

# ESSENDON AIRPORT LAND USE PLAN



## **Purpose of this Land Use Plan**

Essendon Airport Pty Ltd has prepared this Land Use Plan in order to provide a clear planning framework for use and development at Essendon Airport.

The detail, terminology and definitions used in this Land Use Plan is wherever possible generally consistent with the Victoria Planning Provisions (VPPs) that existed at the time the Land Use Plan was prepared.

The VPPs were subsequently amended by the Victorian Government via VC100 on 15 July 2013.

Any changes to the Victorian Government's planning provisions will be considered and incorporated as part of a wider review of the Land Use Plan for the 2019 Master Plan.

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# USER GUIDE

## 1. What is the Essendon Airport Land Use Plan?

The Essendon Airport Land Use Plan sets out policies and requirements for the use, development and protection of Commonwealth land at Essendon Airport.

## 2. Who is affected by this Land Use Plan?

The Airport Operator, lessees and any person proposing to use and/or develop land at Essendon Airport are affected by this Land Use Plan.

## 3. What does this Land Use Plan consist of?

This Land Use Plan consists of a written document and any maps, plans or other documents incorporated in it (see *Clause 81*). It contains-

- Purpose of this Land Use Plan.
- Contents
- The User Guide.
- An Essendon Airport Planning Policy Framework including Essendon Airport Strategic Statement and Essendon Airport Local Planning Policies.
- Zone and Overlay provisions.
- Particular Provisions.
- General Provisions.
- Definitions.
- Incorporated Documents

The *Essendon Airport Planning Policy Framework* contains the Essendon Airport Strategic Statement (EASS) and Essendon Airport Local Planning Policies (EALPP). Based upon the Essendon Airport Master Plan the framework sets out the strategic planning context for the airport. It presents the Master Plan vision for the airport; and provides the rationale for the zone and overlay requirements and particular provisions in the Land Use Plan.

The *Zone and Overlay requirements* and *Particular Provisions* show -

- The type of use and development allowed in each zone.
- Additional requirements for, buildings and works on land that is affected by an overlay.
- Requirements for any specific uses and development.

The *General Provisions* provide information on the administration of this Land Use Plan and other related matters. *Definitions* advise on the meaning of words in this Land Use Plan.

### 4. How do I use this Land Use Plan?

#### The Land Use Plan maps

The Land Use Plan maps show how land is zoned and whether it is affected by an overlay. This information is indicated by a letter and number code that is explained on the front page of each map: For example, **B2Z** stands for Business 2 Zone.

To find out the effect these requirements have, it is necessary to refer to the written document.

#### The written document

##### Policy framework (Clauses 21 to 22)

The Essendon Airport Planning Policy Framework contains the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, and sets the long term directions and outcomes sought by this Land Use Plan. These are implemented through the Zone, Overlay and Particular Provision requirements.

##### Zone requirements (Clauses 31 to 37)

A zone controls land use and development. Each zone includes a description of its purpose and the requirements that apply regarding land use, subdivision and the construction and carrying out of buildings and works.

Each zone lists land uses in three sections:

*Section 1* Includes uses that do not require Airport Operator's Consent.

*Section 2* Uses that require Airport Operator's Consent.

*Section 3* Uses that are prohibited.

Uses that are not specifically mentioned are covered by a reference to 'any other use'. This is usually found in *Section 2*, but is occasionally found in *Section 3*.

Sometimes a use in *Section 1* or *Section 2* must meet specified conditions. If these conditions are not met, the use may require a permit or may be prohibited.

Note that the three sections refer to the *use* of land, not to the *development* of land.

Development of land includes the construction of a building, carrying out works (such as clearing vegetation), or displaying signs. The zones indicate whether Airport Operator's Consent is required to construct a building or carry out works. Some buildings and works may not require a permit. These are listed in *Clause 62* of the scheme under *Uses, buildings, works, subdivisions and demolition not requiring a permit*.

##### Overlay requirements (Clauses 41 to 45)

Overlays affect subdivisions, buildings and works. They operate in addition to the zone requirements and generally concern environmental, landscape, heritage, built form, and land and site management issues. It is essential to check whether an overlay applies to the land before commencing any use or development.

### **Particular provisions (Clauses 51 to 56)**

Where applicable, particular provisions have been included in this Land Use Plan. Other planning requirements may apply to particular uses or development. These may be advertising signs, car parking or specified types of use. Such requirements are listed under *Particular provisions*. It is essential to check whether any of these requirements apply before commencing any use or development.

### **General provisions (Clauses 61 to 67)**

The general provisions provide information on:

- The administration of this Land Use Plan.
- Matters the Airport Operator will consider before deciding on a proposal.

### **Definitions (Clauses 71 to 75)**

Words used in this Land Use Plan have their common meaning unless they are defined in the Land Use Plan or the *Airports Act 1996*. The purpose of defining a word is to limit its meaning to a particular interpretation or to explain the meaning of a word or phrase peculiar to this Land Use Plan. You should check whether any word or term is defined to ensure you understand its meaning within the context of the Land Use Plan.

If in doubt about the meaning of a word that is not defined, ask the Airport Operator for assistance.

## **5. How do I find out about requirements affecting land within the Airport?**

You should first speak to a representative of Essendon Airport Pty Ltd (the Airport Operator).

## **6. Changes to this Land Use Plan**

This Land Use Plan is not a static document and is likely to change over time. The Land Use Plan will be reviewed every five years as part of the review of the Essendon Airport Master Plan or as the need arises prior to this time.

## **Proposals to use or develop land**

## **7. The need for early discussion with the Airport Operator**

If you propose to use or develop land, first discuss the proposal in detail with the Airport Operator, Essendon Airport Pty Ltd. Early discussion will confirm whether the Airport Operator's Consent is necessary and identify any other requirements.

## **8. Making an application**

If the Airport Operator's Consent is required, an application should be submitted to the Airport Operator and, include, all necessary supporting information such as plans, reports and photographs so that the proposal is fully described and can be understood by all interested parties.

The payment of a fee is required for the processing of applications. Details of the fee can be obtained from the Airport Operator.

**9. Considering and giving notice of the application**

In considering an application, the Airport Operator will decide whether informal comment should be sought from owners or occupiers of adjoining or nearby land or views of the relevant local municipality.

In making its decision, the Airport Operator must assess an application against the Essendon Airport Master Plan, and strategies and desired outcomes outlined in the Land Use Plan's policy frameworks. Comments will be sought from the Airport Environs Officer and the Airport Building Controller as required. Any other matters that the scheme specifies must also be taken into account.

**10. The decision**

Following consideration of your application, the Airport Operator will decide to either:

- Issue Airport Operator's Consent with or without conditions. The conditions may require further information to be provided, changes to be made to the proposal or matters which may be undertaken during the tenure of the property.
- Refuse to grant Airport Operator's Consent.

**11. Do I have a right of appeal against a decision?**

No.

**12. What is the difference between Airport Building Controller Approval and Airport Operator's Consent?**

Airport Operator's Consent must not be confused with building approvals issued by the Airport Building Controller. Airport Operator's Consent is approval from the Airport Operator, Essendon Airport Pty Ltd under this Land Use Plan. Building approvals are issued by the Commonwealth appointed Airport Building Controller which ensures that all the relevant building regulations are adhered to and generally relates only to the constructional aspects of a building or other development and must ensure consistency with the Essendon Airport Master Plan.

Airport Building Controller approval is required in most cases involving development. You should consult the Airport Operator to establish what approvals are required and the process required to be followed in order to obtain such approvals.

**Need more help?**

Contact Essendon Airport Pty Ltd if you:

- Have a general enquiry about this Land Use Plan.
- Are unsure what requirements apply.
- Are unsure of the steps in the approval process.
- Would like to know how this Land Use Plan may be changed.
- Want to buy a copy of this Land Use Plan.



Publications that may help are:

- *Essendon Airport Master Plan*
- *Essendon Airport Environment Strategy*

Relevant legislation includes:

- *Airports Act 1996 and associated regulations*

# **Essendon Airport Planning Policy Framework**

This section sets out the Essendon Airport Strategic Statement and the Essendon Airport Local Planning Policies that apply to the area covered by this Land Use Plan.

**Operation of the Essendon Airport Strategic Statement**

The Essendon Airport Strategic Statement (EASS) contains a series of key strategic planning, land use and development objectives for Essendon Airport and the strategies and actions for achieving the objectives. It provides the strategic basis for the application of the zones, overlays and particular provisions in the Land Use Plan and will inform decision making by the Airport Operator.

The EASS provides an opportunity for an integrated approach to planning across the airport and reflects the Essendon Airport Master Plan. The EASS will be reviewed on a five-year basis as part of the review of the Essendon Airport Master Plan.

When making decisions about proposals, the Airport Operator should take the EASS into account.

**Operation of the Local Planning Policies**

Essendon Airport Local Planning Policies assist in the implementation of the objectives and strategies of the Essendon Airport Strategic Statement.

Essendon Airport Local Planning Policy (EALPP) contains a series of policy statements of intent or expectation. The EALPP gives the Airport Operator an opportunity to state its view of a planning issue and its intentions for an area. An EALPP provides guidance to decision making on a day to day basis. It can help the community to understand how the Airport Operator will consider a proposal. The consistent application of policy over time should achieve a desired outcome.

## **21 ESSENDON AIRPORT STRATEGIC STATEMENT**

### **21.01 Introduction**

The Essendon Airport Strategic Statement (EASS) provides the strategic planning basis for the land use planning within the airport.

The Essendon Airport Land Use Plan solely relates to Essendon Airport and its future development as envisaged in the Essendon Airport Master Plan for a 20-year period. The EASS provides the rationale for the airport's local policies and planning controls.

### **Implementation**

The EASS has been prepared simultaneously with the Essendon Airport Master Plan. The vision for Essendon Airport will be achieved by having regard to Essendon Airport planning policies when exercising discretion and by applying zones and overlay controls.

Whilst the Land Use Plan has been prepared having regard to the Victorian Planning Provisions, it is not a planning scheme and has been prepared to meet the requirements of the Commonwealth *Airports Act 1996* and is therefore not subject to State legislation.

The EASS has been prepared to assist the airport operator in achieving its vision for the future development of the airport.

## 21.02 CONTEXT

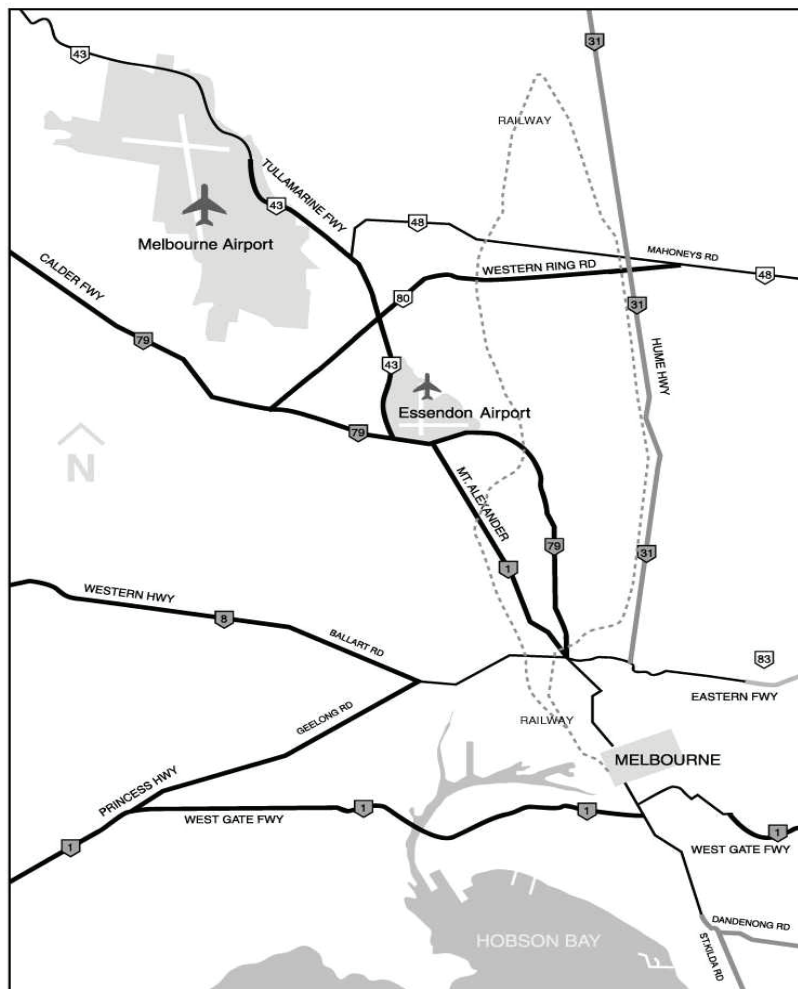
The following discusses the geographical and policy context relevant to the airport.

### Geographic

Essendon Airport is located approximately 11 kilometres north west of Melbourne's Central Business District (CBD) and 7 kilometres south east of Melbourne International Airport.

The airport is located on one of the gateways to Melbourne, the Tullamarine Freeway, which provides access to the city, connects to the Calder Freeway and the Western Ring Road with linkages to the broader arterial road network. The Tullamarine Freeway's connection with CityLink provides linkages to the Port of Melbourne and the south-eastern regions of Melbourne.

Surrounding the Airport are the established areas of Strathmore, Strathmore Heights, Essendon North and Airport West. These areas are predominantly residential suburbs with some commercial and retail activities.



**Figure 1: Airport Location Plan**

Essendon Airport is located within the municipal boundary of the City of Moonee Valley. However, as the land is owned by the Commonwealth, the Council has no jurisdiction over land use and planning matters at the airport. There are also several other municipalities in close proximity including the municipal areas of Moreland, Brimbank and Hume City Councils.

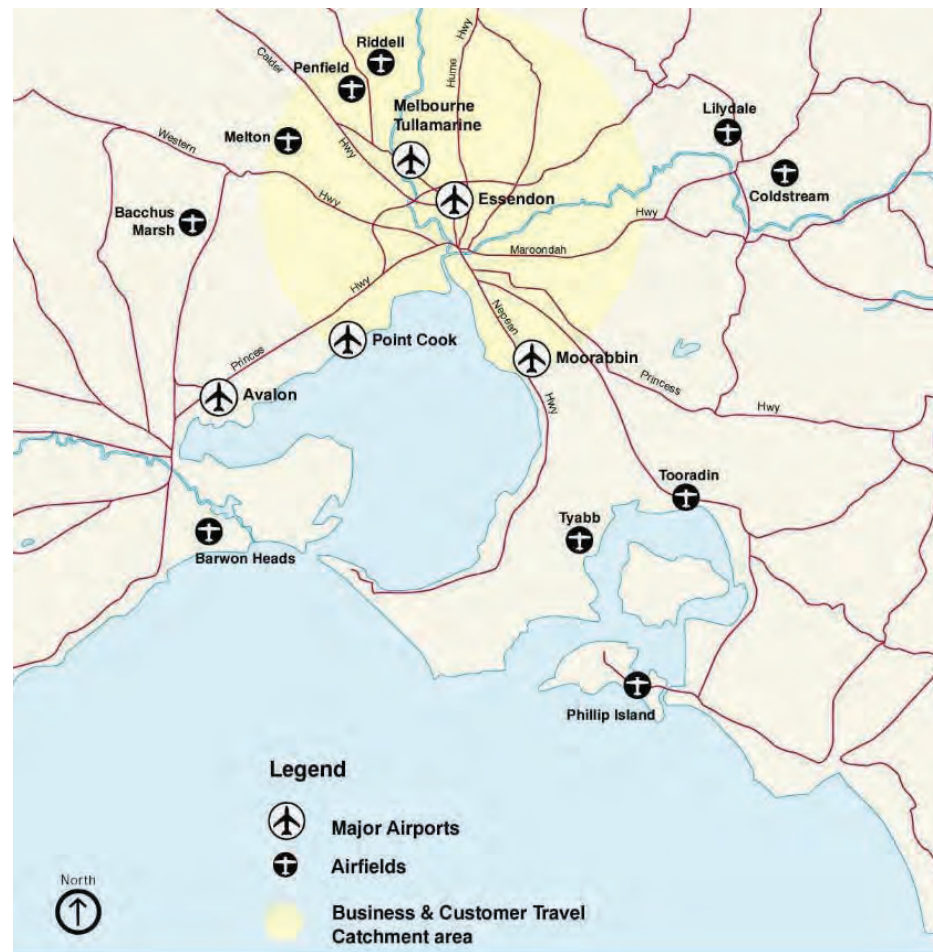
## Aviation

From an aviation perspective, Essendon Airport is geographically located within the Port Phillip Region, which covers most of metropolitan Melbourne. There are five airports within the Port Phillip Region:

- Melbourne International
- Essendon;
- Moorabbin;
- Avalon; and,
- Point Cook.

Each airport has sealed runways and a capability for catering for activity greater than just light general aviation.

In addition to these airports, there are many airfields on the fringe of the metropolitan area which are used by many general aviators. The following diagram gives an indication of the location of airports and airfields within Melbourne.



**Figure 2: Airport and Airfield Location Plan**

Source: Airbiz

## Policy Context

### Federal

The *Airports Act 1996* and Regulations made under it provides the statutory framework for privatised airports in Australia, including Essendon Airport. The Act requires the Airport Operator to produce a Master Plan for approval by the Minister. The objectives of the Act are stated in it so they are not repeated here.

In accordance with the *Airports Act 1996* this Land Use Plan has, where possible, been prepared in an amount of detail and using terminology generally consistent with the Victorian Planning Provisions.

### State Planning Policy

Whilst there is no specific State Planning Policy relating to Essendon Airport there is a general policy relating to airfields (Clause 18.04 of the State Planning Policy Framework), and several other policies which are generally relevant. An objective of State Planning Policy for airfields is:

*To facilitate the siting of airfields and extensions to airfields, restrict incompatible land use and development in the vicinity of airfields, and recognise and strengthen the role of airfields as focal points within the State's economic and transport infrastructure.*

The Federal Government has chosen to regulate land use planning at Essendon Airport through the *Airports Act 1996* and the Master Plan process. State Planning Policies do not apply to Essendon Airport, and therefore have not been incorporated in this Land Use Plan. Certain topics covered by the State Planning Policies that are of relevance to Essendon Airport have been addressed in the Essendon Airport Planning Policy Framework.

The Airport Operator will have regard to State Planning Policies as they affect land use in adjoining cities and the wider State of Victoria in a similar manner to the regard given to the local planning policies of neighbouring cities.

### Municipal Local Planning Policy

Whilst there are several municipalities in close proximity to the airport, the airport is wholly located within the City of Moonee Valley. Like State Planning Policy, local planning policy and controls of the City of Moonee Valley do not apply to Essendon Airport. However, the City of Moonee Valley does make mention of Essendon Airport in its Municipal Strategic Statement (MSS) and local planning policies. Council's MSS identifies Essendon Airport as a key site and represents a major opportunity to contribute to improving the city.

*If Essendon Airport is to be closed, the site should be redeveloped for a range of uses that capitalise on the strategic location of the site by providing a range of business and employment opportunities in a quality environment. This should include high quality industrial parks, hotel with convention centre facilities and a major cultural/entertainment facility located adjacent to the Tullamarine Freeway on the western part of the airport. The Balance of the site should be redeveloped to provide a diversity of housing types and sizes. The whole redevelopment of Essendon Airport should however be integrated and contribute to the life of the City. Non-aviation uses that are developed while the airport continues to operate should be located on the western side of the airport and be consistent with the long-term vision of the site. (Clause 21.02-3 of City of Moonee Valley's MSS)*

A Council objective for Essendon Airport is:

*The continued operation of the airport should ensure that the existing amenity and safety of the residents and their property is maintained. If Essendon Airport is to be closed, the site should be redeveloped for a range of uses which capitalise on the strategic location of the site. This may include high quality industrial park, a major cultural/entertainment facility, located adjacent to the Tullamarine Freeway on the western part of the airport with the balance of the land developed to provide a diversity of housing types and public spaces (Clause 21.14 of City of Moonee Valley's MSS)*

Council also states a number of key issues and corporate strategies for the site. Some elements may be consistent with this Land Use Plan and others not. Inconsistency is inevitable given the different planning environments applicable to the Airport Operator and a neighbouring city. In addition, there are some fundamentally different points of view. An example is the Council's strategy to advocate the closure of the airport while the Airport Operator is obliged by the terms of its lease to keep the Airport open.

The Airport Operator does not have, and is not seeking any referral authority role, under the City of Moonee Valley Planning Scheme.



**21.03 SNAPSHOT****Location**

Essendon Airport covers some 305 hectares with the Tullamarine Freeway forming its southern and western boundary and the residential areas of Strathmore Heights and Strathmore its northern and eastern boundary. The airport land is accessed via English Street and the extension of Bulla Road with the primary access being English Street.

**Existing and Projected Aircraft Activity**

Prior to aviation operations at Melbourne Airport, Essendon Airport was one of Australia's major civilian airports catering for both domestic and international flights. With domestic and international flights transferred to Melbourne Airport, Essendon Airport is now predominately a general aviation airport.

Current aviation facilities, eg hangers and the like, are spread throughout the airport site in a way which creates land use and aviation inefficiencies. The privatisation of the airport provided the opportunity to review aviation operations and consolidate aviation facilities and activities into a central area making more efficient use of both landside and airside areas at the airport and freeing up land for commercial development.

**Development Opportunities**

To complement aviation revenue and maximise income streams it is essential that income is derived from land not required for aviation or aviation support purposes. There is scope for a wide range of appropriate uses and developments.

Areas within the airport have been identified surplus to aviation or aviation support and suitable for commercial development.

**Business Activity Centre**

The size of the airport, the area of developable land, its proximity to the CBD and Melbourne Airport and the proximity of major road infrastructure are highly sought after attributes for business.

**Environmental Management**

An Environment Strategy has been prepared for the airport in accordance with the *Airports Act 1996*. This strategy addresses the environmental obligations of the airport operator. The Environmental Strategy will continue to be applied. The Airport Operator will continue to apply, and have regard to, the Environment Strategy when assessing development proposals.

**Access**

The airport's success and future is contingent upon providing appropriate levels of access to and from the site.

Future possible integration of the airport with the broader public transport network will be explored as the airport develops.

## 21.04 CHALLENGES

In order to achieve change at the airport and ensure that the Master Plan vision is realised, it is necessary to understand and acknowledge the issues confronting the airport operators.

The following identifies the various challenges facing Essendon Airport and which influence the future use and development of the airport both for aviation and non-aviation purposes.

### 21.04-01 Aviation

The mix of airport users, both historically and currently, was heavily weighted towards those users that generate minimum income for the airport operators but are the most taxing on resources but the situation is improving. The major challenges being faced from an aviation perspective include:

- creating a commercially viable general aviation airport;
- altering current aviation practices including landing charges, commercial rents, building usage and occupation to improve efficiencies and better use of areas;
- maintain aviation infrastructure and continue the operation of the airport; and,
- encouraging aviation activities to consolidate into a centralised location to increase efficiencies and open up other areas within the airport which can be better utilised for non-aviation activities.

### 21.04-02 Re-invigorating the Centre

In the past some non-aviation users have chosen to locate at the airport, however the airport's business function has not been fully realised. Moreover, the north-west regions of Melbourne has traditionally not been a sought after corporate address. With recent trends seeing many businesses leaving the CBD to city-fringe locations, the various attributes of the airport provides a unique opportunity to attract businesses and capture some of this movement.

Essendon Airport sits within a broader regional context where surrounding municipalities compete to maintain and enhance their employment base through encouraging a range of business and industrial activities. The challenge is how to reinvigorate the business component of the airport. The Airport Operator will need to take a flexible approach to land use so that the unique attributes of Essendon Airport can be used to create an environment which does more than replicate what is available elsewhere.

### 21.04-03 Employment

The creation of a campus-style business activity centre creates the opportunity to enhance business activity within the inner north-west and entice businesses who seek quality urban business environments with large open spaces, quality building forms and public spaces to relocate. The challenge is to create this environment and offer and alter business perceptions of the region and to both enhance and strengthen the economic and employment base of the area.

### 21.04-04 Transportation Networks

A major challenge and one that is fundamental to the vision is transport planning, in particular, the airport has great exposure to the Tullamarine Freeway and is connected with the broader metropolitan road network, providing for expected traffic volumes, site accessibility and integration.

**21.04-05 Managing the Airport Operational Environment**

A major challenge is to manage both the airport's operational environment and community expectations.

Educating the community of the conditions upon which the airport has been leased and hence the future environment in which the airport will operate requires ongoing attention and commitment. The Master Plan sets out the 20 year development plan for the airport based upon a multitude of factors including projected aviation activity levels. This first step provides the community with a broad understanding of how it is expected that the airport will evolve over the next 20 years.

**21.04-06 Development Timing**

Creating a vision for the airport and identifying redevelopment opportunities and concepts for individual areas within the airport is just the beginning. The acceptance of the vision by all levels of government, residents and the business community is critical to the success and timing of any development at the airport. The challenge is to first gain this level of acceptance and then to manage the airport for the longer term without losing sight of the vision.

Timing will largely be dependant upon market acceptance of the product being offered and therefore the product needs to be flexible in order to proactively meet changing business needs.

