone Memorial Airport are properly drained to a legal point of discharge without causing adverse impacts on airside operations, public road drainage infrastructure or downslope properties.
14. ensure new signage at the Scone Memorial Airport is well designed, appropriately located, structurally sound, and complementary to the airport functionality and aesthetics.

13d.5 Referral requirements

All relevant applications will be referred to the following organisations as required under legal requirements and procedure:

- Air Services Australia
- Department of Defence
- Bureau of Meteorology

13d.6 Supporting plans & documentation

Development applications that are subject to this section should be supported by the following plans and documentation.

| Item | When required | Plans or information to be provided |
|--------------------------|--|--|
| A. General requirements | All applications | Refer to Part 2 Preparing & lodging a development application. |
| B. Distance from Airport | All applications within 13km of Scone Memorial Airport, as shown on Map 1: Scone Memorial Airport - areas of interest . | <p>A plan, drawn to scale, clearly showing</p> <ul style="list-style-type: none"> • the subject property • the distance from the nearest property boundary to the Aerodrome Reference Point (ARP) as shown on Map 3: Scone Memorial Airport site • the site in relation to each of the relevant 'areas of interest' shown on Map 1: Scone Memorial Airport - areas of interest and Map 2: Scone Memorial Airport - areas of interest – insert • the location of any land uses or activities that may be relevant to this DCP section. |



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| Item | When required | Plans or information to be provided |
|---|--|--|
| C. Acoustic assessment report | Any application that has: <ul style="list-style-type: none"> the potential to be affected by noise from the airport site and its operations; or the potential for noise impacts from the development on adjoining and nearby development | A report and accompanying plans prepared by a relevant qualified and experienced professional containing any requirements as set out in current relevant NSW or national guidelines or legislation. It should generally include sections: <ul style="list-style-type: none"> Background Site Description Noise Criteria Noise Assessment Recommendations Conclusion The report must address: <ul style="list-style-type: none"> the most recent Air Noise Exposure Forecast (ANEF) Map held by Council and determine if any techniques should be incorporated in the construction of habitable or noise sensitive buildings to reduce any potential noise impact from the operations of the Airport the issues in Assessment criteria-section K Noise Any requirements of the <i>NSW Noise Policy for Industry (2017)</i>. |
| D. Obstacle limitation surface certificate | All applications likely to infringe the OLS, as requested by Council. An OLS map is contained in the <i>Upper Hunter LEP</i> , and more recent maps may be held by Council. | A certificate from a registered surveyor should be obtained showing that the Obstacle Limitation Surface (OLS) is not violated by any structures. OR If a certificate from a registered surveyor shows that the development will infringe on the OLS, then an <i>aviation safety assessment and risk analysis</i> should be prepared by a suitably qualified person. The report must confirm that there is no risk arising from the obstacle. Particular attention should be paid to obstacles in the Approach, Take off and Transitional Areas of the OLS and should also confirm that the obstacle does not affect the RNAV instrument approaches as published by Air Services Australia. |
| E. Public safety area information | Developments within, or partly within Map 5: Public Safety Areas of Scone Memorial Airport | A report and plans prepared by a suitably qualified professional, responding to the requirements of Section D Public Safety Area . Plans, drawn to scale, must show clearly: <ul style="list-style-type: none"> the subject property and proposed buildings and land uses across the site |

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| Item | When required | Plans or information to be provided |
|---|---|--|
| F. Design principles and visual amenity | <p>All applications for buildings within the Scone Memorial Airport site as shown on Map 3, where (in the opinion of Council), development has the potential to have adverse visual impacts and:</p> <ul style="list-style-type: none"> • is visible from a public road and/or adjoining residential development; and/or • contains reflective materials | <ul style="list-style-type: none"> • the site in relation to Map 5: Public Safety Areas of Scone Memorial Airport <p>A visual impact assessment, prepared by a suitably qualified professional, should show how the design of the development:</p> <ul style="list-style-type: none"> • responds to being viewed from public roads and nearby dwellings • is consistent with the key buildings already existing or approved but yet to be built on the Scone Memorial Airport site, the most important being the Warbirds Museum. <p>The assessment should identify locations from which the development may be viewed, and propose methods to reduce visual impact. Useful methods of demonstrating impact are description, photographs, photomontage, models and the like, as may be appropriate for the nature and scale of the development proposed.</p> <p>The report should generally include the following:</p> <ol style="list-style-type: none"> 1. Introduction <ol style="list-style-type: none"> 1.1. Background 1.2. The site and context 2. Methodology <ol style="list-style-type: none"> 2.1. Background 2.2. Existing visual environment 2.3. Assessment criteria 2.4. Viewing zones 3. Proposal <ol style="list-style-type: none"> 3.1. Proposed Development 4. Visual impact assessment <ol style="list-style-type: none"> 4.1. Viewpoint Analysis 4.2. Visual impact assessment summary 5. Visual impact mitigation measures <ol style="list-style-type: none"> 5.1. Recommendations |
| G. Structural engineering report | <p>Any application for a structure or building within the Scone Memorial Airport site as shown on Map 3</p> | <p>Plans and a statement, prepared by a suitably qualified structural engineer, certifying that the structure or building is suitable, including any hangar doors and supporting structures forming part of such a building.</p> |
| H. Lighting plan | <p>For any development with significant lighting structures or fixtures (in the opinion of Council) proposed to be located</p> | <p>Plans and/or report, showing that lighting has been designed by a suitably qualified lighting engineer/professional and considers the most recent lighting requirements of the Civil Aviation</p> |

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| Item | When required | Plans or information to be provided |
|---------------------------------|---|--|
| | <p>in the areas shown in Map 7: Maximum intensity of light sources within 6km of Scone Memorial Airport (and insets). Lights within this area fall into a category most likely to be subject to the provisions of regulation 94 of <i>Civil Aviation Regulations 1988</i>.</p> <p>The following types of development warrant particular attention:</p> <ul style="list-style-type: none"> • motorway/ freeway lighting • stadium flood lighting • construction lighting | <p>Safety Authority and responds to section M Lighting.</p> <p>Plans, drawn to scale, must show clearly:</p> <ul style="list-style-type: none"> • the subject property, and proposed location of lighting structures and intensities • the site and lighting structures and intensity in relation to Map 7: Maximum intensity of light sources within 6km of Scone Memorial Airport (and insets) |
| <p>I. Landscape Plan</p> | <p>Applications within the Scone Memorial Airport site as shown on Map 3; or</p> <p>Applications within 8km of Scone Memorial Airport, as shown on Map 1: Scone Memorial Airport - areas of interest</p> <p>Both as determined by Council</p> | <p>Plan and report, prepared by a suitably qualified professional (if required by Council), showing the following components as are applicable to the type of development (as determined by Council):</p> <p><u>For developments within the Scone Memorial Airport site:</u></p> <ul style="list-style-type: none"> • description of ground preparation and on-going maintenance of landscaping • any areas of private open space, proposed turf and areas of established gardens. • schedule of plantings, cross-referenced to the site plan indicating species, bird or wildlife attracting qualities, massing and mature growth height. • Location of OLS height restrictions • Location of hard landscaping such as paving or fencing • details of restoration and treatment of earth cuts, fills, mounds, retaining walls, fencing and screen walls. • Note that water features are not appropriate <p><u>For developments within 8 km of Scone Memorial Airport, as shown Map 1: Scone Memorial Airport - areas of interest:</u></p> <ul style="list-style-type: none"> • location and species of any current and proposed trees or significant vegetation, |



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| Item | When required | Plans or information to be provided |
|--|--|--|
| J. Hazard and offensive development | Any development as required by section 10f Hazardous and offensive development | <p>showing their mature growth height and noting any bird or wildlife attracting qualities</p> <ul style="list-style-type: none"> • notation of any relevant OLS height restrictions <p>A report and accompanying plans, prepared by a suitably qualified and experienced person, as required by section 10f Hazardous and offensive development. These could include the following:</p> <ul style="list-style-type: none"> • Preliminary risk screening • Preliminary hazard assessment • Potentially offensive assessment <p>The information must contain enough information so that Council can properly assess the development under the requirements of <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> regarding Hazardous and Offensive Development and any of the current circulars or guidelines published by the NSW Department of Planning relating to hazardous or offensive development. At 2022, these included the list given in 'Supplementary Information' in section 10f.</p> |
| K. Site waste minimisation & management plan | All applications | <p>A plan and report illustrating:</p> <ul style="list-style-type: none"> • the location of designated waste and recycling storage rooms or areas sized to meet the waste and recycling needs of the development (including where applicable all tenants). Waste should be separated into at least 4 streams, paper/cardboard, recyclables, general waste, industrial process type wastes. • Evidence of compliance with any specific industrial waste laws/protocols. For example, those related to production, storage and disposal of industrial and hazardous wastes as defined by the <i>Protection of the Environment Operations Act 1997</i> • the on-site path of travel for collection vehicles. • all other requirements outlined in Section 11h Waste minimisation & management. |

13d.7 Assessment criteria

A performance-based approach will be adopted in the assessment of development applications. Applications will be assessed according to the extent to which the **outcomes** specified in the only, or left-hand, column of the following table will be satisfied or achieved by the design, construction or operation of the proposal.

The design guidelines specified in the right-hand column (where relevant) indicate design and best practice solutions by which the required outcomes can be met. They do not preclude other solutions that may be suitable under particular local circumstances. All proposals will be considered on merit.

