



LOCAL PLANNING POLICY: BEVERLEY AIRFIELD PRECINCT

PURPOSE

- The Beverley Airfield Precinct Local Planning Policy aims to set the strategic framework for future spatial development of land uses within the Beverley Airfield Precinct;
- To provide for orderly and proper development within the Beverley Airfield Precinct;
- To provide guidance and development provisions for applicants seeking to construct aviation related infrastructure like hangars, etc;
- To provide guidance to Council and Council's officers when considering applications made under this policy.

1. AUTHORITY TO PREPARE AND ADOPT A LOCAL PLANNING POLICY

This Policy has been prepared in accordance with Schedule 2, Part 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* which allows the local government to prepare local planning policies relating to planning and development within the Local Planning Scheme area.

2. APPLICATION

This policy applies to the Beverley Airfield Precinct, described by the following land parcels:

- Reserve 32745 (Lot 29705) – in extent 33.3021 Ha
- Lot 16 on D79708 – in extent 11.4723 Ha
- Portion of Lot 13 on D79707 – in extent approx. 0.9165 Ha

3. STRATEGIC PLANNING CONTEXT

The present *Shire of Beverley Local Planning Strategy* designates the Beverley Airfield Precinct as a '*Noisy Activity Precinct*'.

The contribution to economic development and tourism opportunities presented by the Beverley Airfield Precinct are acknowledged and should form a primary focus when considering applications for development approval.

4. PRESENT LEASE AGREEMENT

This Planning Policy is intended to inform and acknowledges the ongoing Lease Agreement between the Shire of Beverley and the Beverley Soaring Society Inc.



5. POLICY STATEMENT

5.1 Hangar Development

Siting

Located only within the *Development Zones* as notated in the attached mapping.

Building materials, colour scheme and height

All hangars are to be clad in Colorbond in a colour which is in harmony with the established development in the Airfield Precinct, in the opinion of the Council, with the following default type, colour and style preferred:

Wall sheeting and doors: Colourbond Pale Eucalypt;

Roof: Gabled roof in Colourbond Pale Eucalypt or Colourbond Surfmist.

Maximum Height: Walls – 4m, Roof at Apex 4.5m

Car Parking

All vehicles are to be parked entirely within the Airfield Precinct only and in such fashion as to not be detrimental to Airfield operations.

Fuel Storage

Aviation fuel and combustible chemicals are to be stored in accordance with established relevant guidelines and regulations.

Storage of Equipment

Storage of all equipment used in the operation of the hangars is to be contained within the hangars at all times. Where practicable, all trailers are to be parked in the existing trailer area.

Maintenance of Buildings and Surrounds

The owners of hangars shall maintain the hangar in a neat and tidy manner and ensure the surrounding lease area is kept free of disused materials and rubbish.

Signage

Prior to any signage being erected a signage application is to be submitted to and approved by the Shire.

5.2 Other Development Proposals

All other development proposals within the Beverley Airfield Precinct will be considered by Council on a case-by-case basis having due regard to the purpose of this Policy.

5.3 Consideration for all development proposals

Amongst others, the following matters should be considered when assessing development applications in the Airfield Precinct:

- Unless otherwise approved, no structure shall be used for human habitation, commercial or industrial use;



- No trees are to be removed without the prior approval of the Shire and other appropriate Authorities;
- All development shall comply with all other relevant written laws;
- All development shall have due regard of the location of the Range Danger Area of the adjacent Beverley Rifle Club located at 75 (Lot 15) Nicholas Street;
- Ensuring that proposed development does not detrimentally impact environmental assets, where applicable;
- Ensure fire management is appropriately addressed in development proposals.

6. Annexures to this Policy

- Beverley Soaring Society lease area;
- Beverley Soaring Society Strategic Plan extracts;
- Beverley Airfield Northern Development Area;
- Beverley Airfield Southern Development Area;
- Beverley Airfield Central Development Area;
- Beverley Soaring Society Private Lease Area;
- Future Hangar Locations;
- Beverley Rifle Club Range Danger Areas

Beverley Soaring Society Inc. Lease Area





The Beverley Soaring Society

Strategic Business Plan

2023 to 2028

SUPPLEMENTARY INFORMATION

24 October 2023

Table of Contents

- 1: Introduction
- 2: Site Survey
- 3: Base Mapping
- 4: Future Redevelopment Opportunities
- 5: Future development Areas
- 6: Design Guidelines for future structures
- 7: Review of ablution facilities
- 8: Review of Water supply facilities
- 9: Review of Electrical supply facilities
- 10: Future Accommodation proposals
- 11: Future Runway requirements
- 12: CASA Classification of the Airfield

1: INTRODUCTION

The information included in this document is in addition to and complementary with the Strategic Business Plan presented to Council on 16th February 2023.