## 21.05 ESSENDON AIRPORT STRATEGIC VISION

Essendon Airport Pty Ltd is committed to realising positive economic, development, environmental, community and urban planning outcomes. This commitment is reflected in the vision for Essendon Airport which is the foundation for the strategic planning framework and the Master Plan. The vision is:

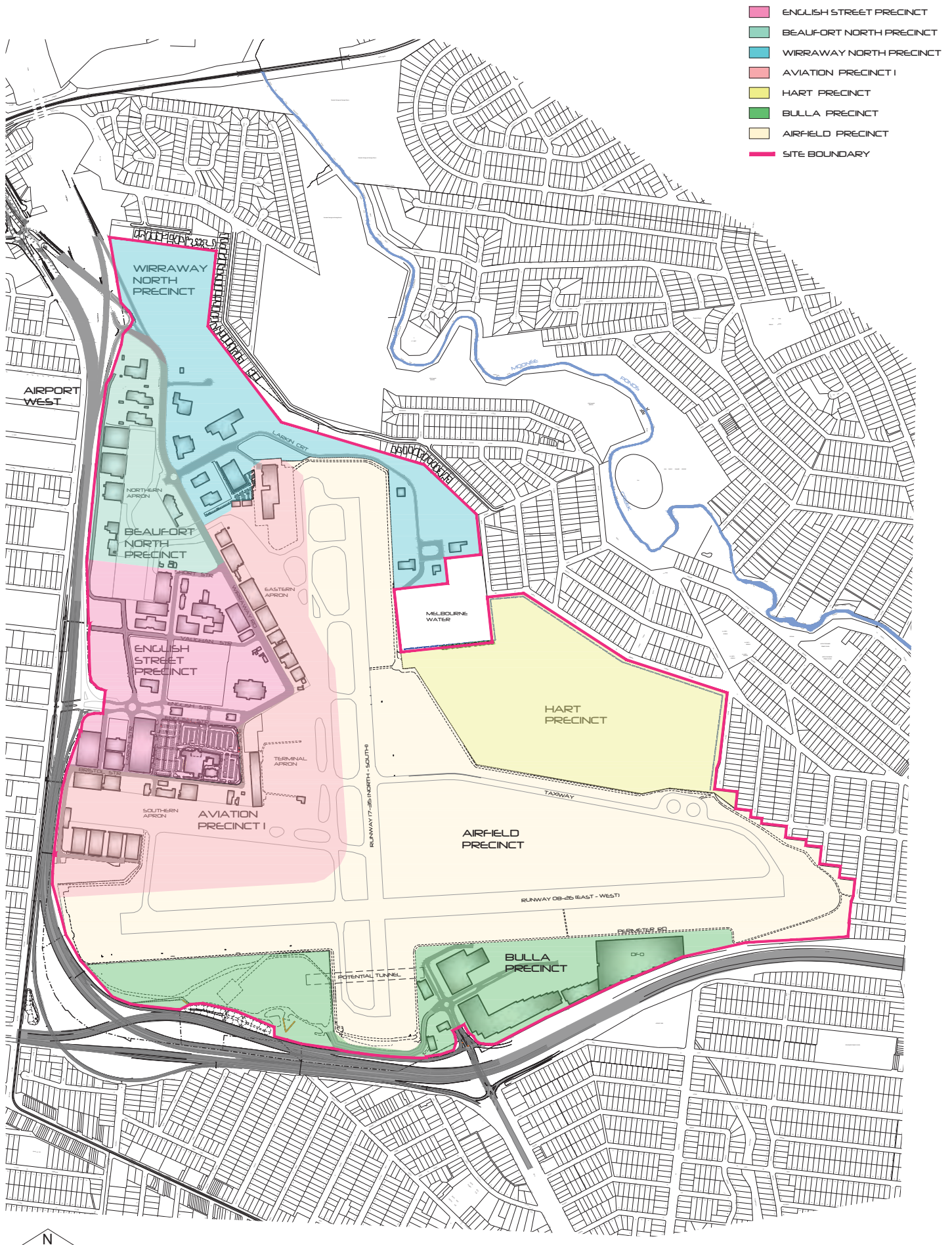
**“To create a viable airport which returns a profit to shareholders by maintaining an appropriate level of airport facilities to meet projected aviation needs and by realising the commercial and development potential of the airport as a regional activity centre.”**

Recognising legacies of the past whilst building upon the airport’s strengths, responding to changing circumstances, and exploring new opportunities to realise the vision is a major challenge. The objectives which will assist in achieving the vision are:

- To improve and maintain safe, secure and efficient airport operations;
- To add value to the airport by realising and taking advantage of development opportunities;
- To increase market awareness of development opportunities at the airport;
- To improve the integration of the airport with its surrounds; and
- To consolidate airport operations and aviation requirements to ensure efficient and sustainable land use.

## 21.06 ESSENDON AIRPORT MASTER PLAN

The Essendon Airport Strategic Statement has been prepared having regard to the Essendon Airport Master Plan.



# **MASTER PLAN** **ESSENDON AIRPORT PTY LTD.**

**21.07 STRATEGIC ELEMENTS**

Strategic elements have been identified in response to the challenges and influences affecting the Master Plan and the realisation of the airport vision.

The strategic elements are:

1. Aviation Operations;
2. Economic Development;
3. Environmental Management; and,
4. Development Integration.

Within each of these strategic elements are the following sub-sections:

- Overview and key issues;
- Objectives;
- Strategies; and,
- Implementation.



## **21.08 AVIATION OPERATIONS**

### **21.08-01 Overview**

Essendon Airport must continue to function as an airport for the duration of its lease. Throughout the lease term, the airport must accommodate actual and projected future growth in, and pattern of aviation traffic for the airport by providing sufficient facilities

There are changes which can be made to both improve the use of airport land and to meet both existing and future projected needs.

### **21.08-02 Objectives**

- To provide for projected aviation activities by maintaining an appropriate level of airport facilities.
- To rationalise aviation facilities and buildings used for such purposes.
- To increase public awareness of Commonwealth requirements and projected aircraft activity at the airport.
- To rationalise and consolidate aviation activity and support services into a central location.
- To ensure that sufficient land is delineated for aviation purposes.
- To improve the commercial viability of the airport.

### **21.08-03 Strategies**

- Relocate aviation activities in the north and north west areas of the airport to a more appropriate location.
- Increase commercial revenue generated by aviation activity by increasing fees, rents and charges.
- Encourage new developments to be appropriately sited and reinforce the desired character of the airport.
- Protect airside activities by maintaining appropriate airside areas.

### **21.08-04 Implementation**

#### **Land Use Plan**

- Apply the Special Use 1 - Aviation Zone to a central and consolidated area creating an aviation precinct to cater for the long term aviation needs at the airport.
- Apply a Special Use 2 - Airfield Zone to airside areas for land required for the landing and departure of aircraft and other associated activities.



**Other Airport Operator Actions**

- Work with existing and desired tenants to better understand their needs and encourage relocation to the defined aviation precinct.
- Continue to improve the business operations of the airport.
- Ensure new building works and renovations are consistent with the overall urban design theme for the site, ie campus style setting.
- Implement the actions and recommendations of the Essendon Airport Environment Strategy.
- Continue to educate and manage community complaints and expectations.

**Future Work**

- Monitor and review aviation activity to confirm aviation projections and facility needs.
- Continue to liaise with municipal councils and State Government with respect to aviation activity and the ongoing management and development of the airport.
- Review the Master Plan at 5 years as required under the Airports Act 1996.

## **21.09 ECONOMIC DEVELOPMENT**

### **21.09-01 Overview**

With the transference of the airport lease comes an entirely new era in the airport's operations and the potential realisation of the contribution the airport site can make to both the local and State economies. The economic significance of the airport has not been seriously contemplated in the past given its uncertain future and the lack of a vision.

A key component of the Essendon Airport is the creation of a campus-style business centre. Land is available at the airport to realise such a vision. The creation of a high quality business park will complement activities within the region.

The attributes of the airport provide it with enormous potential to contribute to the economic growth of the area. The vision for the airport will encourage business growth and activity, increasing employment opportunities and enhance the overall performance of the airport as well as local and regional economies. The stimulation generated by this activity will have spin-offs to local businesses, construction activity and the use of other facilities within the immediate locale.

### **21.09-02 Objectives**

- To achieve the vision by realising the full development potential of landside areas for commercial purposes.
- To actively promote the airport as the new place of business for corporations, investors, and other suitable business entities.
- To revitalise the airport through increased business activity.
- To return a profit to shareholders.
- To create a campus-style business park providing a well landscaped and pleasant environment.
- To create an attractive human scale urban environment.
- To provide additional employment opportunities for the region.
- To improve the image of the inner north west as an attractive and viable alternative for corporate business.

### **21.09-03 Strategy**

- Facilitate land use changes within the airport consistent with precinct objectives.
- Encouraging a range of non-aviation uses to establish at Essendon Airport.
- Promote English Street and Bulla Road Precincts as the focus for commercial and retail development with a range of activities.
- Promote the Beaufort North Precinct as the premier area within the airport for uses which derive benefit from Tullamarine Freeway exposure.
- Ensure landside areas are designed and constructed to minimise impacts upon aircraft operations and pilots.

**21.09-04 Implementation****Land Use Plan**

- Apply a Business 2 Zone to the English Street and Bulla Road Precincts.
- Apply a Business 3 Zone to the Wirraway North, Beaufort North Precinct and Hart Precinct.
- Apply a Special Use – Aviation Zone to the Aviation Precinct.
- Develop an urban design local policy to address a range of matters relevant to the protection of aviation activities.
- Develop local policies for each precinct.

**Other Actions**

- Implement the Essendon Airport Master Plan.
- Develop a marketing strategy for the airport.
- Develop concepts for the airport to assist in articulating the vision to prospective tenants.

**Future Work**

- Review the Essendon Airport Master Plan within 5 years.
- Monitor the effectiveness of the Master Plan and the achievement of the vision.

## **21.10 ENVIRONMENT MANAGEMENT**

### **21.10-1 Overview**

As part of the ongoing environmental management of Essendon Airport an Environment Strategy was prepared as part of the 2013 Master Plan Process to replace the previously approved Strategy from December 2010. Fundamental to the strategy was the need to understand the environmental conditions of the land and the existing buildings. Preliminary investigations revealed that there are several matters which should be progressively addressed.

A series of environmental management measures were recommended together with remediation strategies. In realising the vision for the airport it is equally important that environmental matters are considered as part of any new development at the airport.

### **21.10-02 Objectives**

- To implement appropriate management practices and strategies for dealing with environmental impacts.

### **21.10-03 Strategy**

- To implement the Essendon Airport Environment Strategy.

### **21.10-04 Implementation**

#### **Land Use Plan**

- Include the Essendon Airport Environment Strategy as a Referral Document in the Land Use Plan.

#### **Other Actions**

- Protect airside and aviation activities by ensuring that buildings are appropriately designed and sited and by limiting planting of vegetation in proximity to airside.
- Use best practices and good design principles when assessing development proposals.
- Develop working partnerships with the Commonwealth appointed Airport Environment Officer and airport tenants to improve and monitor existing environmental management practices.
- Continue to action the recommendations of the Essendon Airport Environment Strategy.
- Monitor aviation and commercial activity operations to minimise environmental impacts.
- Continue to advise tenants of matters which must be considered as part of a development proposal in order to minimise aviation operation impacts.
- Consider on and off-airport environmental matters when determining development proposals.

#### **Future Work**

- Review the Essendon Airport Environment Strategy within 5 years from the date of its production.

## **21.11 DEVELOPMENT INTEGRATION**

### **21.11-01 Overview**

Whilst areas of the airport have redevelopment potential, this potential cannot be viewed in a vacuum or without regard to the existing urban environment within which it is located. The vision of the airport needs to be understood in both the broad and local urban contexts. i.e, how does the intensification of the airport's business activity centre functions fit within the broader land use and business environments.

The airport vision and its development will reinvigorate the airport and increase its attractiveness as a place of business. With increased activity at the airport there will be a need to ensure that the necessary infrastructure is in place to accommodate the future development at the airport.

### **21.11-02 Objectives**

- To promote the development of landside areas of Essendon Airport primarily for business and commercial purposes.
- To ensure that the location of proposed land uses and developments are consistent with the Essendon Airport Master Plan.
- To ensure development and use proposals have regard to on and off airport interfaces and are sited and designed accordingly.
- To maintain airport operations consistent with aviation projections as detailed in the Essendon Airport Master Plan.

### **21.11-03 Strategy**

- Encourage developments to be consistent with the overall vision for the airport.
- Extend the campus-style design and development theme throughout each precinct as a means of connectivity and consistency and addressing the integration of precincts.
- Maintain land along the western and southern boundaries of the airport to accommodate the future upgrade of the Tullamarine Freeway and the entrances/interchanges to the airport.
- In assessing use and development proposals have regard to the proximity to residential interfaces.

### **21.11-04 Implementation**

#### **Land Use Plan**

- Integrate the consideration of interfaces into the Protection of Aviation Activity Policy.
- Apply a Public Acquisition Overlay over land proposed to be required for the upgrade of the Tullamarine Freeway.

#### **Other Actions**

- Continue to evolve the overall vision for the campus-style business activity centre.

**21.12 MONITORING & REVIEW**

Critical to the success and realisation of the vision for Essendon Airport is the ongoing evaluation and review of the strategic statement, objectives, strategies, policies and controls.

The Master Plan and this Land Use Plan are not static documents that will be formally reviewed within 5 years in accordance with legislative requirements. It is expected that the direction, policy, objectives and strategies will be further refined in response to the evolution of the aviation and non-aviation business environments.

**22****ESSENDON AIRPORT PLANNING POLICIES**

The Local Planning Policies assist in achieving the vision for Essendon Airport as articulated in the Essendon Airport Master Plan and the Essendon Airport Strategic Statement. Policies apply to each precinct as well as to particular matters with the explicit purpose of assisting the Airport Operator in exercising its discretion.

## 22.01 ENGLISH STREET PRECINCT POLICY

This policy applies to land contained within the English Street Precinct.

### Policy Basis

English Street and its immediate surrounds form the main gateway to Essendon Airport and therefore provide visitors with important ‘first impressions’. English Street is the main airport boulevard and its status within the airport road hierarchy is to be reinforced. Creation of an appropriate entry statement, which announces Essendon Airport, is of particular importance.

Due regard has to be given to the types of uses and activities which occur, the scale, form and design of the buildings, and the relationship of buildings to the street and surrounds to create an open campus-style setting.

As the gateway to the airport the use and development of land on either side of English Street must complement and enhance the entrance to the site and the Boulevard character of English Street.

### Objective

To ensure that development enhances the presentation of English Street as the main entrance to the airport through the establishment of the precinct with an office focus and through appropriate design, siting and landscaping.

### Policy

It is policy that:

- the precinct will be promoted and developed as the main location for office activities;
- architectural expression promotes and reinforces the campus-style theme of the airport;
- building frontage setbacks should complement and reinforce the boulevard character of English Street and Office Boulevard;
- view corridor opportunities into the site from Matthews Avenue and the commencement of English Street should be promoted and enhanced; and,
- development on areas not directly fronting English Street or Office Boulevard also reinforce the campus-style character of the precinct.



**22.02 BEAUFORT NORTH PRECINCT POLICY**

This policy applies to land contained within the Beaufort North Precinct.

**Policy Basis**

The Beaufort North precinct is located along the north-west boundary of the airport with direct exposure to the Tullamarine Freeway. This precinct is considered the primary location for warehouse/office related activities and complementary uses which benefit from Tullamarine Freeway exposure and connection with the main office precinct, English Street. The precinct has been developed as a car sales and servicing node, known as Auto Centro and there is support to continue development of this auto precinct.

The precinct will continue the urban design theme, ie the campus style environment, envisaged for the landside areas of the airport.

Currently the precinct occupies airside and landside with both aviation and commercial activities.

**Objective**

To establish the Beaufort North Precinct as the primary location for uses which derive maximum benefit from exposure to Tullamarine Freeway, with a particular focus on motor vehicle sales facilities and related commercial activities.

**Policy**

It is policy that:

- development along the eastern boundary of the precinct be appropriately designed and sited to reinforce the boulevard character of Wirraway Road;
- development along the western boundary with exposure to Tullamarine Freeway appropriately address the freeway;
- land use and development have regard to the interfaces of other precincts and non-airport land;
- the campus-style urban design theme be implemented in the design of buildings and adjoining spaces to ensure that the precinct is consistent with adjoining precincts;
- car parking areas are appropriately sited and designed;
- architecture which reinforces the campus-style theme will be encouraged;
- building landmarks or signatures will be encouraged on major view corridors to the airport; and,
- a range of complementary activities and uses are encouraged to provide for the needs of the business community, focussing on motor vehicle sales and service facilities and related commercial activities..

**22.03 WIRRAWAY NORTH PRECINCT POLICY**

This policy applies to land contained within the Wirraway North Precinct as shown on the Strategic Framework Plan.

**Policy Basis**

The Wirraway North Precinct, in particular land within the northern part of the precinct, is developing a strong reputation as a successful commercial area that is underpinned by the establishment of automotive sales activities. This creates a platform for the further development of similar facilities as well as other complementary retail and commercial land uses.

Currently a portion of the precinct is within airside. The development opportunity of this precinct is being realised through the extension of Wirraway Road (the eastern boundary of this precinct) and the relocation of aviation activities to the Aviation Precinct. This area is considered an appropriate location to accommodate an expansion of the AutoCentro Precinct.

**Objective**

To facilitate the development of the precinct with a range of complementary commercial enterprises that build upon and enhance the established commercial activities, in particular automotive sales.

**Policy**

It is policy that:

- development with direct frontage to the extension of Wirraway Road be sited and designed to reinforce the road's boulevard character and screen car parking areas;
- interface issues in the northern and eastern portions of the precinct be considered in determining the suitability of the development;
- development contribute to creating a sense of space and reinforce the business park campus-style setting of the area;
- developments be appropriately sited and designed having regard to the eastern and northern boundary escarpment; and
- Use of the land be compatible with motor vehicle sales and service facilities.

**22.04 BULLA ROAD PRECINCT POLICY**

This policy applies to land contained within the Bulla Road Precinct.

**Policy Basis**

Bulla Road is located adjacent to the southern boundary of the airport, is separated from the western landside areas by the Airfield Precinct and provides a second entry point to the airport. The precinct has no connection with the aviation functions of the airport.

The Bulla Road Precinct is relatively small in comparison to the other precincts. The precinct is directly accessible via the extension of Bulla Road, and has good connection with, and exposure to, the Tullamarine Freeway.

**Objective**

To ensure development enhances and makes use of the entry to the airport by enabling a range of appropriately designed and sited activities and developments.

**Policy**

It is policy that:

- a wide range of commercial activities (including office and retail) are encouraged;
- development within this precinct is to have regard to aviation operational requirements;
- developments with exposure to Tullamarine Freeway appropriately address the freeway;
- developments will reinforce the campus-style theme of the airport; and,
- ensure that development does not prejudice possible access to the Hart Precinct.

**22.05 HART PRECINCT POLICY**

This policy applies to land contained within the Hart Precinct.

**Policy Basis**

The Hart Precinct is bounded by runway 17-35 and runway 08-26, and the eastern boundary of the airport with frontage to Lebanon Street.

Investment in land side areas of the airport continues to grow, with recent commercial office and light industrial activities establishing particularly in the Wirraway North Precinct. The Hart Precinct provides the opportunity for the continued development of both aviation and non-aviation enterprises,.

**Purpose**

To facilitate the development of the precinct for a range of commercial and light industrial activities compatible with the existing economic and employment opportunities of Essendon Fields

**Policy**

It is policy to:

- facilitate new business and industrial development.
- increase the number and range of viable local employment opportunities.
- have regard to the aviation and non-airport interfaces where necessary;
- facilitate appropriate access to the precinct for new development;
- ensure that access opportunities from the English Street and Bulla Road Precincts are maintained; and,
- ensure interface issues with the residential areas of Strathmore Heights are considered as part of determining the suitability of proposed land uses.

**22.06 AIRFIELD PRECINCT POLICY**

This policy applies to land contained within the Airfield Precinct.

**Policy Basis**

The Airfield Precinct consists largely of land which is essential to the continued operation of Essendon Airport as an aerodrome but also includes portions of adjoining land which are not readily accessible at present. The precinct is based on the runways and taxi ways.

Access to this precinct is restricted to ensure the safe arrival and departure of aircraft.

**Objective**

To ensure that a suitable area of land is set aside to meet the aviation requirements of Essendon Airport.

**Policy**

It is policy that:

- runways will remain as required to meet aviation forecasts;
- developments other than navigational aids, other aviation instruments, aviation safety instruments and surface access roads will be encouraged to be located in other precincts and only permitted where they do not impede aviation use; and,
- the precinct is to be maintained as required to ensure safe aviation operations.

**22.07 AVIATION PRECINCT POLICY**

This policy applies to land contained within the Aviation Precinct.

**Policy Basis**

Aviation infrastructure and activity at Essendon Airport is currently spread across various areas at the airport creating inefficiencies. Consolidating aviation activity into a centrally located precinct which is well located to airside, taxiing areas and the runways will improve aviation operation efficiencies. Amalgamating aviation activity into the Aviation Precinct also enables commercial development opportunities to be explored.

The creation of the Aviation Precinct provides for the projected aviation activity at the airport for the planning period. Development within this precinct should generally have an aviation focus and should not compromise aviation activities.

**Purpose**

To establish the Aviation Precinct as the primary location for aviation-related land use, development and activity within Essendon Airport.

**Policy**

It is policy that:

- the Aviation Precinct accommodate the future aviation needs of Essendon Airport;
- aviation-related activities are encouraged to locate within the Aviation Precinct;
- the Aviation Precinct be developed primarily for aviation-related activities;
- non-aviation activities will be permitted unless these activities compromise the primary purpose of the Aviation Precinct or prevent the accommodation of planned aviation uses; and,
- aircraft operations and related aviation safety issues are not prejudiced.

## 22.08 PROTECTION OF AVIATION ACTIVITY POLICY

This policy applies to all land within Essendon Airport.

### **Policy Basis**

The Essendon Airport Master Plan provides for aviation and commercial developments to be undertaken on airside and landside land. Aviation projections predict that there will not be significant growth in aviation activity and it is envisaged that many landside areas will be redeveloped for commercial purposes. It is necessary to ensure that commercial activities and aviation activities can co-exist and that aircraft safety is not compromised.

### **Objectives**

To ensure that landside use and development has regard to the need to maintain safe aircraft operating conditions.

### **Policy**

It is policy that the following matters are taken into account in the assessment of use and development proposals at Essendon Airport:

#### ***Building Heights***

Ensuring that new buildings/structures or alterations and additions to existing buildings/structures, do not penetrate the Obstacle Limitation Surface for Essendon Airport as contained within the Essendon Airport Master Plan unless the Airport Operator consents.

#### ***Building Finishes***

In selection of building materials, particularly roof materials, consideration be given to reflectivity and confusion or blinding of pilots.

#### ***Building Materials***

Proposed developments located within the areas affected by the Australian Noise Exposure Forecast 2022 plan as contained within the Essendon Airport Master Plan for Essendon Airport should have regard to the Australian Standard AS 2021 – 2000 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.

#### ***Landscaping***

Landscaping proposals should have regard to the potential for bird strikes. Suitable landscaping species should be selected in developments having regard to their potential to attract birds with a view to minimising bird strikes.

#### ***Smoke, dust, particulate matter, steam or gas emissions***

Emission levels from a proposed development should not affect the normal flight of aircraft operating within prescribed airspace.

***Air Turbulence***

Wind turbulence from activities associated with a proposed development should not adversely affect the normal flight of aircraft operating in the prescribed airspace.

***Light Spillage***

Lighting associated with a proposed development or activity is suitably designed and baffled having regard to the possibility of confusion or blinding of pilots landing at the airport.

**References**

Essendon Airport Master Plan.

Australian Standard AS 2021 – 2000 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.

*Airports Act 1996* and associated regulations



**22.09 TRANSPORT INTEGRATION POLICY**

This Policy applies to all land within Essendon Airport.

**Policy Basis**

A factor that will influence the success of Essendon Airport's Pty Ltd and its vision for Essendon Airport is the ability to improve integration of the site with its surrounds.

With respect to public transport the airport is not directly served but there are connections within a reasonable walking distance which could be utilised by future tenants. It may be possible to improve these services and will be explored as the developments of the landside areas of the airport evolve.

**Objective**

To improve access to and from Essendon Airport by all means of transportation.

**Policy**

It is policy that:

- undertake modifications to Perimeter Road as part of the development of the Bulla Precinct, the Hart Precinct, Aviation Precinct and Wirraway North precinct to ensure there is appropriate access to airside areas of the airport;
- access opportunities to the Hart Precinct will be explored;
- the boulevard character of English Street will be promoted;
- the existing landside road network will be rationalised to improve circulation; and
- English Street and Wirraway Road will be connected to form a new boulevard through the Airport.

# Zones

This section sets out the zones which apply in this Land Use Plan.