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This section is structured in the following way:

| Section | Topic | Relevant to Scone Memorial Airport site (Map 3) | Relevant to development up to 13km from Scone Memorial Airport (Map 1 and Map 2) |
|---------|--|---|--|
| A | Maximum height and airspace operations | Yes | Yes |
| B | Land uses in the vicinity of the Airport - wildlife attraction risk | Yes | Yes – within 13km |
| C | Building Restricted Areas for Aviation Communication & Navigation Facilities | Yes | Yes – for some land shown on Map 4 |
| D | Developments within Public Safety Areas of Airport | Yes – within land shown on Map 5 | |
| E | Development on Scone Memorial Airport site | Yes | No |
| F | Lot design | Yes | No |
| G | Airside design | Yes | No |
| H | Airport layout and landside design | Yes | No |
| I | Building design | Yes | No |
| J | Landscaping and fencing | Yes | Yes – within 8km |
| K | Noise | Yes | Yes |
| L | Hazardous and offensive development | Yes where applicable | |
| M | Lighting | Yes | Yes - within 6km as shown on Map 7 |
| N | Stormwater management | Yes | No |
| O | Outdoor advertising signage design | Yes | No |
| P | Roads | Yes | No |
| Q | Driveways, Access and Car Parking | Yes | No |
| R | Utilities | Yes | No |
| S | Waste minimisation & management | Yes | Yes – within 8km |



Outcomes to be achieved

A. Maximum height and airspace operations

For all development:

- The development must not penetrate the Obstacle Limitations Surface (OLS) Plan for the Airport., unless an aviation safety assessment determines that the development and the proposed penetration of the OLS would not create a hazard for aviation operations or curtail the longer term future of the airport and its operations
- The mature height of any trees used in landscaping is not to intrude into the Obstacle Limitation Surface Map for the Airport; or species are not to attract a significant amount of birdlife.

Note: Matters for consideration in determining approval for development in the vicinity of Scone Memorial Airport in relation to height and airspace operations are specified in Upper Hunter LEP 2013 clause 6.7 Airspace Operations and accompanying 'Obstacle Limitation Surface Map'.

Note also that more recent draft or final Obstacle Limitation Surface Maps may also be held by Council, and must be referred to.

For development within Scone Memorial Airport, as shown on Map 3:

- No building, structure, tree, shrub, bush or plants or other obstacle shall be placed on the Scone Memorial Airport site that exceeds the maximum height or size set out in MOS139 to ensure the safe operation of aircraft.

B. Land uses and activities in the vicinity of the Airport – wildlife attraction risk

Note: the following provisions are based on:

Civil Aviation Safety Authority: National Airports Safeguarding Framework Principles and Guidelines – Guideline C Managing the Risk of Wildlife Strikes in the Vicinity of Airports at

https://www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/nasf_principles_guidelines.aspx

- The following land uses **within 3km** of the Airport (as shown **Map 2: Scone Memorial Airport - areas of interest – insert**) are not supported, because of their high wildlife attraction risk:
 - Turf farm
 - Piggery
 - Fruit tree farm
 - Fish processing/packing plant
 - Wildlife sanctuary / conservation area □ wetland
 - Showground
 - Food processing plant
 - Food / organic waste facility
 - Putrescible waste facility - landfill
 - Putrescible waste facility - transfer station

Where these land uses are proposed **within 3km to 13km** of the Airport (as shown on **Map 1**), then measures must be taken to mitigate or monitor their moderate wildlife attraction risk to the Airport.

- Where any of the following land uses are proposed **within 8km** of the Airport (as shown on **Map 1**), then measures must be taken to mitigate their moderate wildlife attraction risk to the Airport.
 - Cattle/dairy farm
 - Poultry farm
 - Racetrack / horse riding school
 - Golf course
 - Sports facility (tennis, bowls, etc)
 - Park / Playground

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Outcomes to be achieved

- Picnic / camping ground
- Non-putrescible waste facility - landfill
- Non-putrescible waste facility - transfer station
- Sewage / wastewater treatment facility
- Appropriate risk mitigation measures include:
 - a requirement for a Wildlife Management Program
 - the establishment of wildlife management performance standards
 - allowance for changes to design and/or operating procedures at places/plants where land use has been identified as increasing the risk of wildlife strike to aircraft
 - establishment of appropriate habitat management at incompatible land uses
 - creation of performance bonds to ensure clean-up and compensation should obligations not be met
 - authority for airport operators to inspect and monitor properties close to airports where wildlife hazards have been identified
 - consistent and effective reporting of wildlife events in line with Australian Transport Safety Bureau (ATSB) guidelines

Source: Civil Aviation Safety Authority: National Airports Safeguarding Framework Principles and Guidelines - *Guideline C Managing the Risk of Wildlife Strikes in the Vicinity of Airports* - Attachment 1 Wildlife Attraction Risk and Actions by Land Use

C. Building Restricted Areas for Aviation Communication & Navigation and Meteorological Facilities

This section applies to developments up to 2km from the Scone Memorial Airport (as shown on

Map 4: Scone Memorial Airport Restricted Areas – Communication, Navigation and Meteorological Facilities)

Notes:

- The following provisions are based on:
Civil Aviation Safety Authority: National Airports Safeguarding Framework Principles and Guidelines – Guideline G: Protecting Aviation Facilities || Communication, Navigation and Surveillance (CNS) and Manual of Operating Standards (MOS) Pt 139 Chapter 19 -Division 3 Meteorological facilities - 19.17 Protection of meteorological facilities
- A Building Restricted Area (BRA) is a space where development has the potential to cause unacceptable interference to airport communication, navigation or surveillance (CNS) facilities. The purpose of a BRA is to trigger an assessment of potential impacts on CNS facilities from proposed developments. It is not intended to prohibit development, except where it would lead to an adverse impact on a CNS facility.
- The locations of CNS facilities at Scone Memorial Airport and their relevant BRAs (at 2022) are shown on
 -
 -
- **Map 4: Scone Memorial Airport Restricted Areas – Communication, Navigation and Meteorological Facilities**
- Where a proposed development or activity is likely to infringe a BRA, details will be referred to Airservices Australia to allow them to make an assessment. The referral ensures awareness of the proposed obstacle and that mitigation measures are available. Airservices will also assess the cumulative impact of the proposed development or activity and all other obstacles in a BRA.

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Outcomes to be achieved

- The following types of proposed development within 2km of Scone Memorial Airport (as shown on

Map 4: Scone Memorial Airport Restricted Areas – Communication, Navigation and

Meteorological Facilities) will be referred to Airservices Australia, where they are located within a Building Restricted Area of a Communications or Navigation (CNS) Facility located at Scone Memorial Airport:

- Buildings (multistorey offices or residential, private houses, sheds, car parks);
 - Hangars and warehouses;
 - Infrastructure including bridges and motorway overpasses;
 - Power station stacks and plumes;
 - Power lines, power poles and light poles;
 - Telecommunications towers;
 - Commercial signage and advertising billboards;
 - Wind turbines and wind monitoring masts;
 - Construction equipment such as cranes (eg mobile, tower and luffing) and concrete pumpers.
- Where development is proposed within a Building Restricted Area as shown on **Map 4: Scone Memorial Airport Restricted Areas – Communication, Navigation and Meteorological Facilities**, the following tables show the action required (as outlined on the following pages):
 - Table 1: Building Restricted Area - Very High Frequency
 - Table 2: Building Restricted Area - Non-directional Beacon

The following is a summary of the CNS and meteorological types and their Building Restricted Areas:

| Facility Type | Zone A (metre radius) | Zone A/B (metre radius) | Area of Interest (metre radius) |
|--|-----------------------|-------------------------|---------------------------------|
| Very High Frequency (VHF) – see Table 1 | 0 – 100 | 100 – 600 | 100 – 2,000 |
| Non-Directional Beacon (NDB) – see Table 2 | 0 – 60 | 60 – 300 | n/a |
| Meteorological (BOM/MET) | 0-60 | 60-150 | |

- If other CNS facilities are installed at Scone Memorial Airport in the future, then similar BRA requirements will also apply, as per *Civil Aviation Safety Authority: National Airports Safeguarding Framework Principles and Guidelines – Guideline G: Protecting Aviation Facilities - Communication, Navigation and Surveillance*, or the most recent publication.
- In determining whether the proposal will be referred to Airservices Australia, the location, height and scale of the proposed development and the relevant Building Restricted Area will be taken into account.