It supplies the additional information requested by the Manager of Planning and Development Services, Stefan de Beer in an email to Immediate Past President Geoff Overheu dated 16 February 2023.

2: SITE SURVEY

The Site Survey has identified the following existing structures which are shown on the Base maps presented in Section 2

- 1974 Single seat glider hangar 22m x 22m capable of storing seven single seat gliders
- 1981 The Clubhouse 15m x 15m consisting of two demountable units separated by an additional central section
This Clubhouse replaced the Nissan Hut which served the Club from 1974 to 1981
- 1975 The original ablution block consisting of two separate facilities for males and females
- 1989 Twin seat glider hangar 22m x 22m capable of storing four twin seat gliders
- 1994 The first Workshop
- 1998 The 1300L fuel tank installation
- 1998 The new ablution facility consisting of two separate units with wheelchair access
- 2013 The new Towplane Hangar capable of holding three Piper Pawnee Towplanes 30 m x 15m replaced an earlier towplane hangar located north of the twin seat glider hangar
- 2022 The new Workshop 18m x 12m
- 2023 The new Training Facility 27m x 8.4 m plus 4m veranda
- One overhead water tank and reticulation facilities
- 34 privately owned hangars
- 50 privately owned accommodation caravans
- Two Launch Area shelters at RWY 18 and RWY 34
- Two 30,000 L water tanks and pumping facilities owned and maintained by FESA/Parks and Wildlife
- One privately owned power hangar on the south side of RWY 08/26
- A glider trailer parking area

3: BASE MAPPING

Three Base maps have been compiled.

Attachment 1 The southern section is presented at a scale of 4000:1

Attachment 2 Similarly the northern section is also presented at a scale of 4000:1

Attachment 3 The Buildings area shows more detail at a scale of 800:1

4: FUTURE REDEVELOPMENT OPPORTUNITIES

The main area of possible redevelopment is the former Clubhouse which might be developed to provide additional accommodation.

The Club is currently restricted to 50 caravans on site under the terms of the 21 year Lease signed in 2011 and now has a full complement of 50 caravans on site.

This generates the need for additional accommodation some of which may be available in the former Clubhouse.

The Club does not foresee the replacement on any of the current structures in the decade.

The sealing of the floors in the two Club glider hangars and the installation of doors to provide protection and security has been on the Wish List for many years.

The collection and re-use of rainwater has been identified as an area for future development.

The current owner of the land to the west of the former clubhouse has agreed to lease this area to the Club to use to facilitate less crowding of the 50 caravans allowed under the terms of the Lease.

5: FUTURE DEVELOPMENT AREAS

Three areas of future development have been identified on the Base Maps.

On the Southern Region base map, the area on the southern side at the eastern end of Runway 08/26 has recently been added to the Lease by council which will allow the construction of two sets of three Shed type hangars each holding two gliders.

On the Southern Region base map two areas of possible development have been identified, one for 4 to 6 Tee hangars and another for a large Club hangar on the former Neptune hangar site. However, it is important to note that no Tee hangars have been built in the last decade as the trend has been towards Shed type hangars with two gliders sharing the cost.

Further the construction of a new large hangar on the former Neptune hangar site has never progressed due to the prohibitive cost and access problems.

6: GUIDELINES FOR FUTURE STRUCTURES

The Committee has implemented the following Guidelines for future Shed Type hangars to hold two 18 metre gliders:

Dimensions: 21 m x 9 m x 3 m

Wall sheeting and Doors: Colourbond Pale Eucalypt

Roof: Gabled roof in Colourbond Eucalypt or Colourbond Surfmist

There have been no Tee hangars built in the last decade, thus no Guidelines exist.

Not all Club members can afford these large Shed Type hangars with an expensive concrete floor, insulation and complex doors.

Consequently there could be an interest in a lower cost unsealed tee hangar with a gravel floor at some time in the future.

7: REVIEW OF ABLUTION FACILITIES

The original 1975 ablution block was supplemented by a new ablution block built in 1978:

The facilities include:

Four seated toilets one of which has wheelchair access

One Urinal

Four separate showers

Two large septic tanks and associated leach drains

One of the shower/toilet facilities is dedicated to female only use.

It is also important to note that over the past decade there have been a number of new or near new caravans brought on site to replace older vans and at least 20% now have their own showers which has reduced the usage of the Club facilities.