## **31 OPERATION OF ZONES**

In each zone and schedule to a zone which contains a table of uses, the controls over the use of land are divided into three sections.

### **31.01-1 SECTION 1 USES**

A use in Section 1 does not require Airport Operator's Consent under this Land Use Plan. Any condition opposite the use must be met.

If the condition is not met, the use requires approval unless the use is specifically included in Section 3 as a use that does not meet the Section 1 condition.

### **31.01-2 SECTION 2 USES**

A use in Section 2 requires Airport Operator's Consent under this Land Use Plan. Any condition opposite the use must be met. If the condition is not met, the use is prohibited.

#### **Making decisions about Section 2 uses**

Because a use in Section 2 does not imply that approval should or will be granted. The Airport Operator must decide whether the proposal will produce acceptable outcomes in terms of the Essendon Airport Planning Policy Framework, the purpose and decision guidelines of the zone and any of the other decision guidelines in Clause 65.

### **31.01-3 SECTION 3 USES**

A use in Section 3 is prohibited.

## 34.02 BUSINESS 2 ZONE

Shown on the Land Use Plan map as **B2Z**.

### Purpose

To implement the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.

To encourage the development of offices and commercial uses.

### 34.02-1 Table of uses

#### Section 1 - Airport Operator's Consent is Not Required

USE	CONDITION
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Caretaker's house	
Carnival	Must meet the requirements of A 'Good Neighbour' Code of Practice for a Circus or Carnival, October 1997.
Circus	Must meet the requirements of A 'Good Neighbour' Code of Practice for a Circus or Carnival, October 1997.
Home occupation Informal outdoor recreation Mineral exploration	
Minor utility installation Natural systems	
Office	The combined leasable floor area for all offices must not exceed any amount specified in the schedule to this zone.
Postal agency Railway Road	
Search for stone	Must not be costeaning or bulk sampling.
Telecommunications facility	Buildings and works must meet the requirements of Clause 52.19.
Tramway	

## Section 2 - Airport Operator's Consent Required

USE	CONDITION
<b>Accommodation (other than Caretaker's house and, Corrective institution)</b>	
<b>Adult sex bookshop</b>	Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone or Business 5 Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school.  The combined leasable floor area for all shops must not exceed any amount specified in the schedule to this zone.
<b>Agriculture (other than Apiculture and Intensive animal husbandry)</b>	
<b>Industry</b>	Must not be a purpose listed in the table to Clause 52.10.
<b>Leisure and recreation (other than Informal outdoor recreation, Major sports and recreation facility, and Motor racing track)</b> <b>Mineral, stone, or soil extraction (other than Extractive industry, Mineral exploration, Mining, and Search for stone)</b> <b>Place of assembly (other than Carnival and Circus)</b> <b>Retail premises (other than Postal agency, Shop, and Timber yard)</b>	
<b>Shop (other than Adult sex bookshop)</b>	The combined leasable floor area for all shops must not exceed any amount specified in the schedule to this zone.
<b>Utility installation (other than Minor utility installation and Telecommunications facility)</b>	
<b>Warehouse</b>	Must not be a purpose listed in the table to Clause 52.10.
<b>Any other use not in Section 1 or 3</b>	

## Section 3 - Prohibited

### USE

Corrective institution

Extractive industry

Intensive animal husbandry

Major sports and recreation facility

Motor racing track

Timber yard

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## 34.02-2 Use of land

### Amenity of the neighbourhood

A use must not detrimentally affect the amenity of the neighbourhood, including through the:

- Transport of materials, goods or commodities to or from the land.
- Appearance of any building, works or materials.
- Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

### Application requirements

An application to use land must be accompanied by the following information, as appropriate:

- The purpose of the use and the types of activities which will be carried out.
- The likely effects, if any, on adjoining land, including noise levels, traffic, the hours of delivery and dispatch of goods and materials, hours of operation and light spill, solar access and glare.
- The means of maintaining land not required for immediate use.
- If an industry or warehouse:
  - The type and quantity of goods to be stored, processed or produced.
  - Whether a Works Approval or Waste Discharge Licence is required from the Environment Protection Authority.
  - Whether a licence under the Dangerous Goods Act 1985 is required.
  - The likely effects on adjoining land, including air-borne emissions and emissions to land and water.
- Any further information required by the Airport Operator.

### Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- The effect that existing uses may have on the proposed use.
- The drainage of the land.
- The availability of and connection to services.
- The effect of traffic to be generated on roads.
- The interim use of those parts of the land not required for the proposed use.

### **34.02-3 Subdivision**

#### **Airport Operator's Consent requirement**

As all land within Essendon Airport is owned by the Commonwealth of Australia and leased to the Airport Operator, use and development of the land is subject to either a lease, sub-lease, licence or other occupancy agreement.

### **34.02-4 Buildings and works**

#### **Airport Operator's Consent requirement**

Airport Operator's Consent is required to construct a building or construct or carry out works. This includes the internal rearrangement of a building if the maximum leasable floor area specified in the schedule to this zone is exceeded.

#### **Application requirements**

An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:

- A plan drawn to scale which shows:
  - The boundaries and dimensions of the site.
  - Adjoining roads.
  - The location, height and purpose of buildings and works on adjoining land.
  - Relevant ground levels.
  - The layout of existing and proposed buildings and works.
  - All driveway, car parking and loading areas.
  - Proposed landscape areas.
  - All external storage and waste treatment areas.
  - Areas not required for immediate use.
- Elevation drawings to scale showing the colour and materials of all buildings and works.
- Construction details of all drainage works, driveways, vehicle parking and loading areas.
- A landscape layout which includes the description of vegetation to be planted, the surfaces to be constructed, site works specification and method of preparing, draining, watering and maintaining the landscape area.
- Any further information required by the Airport Operator.

#### **Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The provision of car parking.
- The interface with adjoining zones, especially the relationship with residential areas.
- The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.
- The storage of rubbish and materials for recycling.

- Defining the responsibility for the maintenance of buildings, landscaping and paved areas.
- The availability of and connection to services.
- The design of buildings to provide for solar access.

### **Maintenance**

All buildings and works must be maintained in good order and appearance to the satisfaction of the Airport Operator.

#### **34.02-6 Advertising signs**

Advertising sign requirements are at Clause 52.05. This zone is in Category 1.

#### **34.02-7 Set Backs**

##### **Requirements**

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Setback from boundaries with adjoining residences	A new building should be setback 20 metres from the boundary, with an adjoining residence
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**Notes:** *Refer to the Essendon Airport Master Plan, Essendon Airport Environment Strategy, Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement and Essendon Airport Local Planning Policies, for strategies and policies which may affect the use and development of land.*

*Check whether an overlay also applies to the land.*

*Other requirements may also apply. These can be found at Particular Provisions.*



**SCHEDULE TO THE BUSINESS 2 ZONE**

Land	Maximum combined leasable floor area (m2) for office.	Maximum combined leasable floor area (m2) for shop.
None specified		

### 34.03 BUSINESS 3 ZONE

Shown on the Land Use Plan map as **B3Z**.

#### Purpose

To implement the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.

To encourage the integrated development of offices and manufacturing industries and commercial and industrial uses.

#### 34.03-1 Table of uses

##### Section 1 - Airport Operator's Consent is Not Required

USE	CONDITION
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Carnival	Must meet the requirements of A 'Good Neighbour' Code of Practice for a Circus or Carnival, October 1997.
Circus	Must meet the requirements of A 'Good Neighbour' Code of Practice for a Circus or Carnival, October 1997.
Home occupation	
Industry (other than Materials recycling)	<p>Must not be a purpose shown with a Note 1 or Note 2 in the table to Clause 52.10.</p> <p>The land must be at least the following distances from land (not a road) which is in a residential zone, Business 5 Zone, Capital City Zone or Docklands Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school:</p> <ul style="list-style-type: none"><li>• The threshold distance, for a purpose listed in the table to Clause 52.10.</li><li>• 30 metres, for a purpose not listed in the table to Clause 52.10.</li></ul>
Informal outdoor recreation	
Mail centre	
Mineral exploration	
Minor utility installation	
Natural systems	
Office	The combined leasable floor area for all offices must not exceed any amount specified in the schedule to this zone.

## Section 1 - Airport Operator's Consent is Not Required (Cont.)

USE	CONDITION
Postal agency Railway Road	
Search for stone	Must not be costeaning or bulk sampling.
Telecommunications facility	Buildings and works must meet the requirements of Clause 52.19
Tramway	
Warehouse (other than Mail centre)	<p>Must not be a purpose shown with a Note 1 or Note 2 in the table to Clause 52.10.</p> <p>The land must be at least the following distances from land (not a road) which is in a residential zone, Business 5 Zone, Capital City Zone or Docklands Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school:</p> <ul style="list-style-type: none"><li>• The threshold distance, for a purpose listed in the table to Clause 52.10.</li><li>• 30 metres, for a purpose not listed in the table to Clause 52.10.</li></ul>

## Section 2 - Airport Operator's Consent Required

USE	CONDITION
Adult sex bookshop	Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone or Business 5 Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school.
Agriculture (other than Apiculture and Intensive animal husbandry) Caretaker's house Convenience shop	
Education centre	Must not be a primary or secondary school.
Equestrian supplies	
Leisure and recreation (other than Informal outdoor recreation, Major sports and recreation facility, and Motor racing track)	
Lighting shop	Must be in one occupation with a leasable floor area of at least the amount specified in the schedule to this zone. If no amount is specified, the leasable floor area must be at least 500 square metres.
Materials recycling	

## Section 2 - Airport Operator's Consent Required (Cont.)

USE	CONDITION
Mineral, stone, or soil extraction (other than Extractive industry, Mineral exploration, Mining, and Search for stone)	
Party supplies	
Place of assembly (other than Carnival or Circus)	
Retail premises (other than Postal agency)	
Utility installation (other than Minor utility installation and Telecommunications facility)	
Any other use not in Section 1 or 3	

## Section 3 - Prohibited

USE
Accommodation (other than Caretaker's house)
Extractive industry
Hospital
Intensive animal husbandry
Major sports and recreation facility
Motor racing track

### 34.03-2 Use of land

#### Amenity of the neighbourhood

A use must not detrimentally affect the amenity of the neighbourhood, including through the:

- Transport of materials, goods or commodities to or from the land.
- Appearance of any building, works or materials.
- Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

#### Application requirements

An application to use land must be accompanied by the following information, as appropriate:

- The purpose of the use and the types of activities which will be carried out.
- The likely effects, if any, on adjoining land, including noise levels, traffic, the hours of delivery and despatch of goods or materials, hours of operation and light spill, solar access and glare.
- The means of maintaining areas not required for immediate use.
- If an industry or warehouse:
  - The type and quantity of goods to be stored, processed or produced.
  - Whether a Works Approval, or Waste Discharge Licence is required from the Environment Protection Authority.
  - Whether a licence under the Dangerous Goods Act 1985 is required.

- The likely effects on adjoining land, including air-borne emissions and emissions to land and water.
- Any further information required by the Airport Operator.

### **Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- The effect that existing uses may have on the proposed use.
- The drainage of the land.
- The availability of and connection to services.
- The effect of traffic to be generated on roads.
- The interim use of those parts of the land not required for the proposed use.
- If an industry or warehouse, the effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities.

## **34.03-3 Subdivision**

### **Airport Operator's Consent requirements**

As all land within Essendon Airport is owned by the Commonwealth of Australia and leased to the Airport Operator, use and development of the land is subject to either a lease, sub-lease, licence or other occupancy agreement.

## **34.03-4 Buildings and works**

### **Airport Operator's Consent requirements**

Airport Operator's Consent is required to construct a building or construct or carry out works. This includes the internal rearrangement of a building if the maximum leasable floor area specified in the schedule to this zone is exceeded.

### **Application requirements**

An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:

- A plan drawn to scale which shows:
  - The boundaries and dimensions of the site.
  - Adjoining roads.
  - The location, height and purpose of buildings and works on adjoining land.
  - Relevant ground levels.
  - The layout of existing and proposed buildings and works.
  - All driveway, car parking and loading areas.
  - Proposed landscape areas.
  - All external storage and waste treatment areas.
  - Areas not required for immediate use.
- Elevation drawings to scale showing the colour and materials of all buildings and works.
- Construction details of all drainage works, driveways, vehicle parking and loading areas.
- A landscape layout which includes the description of vegetation to be planted, the surfaces to be constructed, site works specification and method of preparing, draining, watering and maintaining the landscape area.

- Any further information required by the Airport Operator.

### Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The provision of car parking.
- The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.
- Defining the responsibility for the maintenance of buildings, landscaping and paved areas.
- The availability of and connection to services.
- Any natural or cultural values on or nearby the land.
- Interface with non industrial areas.
- Outdoor storage, lighting, and storm water discharge.
- The design of buildings to provide for solar access.

### Maintenance

All buildings and works must be maintained in good order and appearance to the satisfaction of the Airport Operator.

#### 34.03-5 Advertising signs

Advertising sign requirements are at Clause 52.05. This zone is in Category 1.

#### 34.03-6 Set Backs

##### Requirements

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Setback from boundaries with adjoining residences	A new building should be setback 20 metres from the boundary, with an adjoining residence
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*Refer to the Essendon Airport Master Plan, Essendon Airport Environment Strategy, Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement and Essendon Airport Local Planning Policies, for strategies and policies which may affect the use and development of land.*

*Check whether an overlay also applies to the land.*

*Other requirements may also apply. These can be found at Particular Provisions.*

**SCHEDULE TO THE BUSINESS 3 ZONE**

Land	Maximum combined leasable floor area (m2) for office.	Minimum leasable floor area (m2) for lighting shop.	Minimum leasable floor area (m2) for restricted retail premises (other than equestrian supplies, lighting shop and party supplies).
None specified			

## 37.01 SPECIAL USE ZONE

Shown on the Land Use Plan map as **SUZ** with a number.

### Purpose

To implement the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.

To recognise or provide for the use and development of land for specific purposes as identified in a schedule in this zone.

### 37.01-1 Table of uses

#### Section 1 - Airport Operator's Consent is Not Required

USE	CONDITION
Any use in Section 1 of the schedule to this zone	Must comply with any condition in Section 1 of the schedule to this zone

#### Section 2 - Airport Operator's Consent Required

USE	CONDITION
Any use in Section 2 of the schedule to this zone	Must comply with any condition in Section 2 of the schedule to this zone.
Any other use not in Section 1 or 3 of the schedule to this zone	

#### Section 3 - Prohibited

USE
Any use in Section 3 of the schedule to this zone

### 37.01-2 Use of land

Any requirement in the schedule to this zone must be met.

#### Application requirements

An application to use land must be accompanied by any information specified in the schedule to this zone.

#### Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- Any guidelines in the schedule to this zone.



### **37.01-3 Subdivision**

#### **Airport Operator's Consent requirement**

As all land within Essendon Airport is owned by the Commonwealth of Australia and leased to the Airport Operator, use and development of the land is subject to either a lease, sub-lease, licence or other occupancy agreement.

#### **Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- Any guidelines in the schedule to this zone.

### **37.01-4 Buildings and works**

#### **Airport Operator's Consent requirement**

Airport Operator's Consent is required to construct a building or construct or carry out works unless the schedule to this zone specifies otherwise.

Any requirement in the schedule to this zone must be met.

#### **Application requirements**

An application to construct a building or construct or carry out works must be accompanied by any information specified in the schedule to this zone.

#### **Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- Any guidelines in the schedule to this zone.

### **37.01-5 Advertising signs**

Advertising sign requirements are at Clause 52.05. This zone is in Category 1.

### **37.01-6 Set Backs**

#### **Requirements**

Setback from boundaries with adjoining residences

A new building should be setback 20 metres from the boundary, with an adjoining residence

**Notes:**

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*Refer to the Essendon Airport Master Plan, Essendon Airport Environment Strategy, Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement and Essendon Airport Local Planning Policies, for strategies and policies which may affect the use and development of land.*

*Check whether an overlay also applies to the land.*

*Other requirements may also apply. These can be found at Particular Provisions.*

## SCHEDULE 1 TO THE SPECIAL USE ZONE

Shown on the Land Use Plan map as **SUZ1**.

### *Aviation*

#### **Purpose**

To implement the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.

To provide for the use and development of land for aircraft storage and other aircraft support activities at Essendon Airport and allow for other uses which do not prevent those activities.

#### **1.0**

#### **Table of uses**

##### **Section 1 - Airport Operator's Consent is Not Required**

USE	CONDITION
Apron	
Airport Terminal	
Aircraft Hangar	
Taxiway	

##### **Section 2 – Airport Operator's Consent Required**

USE	CONDITION
Office	
Shop	
Any other use not mentioned in Section 1 or 3.	

##### **Section 3 - Prohibited**

USE
Abattoir
Adult Sex Bookshop
Animal Keeping
Corrective Institution
Extractive Industry
Intensive animal husbandry
Major Sports and Recreation Facility

## **2.0      *Use of land***

The use of land within this precinct must be consistent with the precinct objectives and policies as contained within the Essendon Airport Planning Policy Framework and the Essendon Airport Master Plan.

## **3.0      *Buildings and works***

Airport Operator's Consent must be obtained prior to undertaking any buildings and works with the exception of routine maintenance.

## **5.0      *Advertising signs***

Advertising sign requirements are at Clause 52.05. This zone is in Category 1.

## **6.0      *Set Backs***

### Requirements

---

Setback from boundaries with adjoining residences	A new building should be setback 20 metres from the boundary, with an adjoining residence
---	---

## SCHEDULE 1 TO THE SPECIAL USE ZONE

Shown on the Land Use Plan map as **SUZ2**.

### *Airfield*

#### **Purpose**

To implement the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.

To provide for aircraft taxiing, take-off, landing and in frame aircraft maintenance, testing and servicing activity in accordance with projected aviation levels.

To enable appropriate use and development where suitable access arrangements are possible.

### **1.0**

#### **Table of uses**

##### **Section 1 - Airport Operator's Consent is Not Required**

USE	CONDITION
Aircraft operations	
Localiser	
Road	
Runway	
Taxiway	

##### **Section 2 – Airport Operator's Consent Required**

USE	CONDITION
Convenience Shop	
Office	
Warehouse	
Any other use not mentioned in Section 1 or 3.	

##### **Section 3 - Prohibited**

USE
Abattoir
Adult Sex Bookshop
Animal Keeping
Corrective Institution
Extractive Industry

**Intensive animal husbandry**

**Major Sports and Recreation Facility**

---

**2.0 Use of land**

The use of land within this precinct must be consistent with the precinct objectives and policies as contained within the Essendon Airport Planning Policy Framework and the Essendon Airport Master Plan.

**3.0 Buildings and works**

Airport Operator's Consent must be obtained prior to undertaking any buildings and works with the exception of routine maintenance.

**5.0 Advertising signs**

Advertising sign requirements are at Clause 52.05. This zone is in Category 1.

**6.0 Set Backs**

Requirements

---

Setback from boundaries with adjoining residences	A new building should be setback 20 metres from the boundary, with an adjoining residence
---	---

# Overlays

This section sets out the overlays which apply in this Land Use Plan.

If an overlay is shown on a Land Use Plan map, the provisions of the overlay apply in addition to the provisions of the zone.

If an overlay is shown on the Land Use Plan, the provisions of the overlay apply in addition to the provisions of the zone.

Whilst Airport Operator's Consent can be granted does not imply that consent should or will be granted. The Airport Operator must decide whether the proposal will produce acceptable outcomes in terms of the Essendon Airport Planning Policy Framework, the purpose and decision guidelines of the overlay and any of the other decision guidelines in Clause 65, including the Essendon Airport Master Plan.



## **Particular Provisions**

This section sets out Particular Provisions which apply to the matters specified.

These provisions apply in addition to any requirements which apply because of the zone, an overlay or any other provision of this Land Use Plan.

**OPERATION OF PARTICULAR PROVISIONS**

The requirements of these particular provisions apply to the specified categories of use and development and other matters in addition to any provisions which apply due to any other provision of this Land Use Plan.

## **52.05 ADVERTISING SIGNS**

### **Purpose**

To allow adequate and effective signs appropriate to each zone.

To provide for the orderly display of signs.

To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.

### **52.05-1 Requirements**

#### **Advertising categories**

Clauses 52.05-7 is the advertising control that applies to Essendon Airport.

A sign in Section 1 of the category may be displayed without an Airport Operator's Consent, but a condition opposite the sign must be met. If the condition is not met, the sign requires approval unless specifically included in Section 3 as a sign that does not meet the Section 1 condition.

A sign in Section 2 may be displayed only with approval and a condition opposite the sign must be met. If the condition is not met, the sign is prohibited.

A sign in Section 3 is prohibited and must not be displayed.

Some overlays require approval for Section 1 signs.

If a sign can be interpreted in more than one way, the most restrictive requirement must be met.

#### **Expiry of Permit**

A permit for a sign other than a major promotion sign expires on the date specified in the permit. If no date is specified, the expiry date is 15 years from the date of issue of the permit.

### **52.05-2 Decision guidelines**

Before deciding on a proposal to display a sign, in addition to the decision guidelines in Clause 65, the Airport Operator should consider:

- Such guidelines, rules or policies that the Airport Operator may issue from time to time.
- The effect of the sign on the amenity of the area including the need to avoid visual disorder or clutter of signs.
- The effect of the sign on the built environment or the landscape, with particular thought to its effect on any objects of scenic, historic, architectural, scientific or cultural interest.
- The need for identification and the opportunities for adequate identification on the site and nearby.
- The advertising pattern and theme in the area and the number of signs of the same type.
- The effect of the sign on existing signs.
- The size and likely impact of the sign having regard to the size of the premises on which it is to be displayed and the scale of surrounding buildings.
- The effect of the sign on the safety, warning and security of premises and public areas.
- The effect of the sign on the appearance and efficiency of a road, railway, waterway or other public way, having particular regard to the sign's colour, brightness and location.

- The views of the Roads Corporation if the sign is an animated, floodlit, internally-illuminated, panel, reflective or sky sign to be displayed within 60 metres of, or to project over, a freeway, state highway, metropolitan bridge or other road declared under the *Road Management Act 2004*.

### **52.05-3 Signs**

Airport Operator's Consent is required for all signs, including without limitation:

- A sign identifying the functions or property of a government department, public authority or municipal council, a promotion sign displayed at the direction of any of these bodies.
- A sign controlling traffic on a public road, railway, tramway, water or in the air, whether or not it is displayed at the direction of a government department, public authority or municipal council.
- A sign required by statute or regulation, whether or not it is strictly in accordance with the requirement.
- A sign of any size to premises that provides information about a place of worship whether it is an animated or internally-illuminated sign.
- A sign inside a building that cannot generally be seen outside.
- A sign of any size publicising a local educational, cultural, political, religious, social or recreational event whether or not held for commercial purposes.
- A sign publicising a special event on the land or in the building on which it is displayed.
- A sign of any size publicising the sale of goods or livestock on the land or in the building on which it is displayed, whether or not the land or building is not normally used for that purpose.
- A sign of any size publicising the sale or letting of the property on which it is displayed.

A permit is not required to display the following signs:

- A sign with an advertisement area not exceeding 2 square metres concerning construction work on the land. Only one sign may be displayed, it must not be an animated or internally-illuminated sign and it must be removed when the work is completed.

No permit is required to fly the Australian flag or to display the flag on a building, painted or otherwise represented, provided it is correctly dimensioned and coloured in accordance with the Flags Act 1953. If the flag is attached to a pole, the pole must not affect airport operations.

### **52.05-4 Existing signs**

A sign that was lawfully displayed on the approval date or that was being constructed on that date may be displayed or continue to be displayed and may be repaired and maintained.

A lawfully displayed advertisement may be renewed or replaced. However, approval is required:

- To renew or replace the advertisement of an animated or internally-illuminated sign.
- If the advertisement area is to be increased.
- If the renewal or replacement would result in a different type of sign.

A sign that is reconstructed must meet the relevant advertising sign requirements.

## **52.05-5 Major promotion sign**

### **Purpose**

To achieve high quality visual standards for the siting of major promotion signs.

To ensure that the signs are not detrimental to the appearance of their surroundings or the safe and efficient operation of the route.

### **Permit requirement**

A permit for a major promotion sign must include conditions that specify:

- An expiry date.
- That the sign must not:
  - Dazzle or distract drivers due to its colouring.
  - Be able to be mistaken for a traffic signal because it has, for example, red circles, octagons, crosses or triangles.
  - Be able to be mistaken as an instruction to drivers.

### **Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Master Plan, the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies and the Essendon Airport Environment Strategy
- The effect of the sign on road safety. A sign is a safety hazard if the sign:
  - Obstructs a driver's line of sight at an intersection, curve or point of egress from an adjacent property.
  - Obstructs a driver's view of a traffic sign or signal, or is likely to create a confusing or dominating background which might reduce the clarity or effectiveness of a traffic sign or signal.
  - Could dazzle or distract drivers due to its size, design or colouring, or it being illuminated, animated or flashing.
  - Is at a location where particular driver concentration is required.
  - Is likely to be mistaken for a traffic signal, for example because it contains red, green or yellow lighting or has red circles, octagons, crosses or triangles, or large reflective or illuminated arrows.
  - Requires close study from a moving or stationary vehicle in a location where the vehicle would be unprotected from passing traffic.
  - Invites drivers to turn where there is fast moving traffic or the sign is so close to the turning point that there is not time to signal and turn safely.
  - Is within 100 metres of a rural railway crossing.
  - Has insufficient clearance from vehicles on the carriageway.
- The effect of the proposed sign on:
  - Significant streetscapes, buildings and skylines.
  - The visual appearance of a significant view corridor, viewline, gateway location or landmark site identified in a framework plan or local policy.
  - Residential areas and heritage places.
  - Open space and waterways.