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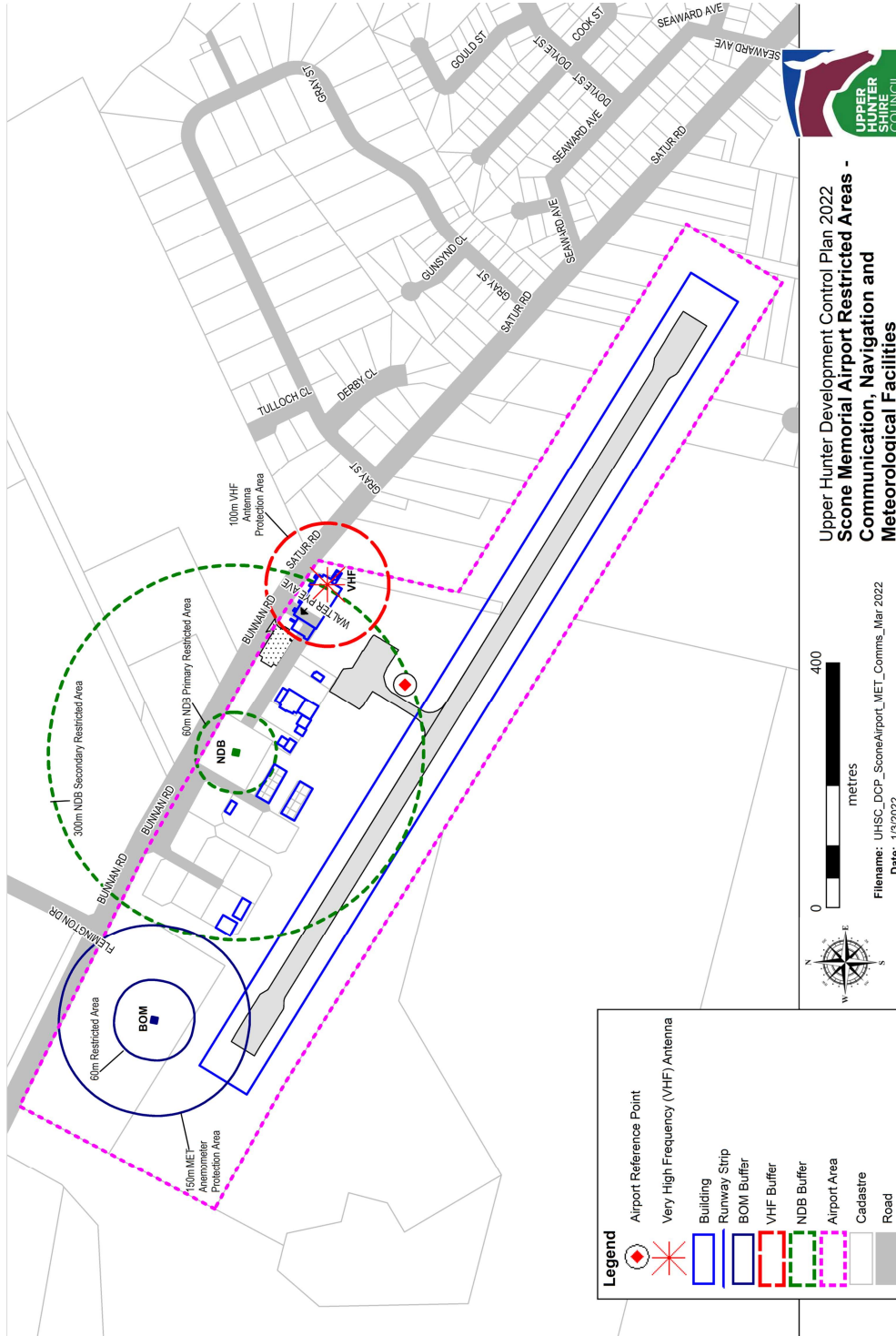
Outcomes to be achieved

- Building restricted areas should be kept clear of permanent or temporary:
 - obstructions (e.g. buildings, other structures or trees) to the 'line of sight' between transmitting and receiving devices;
 - objects (e.g. wind turbines) which act as reflectors or deflect signals used by aviation facilities;
 - radio frequency interference;
 - electromagnetic emissions (e.g. such as those emitted by arc welding associated with steel fabrication); or
 - plume rises (as defined in the *Airports (Protection of Airspace) Regulations 1996*.)
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Map 4: Scone Memorial Airport Restricted Areas – Communication, Navigation and Meteorological Facilities



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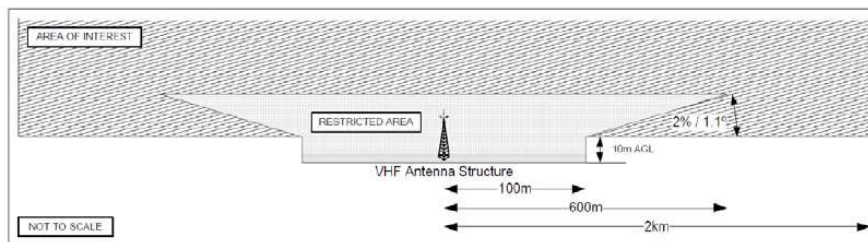
Table 1: Building Restricted Area - Very High Frequency

Note: the location of the VHF facility and its BRA (at 2021) is shown on the previous Map 4.

Very High Frequency

54. Very High Frequency is used for air to ground voice communications and allows aircraft and air traffic control to communicate effectively. Very High Frequency equipment is also used for the transmission of aeronautical terminal information service to aircraft.

| Building Restricted Area | Description | Action required |
|---|---|---|
| Zone A | If development is located: a. within 100 metres of the Very High Frequency antenna; or b. between 100-2000 metres from the centre of the Very High Frequency antenna and the development will cross the zone boundary (defined as an elevation angle of 2° starting at 10 metres above ground level). | All applications must be referred to Airservices Australia for assessment. |
| Zone B | If development is located between 100-600 metres from the centre of the Very High Frequency antenna and the development will not cross the zone boundary. | No requirements. Airservices Australia should be advised of proposals for large obstructions. |
| Area of interest | If development is located between 600-2000 metres from the Very High Frequency antenna. | No requirements. Airservices Australia should be advised of proposals for large obstructions. |
| General guidance: <ul style="list-style-type: none"> • A Broadcast Facility is classified as any High Power (>100W) transmitter facility, any AM/FM Radio transmitter facility & any Television transmitter facility including facilities with ACMA Emission Designators of A3E/A3EG, F2D, F8E/F8EH, or C3F/C3FN; • the propagation distance for VHF signals is governed by the line of sight from the antenna at the transmitting site. Generally, the antenna is mounted so that it is clear of obstructions such as trees, buildings and hills; and • substantial structures are generally prohibited within Zone A. | | |



Source: Civil Aviation Safety Authority: National Airports Safeguarding Framework Principles and Guidelines - Guideline G: Protecting Aviation Facilities - Communication, Navigation and Surveillance

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Table 2: Building Restricted Area - Non-directional Beacon

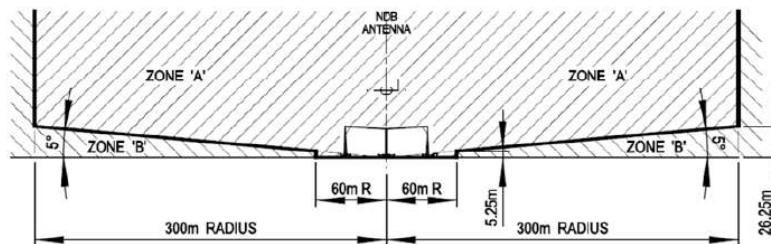
Note: the location of the NDB facility and its BRA (at 2021) is shown on the previous Map 4.

Non-Directional Beacon

55. A Non-Directional Beacon radiates a low to medium frequency electromagnetic signal in all directions. Aircraft are equipped with an automatic direction finder which, when tuned to the Non-Directional Beacon frequency, determines the direction from where the signal emanated. This is a navigation aid used in non-precision approaches and aircraft holding patterns.

| Building Restricted Area | Location of development | Action required |
|---|---|--|
| Zone A | If development is located: a. within 60 metres of the Non-Directional Beacon antenna; or b. between 60-300 metres from the Non-Directional Beacon antenna and the development will cross the zone boundary (defined as an elevation angle of 5° from ground level at the centre of the Non-Directional Beacon antenna). | All applications must be referred to Airservices Australia for assessment. |
| Zone B | If development is located between 60-300 metres from the centre of the Non-Directional Beacon antenna and the development will not cross the zone boundary. | No requirements. |
| General guidance: <ul style="list-style-type: none"> • within a 60 metres radius from the centre of the Non-Directional Beacon antenna vegetation should be kept to less than 60cm high. Naturally occurring native flora may be allowed to exceed 60cm subject to a site environment plan. • high voltage overhead powerlines 33kv or greater should be at least 300 metres from the centre of the Non-Directional Beacon antenna. | | |

NOT TO SCALE



Source: Civil Aviation Safety Authority: National Airports Safeguarding Framework Principles and Guidelines - Guideline G: Protecting Aviation Facilities - Communication, Navigation and Surveillance

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Outcomes to be achieved

D. Developments within Public Safety Areas of Airport

This section applies to developments proposed on or partly within the Public Safety Areas of the Airport (as shown on Map 5: Public Safety Areas of Scone Memorial Airport).