8: REVIEW OF WATER SUPPLY FACILITIES.

Scheme water is supplied by the Water Corporation passing through a meter at the northern boundary. The meter is invoiced through the Shire of Beverley.

The water is piped through a Blueline DN25 PN16 polyethylene which is buried about 5 metres east of the eastern edge of the roadway and leads to a float in the overhead tank near the ablution blocks.

There is a Tee off the incoming line to fill the two 30,000 L tanks used by the Water Bombers and a number of tees to the hangars in the northern area.

There is also a Tee off to the southern hangars passing under RWY 08/26.

Water from the overhead tank is fed to a pressure pump which reticulates the kitchens, the ablution blocks and the caravans.

The water supply is adequate for the Club's needs and there are no plans to upgrade the water supply.

There are short term problems during the three yearly State Competitions when many gliders need to fill their gliders with water ballast but this is overcome nowadays by using water tanks, pumps and manifolds.

9: REVIEW OF ELECTRICAL SUPPLIES

In contrast to the water supplies which are adequate, the Club has found that the 100 amps maximum that was provided in the 1970s is far from adequate in the 2020s with more members, more gliders and more caravans. At times of high occupancy and especially during the three yearly State Competitions power rationing and blackouts have been suffered.

At least six club members now own Electric or Hybrid vehicles and this number is likely to increase in the future. Expanding the club's power will also allow future on-site charging of EVs which is not currently possible or permitted given the current power limitations. EV owners now rely on the single high capacity outlet at the showgrounds to charge their vehicles.

The Club has an incoming 12.7 kV single phase line feeding a 25 kVa single phase transformer with a capacity of only 100 amps. The line continues on to supply the motorcycle facility and possibly the Water Authority treatment pumps.

The Club has two banks of 5 kW of solar panels feeding into the grid (upto 5kW max). Some excess energy is exported mid-week but totally consumed on site when the club is operating (which is at least Friday, Saturday and Sunday each week).

Discussions are currently being held with Western Power to determine the options and costs to double the power supply capacity. We will keep the Shire informed of our progress in this regard.

The Shire might be able to help in some way, yet to be determined.

10: FUTURE ACCOMMODATION PROPOSALS

As mentioned in Section 4 above “The Club is now severely restricted in available area for redevelopment and the construction of any future cabins, similar to those recently built by the Shire, would be contingent on the Club gaining access to the privately owned land west of the former clubhouse. Council may be able to facilitate this at some time in the future.”

In the absence of that land it is hard to see where the Club might locate additional cabins on the site currently Leased.

11: FUTURE RUNWAY REQUIREMENTS

The Club had access to the main runway RWY 16/34 and both arms of the RWY 08/26 for 31 years from its formation in 1974 until September 2005.

Loss of the eastern arm has meant that the Club is unable to launch gliders when strong westerly winds prevails and reduces the options for safe landings when westerly winds prevail.

Access to the eastern arm would improve operations and safety.

The RFDS lights which were first activated in 2015, being above ground fixed lights, have been an ongoing area of concern. Damage to glider wings has been substantial and the lights have to be removed every operational day. The Club understands that funding has been approved to replace the lights with hard wired flush to the ground lights.

The Shire increased the area of sealed runway in 2022. At some time in the future the rest of the runway might be sealed to parallel the airstrips used by the gliding clubs at Cunderdin and Narrogin.

12: CASA CLASSIFICATION OF THE AIRFIELD

CASA has only two Aerodrome categories specified in Part 139 of CASR

Certified aerodromes and Aircraft landing areas (uncertified aerodromes)

YBEV is in the latter category, Aircraft landing areas (uncertified aerodromes)

There is no requirement for an Aerodrome Manual nor a Safety Management System

There is no requirement for a technical inspection nor a trained reporting officer.

The Club has elected to have the aerodrome details published in ERSA in 2022 to improve safe operations at YBEV.

The operator is not required to monitor obstacles, it is the responsibility of the pilot.