When determining the effect of a proposed sign, the following locational principles should be taken into account:

- Major promotion signs are encouraged in commercial and industrial locations in a manner which complements or enhances the character of the area.

- Major promotion signs are discouraged along forest and tourist roads, scenic routes or landscaped sections of freeways.
- Major promotion signs are discouraged within open space reserves or corridors and around waterways.
- Major promotion signs are discouraged where they will form a dominant visual element from residential areas, or where they will obstruct significant viewlines.
- In areas with a strong built form character, major promotion signs are encouraged only where they are not a dominant element in the streetscape and except for transparent feature signs (such as neon signs), are discouraged from being erected on the roof of a building.

**52.05-7 Category 1 - Business areas**

Minimum limitation

**Purpose**

To provide for identification and promotion signs and signs that add vitality and colour to business areas.

**Section 1 - Airport Operator's Consent is Not Required**

Sign	Condition
None	

**Section 2 - Approval Required**

Sign	CONDITION
Any sign	

**Section 3 - Prohibited**

Sign	CONDITION
Nil	

**SCHEDULE TO CLAUSE 52.05-5**

Land	Conditions
None Specified	



## 52.06

## CAR PARKING

### Purpose

To ensure that car parking facilities are provided in accordance with:

- The Essendon Airport Master Plan, the Essendon Airport Planning Policy Framework including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies and the Essendon Airport Environment Strategy.
- Any parking precinct plan.

To provide the opportunity to use parking precinct plans in appropriate locations.

To promote the efficient use of car spaces through the consolidation of car parking facilities.

To ensure the provision of an appropriate number of car spaces having regard to the activities on the land and the nature of the locality.

To ensure that the design and location of car parking areas:

- Does not adversely affect the amenity of the locality, in particular the amenity of pedestrians and other road users.
- Achieves a high standard of urban design.
- Creates a safe environment for users, particularly at night.
- Enables easy and efficient use.
- Protects the role and function of nearby roads.
- Facilitates the use of public transport and the movement and delivery of goods.

## 52.06-1

## Car spaces

### Provision of car spaces

A new use must not commence or the floor area of an existing use must not be increased until the required car spaces have been provided on the land.

Where the floor area occupied by an existing use is increased, the parking requirement only applies to the floor area of any extension of the use or site area provided the existing number of car spaces is not reduced.

### Number of car spaces required

The table at Clause 52.06-5 sets out the number of car spaces required for uses not covered by a parking precinct plan or another clause. The requirement for car spaces for a use listed in column 1 of the table is the product of columns 2 and 3 of the table.

Approval may be given to reduce or to waive the number of car spaces required by the table.

Where a use is not specified in the table at Clause 52.06-5, an adequate number of car spaces must be provided to the satisfaction of the Airport Operator.

These requirements do not apply if there is a parking requirement for the particular use under another clause or in a parking precinct plan.

### Decision guidelines

Before a requirement for car spaces is reduced or waived, the applicant must satisfy the Airport Operator that the reduced provision is justified due to:

- Any relevant parking precinct plan.
- The availability of car parking in the locality.
- The availability of public transport in the locality.

- Any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces.
- Any car parking deficiency or surplus associated with the existing use of the land.
- Any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement.
- Local traffic management.
- Local amenity including pedestrian amenity.
- An empirical assessment of car parking demand.
- Any other relevant consideration.

## **52.06-2 Design and construction**

### **Car parking plan**

Before any use commences or any building or works associated with that use or an existing use is constructed, a plan must be prepared to the satisfaction of the Airport Operator showing all required car spaces, access lanes, driveways and associated works and landscaping.

### **Provision before commencement**

Before any use commences or any new building is occupied, the car spaces, access lanes, driveways and associated works and landscaping shown on the plan must, to the satisfaction of the Airport Operator, be provided and available for use and be:

- Formed to such levels and drained so that they can be used in accordance with the plan.
- Treated with an all-weather seal or some other durable surface.
- Line-marked or provided with some other adequate means of showing the car spaces.

### **Decision guidelines**

Before deciding that any plan is satisfactory, in addition to the decision guidelines in Clause 65, the Airport Operator should consider:

- Any relevant parking precinct plan.
- Whether the layout of car spaces and access lanes are consistent with Clause 52.06-5 or a variation generally in accordance with Australian Standard AS2890.1 - 1993, Parking facilities, Part 1: Off-street car parking.
- The protection and enhancement of the streetscape.
- The provision of landscaping for screening and shade.
- The design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters.
- The provision for pedestrian movement within and around the parking area.
- The measures proposed to enhance the security of people using the parking area.
- The provision of parking facilities for cyclists and disabled people.
- The type and size of vehicle likely to use the parking area.
- The ease and safety with which vehicles gain access to the site and circulate within the parking area.
- The need for the required car spaces to adjoin the premises used by each occupier, if the land is occupied by more than one occupier.

## 52.06-3 Design of car spaces and accessways

### Design requirements

Accessways should:

- Be at least 3 metres wide.
- Have an internal radius of at least 4 metres at changes of direction or intersections or be wider than 4.2 metres.
- Provide a turning space so that cars can exit the site in a forward direction if the accessway serves four or more car spaces or connects to a road in a Road Zone.
- Provide a passing area at the entrance at least 5 metres wide and 7 metres long if the accessway serves 10 or more spaces and is either more than 50 metres long or connects to a road in a Road Zone.

Car spaces and accessways should have the following minimum dimensions:

Angle of car spaces to accessway	Accessway width	Car park width	Car park length
Parallel	3.6 m	2.3 m	6.7 m
45°	3.5 m	2.6 m	4.9 m
60°	4.9 m	2.6 m	4.9 m
90°	6.4 m	2.6 m	4.9 m
	5.8 m	2.8 m	4.9 m
	5.2 m	3.0 m	4.9 m
	4.8 m	3.2 m	4.9 m

A building may project into the space if it is at least 2.1 metres above the space.

If entry to the car space is from a road, the width of the accessway may include the road.

If an accessway to 4 or more car spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the frontage.

### Variation of requirement

A permit may be given to vary any dimension or requirement of this clause. Before deciding on an application, the Airport Operator should consider:

- Whether the dimensions and layout of car spaces and access lanes are generally in accordance with Australian Standard AS2890.1 - 1993, Parking facilities, Part 1: Off-street car parking.
- Any relevant parking precinct plan.

**52.06-5 Car parking table**

<b>USE</b>	<b>CAR SPACE MEASURE</b>	<b>RATE</b>
<b>Residential building, other than specified in this table</b>	Car spaces to each lodging room	1
<b>Caretaker's house</b>	Car spaces to each dwelling	1
<b>Dwelling, other than Caretaker's house if at least 2 on a lot</b>	Car spaces to each dwelling	2
<b>Shop other than specified in this table</b>	Car spaces to each 100 sq m of leasable floor area	3
<b>Betting agency Market</b>	Car spaces to each 100 sq m of net floor area	8
<b>Restaurant</b>	Car spaces to each seat available to the public	0.6
<b>Office other than specified in this table Postal agency</b>	Car spaces to each 100 sq m of net floor area	3.5
<b>Hotel or Tavern</b>	Car spaces to each 100 sq m of bar floor area available to the public, plus	60
	Car spaces to each 100 sq m of lounge floor area available to the public	30
<b>Motel</b>	Car spaces to each unit, plus	1
	Car spaces to each resident employee, plus	1
	Car spaces to each 100 sq m of motel service floor area not available for use by guests	2
<b>Industry other than specified in this table Mail centre</b>	Car spaces to each 100 sq m of net floor area	2.9
<b>Materials recycling Fuel depot Milk depot Motor repairs</b>	Percentage of site area to be set aside for car spaces and access lanes, but not driveways	10
<b>Plant nursery Saleyard Store other than specified in this table Timber yard Utility installation</b>	Percentage of site area to be set aside for car spaces and access lanes, but not driveways	10

**Car parking table (continued)**

<b>USE</b>	<b>CAR SPACE MEASURE</b>	<b>RATE</b>
<b>Freezing and cool storage Warehouse other than specified in this table</b>	Car spaces to each 100 sq m of net floor area	1.5
<b>Display home</b>	Car spaces to each dwelling for five or fewer contiguous dwellings, plus Car spaces to each additional contiguous dwelling	5 2
<b>Medical centre Veterinary centre</b>	Car spaces to each practitioner	5
<b>Hospital</b>	Car spaces to each bed available for use by patients	1.3
<b>Place of assembly Funeral parlour</b>	Car spaces to each seat or to each sq m of net floor area, whichever is greater	0.3
<b>Golf course</b>	Car spaces to each hole	4
<b>Bowling green</b>	Car spaces to each rink	6
<b>Squash court other than in conjunction with a dwelling</b>	Car spaces to each court	3
<b>Swimming pool other than in conjunction with a dwelling</b>	Car spaces to each 100 sq m of site	5.6
<b>Tennis court other than in conjunction with a dwelling</b>	Car spaces to each court	4
<b>Primary school</b>	Car spaces to each employee	1
<b>Secondary school</b>	Car spaces to each employee	1.2
<b>Tertiary institution</b>	Car spaces to each full-time student and three part-time students	0.6
<b>Convenience shop if the leasable floor area exceeds 80 sq m</b>	Car spaces to each premises	10

#### **52.06-6      Parking precinct plan**

A parking precinct plan is a strategic plan relating to parking of cars and other vehicles within a defined area which is incorporated into this scheme and listed in the schedule to this clause. A parking precinct plan may form part of a more general land use or other strategic plan or policy.

A parking precinct plan may specify different requirements to those set out in the table at Clause 52.06-5.

The parking precinct plan must include the following information:

- The purpose of the plan.
- The area to which the plan applies.
- The parking outcomes to be achieved by the parking precinct plan.
- An assessment of car parking demand and supply in the precinct.
- Any locational, financial, landscape or other actions or requirements necessary to implement the parking precinct plan.

**SCHEDULE TO CLAUSE 52.06-2**

Name of Incorporated Parking Precinct Plan		Requirement
None Specified	<b>1.0</b>	<b><i>Car Parking Rates</i></b>
	<b>2.0</b>	<b><i>Off-Site Parking Provision</i></b>
	<b>3.0</b>	<b><i>Other Requirements</i></b>

## 52.07      **LOADING AND UNLOADING OF VEHICLES**

### **Purpose**

To set aside land for loading and unloading commercial vehicles to prevent loss of amenity and adverse effect on traffic flow and road safety.

### **Requirements to be met**

No building or works may be constructed for the manufacture, servicing, storage or sale of goods or materials unless:

- Space is provided on the land for loading and unloading vehicles as specified in the table below.
- The driveway to the loading bay is at least 3.6 metres wide. If a driveway changes direction or intersects another driveway, the internal radius at the change of direction or intersection must be at least 6 metres.
- The road that provides access to the loading bay is at least 3.6 metres wide.

A permit may be granted to reduce or waive these requirements if either:

- The land area is insufficient.
- Adequate provision is made for loading and unloading vehicles to the satisfaction of the Airport Operator.

FLOOR AREA OF BUILDING	MINIMUM LOADING BAY DIMENSIONS	
2,600 sq m or less in single occupation	Area	27.4 sq m
	Length	7.6 m
	Width	3.6 m
	Height clearance	4.0 m
For every additional 1,800 sq m or part	Additional 18 sq m	



**52.10****USES WITH ADVERSE AMENITY POTENTIAL****Purpose**

To define those types of industries and warehouses which if not appropriately designed and located may cause offence or unacceptable risk to the neighbourhood.

**Definition**

The threshold distance referred to in the table to this clause is the minimum distance from any part of the land of the proposed use or buildings and works to land (not a road) in a residential zone, Business 5 Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school.

NOTE 1 of the table: The threshold distance is variable, dependent on the processes to be used and the materials to be processed or stored.

NOTE 2 of the table: An assessment of risk to the safety of people located off the land may be required.

**Table to Clause 52.10**

TYPE OF PRODUCTION, USE OR STORAGE (PURPOSE)	THRESHOLD DISTANCE (METRES)	NOTES
<b>Food, Beverages &amp; Tobacco</b>		
Abattoir:	500	
Smallgoods production	100	
Manufacture of milk products:	300	
Production of vegetable oils and fats using solvents:	300	
Flour mill:	300	
Bakery (other than one ancillary to a shop):	100	
Seafood processor:	500	
Maltworks:	300	
Tobacco and cigarette production:	500	
Poultry processing works	100	
Freezing and cool storage	150	
Milk depot	100	
Food or beverage production other than above:		Note 1
<b>Textiles</b>		
Dyeing or finishing of cotton, linen and woollen yarns and textiles:	300	
Carpet backing with latex:	300	
Production of artificial fibres & textiles:		
• cellulose nitrate or viscose fibre, cellophane or artificial rubber	1,000	Note 2
• other synthetic fibres and textiles	500	Note 2
Treatment or production of textiles:		
• using carbon disulphide	500	Note 2
• using other substances		Note 1
Rope, cordage and twine production:	100	
Wool scouring:	200	
<b>Wood, Wood Products &amp; Furniture</b>		
Sawmill:	500	
Charcoal production:		
• by the retort process	500	
• other than by the retort process	1,000	
Wood preservation plant:	100	
Wood-fibre or wood-chip products:	1,500	
Joinery:	100	

**Table to Clause 52.10(continued)**

TYPE OF PRODUCTION, USE OR STORAGE (PURPOSE)	THRESHOLD DISTANCE (METRES)	NOTES
<b>Paper &amp; Paper Products:</b>		
Paper or paper pulp production:		
• involving combustion of sulphur or sulphur containing materials	5,000	Note 2
• from semi-processed materials	100	
• from prepared cellulose & rags	200	
• by other methods than above		Note 1
<b>Chemical, Petroleum &amp; Coal Products</b>		
Chemical Fertiliser production:	1,000	Note 2
Industrial gases production:	1,000	Note 2
Polyester resins production	1,000	Note 2
Synthetic resins & rubber production other than above:	1,000	Note 2
Ammunition, explosives and fireworks production:	1,000	Note 2
Formaldehyde production:	300	Note 2
Paints and inks :		
• manufacture	1,000	Note 2
• blending and mixing only	300	
Veterinary production:	1,000	
Biocides production and storage:	1,000	
Soap and other detergents production:	300	
Cosmetics and toilet preparations production:	100	
Inks production:	300	
Petroleum refinery:	2,000	Note 2
Briquette production:	300	
Other petroleum or coal production:	500	Note 2
Organic industrial chemicals production other than above:	1,000	Note 2
Inorganic industrial chemicals production other than above:	1,000	Note 2
Chemical products other than above:	300	Note 2

**Table to Clause 52.10 (continued)**

TYPE OF PRODUCTION, USE OR STORAGE (PURPOSE)	THRESHOLD DISTANCE (METRES)	NOTES
<b>Non-metallic Mineral Products</b>		
Glass and glass production including glass wool:	500	
Rock wool manufacture:	500	
Clay bricks, tiles and pipe refractories, with a design production rate exceeding 10,000 tonnes a year:	200	
Cement production in amounts:		
• up to 5,000 tonnes a year	300	
• between 5,000 & 150,000 tonnes a year	500	
• exceeding 150,000 tonnes a year	1,000	
Concrete batching plant:	300	
Bitumen batching plant:	500	
Concrete article or stone article production:	100	
Plaster or plaster articles production:	100	
<b>Basic Metal Products</b>		
Works producing iron or steel products in amounts:		
• up to 1,000,000 tonnes a year	100	
• exceeding 1,000,000 tonnes a year	1,000	
Production of non-ferrous metals as:		
• aluminium by electrolysis	2,000	
• other non-ferrous metals in amounts:		
. up to 100 tonnes a year	100	
. between 100 & 2,000 tonnes a year	300	
. exceeding 2,000 tonnes a year	500	
<b>Fabricated Metal Products</b>		
Works producing iron or steel products in amounts:		
• up to 1,000,000 tonnes per year	100	
• exceeding 1,000,000 tonnes per year	1,000	
Boiler makers	100	
Abrasive blast cleaning:		Note 1
<b>Miscellaneous Manufacturing</b>		
Rendering and casings works:	1,000	
Leather tanning and dressing:	300	
Leather and artificial leather goods production:	300	
Rubber production, using either organic solvents or carbon black:	300	Note 2

**Table to Clause 52.10 (continued)**

TYPE OF PRODUCTION, USE OR STORAGE (PURPOSE)	THRESHOLD DISTANCE (METRES)	NOTES
Fibreglass production:	200	
Printing and coating works with heated curing ovens:	500	
<b>Transport and Storage</b>		
Storage of petroleum products and crude oil in tanks exceeding 2,000 tonnes capacity:		Note 2
• with fixed roofs	300	
• with floating roofs	100	
Grain elevators:	300	
Storage of wet-salted or unprocessed hides:	300	
Storage of bulk volatile organic compounds in quantities greater than 1,000 tonnes:	1,000	Note 2
Sanitary and garbage disposal in:		Note 1
• Landfill		
• Recycling and composting centre	200	
Sanitary and garbage storage and treatment in transfer station	300	
Depot for refuse collection vehicles	100	
Temporary storage of industrial wastes:	300	Note 2
Treatment of aqueous waste:	200	Note 2
Treatment of organic waste:	500	Note 2
Waste incinerator for:		
• Woodwaste	300	
• Plastic or rubber waste	500	Note 2
• Chemical, biomedical or organic waste		Notes 1, 2
<b>Recreation, Personal &amp; Other Services</b>		
Industrial dry cleaning:	100	Note 2
Industrial laundry:	100	
<b>Other Premises</b>		
Composting:		Note 1
Rural industry handling, processing or packing agricultural produce:	300	

## **52.11 HOME OCCUPATION**

### **Purpose**

To ensure that the amenity of the neighbourhood is not adversely affected by an occupation conducted in or from a dwelling.

### **52.11-1 Requirements to be met**

A home occupation must meet the following requirements:

- The person conducting the home occupation must use the dwelling as their principal place of residence.
- No more than one person who does not live in the dwelling may work in the occupation.
- The gross floor area used in conducting the occupation including the storage of any materials or goods must not exceed 50 square metres or one-third of the gross floor area of the dwelling, whichever is the lesser.
- The occupation must not impose a load on any utility greater than normally required for domestic use.
- The occupation must not adversely affect the amenity of the neighbourhood in any way including:
  - The appearance of any building, works or materials used.
  - The parking of motor vehicles.
  - The transporting of materials or goods to or from the dwelling.
  - The hours of operation.
  - Electrical interference.
  - The storage of chemicals, gasses or other hazardous materials.
  - Emissions from the site.
- No motor vehicle may be serviced or repaired for gain.
- Only one commercial vehicle (a commercial goods vehicle, commercial passenger vehicle or tow truck within the meaning of the Transport Act 1983), not exceeding 2 tonnes capacity and with or without a trailer registered to a resident of the dwelling may be present at any time. The vehicle must not be fuelled or repaired on the site.
- No goods other than goods manufactured or serviced in the home occupation may be offered for sale.
- Materials used or goods manufactured, serviced or repaired in the home occupation must be stored within a building.
- No goods manufactured, serviced or repaired may be displayed so that they are visible from outside the site.

### **52.11-2 Permit required**

Despite the requirements of Clause 52.11-1, a permit may be granted for a home occupation:

- Which allows no more than two persons who do not live in the dwelling to work in the occupation; or
- Which has a floor area not exceeding 100 square metres or one-third of the gross floor area of the dwelling, whichever is the lesser.
- Which allows no more than one additional commercial vehicle (a commercial goods vehicle, commercial passenger vehicle or tow truck within the meaning of the Transport Act 1983), not exceeding two tonnes capacity and with or without a trailer registered to a resident of the dwelling, to be present at any time.

### **Decision Guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- Whether there is a need for additional parking or loading facilities.
- The effect of any vehicle parking, storage or washing facilities on the amenity and character of the street.
- Whether the site is suitable for the particular home occupation and is compatible with the surrounding use and development.
- Whether there is a need for landscaping to screen any outbuildings or car parking or loading areas or any other area relating to the home occupation.

## **52.12 SERVICE STATION**

### **Purpose**

To ensure that amenity, site layout and design are considered when land is to be used for a service station, especially if the site adjoins a residential zone.

To ensure that use of land for a service station does not impair traffic flow or road safety.

### **52.12-1 Requirements to be met**

Land may be used for a service station only if the following requirements are met. Approval may be given to vary the requirements, if the Airport Operator considers a better design solution will result.

#### **Site area and dimensions**

The site must be at least 1,080 square metres.

The frontage must be at least 36 metres (30 metres if the site is on a corner) and the depth at least 30 metres.

#### **Crossovers**

No more than 2 vehicle crossovers may service the site from a road and at the road alignment a crossover must be:

- No wider than 7.7 metres.
- At least 4.5 metres from another crossover on the site.
- At least 4.5 metres from another road or if a splayed corner, at least 7.7 metres from the splay.
- At least 1.8 metres from a crossover on another property.

#### **Kerb or barrier**

Except at crossovers, a kerb or barrier must be built along the road alignment to prevent the passage of vehicles.

#### **Road setbacks**

A wall of a building must be at least 9 metres from a road.

A canopy must be at least 2.5 metres from a road.

Petrol pumps, pump islands, water and air supply points and storage tank filling points must be at least 3.6 metres from a road.

Petrol tankers must be wholly on the site when storage tanks are being filled.

Driveway space must be sufficient to enable a vehicle 13.8 metres by 2.5 metres to enter and leave the site without reversing.

No vehicle may be serviced unless it is wholly on the site.

#### **Discharge of waste**

Waste from a vehicle wash area must drain into a public sewer or a settlement and oil separation system. The system must be to the satisfaction of the Airport Operator.



### **Amenity requirements**

The amenity of the locality must not be adversely affected by activity on the site, the appearance of any building, works or materials, emissions from the premises or in any other way.

### **Trailers for hire**

If trailers are for hire on the site:

- The site must be at least 1,080 square metres.
- All trailers must be wholly on the site and must not encroach on landscaping or car parking areas or accessways.
- On a corner site, a trailer higher than 1 metre must be parked at least 9 metres from the corner.

### **Adjoining residential zone**

If the site adjoins a residential zone:

- A landscape buffer strip at least 3 metres wide along the common boundary must be planted and maintained to the satisfaction of the Airport Operator.
- External lights must be directed away from the residential zone to prevent light spill and glare.

**CAR WASH****Purpose**

To ensure that amenity, site layout and design are considered when land is to be used for a car wash, especially if the site adjoins a residential zone.

To ensure that use of land for a car wash does not impair traffic flow or road safety.

**Requirements to be met**

Land may be used for a car wash only if the following requirements are met. A permit may be granted to vary the requirements, if a better design solution will result.

**Crossovers**

No more than 2 vehicle crossovers may give access to the site from a road and at the road alignment a crossover must be:

- No wider than 7.7 metres.
- At least 4.5 metres from another crossover on the site.
- At least 7.7 metres from another road or if a splayed corner, at least 7.7 metres from the splay.
- At least 1.8 metres from a crossover on another property.

**Kerb or barrier**

Except at crossovers, a kerb or barrier must be built along the road alignment to prevent the passage of vehicles.

**Queuing lane**

A queuing lane on the site must be able to accommodate at least 10 vehicles before entry to a car wash.

If petrol is available for sale to vehicles queuing to be washed, the lane must be able to accommodate at least 10 vehicles before the petrol-selling point.

The lane must be clearly shown on the ground and marked for use only by vehicles queuing to be washed.

The area between the exit from a car wash and the nearest crossover must be able to accommodate at least 2 vehicles in single file.

**Discharge of waste**

Waste from a vehicle wash area must drain into a public sewer or a settlement and oil separation system. The system must be to the satisfaction of the Airport Operator.

**Amenity requirements**

The amenity of the locality must not be adversely affected by activity on the site, the appearance of any building, works or materials, emissions from the premises or in any other way.

No building or works may be of temporary or portable construction.

**Adjoining residential zone**

If the site adjoins a residential zone, a landscape buffer strip at least 3 wide metres along the common boundary must be planted and maintained to the satisfaction of the Airport Operator.

**Purpose**

To ensure that amenity, site layout and design are considered when land is to be used for motor vehicle, boat or caravan sales, especially if the site adjoins a residential zone.

To ensure that use of land for motor vehicle, boat or caravan sales does not impair traffic flow or road safety.

**Requirements to be met**

Land may be used for motor vehicle, boat or caravan sales only if the following requirements are met. Airport Operator's Consent may be given to vary the requirements.

