

19/01/2006  
VC37

## SCHEDULE 2 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO2**.

### KYNETON AIRFIELD

#### 1.0

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#### Design objectives

To maintain the efficiency and safety of the Kyneton airfield.

To prevent development that is incompatible with airfield operations.

To ensure that development is appropriately sited with respect to the operation of the Kyneton airfield.

To ensure that all building and works are sited to take account of and minimise any off site effects of the Kyneton airfield.

To recognise any adopted Obstacle Limitation Surface Plan (OLS).

#### 2.0

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#### Buildings and works

A permit is not required to construct a building or carry out works provided that the building or works will not create a structure that exceeds the OLS plan requirements or impacts on the landing and take-off approaches from each end of the relevant runway. The gradients of these approaches are 1%.

#### 3.0

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#### Application requirements

Any application for a permit must be accompanied by:

- A site plan showing the location of the Obstacle Limitation Surface Plan, the height of the OLS plan above the site and the heights of all buildings proposed.
- A site plan showing existing and proposed buildings and works with overall dimensions, setbacks, easements and vehicular access ways clearly marked.
- Elevations of the proposed buildings.

#### 4.0

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#### Subdivision

For any application to subdivide land within either the Obstacle Limitation Surface Plan or within the overlay, a building envelope plan must be submitted.

Agreements under section 173 maybe required preventing the development of any new allotment for dwelling(s) or other uses deemed to be incompatible with the Kyneton airfield.

#### 5.0

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#### Decision guidelines

Before deciding on an application to use and develop land, the responsible authority must consider:

- The need to prevent buildings or structures from being built which would interfere with or cause a safety hazard in aircraft operations in the immediate vicinity of the airfield.
- The existing and likely future operation and development of the airfield.
- An approved Obstacle Limitation Surface plan for the airfield.
- The intended use and purpose of the proposed building.
- The feasibility of alternative sites on the same allotment which is,
  - located outside any Australian Noise Exposure Forecast contour zone.
  - located outside any Obstacle Limitation Surface plan.

## MACEDON RANGES PLANNING SCHEME

- located outside the 1% approach gradient.
- The proximity of the site to the boundary of any Noise Exposure Contour.
- Existing and likely future flight paths and volumes of flights to and from the airfield and over the subject site.
- The need for Section 173 agreements to prevent the future development of land, for uses incompatible with the operation of the Kyneton airfield.