Notes:

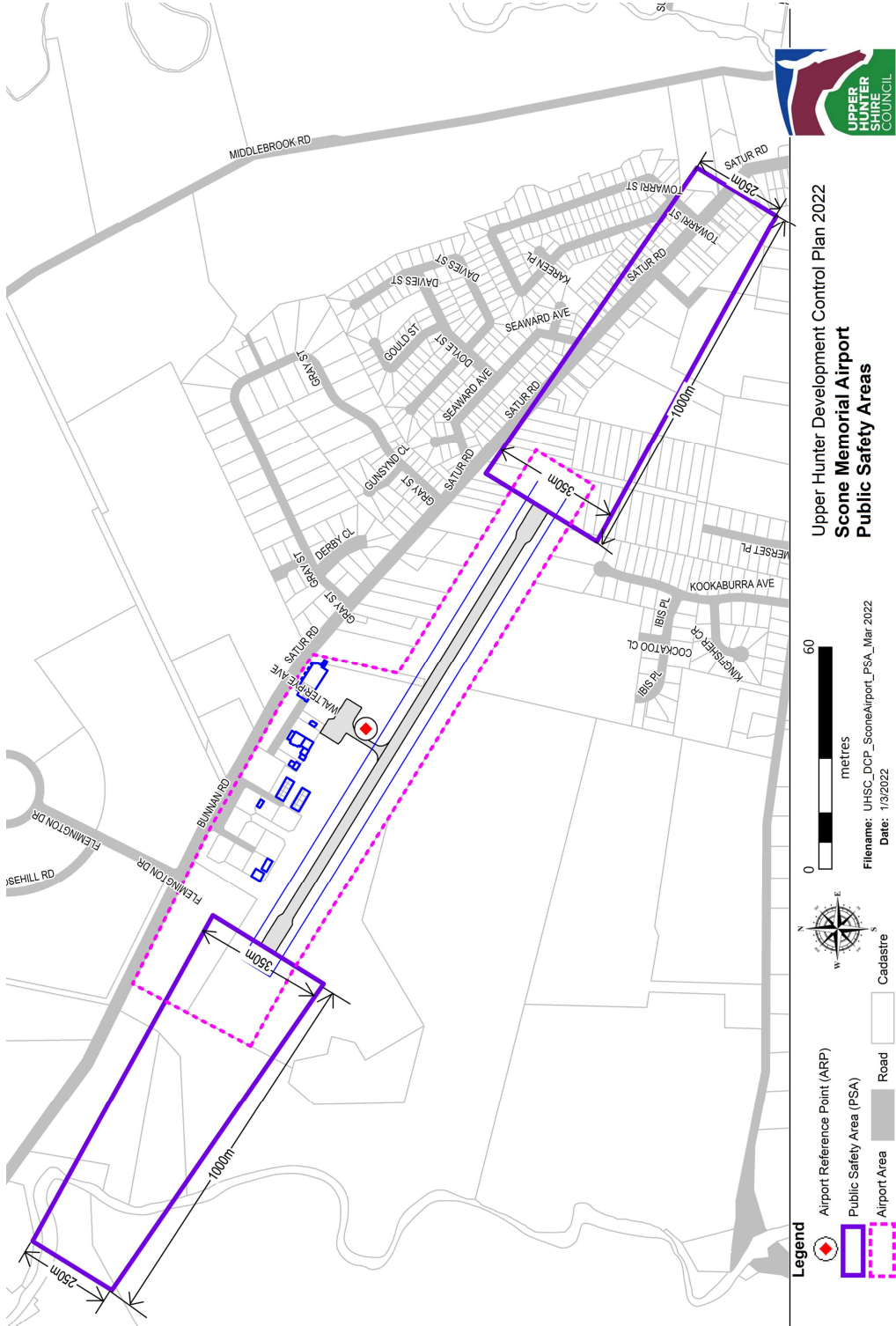
- A Public Safety Area (PSA) is a designated area of land at the end of an airport runway within which development may be restricted in order to control the number of people on the ground at risk of injury or death in the event of an aircraft accident on take-off or landing
- These provisions are sourced from: *Civil Aviation Safety Authority: National Airports Safeguarding Framework Principles and Guidelines – Guideline 1: Managing The Risk In Public Safety Areas At the Ends of Runways*
- Development within the Public Safety Areas of Scone Memorial Airport should not increase the risk to public safety from an aircraft accident near the ends of airport runways. Therefore, the following must be avoided:
 - increases in the numbers of people living, working or congregating in the public safety areas; or
 - the use of noxious or hazardous materials.
- An assessment of a development's compatibility must consider:
 - the direct impacts to people in the aircraft and on ground; and
 - the secondary incidents arising from damage to ground facilities, such as storage facilities for explosive, flammable or other hazardous materials.
- **Land uses within, or partly within, the Public Safety Area must be consistent with**

Table 3: Compatibility of developments within Public Safety Areas of Scone Memorial Airport.

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Map 5: Public Safety Areas of Scone Memorial Airport



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Table 3: Compatibility of developments within Public Safety Areas of Scone Memorial Airport

| PUBLIC SAFETY AREA | COMPATIBLE USES | INCOMPATIBLE USES/ACTIVITIES |
|--------------------|--|--|
| | <p>Long stay and employee car parking (where the minimum stay is expected to be in excess of six hours)</p> <p>Shorter stay car parking (with a safety case – depends on intensity of use)</p> <p>Built development for the purpose of housing plant or machinery and would require no people on site on a regular basis, such as electricity switching stations or installations associated with the supply or treatment of water</p> <p>Golf courses, but not club houses (provided appropriate mitigation measures are in place to reduce wildlife attraction risk - see NASF Guideline C)</p> <p>The following could be compatible, with careful consideration:</p> <p>Open storage and types of warehouses with a very small number of people on site. Council could consider imposing conditions to prevent future intensification of the use of the site and limit the number of people to be present on the site</p> <p>Developments which require few or no people on site on a regular basis such as buildings housing plant or machinery</p> <p>Low intensity public open space</p> | <p>Accommodation activities: This includes dwelling houses, multiple dwellings, resort complexes, tourist parks, camping facilities, hostels, retirement villages or other residential care buildings</p> <p>Community activities: educational establishment, community centres, hospitals, theatres, child-care and playgrounds, detention facilities, place of worship</p> <p>Recreation activities: This includes parks, outdoor recreation and sport, major sport and entertainment facilities</p> <p>Entertainment and centre activities: Shopping centres, service stations, showrooms, markets, hotels, theatres, tourist attraction, garden centres</p> <p>Industrial and commercial uses involving large numbers of workers or customers: Intensive uses such as high impact, medium and low impact industry, warehousing, services industry</p> <p>Manufacture or bulk storage of flammable, explosive or noxious materials</p> <p>Public passenger transport infrastructure: This includes bus, train and light rail stations</p> |

Adapted from source: National Airports Safeguarding Framework: Guideline I: Managing the Risk In Public Safety Areas at the Ends of Runways

Outcomes to be achieved

E. Development on Scone Memorial Airport site

This section applies to developments within, or partly within, the Scone Memorial Airport site boundary shown on Map 3: Scone Memorial Airport site.

- No building or structure on the site, or any part of the site, shall be used for any purpose other than for an *aviation related business or purpose*. This is defined as a business, operation or purpose that:
 - relies on aviation as a source of transport for operating its business; and/or
 - provides aviation related tourism facilities; and/or
 - supplies and/or manufactures equipment or services to the aviation industry.
- Development must be in accordance with:
 - *Part 139 (Aerodromes) Manual of Standards*
 - the *Scone Memorial Airport Master Plan* and *Scone Airport Set-out & Marking: General Arrangements August 2017* as shown on *Map 6: Scone Memorial Airport - General Arrangements*; or any update to these documents that have been adopted by Council
 - Relevant Australian Standards



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Outcomes to be achieved

- Relevant Australian aviation law
- No part of the land shall be used in any way contrary to any operations manuals applicable to Scone Memorial Airport or in such a way as to restrict the operation of the Airport.
- No building, or part of a building on the land shall be used as a temporary or permanent dwelling.
- No relocatable building, caravan, tent or temporary dwelling shall be placed on the land.
- Subdivision design is consistent with *Scone Airport Set-out & Marking: General Arrangements August 2017*, as shown at Map 6: Scone Memorial Airport - General Arrangements
- Any fuel or chemicals stored on the land or carried by aircraft on the site must comply with all relevant legislation and shall meet the requirements of section **10f Hazardous and offensive development**.
- No part of the land shall be used for any purpose which is not compliant with all aviation laws, environmental laws and approvals, the requirements of all relevant authorities including any Environmental Protection Licence.

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Map 6: Scone Memorial Airport - General Arrangements

UPPER HUNTER SHIRE COUNCIL

Upper Hunter Shire Council
 1. All dimensions are shown in metres unless otherwise stated.
 2. All dimensions are shown in metres unless otherwise stated.
 3. All dimensions are shown in metres unless otherwise stated.
 4. The contractor is not responsible for discrepancies between the drawings and the site, and the contractor must verify the actual site conditions prior to commencing work.
 5. It is a small work.