- No more than 2 vehicle crossovers may service the site from a road and at the road alignment a crossover must be no wider than 9.2 metres.
- Except at crossovers, a kerb or barrier must be built along the road alignment to prevent the passage of vehicles and to prevent vehicles protruding beyond the site boundary.
- Except where a kerb or barrier is installed, the area within 6 metres of the road must be sealed to the satisfaction of the Airport Operator.
- The site must contain a concrete bay for washing vehicles and waste from the bay must drain into a public sewer or a settlement and oil separation system. The system must be to the satisfaction of the Airport Operator.
- Vehicles may be washed only in the washing bay.
- Water from the site must be discharged by an underground pipe to an approved outlet to the satisfaction of the Airport Operator.
- No vehicle for sale or hire may be displayed on an adjacent road.
- No vehicle may be repaired on the site.
- If the site adjoins a residential zone:
  - A landscape buffer strip at least 3 metres wide must be provided on the site along the common boundary and planted and maintained to the satisfaction of the Airport Operator.
  - Except for the landscape buffer strip, all of the site not occupied by buildings must be sealed to prevent dust.
  - External lights must be directed away from the residential zone to prevent light spill and glare.

## **52.15      HELIPORT**

### **Purpose**

To provide an opportunity to consider the effect of a heliport or helipad on the amenity of surrounding areas.

### **Airport Operator's Consent requirement**

Airport Operator's Consent is required to use or develop any land for a heliport or helipad even if it is ancillary to another use on the land.

## **52.19 TELECOMMUNICATIONS FACILITY**

### **Purpose**

To ensure that telecommunications infrastructure and services are provided in an efficient and cost effective manner to meet Essendon Airport needs.

To ensure the application of consistent provisions for telecommunications facilities.

To encourage the provision of telecommunications facilities with minimal impact on the amenity of the area.

### **52.19-1 Application**

These provisions apply to the construction of a building or the construction or carrying out of works associated with the use of land for a Telecommunications facility. They apply to the extent permitted under the Telecommunications Act 1997 (Cwth) and determinations made under that Act by the Commonwealth Minister for Communications and the Arts, including the Telecommunications (Low-impact Facilities) Determination 1997.

### **52.19-2 Permit requirement**

A permit is required to construct a building or construct or carry out works for a Telecommunications facility.

### **52.19-3 Application requirements**

An application must be accompanied by the following information as appropriate to the proposal and the location:

- Site boundaries and dimensions.
- The purpose and location of all buildings and works required in the construction of the facility.
- The location of all existing buildings and works to be retained and demolished.
- The location of all proposed buildings and works including dimensions, elevations, materials, colours and finishes.
- The location and use of all buildings on adjoining properties.
- The location of all adjoining streets and access ways.
- Australian Height Datum levels.
- Natural drainage lines, watercourses, coastal dunes, beach systems and wetlands.
- Proposals for the rehabilitation of the land on which development is to occur.
- Roads and parking areas.
- Materials, landscaping, external lighting, colour and reflectivity.

### **52.19-4 Decision guidelines**

Before deciding on an application, in addition to the decision guidelines of Clause 65, the Airport Operator must consider, as appropriate:

- The effect of the proposal on adjacent land.
- If the Telecommunications facility is located in an Environmental Significance Overlay, a Vegetation Protection Overlay, a Significant Landscape Overlay, a Heritage Overlay, a Design and Development Overlay or an Erosion Management Overlay, the decision guidelines in those overlays and the schedules to those overlays.

## **52.25 CREMATORIUM**

### **Purpose**

To ensure that crematoria in cemeteries are developed and used in an appropriate manner.

### **Permit required**

A permit is required to develop and use a crematorium on land that is used for cemetery purposes.

### **Decision guidelines**

Before deciding on an application to use and develop land for a crematorium, in addition to the decision guidelines in Clause 65, the Airport Operator must consider:

- The provision of landscaping and screen planting.
- The location and design of the buildings to be constructed.
- The effect on traffic movement generated by the use.
- The provision of parking facilities.

**Scope**

These provisions apply to premises licensed, or to be licensed, and where the Victorian Liquor Control Reform Act 1998 applies.

**Permit required**

A permit is required to use land to sell or consume liquor if any of the following apply:

- A licence is required under the Liquor Control Reform Act 1998.
- A different licence, or class of licence is required from that which is in force.
- The hours of trading allowed under any licence are to be extended.

This does not apply if any of the following apply:

- To a limited licence.
- To a licence to manufacture liquor.
- To a licence to sell only packaged liquor for consumption elsewhere.
- If the schedule to this clause specifies that approval is not required to use land to sell or consume liquor under a particular type of licence.

The schedule to this clause may specify that a permit may not be granted to use land to sell or consume liquor under a particular type of licence.



## SCHEDULE TO CLAUSE 52.27

### 1 Permit not required

Land	Type of licence
None specified	

### 2 Permit may not be granted

Land	Type of licence
None specified	

**52.28        GAMING**

Airport Operator's Consent is required to install and use a gaming machine.

**SCHEDULE TO CLAUSE 52.28-5**

Name of shopping complex and locality	Land description
None specified	

**SCHEDULE TO CLAUSE 52.28-6**

Name of strip shopping centre and locality	Land description
None specified	

**LAND ADJACENT TO A ROAD ZONE, CATEGORY 1, OR A PUBLIC ACQUISITION OVERLAY FOR A CATEGORY 1 ROAD****Purpose**

To ensure appropriate access to identified roads.

To ensure appropriate division of land adjacent to identified roads.

**Scope**

This clause applies to land in a Road Zone, Category 1, or a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.

**Airport Operator's Consent**

Airport Operator's Consent is required to:

- Create or alter access to:
  - A road in a Road Zone, Category 1.
  - Land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.
- Subdivide land adjacent to:
  - A road in a Road Zone, Category 1.
  - Land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.

**Referral of applications**

An application to create or alter access to, or to subdivide land adjacent to, a road declared under the Transport Act 1983, land owned by the Roads Corporation for the purpose of a road, or land in a Public Acquisition Overlay if the Roads Corporation is the authority responsible for acquiring the land, should be discussed with the Roads Corporation. This does not apply to:

- Boundary realignments.
- Subdivisions of existing buildings already connected to services and requiring no new access.
- Proposals which, in the opinion of the Airport Operator, satisfy requirements or conditions previously agreed in writing between the Airport Operator and the Roads Corporation.

**Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider:

- The Essendon Airport Master Plan, the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies and the Essendon Airport Environment Strategy
- The views of the relevant road authority.
- The effect of the proposal on the operation of the road and on public safety.

## **52.30 FREEWAY SERVICE CENTRE**

### **Purpose**

To ensure that freeway service centres are appropriately designed and located.

To ensure that the use of land for a freeway service centre does not adversely affect the amenity of surrounding land uses.

### **52.30-1 Requirements to be met**

#### **Facilities and services**

A freeway service centre should provide essential services and facilities. Essential services and facilities that a freeway service centre should include are:

- Designated parking areas.
- Undercover fuel sales area for petrol, diesel and LPG.
- An area for the sale of food, drinks and other convenience goods.
- Public toilets.
- A public telephone.

#### **Access to freeway service centres**

A proposal to use or develop land for a freeway service centre should be discussed with the Roads Corporation.

Airport Operator's Consent will not be granted for a freeway service centre until approval for any necessary new access to the freeway has been given by the Roads Corporation.

### **52.30-2 Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator should consider:

- The Essendon Airport Master Plan, Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies and the Essendon Airport Environment Strategy.
- The Freeway Service Centres Design Guidelines, May 1997.

## **General Provisions**

This section sets out provisions about the administration of this Land Use Plan, existing uses, decision guidelines, referral of applications and other matters.

**61 ADMINISTRATION OF THIS LAND USE PLAN**

**61.01 Administration and enforcement of this Land Use Plan**

The organisation responsible for the administration and enforcement of this Land Use Plan is specified in the schedule to this clause.

**61.02 What area is covered by this Land Use Plan?**

This Land Use Plan applies to the area specified in the schedule to this clause.

**61.03 What does this Land Use Plan consist of?**

This Land Use Plan consists of this document, any maps specified in the schedule to this clause, and any document incorporated into this Land Use Plan by reason only that it is referred to in the Land Use Plan.

**61.04 When did this Land Use Plan begin?**

This Land Use Plan began on the date specified in the schedule to this clause.

**61.05 Effect of this Land Use Plan**

Land may be used or developed only in accordance with this Land Use Plan.

Land must not be developed unless the land as developed can be used in accordance with this Land Use Plan and all requirements of the Land Use Plan are met.



## SCHEDULE TO CLAUSES 61.01 - 61.04 (INCLUSIVE)

<b>Organisation responsible for administering and enforcing this Land Use Plan</b>	Essendon Airport Pty Ltd
<b>Area covered by this Land Use Plan</b>	Essendon Airport as described in:  Vol 10044 Fol 411; Vol 7027 Fol 267; Vol 7894 Fol 066; Vol 5587 Fol 373; Vol 7156 Fol 028; Vol 6478 Fol 463; Vol 5456 Fol 082; Vol 5849 Fol 647; Vol 7874 Fol 006; Vol 7307 Fol 340; Vol 7874 Fol 007; Vol 8222 Fol 595; Vol 6087 Fol 297; Vol 7027 Fol 266; Vol 7566 Fol 166; Vol 7364 Fol 788; Vol 7031 Fol 085; Vol 7841 Fol 078; Vol 5937 Fol 400 and Vol 4996 Fol 129.
<b>Maps comprising part of this Land Use Plan</b>	Zoning Plan  Public Acquisition Overlay Plan
<b>Date this Land Use Plan began</b>	23 April 2014

**62.02 Buildings and works not requiring approval**

Any requirement in this land use plan relating to the construction of a building or the construction or carrying out of works does not apply to:

- Roadworks.
- Street furniture including post boxes, telephone booths, fire hydrants and traffic control devices.
- Gardening.
- A domestic rainwater tank with a capacity of not more than 4500 litres.
- A temporary shed or temporary structure for construction purposes.
- The internal rearrangement of a building or works provided the gross floor area of the building, or the size of the works, is not increased.
- Repairs and routine maintenance to an existing building or works.
- The removal, destruction or lopping of trees and the removal of vegetation.
- Any buildings or works which provide for fire protection under relevant legislation.
- Any emergency works undertaken by, or on behalf of, the Airport Operator, a public authority or utility service provider in the exercise of any power conferred on them under any Act.

This does not apply if the Airport Operator's Consent is specifically required for any of these matters.

**LAND USED FOR MORE THAN ONE USE**

If land is used for more than one use and one is not ancillary to the other, each use must comply with this Land Use Plan.

Because approval can be granted does not imply that it should or will be granted. The Airport Operator must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause.

**Approval of a proposal**

Before deciding on a proposal, the Airport Operator must consider, as appropriate:

- The Essendon Airport Master Plan, Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies and the Essendon Airport Environment Strategy .
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of Essendon Airport.
- The effect on the amenity of the Essendon Airport.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.

## Definitions

This section sets out the meaning of terms used or defined in this Land Use Plan.

**MEANING OF WORDS**

A term used in this Land Use Plan has its ordinary meaning unless that term is defined:

- In this Land Use Plan.
- In the Airports Act 1996 and its associated regulations, in which case the term has the meaning given to it there unless it is defined differently in this Land Use Plan.

## GENERAL TERMS

The following table lists general terms which may be used in this Land Use Plan. A term listed in the first column, under the heading "General Term", has the meaning set out beside that term in the second column, under the heading "Definition".

GENERAL TERM	DEFINITION
<b>Act</b>	The Airports Act 1996 and its associated regulations.
<b>Agricultural production</b>	Any form of primary production of renewable commodities. It does not include extractive industry, mining, or timber production from native forest.
<b>Approval date</b>	The date this Land Use Plan began.
<b>Approved venue</b>	Premises on which a venue operator is licensed to conduct gaming.
<b>Basement</b>	A storey below ground level, or that projects no more than 1.2 metres above ground level.
<b>Building height</b>	The vertical distance from natural ground level to the roof or parapet at any point.
<b>Building Regulations</b>	The Building Regulations 1994.
<b>Carriageway</b>	The area of a street reserve which is provided for the movement or parking of vehicles. It is determined by the invert of a kerb and channel and the point adjacent to the pavement edge for kerb (only) and edge strips.
<b>Clear to the sky</b>	An unroofed area or area roofed with material that transmits 90 per cent of light.
<b>Deflection angle</b>	The angle between two tangent sections of a carriageway.
<b>Design speed</b>	The speed fixed for the design and correlation of the geometric features of a carriageway that influence vehicle operation. It is the speed which is not exceeded by 85 per cent of vehicles.
<b>Earthworks</b>	Land forming, laser grading, levee banks, raised access roads and tracks, building pads, storage embankments, channel banks and drain banks and associated structures.
<b>Frontage</b>	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces.
<b>Gaming</b>	The playing of a gaming machine.
<b>Gaming machine</b>	Any device, whether wholly or partly, mechanically or electronically operated, that is designed so that: <ul style="list-style-type: none"> <li>a) it may be used to play a game of chance, or a game of mixed chance and skill; and</li> <li>b) as a result of making a bet on the device, winnings may be payable.</li> </ul>

GENERAL TERM	DEFINITION
<b>Gross floor area</b>	The total floor area of a building, measured from the outside of external walls or the centre of party walls, and includes all roofed areas.
<b>Ground level</b>	The natural level of a site at any point.
<b>Habitable room</b>	Any room of a dwelling or residential building other than a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, lobby, photographic darkroom, clothes drying room and other space of a specialised nature occupied neither frequently nor for extended periods.
<b>High quality productive agricultural land</b>	Land which is used for animal husbandry or crop raising, and is capable of continuing to sustain agricultural production, and: <ul style="list-style-type: none"> <li>a) is of prime, or very good, agricultural quality, having regard to soil type, growing season, and availability of infrastructure, and is of sufficient extent to support agricultural activities on an economically viable scale; or</li> <li>b) has been identified through a regional, sub-regional, or local study as being of particularly good quality and strategic significance for agriculture in the regional or local context.</li> </ul>
<b>Land capability assessment</b>	The assessment of the physical ability of the land to sustain specific uses having regard to its management, and without long term on-site detriment to the environment.
<b>Leasable floor area</b>	That part of the net floor area able to be leased. It does not include public or common tenancy areas, such as malls, verandahs, or public conveniences.
<b>Lot</b>	A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.
<b>Mean building height</b>	The vertical distance between the mean ground level and the finished roof height at its highest point.
<b>Mean ground level</b>	One half the sum of the highest and lowest levels along ground level of the outer surface of all external building walls.
<b>Mineral</b>	Any substance which occurs naturally as part of the earth's crust, including: <ul style="list-style-type: none"> <li>a) oil shale and coal; and</li> <li>b) hydrocarbons and mineral oils contained in oil shale or coal, or extracted from oil shale or coal by chemical or industrial processes.</li> </ul> <p>It does not include water, stone, or petroleum.</p>
<b>Movable building</b>	A structure, other than a tent, caravan, or vehicle, which is designed to be moved from place to place on more than one occasion.
<b>Native vegetation</b>	Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.



GENERAL TERM	DEFINITION
<b>Net floor area</b>	The total floor area of all floors of all buildings on a site. It includes half the width of any party wall and the full width of all other walls. It does not include the area of stairs, loading bays, accessways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply, or lifts.
<b>Plot ratio</b>	The gross floor area of all buildings on a site, divided by the area of the site.
<b>Private open space</b>	An outdoor area of a dwelling or residential building or land for the exclusive use of the occupants.
<b>Prostitution</b>	The provision by one person to or for another person (whether or not of a different sex) of sexual services in return for payment or reward.
<b>Public land manager</b>	The Minister, government department, public authority or municipal council having responsibility for the care or management of public land. In relation to Crown land reserved under an Act and managed or controlled by a committee of management, other than Melbourne Parks and Waterways or a municipal council, it means the Minister administering that Act and does not include the committee of management.
<b>Radio mast</b>	A mast, for radio transmission or reception in a dwelling, that is: <ul style="list-style-type: none"> <li>a) with antenna, more than 14 metres above the ground;</li> <li>b) if attached to a building, with antenna, more than 5 metres above the roof line;</li> <li>c) including antenna, wider than 6 metres; or</li> <li>d) excluding antenna, wider than 50 centimetres at any point exceeding 3 metres above the ground.</li> </ul>
<b>Restricted area</b>	A physically discrete area within an approved venue which minors must not enter and which is devoted primarily to the conduct of gaming.
<b>Retail</b>	The sale of goods or materials, in any quantity or manner, other than by wholesale.
<b>Secluded private open space</b>	That part of private open space primarily intended for outdoor living activities which enjoys a reasonable amount of privacy.
<b>Setback</b>	The minimum distance from any allotment boundary to a building.
<b>Sexual services</b>	Has the same meaning as it has in the Prostitution Control Act 1994.
<b>Site coverage</b>	The proportion of a site covered by buildings.
<b>Stone</b>	Basalt, freestone, granite, limestone, sandstone, or other building stone, or rock, ordinarily used for building, manufacturing, road making, or construction; or clay (not fine clay, bentonite, or kaolin), earth, gravel, quartz (not quartz crystals), sand, soil, slate, or other similar material.

GENERAL TERM	DEFINITION
<b>Storey</b>	That part of a building between floor levels. If there is no floor above, it is the part between the floor level and ceiling. It may include an attic, basement, built over car parking area, and mezzanine.
<b>Street leg length</b>	The distance between street intersections or junctions, or points and locations where vehicles must slow down, usually to a maximum speed of 20 kilometres per hour.
<b>Street reserve</b>	Land set aside for a street pavement and verge.
<b>Sustainable agriculture</b>	<p>The use of farming practices and systems which maintain or enhance:</p> <ul style="list-style-type: none"> <li>a) the economic viability of agricultural production;</li> <li>b) the natural resource base; and</li> <li>c) other ecosystems which are influenced by agricultural activities.</li> </ul>
<b>Telecommunications line</b>	A wire, cable, optic fibre, tube, conduit, waveguide or other physical medium used, or to be used, as a continuous artificial guide for or in connection with carrying communications by means of guided electromagnetic energy.
<b>Telecommunications network</b>	A system or series of systems that carries, or is capable of carrying, communications by means of guided and unguided electromagnetic energy.
<b>Telecommunications tower</b>	A tower, pole or mast used as part of a Telecommunications network.
<b>Tenement</b>	<p>Land comprised in:</p> <ul style="list-style-type: none"> <li>a) a lot which does not adjoin another lot in the same ownership; or</li> <li>b) lots in the same ownership and which adjoin each other.</li> </ul> <p>Lots are considered to adjoin each other if they are separated only by a stream, stream reserve, or unmade or unused government road or rail reserve.</p>
<b>Unrestricted area</b>	The area within an approved venue other than the restricted area.
<b>Utility service provider</b>	A person, other than a public authority or municipal council, having responsibility under an Act for the generation, transmission, distribution or supply of electricity, gas, power, telecommunications, water supply, drainage or sewerage services.
<b>Venue operator</b>	The holder of a venue operator's licence under Part 3 of the Gaming Machine Control Act 1991.
<b>Verge</b>	The part of the street reserve between the carriageway and the boundary of adjacent lots or other limit to the street reserve. It may accommodate public utilities, a footpath, indented parking, stormwater flows, street lighting poles and planting.

GENERAL TERM	DEFINITION
<b>Wall height</b>	The vertical distance between the top of the eaves at the wall line, parapet or flat roof (not including a chimney), whichever is the highest, and the natural ground level. The height of a wall supporting a skillion roof is the average height of the roofline. The height of a triangular gable end is measured from a point one-third the height of the gable.
<b>Wholesale</b>	The sale of goods or materials, to be sold by others.

## OUTDOOR ADVERTISING TERMS

The following table lists terms which may be used in this Land Use Plan in relation to outdoor advertising. A term listed in the first column, under the heading "Outdoor Advertising Term", has the meaning set out beside that term in the second column, under the heading "Definition".

OUTDOOR ADVERTISING TERM	DEFINITION
<b>Above-verandah sign</b>	A sign above a verandah or, if no verandah, that is more than 3.7 metres above pavement level, and which projects more than 0.3 metre outside the site.
<b>Advertisement area</b>	The total area of an advertisement. If the advertisement does not rotate or move, the area is one side only.
<b>Animated sign</b>	A sign that can move, contains moving parts, changes its message, flashes, or has a moving or flashing border.
<b>Bed and breakfast sign</b>	A sign at a dwelling that advertises bed and breakfast accommodation in the dwelling.
<b>Bunting sign</b>	An advertisement that consists of bunting, streamers, flags, windvanes, or the like.
<b>Business identification sign</b>	A sign that provides business identification information about a business or industry on the land where it is displayed. The information may include the name of the business or building, the street number of the business premises, the nature of the business, a business logo or other business identification information.
<b>Direction sign</b>	A sign not exceeding 0.3 square metre that directs vehicles or pedestrians. It does not include a sign that contains commercial information.
<b>Floodlit sign</b>	A sign illuminated by external lighting provided for that purpose.
<b>High-wall sign</b>	A sign on the wall of a building so that part of it is more than 10 metres above the ground.
<b>Home occupation sign</b>	A sign at a dwelling that advertises a home occupation carried on in the dwelling, or on the land around the dwelling.
<b>Internally illuminated sign</b>	A sign illuminated by internal lighting or which contains lights or illuminated tubes arranged as an advertisement.
<b>Major promotion sign</b>	A sign which is 18 square metres or greater that promotes goods, services, an event or any other matter, whether or not provided, undertaken or sold or for hire on the land or in the building on which the sign is sited.
<b>Panel sign</b>	A sign with an advertisement area exceeding 10 square metres.

OUTDOOR ADVERTISING TERM	DEFINITION
<b>Pole sign</b>	<p>A sign:</p> <ul style="list-style-type: none"> <li>a) on a pole or pylon that is not part of a building or another structure;</li> <li>b) that is no more than 7 metres above the ground;</li> <li>c) with an advertisement area not exceeding 6 square metres; and</li> <li>d) that has a clearance under it of at least 2.7 metres.</li> </ul>
<b>Promotion sign</b>	<p>A sign of less than 18 square metres that promotes goods, services, an event or any other matter, whether or not provided, undertaken or sold or for hire on the land or in the building on which the sign is sited.</p>
<b>Reflective sign</b>	<p>A sign finished with material specifically made to reflect external light.</p>
<b>Sign</b>	<p>An advertisement and any structure built specifically to support it.</p>
<b>Sky sign</b>	<p>A sign:</p> <ul style="list-style-type: none"> <li>a) on or above the roof of a building, but not a verandah;</li> <li>b) fixed to the wall of a building and which projects above the wall; or</li> <li>c) fixed to a structure (not a building) so that part of it is more than 7 metres above the ground.</li> </ul>

The following table lists terms which may be used in this Land Use Plan in relation to the use of land. This list is not exhaustive. However, a term describing a use or activity in relation to land which is not listed in the table must not be characterised as a separate use of land if the term is obviously or commonly included within one or more of the terms listed in the table.

### **Meaning of terms**

A term listed in the first column, under the heading "Land Use Term", has the meaning set out beside that term in the second column, under the heading "Definition".

### **No definition of listed term indicates ordinary meaning**

A term listed in the first column, under the heading "Land Use Term", which does not have a meaning set out beside that term in the second column, under the heading "Definition", has its ordinary meaning.

### **Terms which specifically include other listed terms**

A term listed in the first column, under the heading "Land Use Term", which has other terms listed beside it in the third column, under the heading "Includes", includes any term so listed in the third column and any term included within that term in the third column, but does not include any other term listed in the first column.

A term listed in the first column which has other terms listed beside it in the third column may also include other terms which are not listed in the first column.

All terms listed in the third column are also listed in the first column.

### **Terms which do not specifically include other listed terms**

If a term listed in the first column, under the heading "Land Use Term", does not have any term listed beside it in the third column, under the heading "Includes", that term does not include any term listed in the first column.

However, a term listed in the first column which does not have any term listed beside it in the third column may include other terms which are not listed in the first column.

### **Terms which are included within other listed terms**

A term listed in the first column, under the heading "Land Use Term", which has a term listed beside it in the fourth column, under the heading "Included in", is included within the term so listed in the fourth column and any term which includes that term in the fourth column.

All terms listed in the fourth column are also listed in the first column.

### **Terms which are not included within other listed terms**

If a term listed in the first column, under the heading "Land Use Term", does not have a term listed beside it in the fourth column, under the heading "Included in", that term is not included within any other term listed in the first column.