Compiled by Owen Jones and Kevin Shackleton

On behalf of the Beverley Soaring Society

Beverley Airfield Northern Region

Legend

Point Features

- Electrical
- Survey mark

Linear Features

- Power lines
- Water lines

Polygon Features

- Caravans
- Hangars
- Member Facilities
- Maintenance Facilities
- Aircraft Fueling
- Council Facilities
- Trailer Laydown
- Development zones
- Current zoning



Beverley Airfield Southern Region

Legend

Point Features

- Electrical
- Survey mark

Linear Features

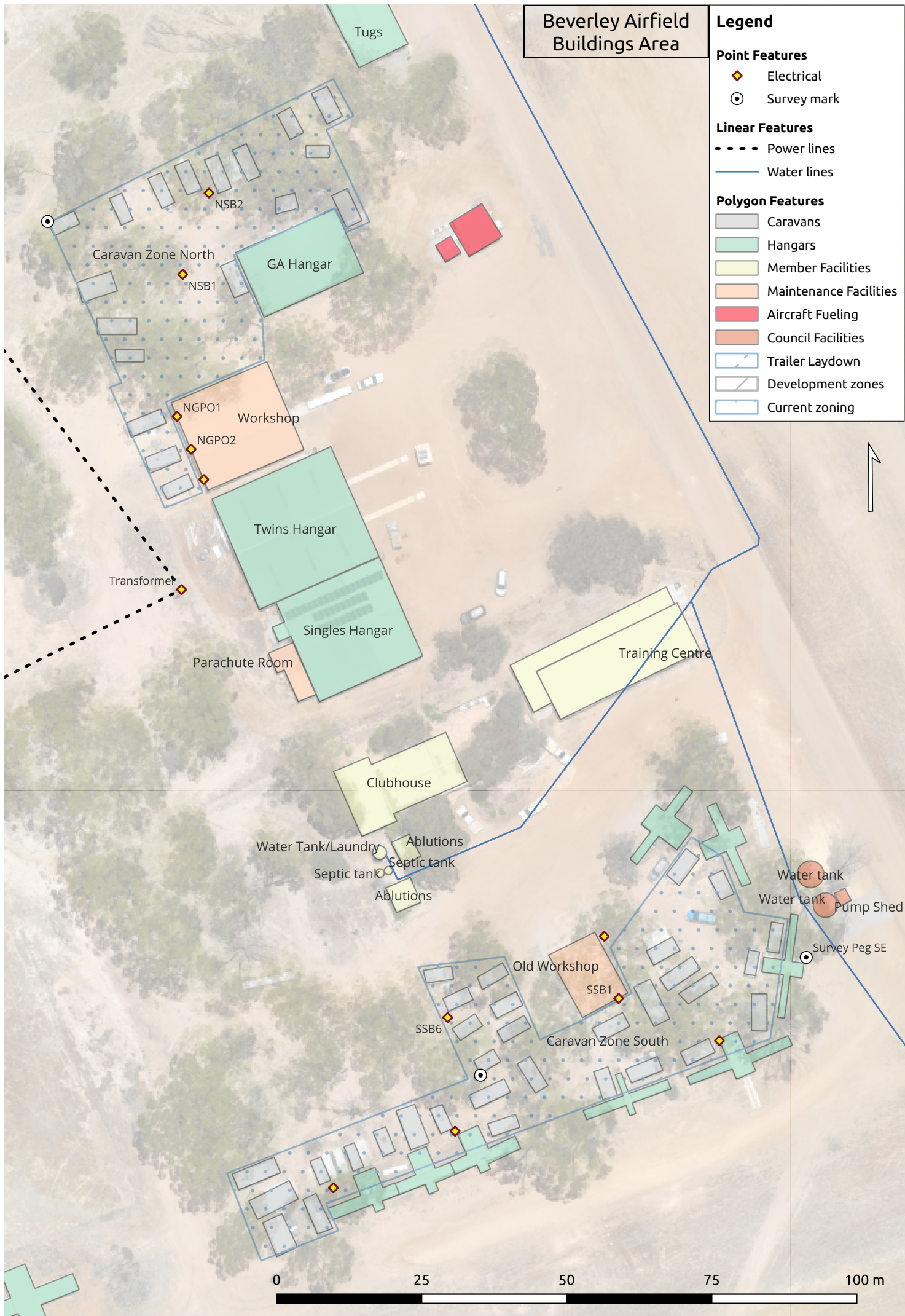
- Power lines
- Water lines

Polygon Features

- Caravans
- Hangars
- Member Facilities
- Maintenance Facilities
- Aircraft Fueling
- Council Facilities
- Trailer Laydown
- Development zones
- Current zoning