Legend

- Property Boundary
- Runway Strip
- Taxway Strip
- Taxway / Taxiway Obstacle Area
- Taxway / Taxiway Obstacle Clearance
- Facility Footprint
- Proposed New Footprint (Private Contribution)
- Code A Obstacle
- Taxway / Taxiway Designator

| No. | Revision | Date | By |
|-----|---|------------|----|
| R1 | Revised helicopter Stand 1 to meet Stand Parameters | 16/11/2017 | RG |
| R2 | Revised helicopter Stand 1 to accommodate AHS to Address Helicopter Fuel Storage | 30/07/2018 | RG |
| R3 | Change Runway Strip to meet Code A, Taxiway C, Code B, Code C, Code D, Code E, Code F, Code G, Code H, Code I, Code J, Code K, Code L, Code M, Code N, Code O, Code P, Code Q, Code R, Code S, Code T, Code U, Code V, Code W, Code X, Code Y, Code Z, Code AA, Code AB, Code AC, Code AD, Code AE, Code AF, Code AG, Code AH, Code AI, Code AJ, Code AK, Code AL, Code AM, Code AN, Code AO, Code AP, Code AQ, Code AR, Code AS, Code AT, Code AU, Code AV, Code AW, Code AX, Code AY, Code AZ, Code BA, Code BB, Code BC, Code BD, Code BE, Code BF, Code BG, Code BH, Code BI, Code BJ, Code BK, Code BL, Code BM, Code BN, Code BO, Code BP, Code BQ, Code BR, Code BS, Code BT, Code BU, Code BV, Code BW, Code BX, Code BY, Code BZ, Code CA, Code CB, Code CC, Code CD, Code CE, Code CF, Code CG, Code CH, Code CI, Code CJ, Code CK, Code CL, Code CM, Code CN, Code CO, Code CP, Code CQ, Code CR, Code CS, Code CT, Code CU, Code CV, Code CW, Code CX, Code CY, Code CZ, Code DA, Code DB, Code DC, Code DD, Code DE, 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Code UH, Code UI, Code UJ, Code UK, Code UL, Code UM, Code UN, Code UO, Code UP, Code UQ, Code UR, Code US, Code UT, Code UY, Code UZ, Code VA, Code VB, Code VC, Code VD, Code VE, Code VF, Code VG, Code VH, Code VI, Code VJ, Code VK, Code VL, Code VM, Code VN, Code VO, Code VP, Code VQ, Code VR, Code VS, Code VT, Code VU, Code VV, Code VW, Code VX, Code VY, Code VZ, Code WA, Code WB, Code WC, Code WD, Code WE, Code WF, Code WG, Code WH, Code WI, Code WJ, Code WK, Code WL, Code WM, Code WN, Code WO, Code WP, Code WQ, Code WR, Code WS, Code WT, Code WU, Code WV, Code WW, Code WX, Code WY, Code WZ, Code XA, Code XB, Code XC, Code XD, Code XE, Code XF, Code XG, Code XH, Code XI, Code XJ, Code XK, Code XL, Code XM, Code XN, Code XO, Code XP, Code XQ, Code XR, Code XS, Code XT, Code XU, Code XV, Code XW, Code XX, Code XY, Code XZ, Code YA, Code YB, Code YC, Code YD, Code YE, Code YF, Code YG, Code YH, Code YI, Code YJ, Code YK, Code YL, Code YM, Code YN, Code YO, Code YP, Code YQ, Code YR, 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Client
 Upper Hunter Shire Council

Author
 Leading Edge Aviation Planning Professionals Pty Ltd

Project Name
 Scone Airport Set-out & Marking

General Arrangements

Scale
 1:2500 @ A1

Date
 August 2017

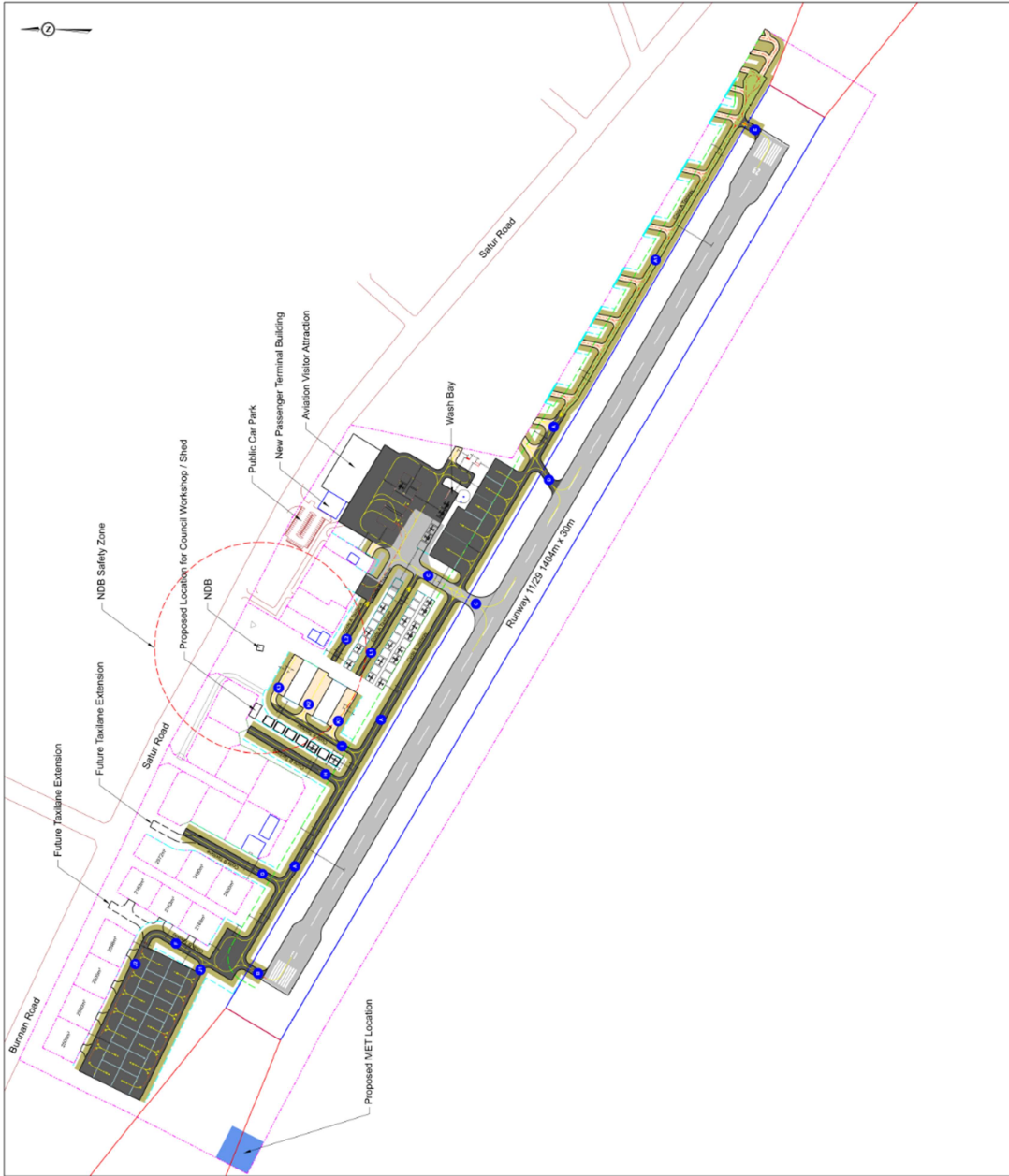
Drawn By
 Raymond Giddens

Checked By
 Raymond Giddens

Project Manager
 P. Eng., C. Eng., MRWA, J. MBE

Project Number
 1719100007

Legacy Project Code
 17291



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Outcomes to be achieved

Design guidelines

F. Airside design

This section applies to developments within, or partly within, the boundary shown on Map 3: Scone Memorial Airport site.

- Fences are constructed to restrict access from each lot to the taxiways and runway. Such fences are to include self-closing gates to comply with Australian Standard 921-1993. The gates are locked at all times when not in use.
- Aprons and taxiways are consistent with *Scone Airport Set-out & Marking: General Arrangements August 2017*, as shown at Map 6: Scone Memorial Airport - General Arrangements.
- Private connections to the taxiway are constructed in accordance with *Part 139 (Aerodromes) Manual of Standards 2019* (Part 139 MOS).
- Aprons are constructed in accordance with Part 139 MOS.
- Aircraft parking is consistent with the *Scone Regional Airport Masterplan* or any adopted update to that document.
- Lot / site design allows for owner / occupier aircraft to park wholly within leased premises, and not within aerodrome aprons and taxiways.
- Any building or structure shall be set back from the boundary of the land in accordance with Part 139 MOS, AS 2021:2015 (to the extent that it is not inconsistent with Part 139 MOS) and all Aviation Laws.

G. Airport layout and landside design

This section applies to developments within, or partly within, the boundary shown on Map 3: Scone Memorial Airport site.

- Buildings and structures are to comply with *Scone Airport Set-out & Marking: General Arrangements August 2017*, as shown at Map 6: Scone Memorial Airport - General Arrangements.
- New buildings are constructed with side setbacks that:
 - i) Comply with the requirements of the *Building Code of Australia*.
 - ii) Allow for adequate servicing of the development, including loading and unloading operations, vehicle manoeuvrability and waste storage.
- New buildings are setback a minimum distance of 15 metres from the rear property boundary adjoining airside land.
- Lot / site design allows for owner / occupier aircraft to park wholly within the premises, and not within aerodrome aprons and taxiways.
- The storage of waste material is not permitted within the front building line.
- Water features are not to be constructed on the site.
- Vegetation that includes fruiting or seeding that attracts birds or fruit bats is not to be placed on the site.



Outcomes to be achieved
Design guidelines

H. Building design

This section applies to all buildings or structures within, or partly within, the boundary shown on Map 3: Scone Memorial Airport site.