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Abattoir</b>	Land used to slaughter animals, including birds. It may include the processing of animal products.		<b>Rural industry</b>
<b>Accommodation</b>	Land used to accommodate persons.	<b>Camping and caravan park</b> <b>Corrective institution</b> <b>Dependent person's unit</b> <b>Dwelling</b> <b>Group accommodation</b> <b>Host farm</b> <b>Residential building</b> <b>Residential village</b> <b>Retirement village</b>	
<b>Adult sex bookshop</b>	Land used to sell or hire sexually explicit material, including: <ul style="list-style-type: none"> <li>a) publications classified as restricted under the Classification (Publications, Films and Computer Games) (Enforcement) Act 1995; and</li> <li>b) materials and devices (other than contraceptives and medical treatments) used in conjunction with sexual behaviour.</li> </ul>		<b>Shop</b>
<b>Agriculture</b>	Land used to: <ul style="list-style-type: none"> <li>a) propagate, cultivate or harvest plants, including cereals, flowers, fruit, seeds, trees, turf, and vegetables;</li> <li>b) keep, breed, board, or train animals, including livestock, and birds; or</li> <li>c) propagate, cultivate, rear, or harvest living resources of the sea or inland waters.</li> </ul>	<b>Animal husbandry</b> <b>Aquaculture</b> <b>Crop raising</b>	
<b>Airport</b>			<b>Transport terminal</b>

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Aircraft Operation</b>	An aircraft arrival or departure from an airport		
<b>Aircraft Hangar</b>			
<b>Aircraft Stand</b>	A designated area on an apron intended to be used for parking an aircraft.		<b>Apron</b>
<b>Apron</b>	A defined area intended to accommodate aircraft for the purpose of loading or unloading passengers, mail, cargo, refuelling, parking or maintenance.	<b>Aircraft Stand</b>	
<b>Amusement parlour</b>	<p>A building that contains:</p> <ul style="list-style-type: none"> <li>a) three or more coin, card, or token operated amusement machines;</li> <li>b) one or more coin, card, or token operated amusement machines with more than one screen or console that can be played by three or more people simultaneously; or</li> <li>c) two or more coin, card, or token operated billiard, snooker, or pool tables.</li> </ul> <p>It does not include coin, card, or token operated children's rides, amusement machines if there is the ability to receive a monetary reward, or premises used for a Hotel or Tavern.</p>		<b>Place of assembly</b>
<b>Animal boarding</b>	Land used to board domestic pets, such as boarding kennels and a cattery.		<b>Animal keeping</b>
<b>Animal husbandry</b>	Land used to keep, breed, board, or train animals, including birds.	<b>Animal keeping</b> <b>Animal training</b> <b>Apiculture</b> <b>Extensive animal husbandry</b> Horse stables <b>Intensive animal husbandry</b>	<b>Agriculture</b>
<b>Animal keeping</b>	<p>Land used to:</p> <ul style="list-style-type: none"> <li>a) breed or board domestic pets; or</li> <li>b) keep, breed, or board racing dogs.</li> </ul>	<b>Animal boarding</b> Dog breeding Racing dog keeping	<b>Animal husbandry</b>



<b>LAND USE TERM</b>	<b>DEFINITION</b>	<b>INCLUDES</b>	<b>INCLUDED IN</b>
<b>Animal training</b>	Land used to train animals.	Horse riding school Racing dog training	<b>Animal husbandry</b>
<b>Apiculture</b>	Land used to keep honey-bee hives and to extract honey or other bee hive products.		<b>Animal husbandry</b>
<b>Aquaculture</b>	Land used to keep or breed aquatic animals, or cultivate or propagate aquatic plants.		<b>Agriculture</b>
<b>Art and craft centre</b>	Land used to manufacture, display, and sell, works of art or craft, such as handicrafts, paintings, and sculptures.		
<b>Art gallery</b>	Land used to display works of art, including ceramics, furniture, glass, paintings, sculptures, and textiles.		<b>Exhibition centre</b>
Backpackers' lodge			<b>Residential building</b>
Bank			<b>Office</b>
Beauty salon			<b>Shop</b>
<b>Bed and breakfast</b>	A dwelling used, by a resident of the dwelling, to provide accommodation for persons away from their normal place of residence.		<b>Dwelling</b>
<b>Betting agency</b>	Land used for gambling by wagering, and where there is the ability to receive a monetary reward.		<b>Gambling premises</b>
Boarding house			<b>Residential building</b>
<b>Boat and caravan storage</b>	Land used to store boats, caravans, or vehicle-towed boat trailers.		<b>Store</b>
<b>Boat launching facility</b>	Land used to launch boats into the water and to retrieve boats from the water.	Boat ramp Slipway	<b>Pleasure boat facility</b>
Boat ramp			<b>Boat launching facility</b>
<b>Bottle shop</b>	Land used to sell packaged liquor for consumption off the premises.		<b>Shop</b>
<b>Broiler farm</b>	Land used to keep and fatten chickens which are restrained and housed in sheds and intensively fed.		<b>Intensive animal husbandry</b>

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Brothel</b>	Land made available for prostitution by a person carrying on the business of providing prostitution services at the business's premises.		
Business college			<b>Education centre</b>
Bus terminal			<b>Transport terminal</b>
Cabaret			<b>Nightclub</b>
<b>Camping and caravan park</b>	Land used to allow accommodation in caravans, cabins, tents, or the like.		<b>Accommodation</b>
<b>Caretaker's house</b>	A dwelling on the same site as a building, operation, or plant, and occupied by a supervisor of that building, operation, or plant.		<b>Dwelling</b>
<b>Carnival</b>	Land, other than an Exhibition centre or trade fair, used for a temporary fair or amusements which provide entertainment such as side shows, merry-go-rounds, and stalls for games or snacks.		<b>Place of assembly</b>
<b>Car park</b>	Land used to park motor vehicles.		
Car sales			<b>Motor vehicle, boat, or caravan sales</b>
Car wash			<b>Service industry</b>
<b>Cattle feedlot</b>	Land used to keep and fatten cattle which are restrained by pens or enclosures and intensively fed.		<b>Intensive animal husbandry</b>
<b>Cemetery</b>	Land used to dispose of human remains by burial. It may include funeral chapels or the like.		
<b>Child care centre</b>	Land used to care for five or more children who are not permanently resident on the land.	Kindergarten	

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Cinema</b>	Land used to provide screen based entertainment or information to the public.		<b>Place of assembly</b>
<b>Cinema based entertainment facility</b>	Land used to provide screen based entertainment or information to the public, in association with the provision of meals or sporting, amusement, entertainment, leisure or retail facilities.		
<b>Circus</b>	Land used, by performers, to provide entertainment such as acrobatic feats, tricks of skill, and exhibiting animals.		<b>Place of assembly</b>
<b>Commercial display area</b>	Land used only to display goods.		<b>Warehouse</b>
Community market			<b>Market</b>
Conference centre			<b>Function centre</b>
<b>Convenience restaurant</b>	Land used to prepare and sell food and drink for immediate consumption, where substantial provision is made for consumption both on and off the premises.		<b>Food and drink premises</b>
<b>Convenience shop</b>	A building with a leasable floor area of no more than 240 square metres, used to sell food, drinks, and other convenience goods. It may also be used to hire convenience goods.		<b>Shop</b>
<b>Corrective institution</b>	Land used to hold and reform persons committed to it by the courts, such as a prison, remand centre, and other type of detention facility.		<b>Accommodation</b>
<b>Crematorium</b>	Land used to cremate human remains. It may include funeral chapels or the like.		
<b>Crop raising</b>	Land used to propagate, cultivate or harvest plants, including cereals, flowers, fruit, seeds, trees, turf, and vegetables.	<b>Horticulture</b> Rice growing <b>Timber production</b>	<b>Agriculture</b>
Dancing school			<b>Indoor recreation facility</b>

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Department store			Shop
<b>Dependent person's unit</b>	A movable building on the same lot as an existing dwelling and used to provide accommodation for a person dependent on a resident of the existing dwelling.		<b>Accommodation</b>
<b>Display home</b>	A building constructed as a dwelling, but used for display, to encourage people to buy or construct similar dwellings.		
Dog breeding			<b>Animal keeping</b>
Drive-in theatre			<b>Place of assembly</b>
Dry cleaner			<b>Service industry</b>
<b>Dwelling</b>	<p>A building used as a self-contained residence which must include:</p> <p>a) a kitchen sink;  b) food preparation facilities;  c) a bath or shower; and  d) a closet pan and wash basin.</p> <p>It includes out-buildings and works normal to a dwelling.</p>	<b>Bed and breakfast Caretaker's house</b>	<b>Accommodation</b>
<b>Education centre</b>	Land used for education.	Business college Employment training centre Primary school Secondary school Tertiary institution	
<b>Electoral office</b>	An office used for electioneering by a candidate in a local, State, or Federal Government election.		<b>Office</b>
Employment training centre			<b>Education centre</b>
Equestrian supplies			<b>Restricted retail premises</b>
<b>Exhibition centre</b>	Land used to display works of art, artefacts, or historical, cultural, or other like works or artefacts.	<b>Art gallery Museum</b>	<b>Place of assembly</b>

<b>LAND USE TERM</b>	<b>DEFINITION</b>	<b>INCLUDES</b>	<b>INCLUDED IN</b>
<b>Extensive animal husbandry</b>	Land used to keep or breed farm animals, including birds, at an intensity where the animals' main food source is obtained by grazing, browsing, or foraging on plants grown on the land. It includes:  a) emergency and supplementary feeding; and b) the incidental penning and housing of animals, including birds, for brooding, weaning, dipping, or other husbandry purposes.		<b>Animal husbandry</b>
<b>Extractive industry</b>	Land used for the extraction or removal of stone from land for commercial use, or to use the stone for building, construction, road or manufacturing works. It includes the treatment of stone or the manufacture of bricks, tiles, pottery, or cement products on, or adjacent to, the land from which the stone is extracted.		<b>Mineral, stone, or soil extraction</b>
<b>Food and drink premises</b>	Land used to prepare and sell food and drink for immediate consumption on, or off, the premises.	<b>Convenience restaurant</b> <b>Hotel Restaurant</b> <b>Take away food premises</b> <b>Tavern</b>	<b>Retail premises</b>
<b>Freeway service centre</b>	Land which has direct access to a freeway and is used to provide essential services and facilities which encourage drivers to stop and take an effective break in the interests of driver safety.		
<b>Freezing and cool storage</b>			<b>Store</b>
<b>Fuel depot</b>	Land used to store, sell, and distribute fuel.	<b>Liquid fuel depot</b> <b>Solid fuel depot</b>	<b>Warehouse</b>

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Function centre</b>	Land used, by arrangement, to cater for private functions, and in which food and drink may be served. It may include entertainment and dancing.	Conference centre Reception centre	<b>Place of assembly</b>
<b>Funeral parlour</b>	Land used to organise and conduct funerals, memorial services, or the like. It includes the storage and preparation of bodies for burial or cremation.		
<b>Gambling premises</b>	Land used for gambling by gaming or wagering, and where there is the ability to receive a monetary reward.	<b>Betting agency Gaming premises</b>	<b>Retail premises</b>
<b>Gaming premises</b>	Land used for gambling by gaming, and where there is the ability to receive a monetary reward.		<b>Gambling premises</b>
<b>Garden supplies</b>	Land used to sell and distribute garden supplies such as sand, soil, railway sleepers, screenings, rock, and the like.		<b>Landscape gardening supplies</b>
Golf course			<b>Outdoor recreation facility</b>
Golf driving range			<b>Outdoor recreation facility</b>
<b>Group accommodation</b>	Land, in one ownership, containing a number of dwellings used to accommodate persons away from their normal place of residence.		<b>Accommodation</b>
Hairdresser			<b>Shop</b>
Hall			<b>Place of assembly</b>
Heliport			<b>Transport terminal</b>
<b>Home occupation</b>	An occupation carried on in a dwelling, or on the land around a dwelling, by a resident of the dwelling. It may include a use defined elsewhere, but not a Brothel.		

<b>LAND USE TERM</b>	<b>DEFINITION</b>	<b>INCLUDES</b>	<b>INCLUDED IN</b>
Horse riding school			<b>Animal training</b>
Horse stables			<b>Animal husbandry</b>
<b>Horticulture</b>	Land used to propagate, cultivate, or harvest flowers, fruit, vegetables, vines, or the like.	Market garden	<b>Crop raising</b>
<b>Hospital</b>	Land used to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to persons admitted as in-patients. It may include the care or treatment of out-patients.		
Hostel			<b>Residential building</b>
<b>Host farm</b>	A farm used to provide accommodation for persons, away from their normal place of residence, to experience farm living.		<b>Accommodation</b>
<b>Hotel</b>	Land used to sell liquor for consumption on and off the premises. It may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines, and gambling.		<b>Food and drink premises</b>
<b>Indoor recreation facility</b>	A building used for indoor leisure, recreation, or sport.	Dancing school	<b>Minor sports and recreation facility</b>

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Industry</b>	<p>Land used for any of the following operations:</p> <ul style="list-style-type: none"> <li>a) any process of manufacture;</li> <li>b) dismantling or breaking up of any article;</li> <li>c) treating waste materials;</li> <li>d) winning clay, gravel, rock, sand, soil, stone, or other materials (other than Mineral, stone, or soil extraction);</li> <li>e) laundering, repairing, servicing or washing any article, machinery, or vehicle, other than on-site work on a building, works, or land; or</li> <li>f) any process of testing or analysis.</li> </ul> <p>If on the same land as any of these operations, it also includes:</p> <ul style="list-style-type: none"> <li>a) storing goods used in the operation or resulting from it;</li> <li>b) providing amenities for people engaged in the operation;</li> <li>c) selling by wholesale, goods resulting from the operation; and</li> <li>d) accounting or administration in connection with the operation.</li> </ul> <p>If Materials recycling, goods resulting from the operation may be sold by retail.</p>	<p><b>Materials recycling</b>  <b>Refuse disposal</b>  <b>Refuse transfer station</b>  <b>Research and development centre</b>  <b>Rural industry</b>  <b>Service industry</b></p>	
<b>Informal outdoor recreation</b>	<p>Land open to the public and used by non-paying persons for leisure or recreation, such as a cycle track, picnic or barbecue area, playground, and walking or jogging track.</p>		<b>Minor sports and recreation facility</b>



LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Intensive animal husbandry</b>	Land used to keep or breed farm animals, including birds, by importing most food from outside the enclosures. It does not include: <ul style="list-style-type: none"> <li>a) an abattoir or sale yard;</li> <li>b) emergency and supplementary feeding if incidental to the use of land for extensive animal husbandry; or</li> <li>c) the penning and housing of animals, including birds, for brooding, weaning, dipping or other husbandry purposes if incidental to the use of land for extensive animal husbandry.</li> </ul>	<b>Broiler farm</b> <b>Cattle feedlot</b>	<b>Animal husbandry</b>
Jetty			<b>Marina</b>
Kindergarten			<b>Child care centre</b>
<b>Landscape gardening supplies</b>	Land used to propagate, grow, and sell plants, or sell and distribute garden supplies.	<b>Garden supplies</b> <b>Plant nursery</b>	<b>Retail premises</b>
Laundromat			<b>Service industry</b>
<b>Leisure and recreation</b>	Land used for leisure, recreation, or sport.	<b>Major sports and recreation facility</b> <b>Minor sports and recreation facility</b> <b>Motor racing track</b>	
Library			<b>Place of assembly</b>
Lighting shop			<b>Restricted retail premises</b>
<b>Liquid fuel depot</b>	Land used to store, sell by wholesale, and distribute fuel.		<b>Fuel depot</b>
<b>Localiser</b>	A system which provides guidance for the movement of aircraft associated with take-off and landing.		
<b>Mail centre</b>	Land used to sort mail for distribution.		<b>Warehouse</b>

<b>LAND USE TERM</b>	<b>DEFINITION</b>	<b>INCLUDES</b>	<b>INCLUDED IN</b>
<b>Major sports and recreation facility</b>	Land used for leisure, recreation or sport, and where there is substantial provision made for spectators, such as a grandstand, and to which spectators are usually charged admission.	Race course	<b>Leisure and recreation</b>
<b>Manufacturing sales</b>	Land used, as an incidental part of an industry, to retail goods made materially different on the land by that industry.		<b>Retail premises</b>
<b>Marina</b>	Land used to moor boats, or store boats above or adjacent to the water. It may include boat recovery facilities, and facilities to repair, fuel, and maintain boats and boat accessories.	Jetty Mooring pole Pier Pontoon	<b>Pleasure boat facility</b>
<b>Market</b>	Land used to sell goods, including foodstuffs, from stalls.	Community market Trash and treasure market	<b>Retail premises</b>
Market garden			<b>Horticulture</b>
<b>Materials recycling</b>	Land used to collect, dismantle, store, recycle, and sell, used or scrap materials.		<b>Industry</b>
<b>Medical centre</b>	Land used to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to out-patients only.		<b>Office</b>
<b>Milk depot</b>	Land used to receive milk and milk products for distribution to consumers, but where milk is not processed or pasteurised.		<b>Warehouse</b>
<b>Mineral exploration</b>	Land used for the exploration of minerals. It includes: a) conducting geological, geophysical, and geo-chemical surveys; b) drilling; c) collecting samples for analysis; d) the non-commercial extraction of minerals; and e) anything (other than Mining) that is specified in an exploration licence.		<b>Mineral, stone, or soil extraction</b>

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Mineral, stone, or soil extraction</b>	Land used for the searching, removal, or processing of minerals, stone, or soil, from the ground.	<b>Extractive industry</b> <b>Mineral exploration</b> <b>Mining</b> <b>Search for stone</b>	
<b>Mining</b>	Land used commercially to extract minerals from the land. It includes processing and treating ore.		<b>Mineral, stone, or soil extraction</b>
<b>Minor sports and recreation facility</b>	Land used for leisure, recreation, or sport, without substantial provision for spectators, and which is usually open to non-paying spectators.	<b>Indoor recreation facility</b> <b>Informal outdoor recreation</b> <b>Open sports ground</b> <b>Outdoor recreation facility</b> <b>Restricted recreation facility</b>	<b>Leisure and recreation</b>
<b>Minor utility installation</b>	Land used for a utility installation comprising any of the following:  a) sewerage or water mains; b) storm or flood water drains or retarding basins; d) gas mains providing gas directly to consumers; e) power lines designed to operate at less than 220,000 volts; f) a sewage treatment plant, and any associated disposal works, required to serve a neighbourhood; g) a pumping station required to serve a neighbourhood; or h) an electrical sub-station designed to operate at no more than 66,000 volts.	<b>Water retarding basin</b>	<b>Utility installation</b>
<b>Mooring pole</b>			<b>Marina</b>
<b>Motel</b>	Land used to provide accommodation in serviced rooms for persons away from their normal place of residence, and where provision is made for parking guests' vehicles convenient to the rooms.		<b>Residential hotel</b>

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Motor racing track</b>	Land used to race, rally, scramble, or test, vehicles, including go-karts, motor boats, and motorcycles, and includes other competitive motor sports.		<b>Leisure and recreation</b>
<b>Motor repairs</b>	Land used to repair or service motor vehicles, and includes the fitting of accessories.	<b>Panel beating</b>	<b>Service industry</b>
<b>Motor vehicle, boat, or caravan sales</b>	Land used to sell or hire motor vehicles, boats, or caravans. It may include the minor repair or servicing of motor vehicles, boats, or caravans, and the sale or fitting of accessories.	Car sales	<b>Retail premises</b>
<b>Museum</b>	Land used to display archaeological, biological, cultural, geographical, geological, historical, scientific, or other like works or artefacts.		<b>Exhibition centre</b>
<b>Natural systems</b>	Land in substantially its natural state which is used to maintain ecological systems, or to preserve an area of historic, scientific, aesthetic, or cultural significance.		
<b>Nightclub</b>	A building used to provide entertainment and dancing. It may include the provision of food and drink for consumption on the premises. It does not include the sale of packaged liquor, or gaming.	Cabaret	<b>Place of assembly</b>
Nurses' home			<b>Residential building</b>
Nursing home			<b>Residential building</b>
<b>Office</b>	Land used for administration, or clerical, technical, professional or other like business activity. No goods or materials intended for manufacture, sale, or hire may be stored on the land. Other than electoral office and medical centre, it does not include any other defined use.	Bank <b>Electoral office</b> <b>Medical centre</b> Real estate agency Travel agency	

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Open sports ground</b>	Land used for sport, but which is available for informal outdoor leisure or recreation when not being used or prepared for an organised game. It may include lights, change rooms, pavilions, and shelters.		<b>Minor sports and recreation facility</b>
<b>Outdoor recreation facility</b>	Land used for outdoor leisure, recreation, or sport.	Golf course Golf driving range Paintball games facility Pleasure park Zoo	<b>Minor sports and recreation facility</b>
Paintball games facility			<b>Outdoor recreation facility</b>
<b>Panel beating</b>	Land used to repair or replace damaged motor vehicle bodies and panels, and carry out any associated mechanical work or spray painting.		<b>Motor repairs</b>
Party supplies			<b>Restricted retail premises</b>
Pier			<b>Marina</b>
<b>Place of assembly</b>	Land where people congregate for religious or cultural activities, entertainment, or meetings.	<b>Amusement parlour</b> <b>Carnival</b> <b>Cinema</b> <b>Circus</b> Drive-in theatre <b>Exhibition centre</b> <b>Function centre</b> Hall Library <b>Nightclub</b> <b>Place of worship</b> <b>Restricted place of assembly</b>	
<b>Place of worship</b>	Land used for religious activities, such as a church, chapel, mosque, synagogue, and temple.		<b>Place of assembly</b>
<b>Plant nursery</b>	Land used to propagate, grow, and sell plants. It may include the sale of gardening equipment and horticultural products.		<b>Landscape gardening supplies</b>

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Pleasure boat facility</b>	Land used to provide facilities for boats operated primarily for pleasure or recreation, including boats operated commercially for pleasure or recreation.	<b>Boat launching facility Marina</b>	
Pleasure park			<b>Outdoor recreation facility</b>
Pontoon			<b>Marina</b>
Postal agency			<b>Retail premises</b>
<b>Primary produce sales</b>	Land used to sell unprocessed primary produce, grown on the land or adjacent land.		<b>Retail premises</b>
Primary school			<b>Education centre</b>
Race course			<b>Major sports and recreation facility</b>
Racing dog keeping			<b>Animal keeping</b>
Racing dog training			<b>Animal training</b>
<b>Railway station</b>	Land used to assemble and distribute goods and passengers and includes facilities to park and manoeuvre vehicles. It includes a light rail station. It may include the selling of food, drinks and other convenience goods and services.		<b>Transport terminal</b>
Real estate agency			<b>Office</b>
Reception centre			<b>Function centre</b>
<b>Refuse disposal</b>	Land used to dispose of refuse, by landfill, incineration, or other means.		<b>Industry</b>
<b>Refuse transfer station</b>	Land used to collect, temporarily store, and process refuse, or used or scrap materials, for disposal or use elsewhere.		<b>Industry</b>

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Research and development centre</b>	Land used to develop electronic technology, biotechnology, or any other scientific discipline. It may include administration, promotion, conference, display, laboratory, assembly, and manufacturing areas.		<b>Industry</b>
<b>Research centre</b>	Land used only for scientific research.		
Reservoir			<b>Utility installation</b>
<b>Residential building</b>	Land used to accommodate persons, but does not include camping and caravan park, corrective institution, dependent person's unit, dwelling, group accommodation, host farm, residential village or retirement village.	Backpackers' lodge Boarding house Hostel Nurses' home Nursing home Residential college <b>Residential hotel</b>	<b>Accommodation</b>
Residential college			<b>Residential building</b>
<b>Residential hotel</b>	Land used to provide accommodation in serviced rooms for persons away from their normal place of residence. If it has at least 20 bedrooms, it may include the sale of liquor for consumption on, or off, the premises, function or conference rooms, entertainment, dancing, amusement machines, and gambling.	<b>Motel</b>	<b>Residential building</b>
<b>Residential village</b>	Land, in one ownership, containing a number of dwellings, used to provide permanent accommodation and which includes communal, recreation, or medical facilities for residents of the village.		<b>Accommodation</b>

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Restaurant</b>	<p>Land used to prepare and sell food and drink, for consumption on the premises. It may include:</p> <ul style="list-style-type: none"> <li>a) entertainment and dancing; and</li> <li>b) the supply of liquor other than in association with the serving of meals, provided that tables and chairs are set out for at least 75% of patrons present on the premises at any one time.</li> </ul> <p>It does not include the sale of packaged liquor.</p>		<b>Food and drink premises</b>
<b>Restricted place of assembly</b>	Land used by members of a club or group, or by members' guests, for religious or cultural activities, entertainment, or meetings. It may include food and drink for consumption on the premises, and gaming.		<b>Place of assembly</b>
<b>Restricted recreation facility</b>	Land used by members of a club or group, members' guests, or by the public on payment of a fee, for leisure, recreation, or sport, such as a bowling or tennis club, gymnasium and fitness centre. It may include food and drink for consumption on the premises, and gaming.		<b>Minor sports and recreation facility</b>
<b>Restricted retail premises</b>	<p>Land used to sell or hire:</p> <ul style="list-style-type: none"> <li>a) automotive parts and accessories;</li> <li>b) camping equipment;</li> <li>c) electric light fittings;</li> <li>d) equestrian supplies;</li> <li>e) floor coverings;</li> <li>f) furnishings;</li> <li>g) furniture;</li> <li>h) household appliances;</li> <li>i) party supplies;</li> <li>j) swimming pools;</li> <li>k) videos; or</li> <li>l) office supplies.</li> </ul>	<p>Equestrian supplies Lighting shop Party supplies</p>	<b>Shop</b>



LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Retail premises</b>	Land used to: a) sell goods by retail, or by retail and wholesale; b) sell services; or c) hire goods.	<b>Food and drink premises</b> <b>Gambling premises</b> <b>Landscape gardening supplies</b> <b>Manufacturing sales</b> <b>Market</b> <b>Motor vehicle, boat, or caravan sales</b> Postal agency <b>Primary produce sales</b> <b>Shop</b> <b>Trade supplies</b>	
<b>Retirement village</b>	Land used to provide permanent accommodation for retired people or the aged and may include communal recreational or medical facilities for residents of the village.		
Rice growing			<b>Crop raising</b>
Road freight terminal			<b>Transport terminal</b>
<b>Runway</b>	A defined area on an airport prepared for the landing and take-off of aircraft.		
<b>Runway End Safety Area</b>	An area symmetrical about the extended runway centreline and adjacent to the wend of the runway, or stopway if provided, primarily intended to reduce the risk of damage to an aircraft undershooting or overrunning the runway or stopway.		
<b>Runway Strip</b>	A defined area including the runway and stopway, if provided, intended to:  <ul style="list-style-type: none"> <li>▪ reduce the risk of damage to an aircraft running of a runway, and</li> <li>▪ protect aircraft flying over it during take-off or landing operations.</li> </ul>		

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Rural industry</b>	Land used to: a) handle, treat, process, or pack agricultural produce; or b) service or repair plant, or equipment, used in agriculture.	<b>Abattoir Sawmill</b>	<b>Industry</b>
<b>Rural store</b>	Land used to store unprocessed agricultural produce, or products used in agriculture.		<b>Store</b>
<b>Saleyard</b>	Land used to hold, sell, and buy farm animals.		
<b>Sawmill</b>	Land used to handle, cut, and process timber from logs.		<b>Rural industry</b>
<b>Search for stone</b>	The searching for stone, including: a) conducting geological, geophysical, and geochemical surveys; b) costeaning and bulk sampling; c) drilling; and d) taking samples for chemical, physical, or other testing.		<b>Mineral, stone, or soil extraction</b>
<b>Secondary school</b>			<b>Education centre</b>
<b>Service industry</b>	Land used to launder, repair, service or wash articles, machinery, or vehicles.	<b>Car wash Dry cleaner Laundromat Motor repairs</b>	<b>Industry</b>
<b>Service station</b>	Land used to sell motor vehicle fuel from bowzers, and lubricants. It may include the: a) selling of motor vehicle accessories or parts; b) selling of food, drinks and other convenience goods; c) hiring of trailers; d) servicing or washing of motor vehicles; and e) installing of motor vehicle accessories or parts.		