0 100 200 300 400 500 m



Beverley Airfield

Proposed Caravan Park Zone

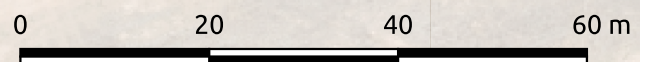


Survey Peg NW

HV Pole

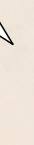
Caravan Park
0.9165 ha

Survey Peg SW



Beverley Airfield

Future Hangar Locations



Clubhouse
Water Tank/Laundry
Septic tank
Ablutions
Septic tank
Ablutions

Caravan Park
0.9165 ha

Old Workshop

Caravan Zone South

Water tank
Water tank
Pump Shed

Survey Peg SE

Not to
exceed
40 m

Survey Peg Forest

Reserved area for development

0 20 40 60 80 100 m

BEVERLEY
TOWNSITE

BEVERLEY RIFLE CLUB - RANGE DANGER AREA

Plan of
Rifle Range at

BEVERLEY

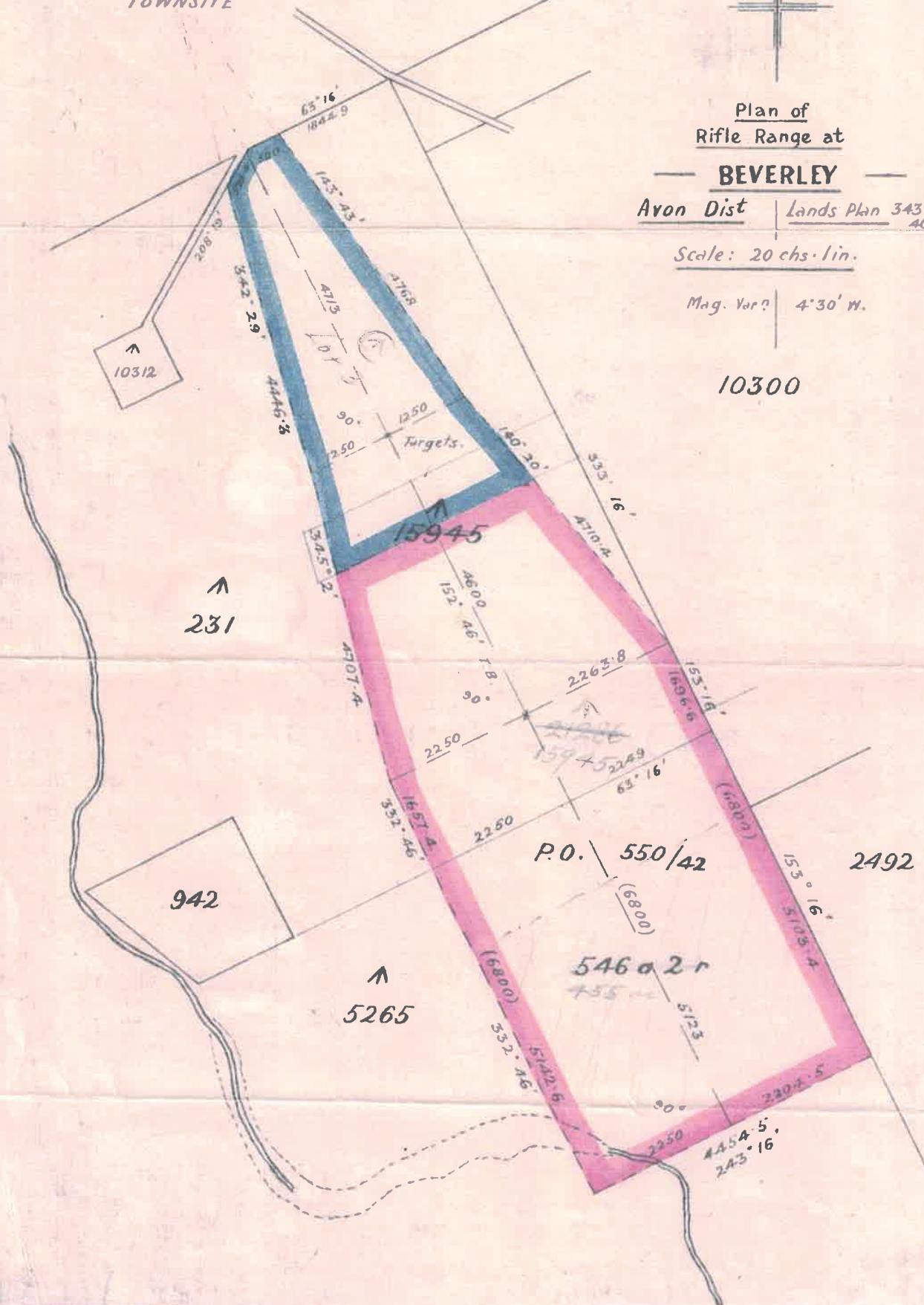
Avon Dist

Lands Plan 343^A
40

Scale: 20 chs. lin.

Mag. Var? 4°30' W.

10300



Reb. Ahjornson
Inspector of Rifle Ranges
5th. Mil. Dist.