- A high level of design standard is required, to achieve a coherent, consistent appearance between a variety of building forms and functions, and to sit comfortably next to existing and future development in the vicinity, including dwellings and rural uses.
- External walls, roofs and other external surfaces are to be designed to be complementary to the Warbird Aviation Centre.
- Lighting and other features of any buildings or structures must be in accordance with Part 139 MOS, and, to the extent that it is not inconsistent with Part 139 MOS, *Australian Standard 2021:2015* to ensure the safe operation of aircraft.
- No building shall be constructed from materials that do not comply with Part 139 MOS, and (to the extent that it is not inconsistent with Part 139 MOS) with AS 2021:2015.
- Large openings are placed at the airside / rear of buildings, and avoided at the street frontage of buildings.
- Building materials are vandal resistant, low reflective and able to withstand strong wind forces.
- Premises provide high levels of access throughout buildings, on-site car parks and to the public car park / street network in accordance with the access provisions of the *Building Code of Australia*.
- Visitor and staff car parks are designed with Safer by Design principles.
- External storage areas are screened and not exposed to views from Bunnan Road or the Warbird Aviation Centre.
- Building setbacks are in accordance with Part 139 MOS.
- The location and positioning of solar panels must not interfere with safe aircraft operations

- New development should reduce energy use through appropriate siting and design of buildings (eg. design and orientation of buildings, use of insulation, cross ventilation) and appropriate landscaping.

Controls specifically for hangars

- Building materials comply with the requirements of *Australian Standard AS2021* in relation to the construction of buildings near aerodromes.
- Hangar doors, where fitted, do not extend beyond the Lot boundary in either an open or closed position.
- No structures, including masts or aerials, intrude into the aerodrome Obstacle Limitation Surface (OLS) (as shown on the 'Obstacle Limitation Surface Map' accompanying Upper Hunter LEP 2013 clause 6.7 'Airspace Operations', or on any more recent map(s) held by Council).
- Contaminated runoff from hangar / refuelling areas must not leave the hangar.

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Outcomes to be achieved

Design guidelines

I. Landscaping and fencing

1. For development within 8km of Scone Memorial Airport as shown on Map 1: Scone Memorial Airport - areas of interest

- No wildlife or bird attracting species are used in any landscaping.
- No water features are used in any landscaping or building design.
- All landscaping is to be within the OLS.

2. For development within the boundary as shown on Map 3: Scone Memorial Airport site.

- Landscape design is consistent with the *Scone Memorial Airport Masterplan* or any adopted update to that document.
- Landscape design is complementary to the building design and surrounding streetscape.
- No wildlife or bird attracting species are used in any landscaping.
- No water features are used in any landscaping or building design
- All landscaping is to be within the OLS.
- All fencing is adequate to prevent uncontrolled access to airside land and to screen open storage areas (where applicable).
- Fencing is not higher than 3 metres, or is within the OLS, whichever is the lesser.
- Fences are designed to complement the development and to form an important security role taking into account 'safer by design' principles.

J. Noise

1. For developments within the Air Noise Exposure Forecast buffers of the Airport

Note: Matters for consideration in determining approval for developments in the vicinity of Scone Memorial Airport in relation to aircraft noise are specified in Upper Hunter LEP 2013 clause 6.8 'Development in areas subject to aircraft noise' and accompanying map 'Air Noise Exposure Forecast Map'.

Note also that more recent draft or final Air Noise Exposure Maps may also be held by Council, and should be referred to. The most recent is: *Noise Exposure Concept - Introduction Of Warbird Aircraft*, prepared by Pitt & Sherry, 2019.

2. For developments within the Airport site that have the potential to cause noise impacts on adjoining and nearby development

- The development complies with the NSW *Noise Policy for Industry* (2017) [https://www.epa.nsw.gov.au/your-environment/noise/industrial-noise/noise-policy-for-industry-\(2017\)](https://www.epa.nsw.gov.au/your-environment/noise/industrial-noise/noise-policy-for-industry-(2017))

K. Hazardous and offensive development

- The development complies with:
 - section 10f Hazardous and offensive development; and

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Outcomes to be achieved

- *State Environmental Planning Policy (Resilience and Hazards) 2021* regarding Hazardous and Offensive Development; and
- any current circulars or guidelines published by the NSW Government relating to hazardous or offensive development.

Design guidelines

L. Lighting

This section applies to development within 6km of the runway of the Airport, including land within the Airport site, as shown on Map 7: Maximum intensity of light sources within 6km of Scone Memorial Airport

Note: the information in this section is based on *Civil Aviation Safety Authority: National Airports Safeguarding Framework Principles and Guidelines – Guideline E: Managing the risk of distractions to pilots from lighting in the vicinity of airports*

- Lighting in the vicinity of airports must not compromise aviation safety.
- The intensity of light emission must not exceed the levels shown in Table 4 below

Table 4: Maximum intensity of light sources close to Scone Memorial Airport

| Zone as shown on Map 7 | Maximum intensity of light source, measured at 3 degrees above the horizontal |
|------------------------|---|
| A | 0 cd |
| B | 50 cd |
| C | 150 cd |
| D | 450 cd |

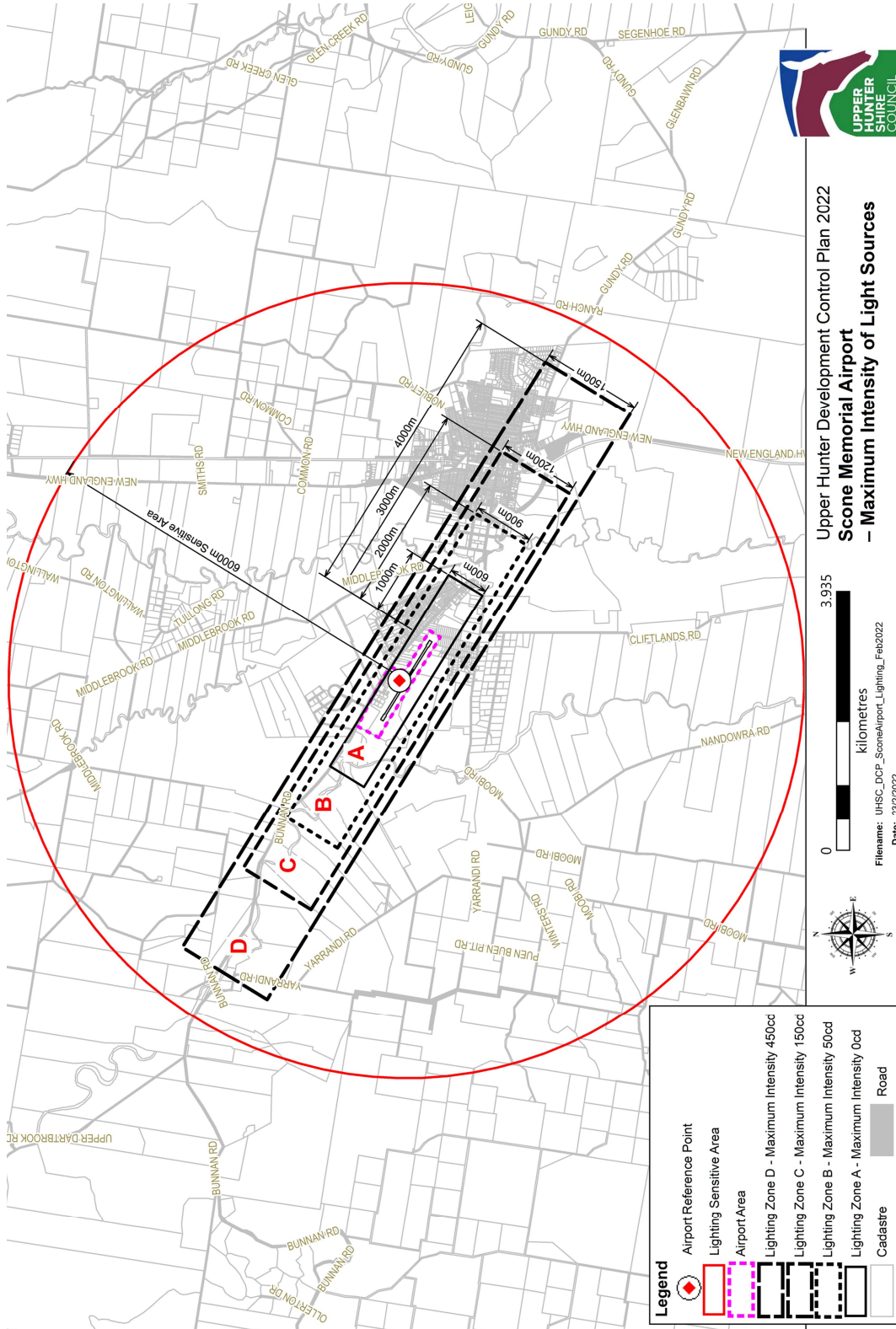
- Applications for high intensity high-mast lighting within the 6km 'Lighting Sensitive Area' of the airport, as shown on Map 7, will be referred to CASA for particular consideration.
- Lighting must not infringe the provisions of regulation 94 of *Civil Aviation Regulations 1988*.