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
<b>Shop</b>	Land used to sell goods or services, or to hire goods, but does not include food and drink premises, gambling premises, landscape gardening supplies, manufacturing sales, market, motor vehicle, boat, or caravan sales, postal agency, primary produce sales, or trade supplies.	<b>Adult sex bookshop</b> Beauty salon <b>Bottle shop</b> <b>Convenience shop</b> Department store Hairdresser <b>Restricted retail premises</b> Supermarket	<b>Retail premises</b>
Slipway			<b>Boat launching facility</b>
<b>Solid fuel depot</b>	Land used to sell solid fuel, such as briquettes, coal, and fire wood.		<b>Fuel depot</b>
<b>Store</b>	Land used only to store goods, machinery, or vehicles.	<b>Boat and caravan storage</b> Freezing and cool storage <b>Rural store</b> <b>Vehicle store</b>	<b>Warehouse</b>
Supermarket			<b>Shop</b>
<b>Take away food premises</b>	Land used to prepare and sell food and drink for immediate consumption off the premises.		<b>Food and drink premises</b>
<b>Tavern</b>	Land used to sell liquor for consumption on the premises. It may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines, and gambling.		<b>Food and drink premises</b>
<b>Taxiway</b>	A defined path over which aircraft can taxi from one part of an airport to another.		
<b>Telecommunications facility</b>	Land used to accommodate any part of the infrastructure of a Telecommunications network. It includes any telecommunications line, equipment, apparatus, telecommunications tower, mast, antenna, tunnel, duct, hole, pit, pole, or other structure or thing used, or for use in or in connection with a Telecommunications network.		<b>Utility installation</b>

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Tertiary institution			Education centre
<b>Timber production</b>	Land used to propagate, cultivate, manage and harvest timber.		Crop raising
<b>Timber yard</b>	Land used to sell sawn, dressed, and treated timber, wood fibre boards, and the like. It includes cutting the timber and boards to order, and selling hardware, paints, tools, and materials used in conjunction with the use and treatment of timber.		Trade supplies
<b>Trade supplies</b>	Land used to sell by both retail and wholesale, or to hire, materials, tools, equipment, machinery or other goods for use in: <ul style="list-style-type: none"> <li>a) automotive repairs and servicing;</li> <li>b) building;</li> <li>c) commerce;</li> <li>d) industry;</li> <li>e) landscape gardening;</li> <li>f) the medical profession;</li> <li>g) primary production; or</li> <li>h) local government, government departments or public institutions.</li> </ul>	<b>Timber yard</b>	Retail premises
<b>Transport terminal</b>	Land used to assemble and distribute goods or passengers. It includes facilities to park and manoeuvre vehicles.	Airport Bus terminal Heliport Railway station Road freight terminal <b>Wharf</b>	
Trash and treasure market			Market
Travel agency			Office
<b>Utility installation</b>	Land used: <ul style="list-style-type: none"> <li>a) for telecommunications;</li> <li>b) to transmit or distribute gas, oil, or power;</li> <li>c) to collect, treat, transmit, store, or distribute water; or</li> <li>d) to collect, treat, or dispose of storm or flood water, sewage, or siltage.</li> </ul>	<b>Minor utility installation</b> Reservoir <b>Telecommunications facility</b>	

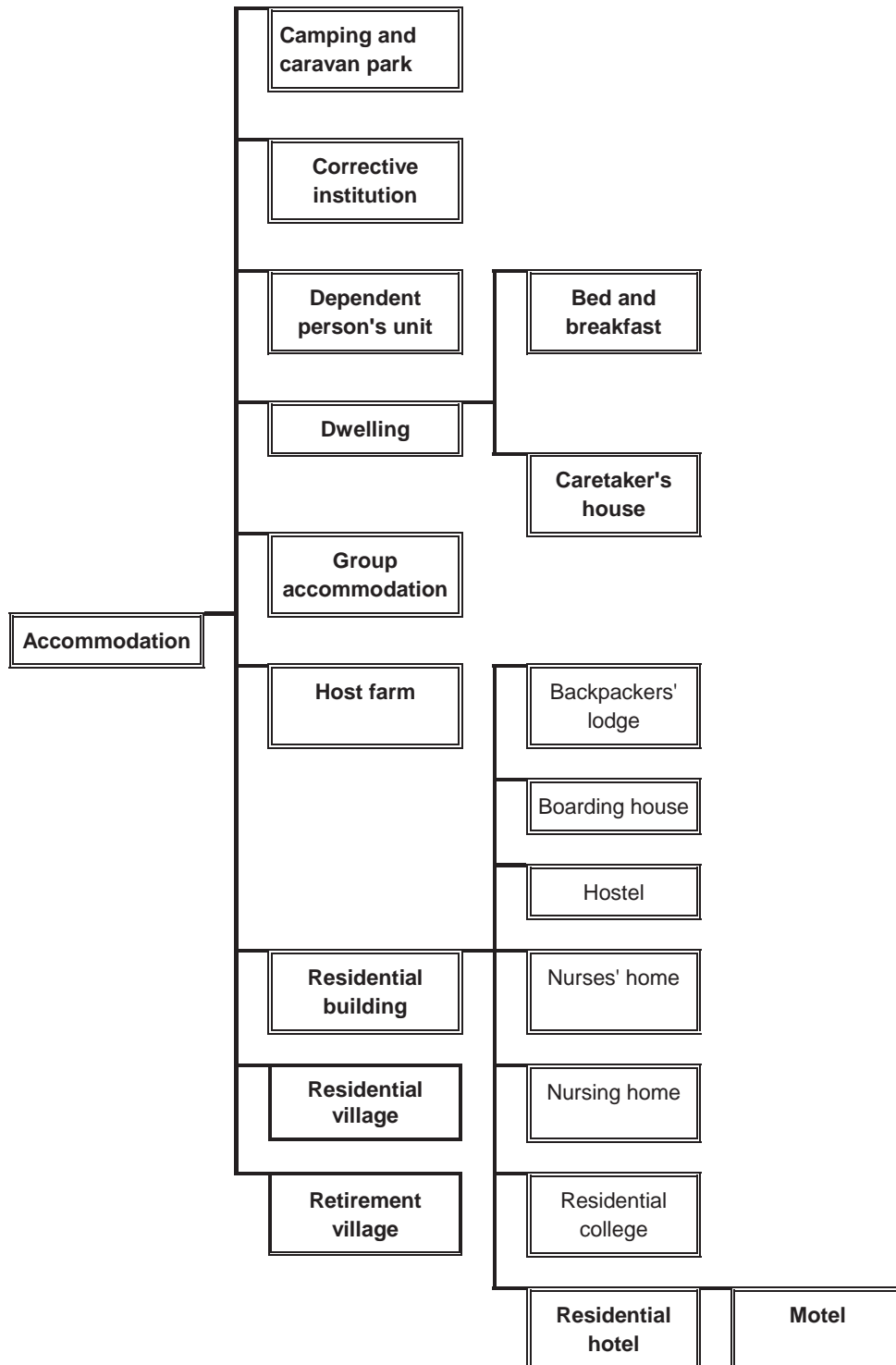
<b>LAND USE TERM</b>	<b>DEFINITION</b>	<b>INCLUDES</b>	<b>INCLUDED IN</b>
<b>Vehicle store</b>	Land used to park or store vehicles in connection with a goods or passenger transport business.		<b>Store</b>
<b>Veterinary centre</b>	Land used to:  a) diagnose animal diseases or disorders; b) surgically or medically treat animals; or c) prevent animal diseases or disorders.  It may include keeping the animals on the premises for treatment.		
<b>Warehouse</b>	Land used to store or display goods. It may include the distribution and the wholesale selling of the goods.	<b>Commercial display area</b> <b>Fuel depot</b> <b>Mail centre</b> <b>Milk depot</b> <b>Store</b>	
<b>Water retarding basin</b>	Land used to store storm or flood water on a temporary basis.		<b>Minor utility installation</b>
<b>Wharf</b>	Land used to provide facilities for ships, such as bulk and container ships, passenger ships, and defence force marine craft.		<b>Transport terminal</b>
<b>Winery</b>	Land used to display, and sell by retail, vineyard products, in association with the growing of grape vines and the manufacture of the vineyard products. It may include the preparation and sale of food and drink for consumption on the premises.		
<b>Zoo</b>			<b>Outdoor recreation facility</b>

**NESTING DIAGRAMS**

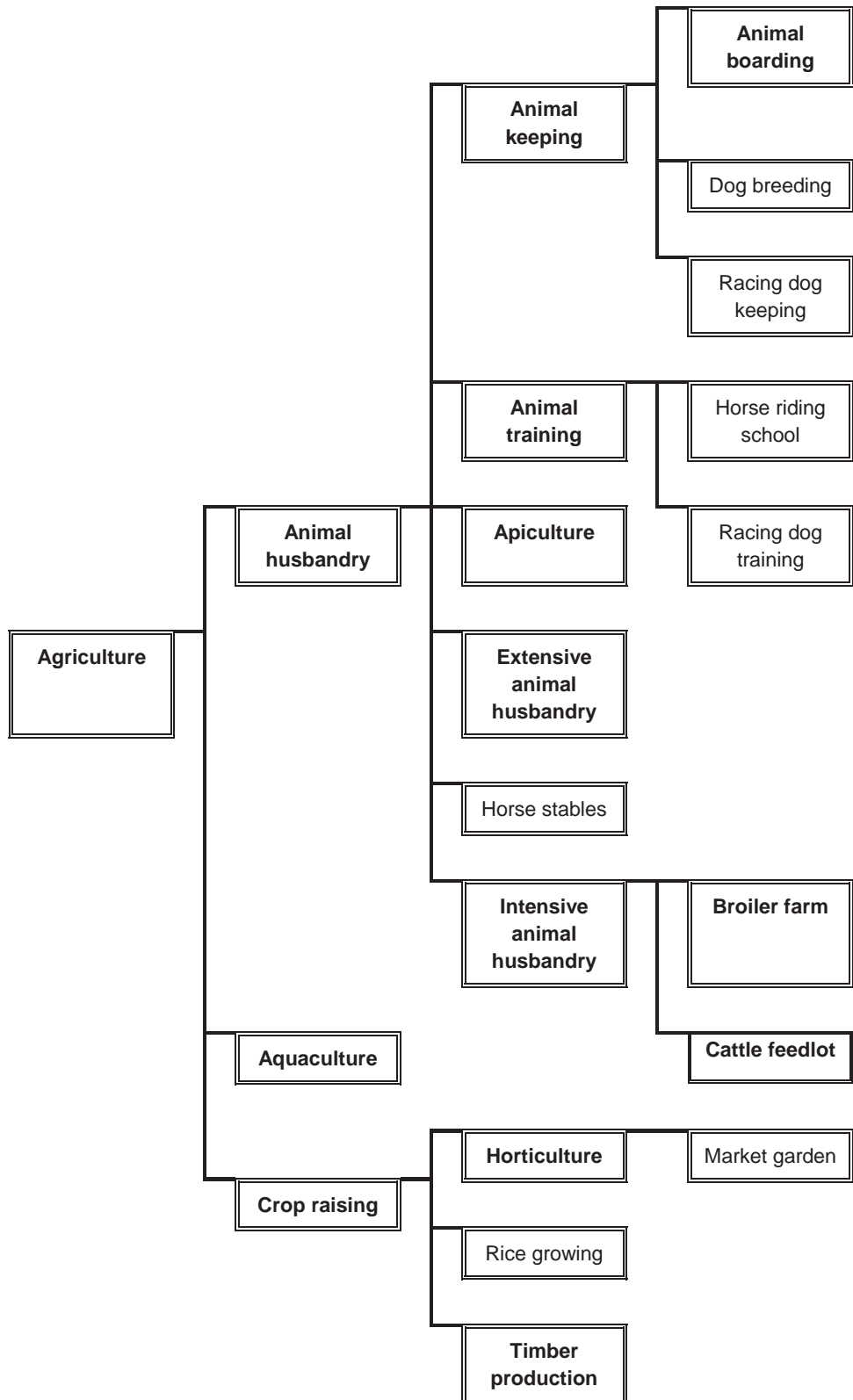
The information in the table to Clause 74 is set out in the following diagrams as a means of indicating the nesting of land use terms.

Land use terms that are not nested are listed separately. If there is any inconsistency between the table and the diagrams or list, the table to Clause 74 prevails.

## Accommodation group



## Agriculture group

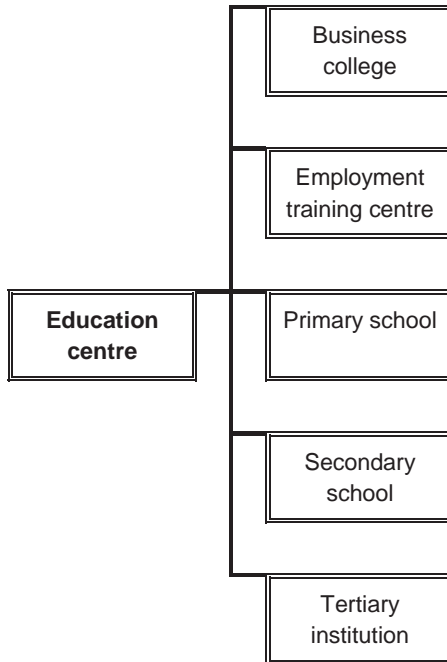




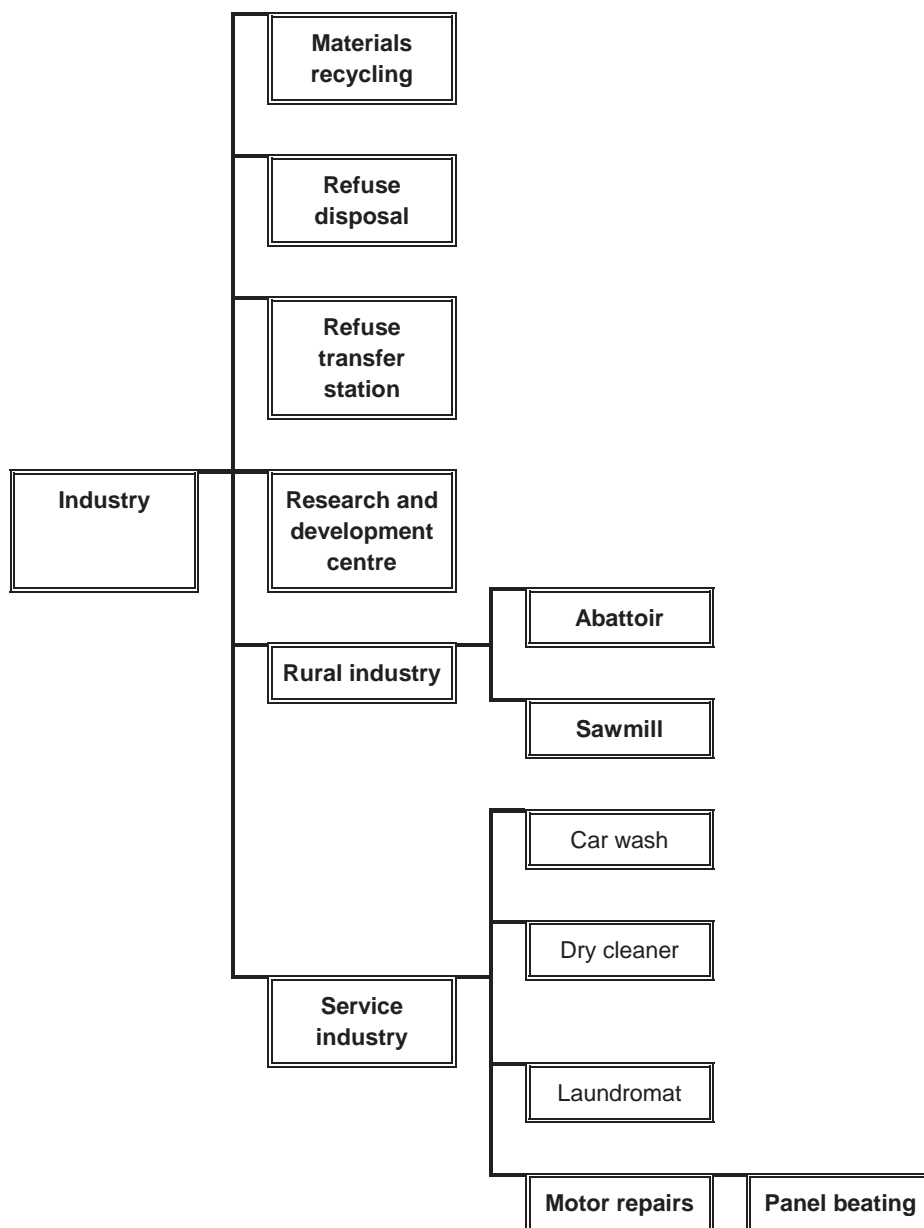
### Child care centre group



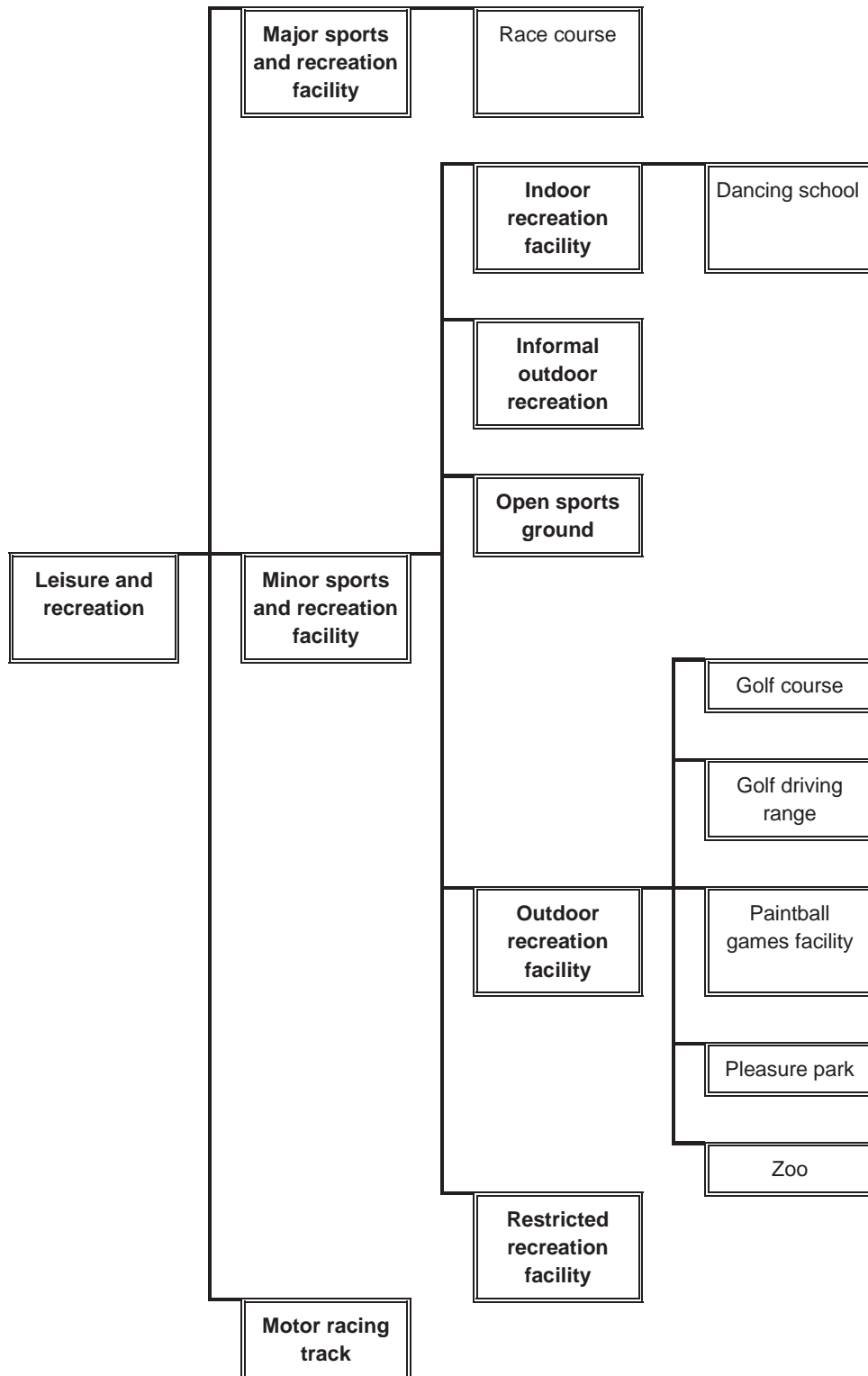
### Education centre group



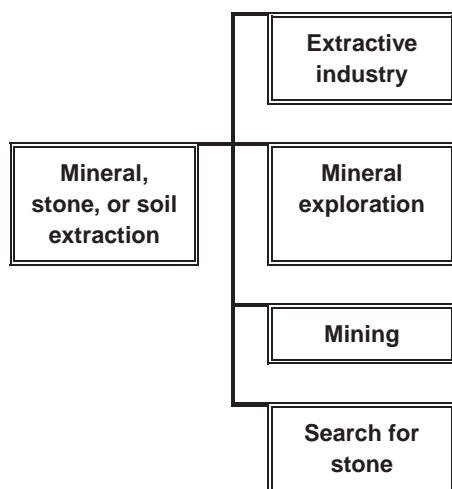
## Industry group



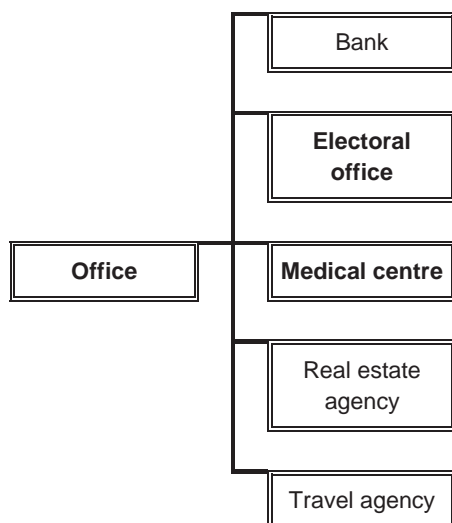
## Leisure and recreation group



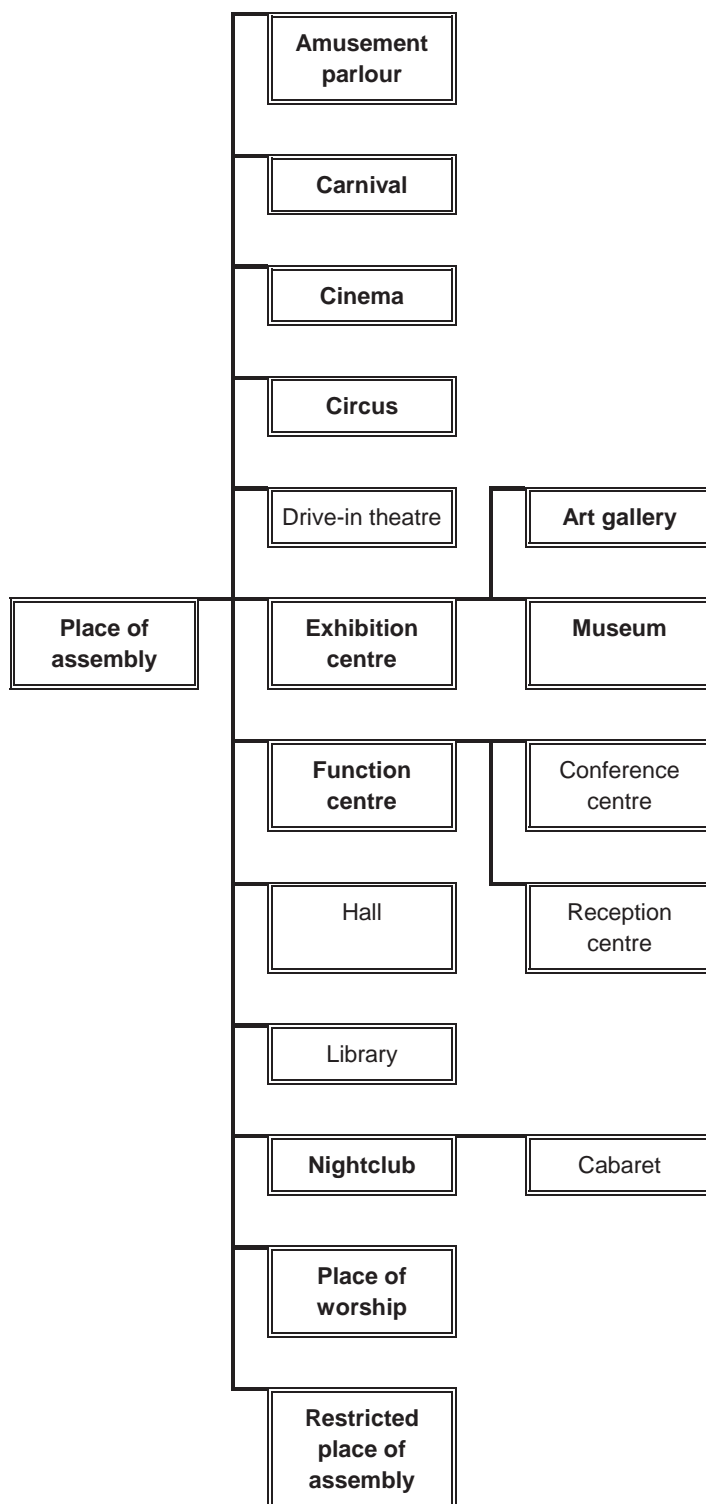
### Mineral, stone, or soil extraction group