- Even though a certain type of light fitting may already exist in the area, it is not necessarily an indication that more lights of the same type can be added to the same area.
- Even though a proposed installation may be designed to comply with the zone intensities shown in Table 4, designers are advised to consult CASA as there may be overriding factors which require more restrictive controls to avoid conflict.
- Light fittings chosen for an installation should have their iso-candela diagram examined to ensure the fitting will satisfy the zone requirements. In many cases the polar diagrams published by manufacturers do not show sufficient detail in the sector near the horizontal, and therefore careful reference should be made to the iso-candela diagram. For installations where the light fittings are selected because their graded light emission above horizontal conform to the zone requirement, no further modification is required.
- For installations where the light fitting does not meet the zone requirements, a screen should be fitted to limit the light emission to zero above the horizontal. The use of a screen to limit the light to zero above the horizontal is necessary to overcome problems associated with movement of the fitting in the wind or misalignment during maintenance.
- Coloured lights are likely to cause conflict irrespective of their intensity as coloured lights are used to identify different aerodrome facilities. Proposals for coloured lights should be referred to CASA for detailed guidance.
- Proponents should check with the nearest CASA office by calling on 131 757 for advice on the likely effect on aircraft operations of proposed lighting in the vicinity of an aerodrome.

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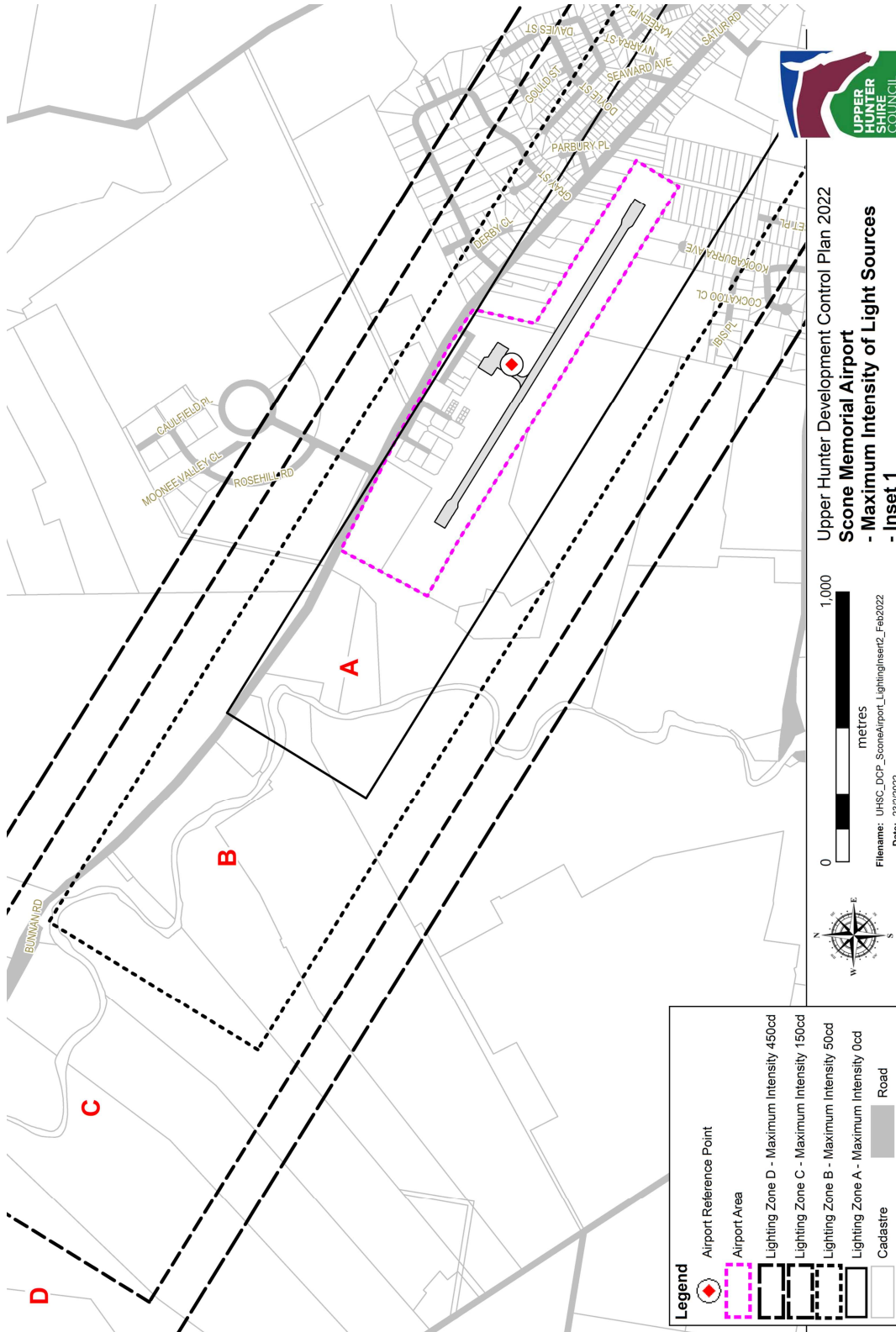
Map 7: Maximum intensity of light sources within 6km of Scone Memorial Airport



13d Scone Memorial Airport & environs



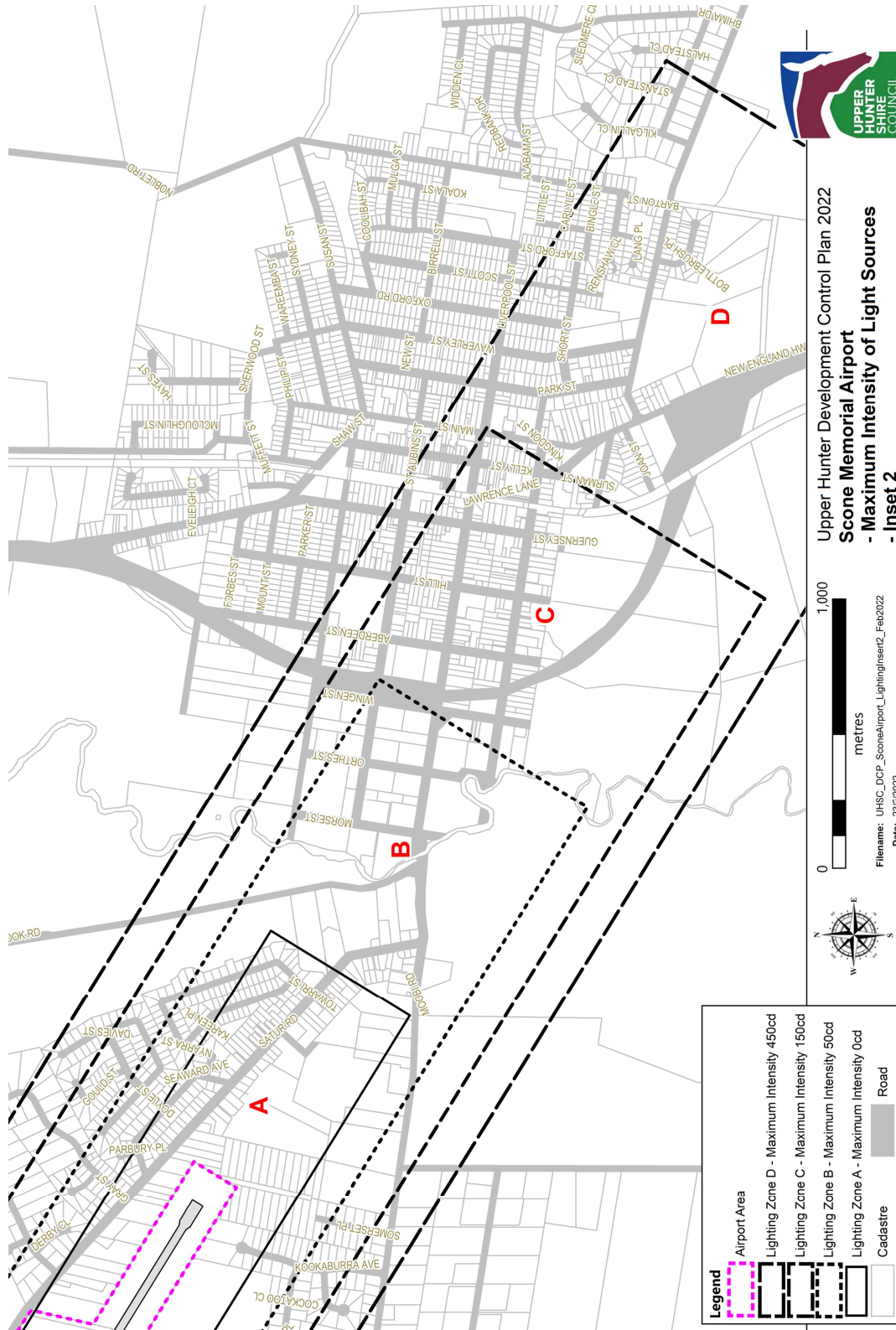
Map 8: Maximum intensity of light sources within 6km of Scone Memorial Airport: Inset 1



13d Scone Memorial Airport & environs



Map 9: Maximum intensity of light sources within 6km of Scone Memorial Airport: Inset 2



13d Scone Memorial Airport & environs

Outcomes to be achieved

M. Stormwater and erosion management

This section applies to development within the boundary as shown on Map 3: Scone Memorial Airport site.

- Any development meets the requirements of Part 11f Soil & water management. In addition, the following must be achieved:
 - a) Best management practices should be implemented to control runoff and soil erosion and to trap sediment on the subject land to ensure there is no net impact on downstream water quality. The quality of runoff water from the subject land should be the same or better than the quality of water prior to development taking place.
 - b) Stormwater shall not be directed towards runways or taxiways
 - c) Development should be designed so as to minimise disturbance of the land.
 - d) Stormwater runoff from new development should be consistent with the pre-development stormwater patterns.
 - e) Post-development peak flows should be equal to or less than pre-development peak flows leaving the individual allotment.
 - f) Development complies with *Part 3: Stormwater drainage of AS/NZS 3500.3, 2015 Plumbing and Drainage*, unless otherwise specified in this Part.
 - g) Development takes into account the stormwater management requirements of the whole site in a 5% AEP, including drainage from all buildings, driveways and hardstand areas, and how stormwater from these areas will be managed via pipes / pits / tanks / pumps to a legal point of discharge.
 - h) No roof water is permitted to discharge onto airside land.
 - i) Development that cannot drain stormwater to a legal point of discharge via gravity must be supported by a site specific stormwater management system that is designed by a suitably qualified engineer.
 - j) Existing topography and natural drainage lines should be incorporated into drainage designs for larger proposals, and enhanced through provision of additional landscaping, detention areas, artificial wetlands and the like.
 - k) Where possible, design multiple use drainage and treatment systems incorporating gross pollutant traps, constructed wetlands and detention basins. For uncontaminated runoff, the use of natural systems for detention and filtration of stormwater is encouraged. Potential solutions include: artificial wetlands; vegetated drainage swales; and the like.

N. Outdoor advertising signage design

This section applies to development within the boundary as shown on Map 3: Scone Memorial Airport site.

- Any development considers the provisions of Part 8b Advertising & signage. In addition, the following must be achieved:
 - Signage structures are contained wholly within the development site and do not overhang any public road reserve or airside land.
 - Advertising signage is of a scale and form that is proportionate to the building, streetscape, setting and landscape on or within which it is proposed to be placed.
 - Advertising signage contains information sufficient to identify the business only, and must not include any third party advertising.
 - A maximum of two advertising signs per development is permitted.
 - Flashing, illuminated, moving, highly reflective signs are not permitted.
 - Freestanding Pole signs are not permitted.
 - Advertising signage is appropriately co-ordinated and designed, where it is proposed to service multiple tenancies in the one building, so as not to lead to visual clutter through proliferation of separate advertisements on the site.
 - Signs are constructed of new materials only.
 - Old and redundant signs are removed as part of the erection of new signage or replacement signage.

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Outcomes to be achieved

O. Roads

This section applies to development within the boundary as shown on Map 3: Scone Memorial Airport site.

- New roads are consistent with the *Scone Memorial Airport Masterplan* or any adopted update to that document and **Map 6: Scone Memorial Airport - General Arrangements**
- New roads are appropriately designed to respond to geotechnical, topographical and specific site features in accordance with *Upper Hunter Shire Council Engineering Guidelines* as amended.
- New roads are designed to the appropriate speed zone limit(s), including any local area traffic management devices, in accordance with *AS 1742.13: 2009 Manual of uniform traffic control devices Part 13: Local area traffic management* and *Upper Hunter Shire Council Engineering Guidelines* as amended.
- New lots gain onto the local road network in accordance with *Upper Hunter Shire Council Engineering Guidelines* as amended.
- Existing public road infrastructure abutting the development, including roads, intersections, kerb and gutter and pedestrian and cycling facilities are upgraded / replaced where they do not meet the requirements of *Upper Hunter Shire Council Engineering Guidelines* as amended.
- Kerb and gutter is provided to all classes of roads having speed limits of 80km/hr or less in accordance with *Upper Hunter Shire Council Engineering Guidelines* as amended.
- Street furniture (e.g. lights, trees, signs) is provided in accordance with *Upper Hunter Shire Council Engineering Guidelines* as amended, unless otherwise specified in this Part.
- Site design allows for limited owner / occupier car parking on-site. Designated street parking bays, located within the public road reserve, provide for additional parking.

P. Driveways, Access and Car Parking

This section applies to development within the boundary as shown on Map 3: Scone Memorial Airport site.

- Development shall meet the provisions of **Part 12a Vehicle access and parking**.
- Driveway locations, dimensions and finished levels comply with the relevant requirements of:
 - i) *Scone Memorial Airport Masterplan* or any adopted update to that document and **Map 6: Scone Memorial Airport - General Arrangements**.
 - ii) *Part 4A of the Austroads Guide to Road Design*.
 - iii) *AS 2890.1 Off-Street Car Parking*.
 - iv) *AS2890.2 Commercial Vehicle Facilities for design and layout*.
 - v) *Safety by Design (CPTED)* principles
- Driveways are not accessed directly from Bunnan Road.
- Driveways and parking spaces are bitumen sealed, paved or concreted to comply with *Upper Hunter Shire Council Engineering Guidelines* as amended.
- On-site car parking is generally limited to owner / occupier / staff parking, with parking for visitors generally provided within designated parking bays within public road reserves and public carparks.
- Where owner / occupier car parking is proposed, these should be incorporated into the front / side setback areas. No car parking should be provided towards the rear of the block or on airside land. Car parks must be line marked to indicate the layout and circulation pattern of traffic, and sign posted to indicate entry and exit locations.
- Where loading and unloading facilities are provided, they are designed to enable a service vehicle to stand entirely within the site during loading and unloading operations, and not over a Council footpath or roadway.

Q. Utilities

This section applies to development within the boundary as shown on Map 3: Scone Memorial Airport site.

- All development is serviced by electricity, telecommunications, reticulated water and reticulated sewerage.

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Outcomes to be achieved

- Satisfactory arrangements are made with the Council's Water and Sewer section for the connection of water and sewerage services to the land.
- Satisfactory arrangements are made with the relevant utility provider for the provision of underground electricity and telecommunications services.
- The impact of trade waste on Council's sewerage infrastructure is minimised.
- Easements (benefiting UHSC) shall be provided for all existing and proposed public sewer and water mains within the site.
- If a rainwater tank system also forms part of the water supply system, it must comply with the following:
 - a) Tank installation / maintainance in accordance with the NSW Health Guidelines.
 - b) Tank storage capacity is a minimum of 5,000 litres and no greater than 10,000 litres.
 - c) Tanks must not exceed OLS or 3 metres in height above ground level (including any tank stand).
 - d) Tanks must be a minimum 1 metre from any lot boundary.
 - e) Tanks must not collect water from a source other than roof gutters or down pipes on a building or a water supply service pipe.
 - f) Tanks must be structurally sound and installed in accordance with manufacturer's specifications.
 - g) Tanks must not rest on a footing of any building or other structure on the property including a retaining wall.
 - h) Tanks must utilise prefabricated materials or be constructed from prefabricated elements designed and manufactured for the purpose of rainwater tank construction.
 - i) Tanks must be enclosed and inlets screened or filtered to prevent the entry of foreign matter or creatures.

R. Waste minimisation & management

1. For development within 8km of the runway of the Airport as shown on Map 1: Scone Memorial Airport - areas of interest (including land within the Airport site):

- Waste storage areas must be fully enclosed so that loose refuse does not interfere with the safe use of the runway or attract wildlife, particularly birds.

2. For development within the Airport boundary as shown on Map 3: Scone Memorial Airport site:

This section aims to ensure that developments are designed to maximise resource recovery (through waste avoidance, source separation and recycling) and to ensure appropriate, well-designed storage and collection facilities are accessible to occupants and service providers.

- New development is provided with suitable waste bin storages and screened where they are readily visible from adjoining land / roads.
- The development shows evidence of compliance with any specific industrial waste laws/protocols, for example those related to production, storage and disposal of industrial and hazardous wastes as defined by the *Protection of the Environment Operations Act 1997*.
- A designated general waste/recycling storage area or room/s as well as designated storage areas for industrial waste streams is provided (designed in accordance with specific waste laws/protocols).
- Between collection periods, all waste/ recyclable materials generated on site must be kept in enclosed bins with securely fitted lids, so the contents are not able to leak or overflow. Bins must be stored in the designated waste/recycling storage room/s or area/s.
- Arrangements are in place in all parts of the development for the separation of recyclable materials from general waste and for the movement of recyclable materials and general waste to the main waste/recycling storage room/area.
- Premises that discharge trade wastewater must do so only in accordance with a written agreement from Council.



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13d.8 Supplementary guidance

The following documents or reference materials provide further advice or information that is relevant to this section.

- *Scone Airport Master Plan Final Report*, prepared for Upper Hunter Shire Council by Leading Edge Aviation Planning Professionals Pty Ltd and Three Consulting, 2016 or any adopted update to that document.
- *Scone Airport Set-out & Marking: General Arrangements – Drawing August 2017*
- *Scone Airport (NSW): Obstacle Limitation Surface - Runway 11/29 - Code 2 Instrument / Non-Precision. Sheet 1 - Overall Layout and Sheet 2 - Inner Area. Maps dated 29 January 2020, prepared by Airport Surveys.*
- *Noise Exposure Concept - Introduction Of Warbird Aircraft*, map prepared by Pitt & Sherry, 2019.
- *Part 139 (Aerodromes) Manual of Standards 2019 (as amended)* made under regulation 139.005 of the *Civil Aviation Safety Regulations 1998* and section 4 of the *Acts Interpretation Act 1901*.
- Civil Aviation Safety Authority: *National Airports Safeguarding Framework Principles and Guidelines* – range of guidelines and information at https://www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/nasf_principles_guidelines.aspx
- <http://www.airservicesaustralia.com/>