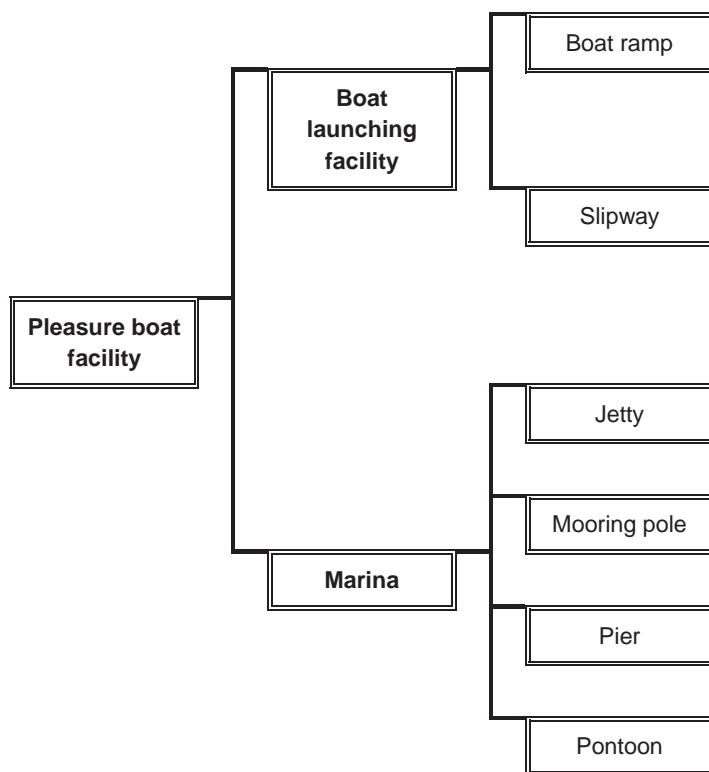
### Office group



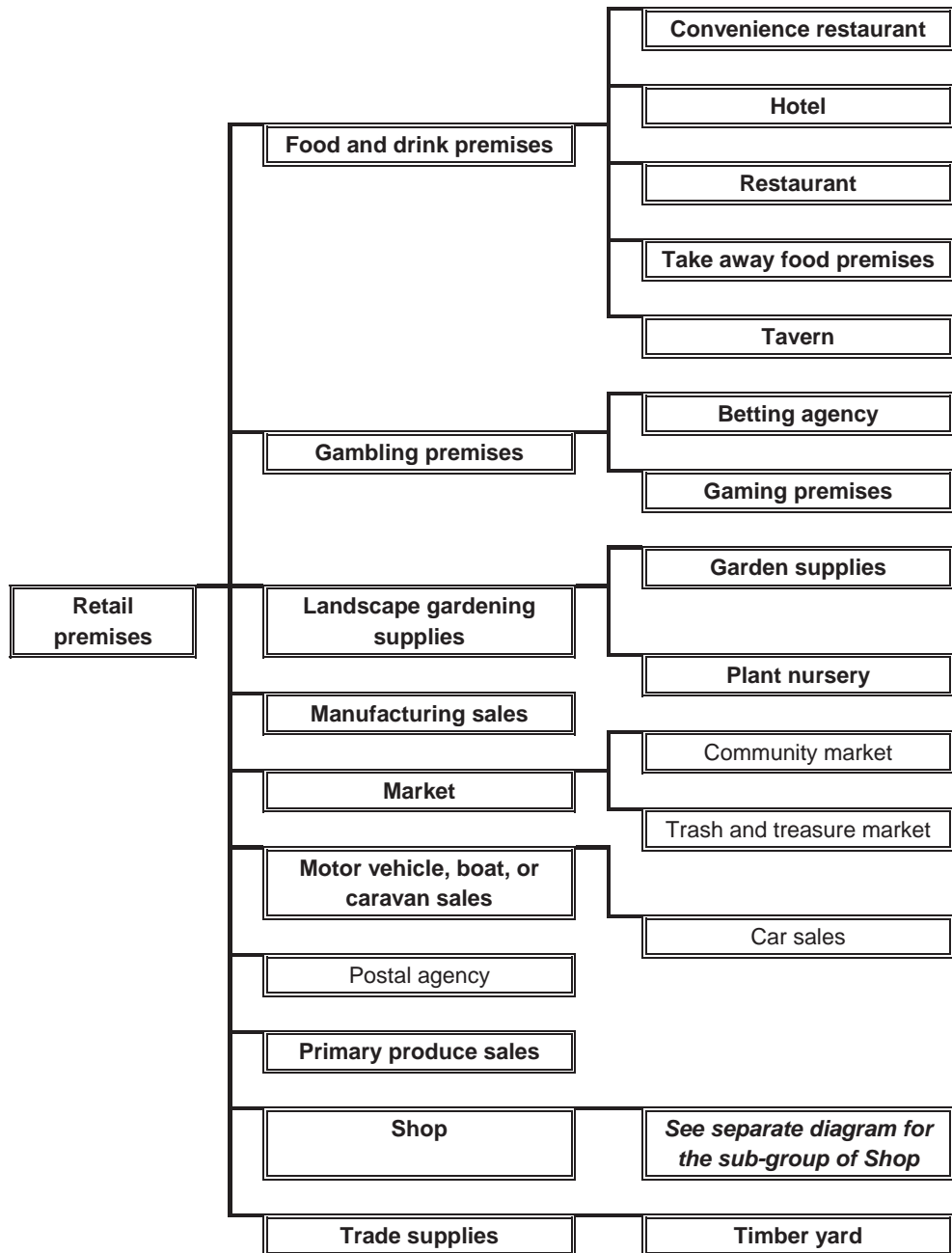
## Place of assembly group



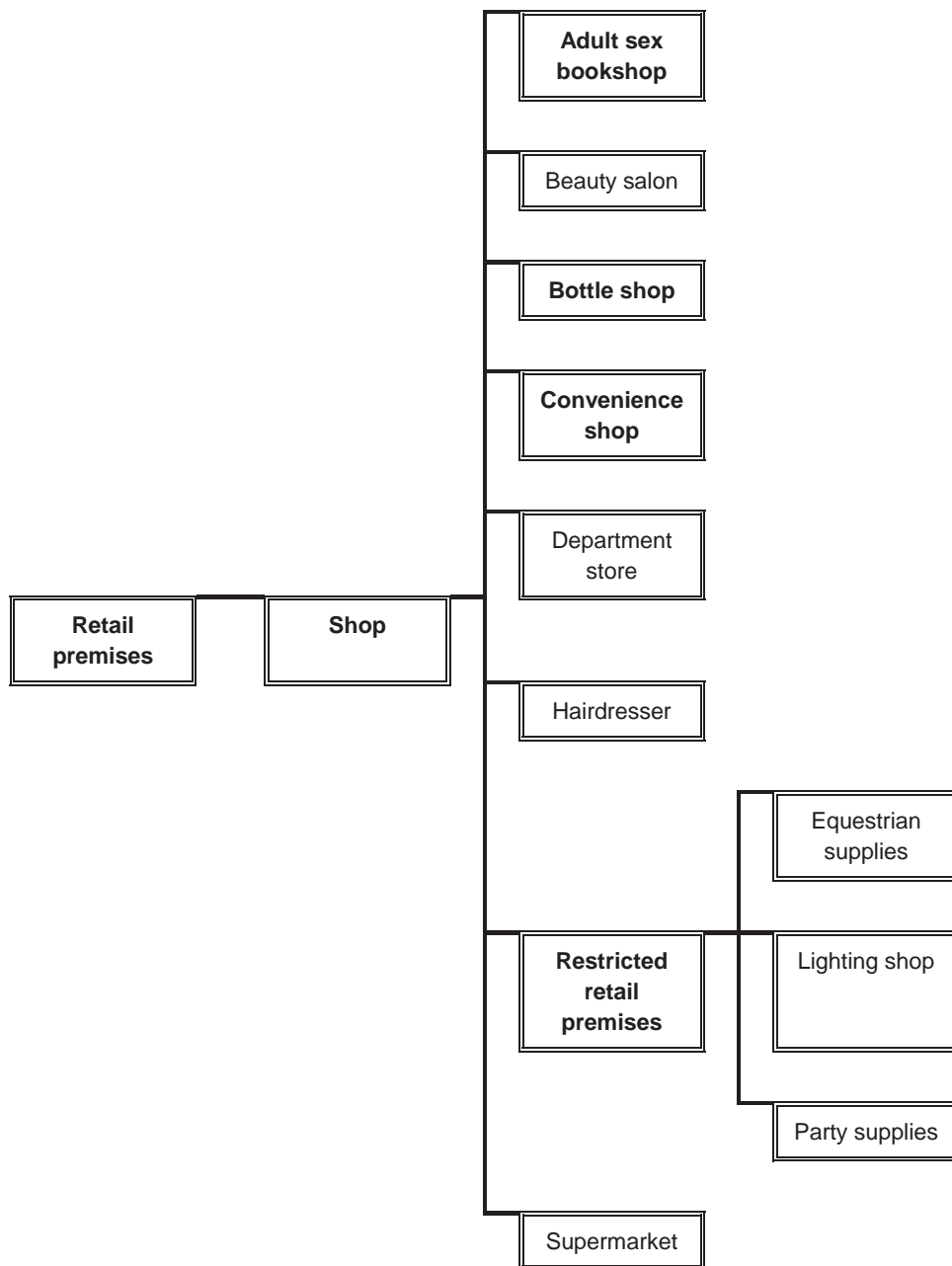
## Pleasure boat facility group



## Retail premises group

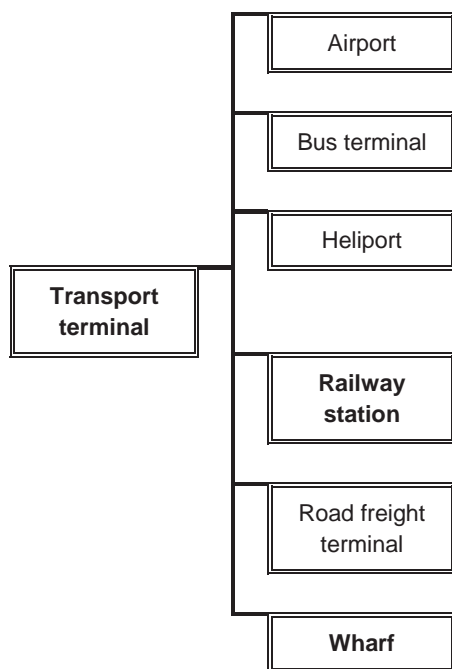


**Retail premises group (sub-group of Shop)**

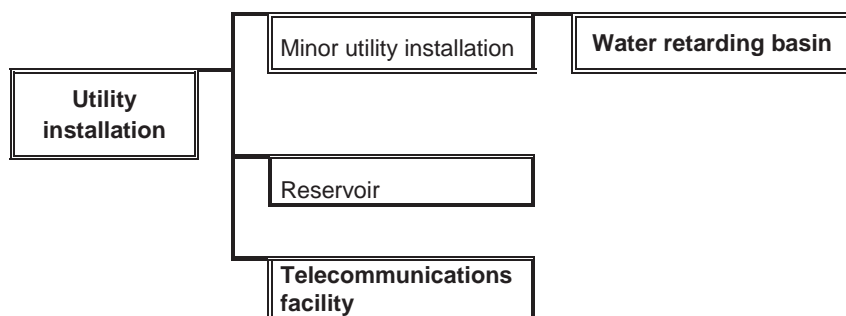




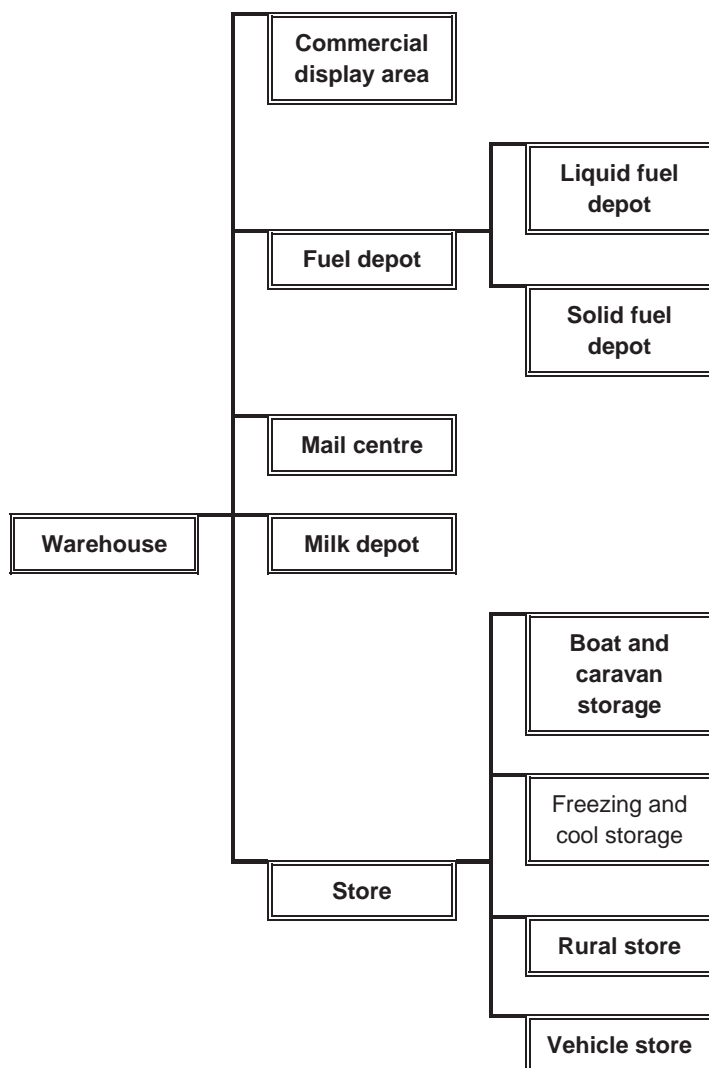
### Transport terminal group



### Utility installation group



## Warehouse group



**Land use terms that are not nested**

**Art and craft centre**

**Brothel**

**Car park**

**Cemetery**

**Cinema based entertainment facility**

**Crematorium**

**Display home**

**Freeway service centre**

**Funeral parlour**

**Home occupation**

**Hospital**

**Natural systems**

**Research centre**

**Saleyard**

**Service station**

**Veterinary centre**

**Winery**

## **Incorporated Documents**

This section sets out the documents which are incorporated in this Land Use Plan.

A document mentioned in this Land Use Plan is not incorporated unless it is included in this list.

**DOCUMENTS INCORPORATED IN THIS LAND USE PLAN**

The documents listed in the schedule to this clause are incorporated documents. These documents are of local application.

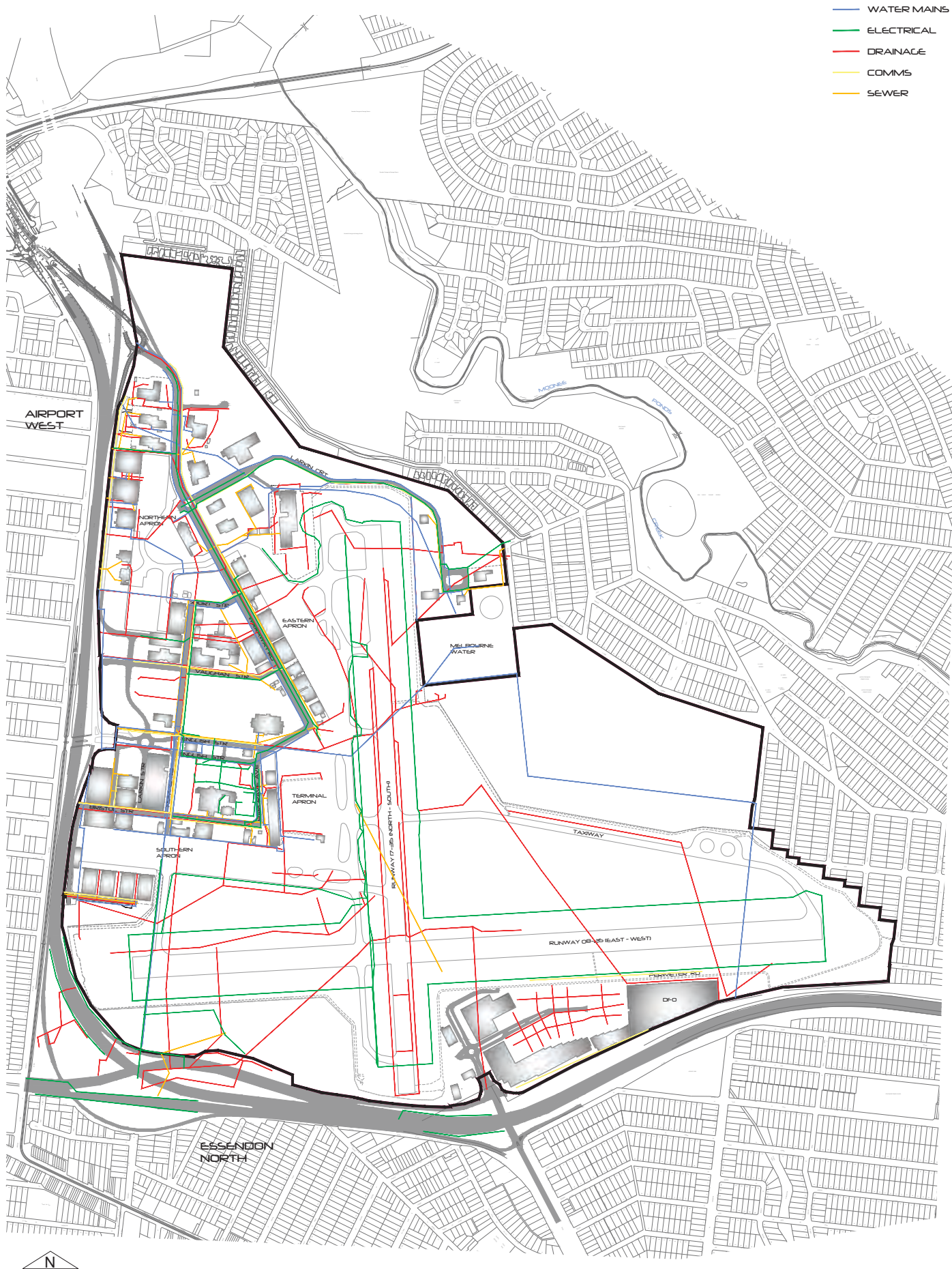
If a document is not included in the table or the schedule, it is not an incorporated document.

**SCHEDULE TO CLAUSE 81**

**NAME OF DOCUMENT**

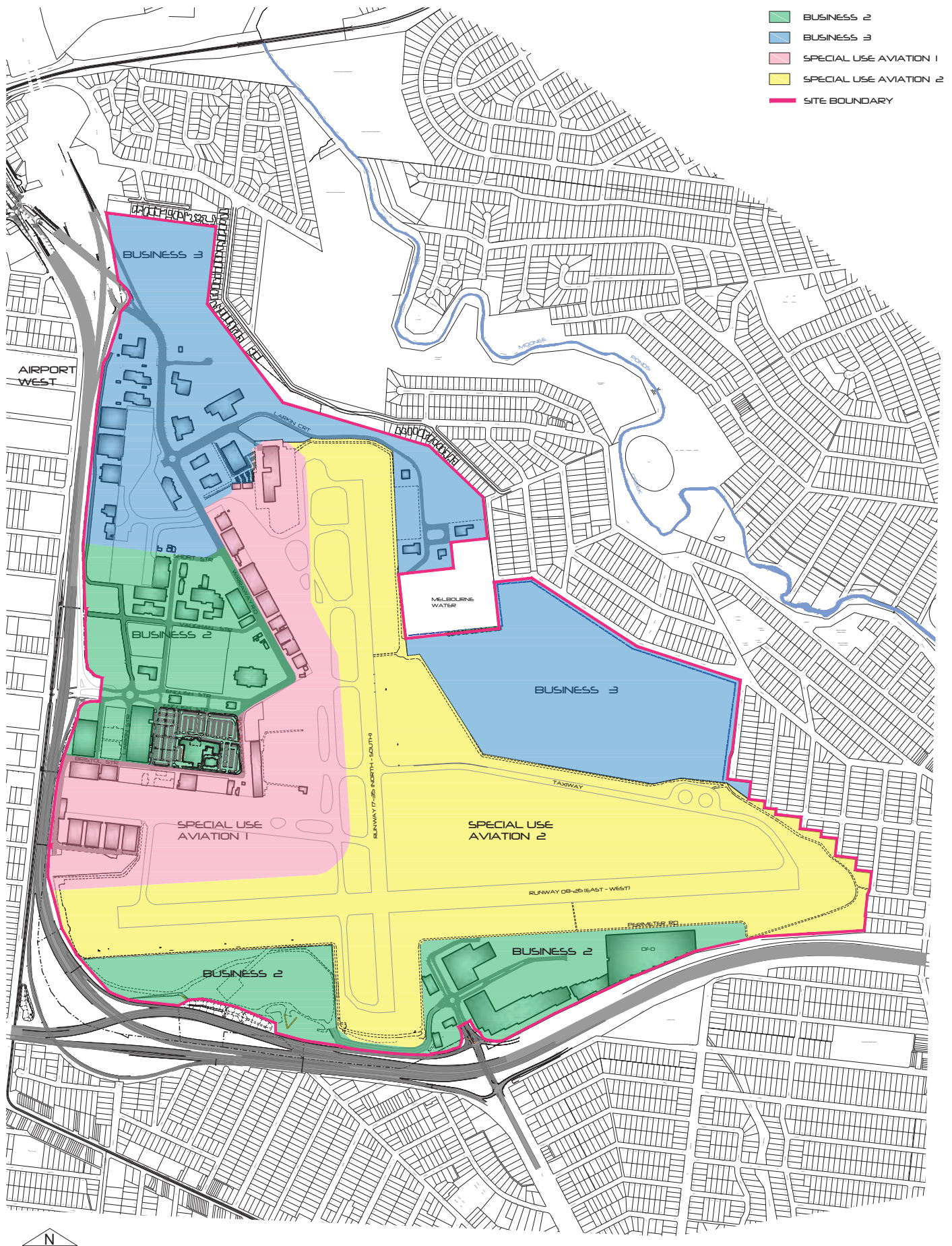
**Essendon Airport Environmental Strategy, 2013**

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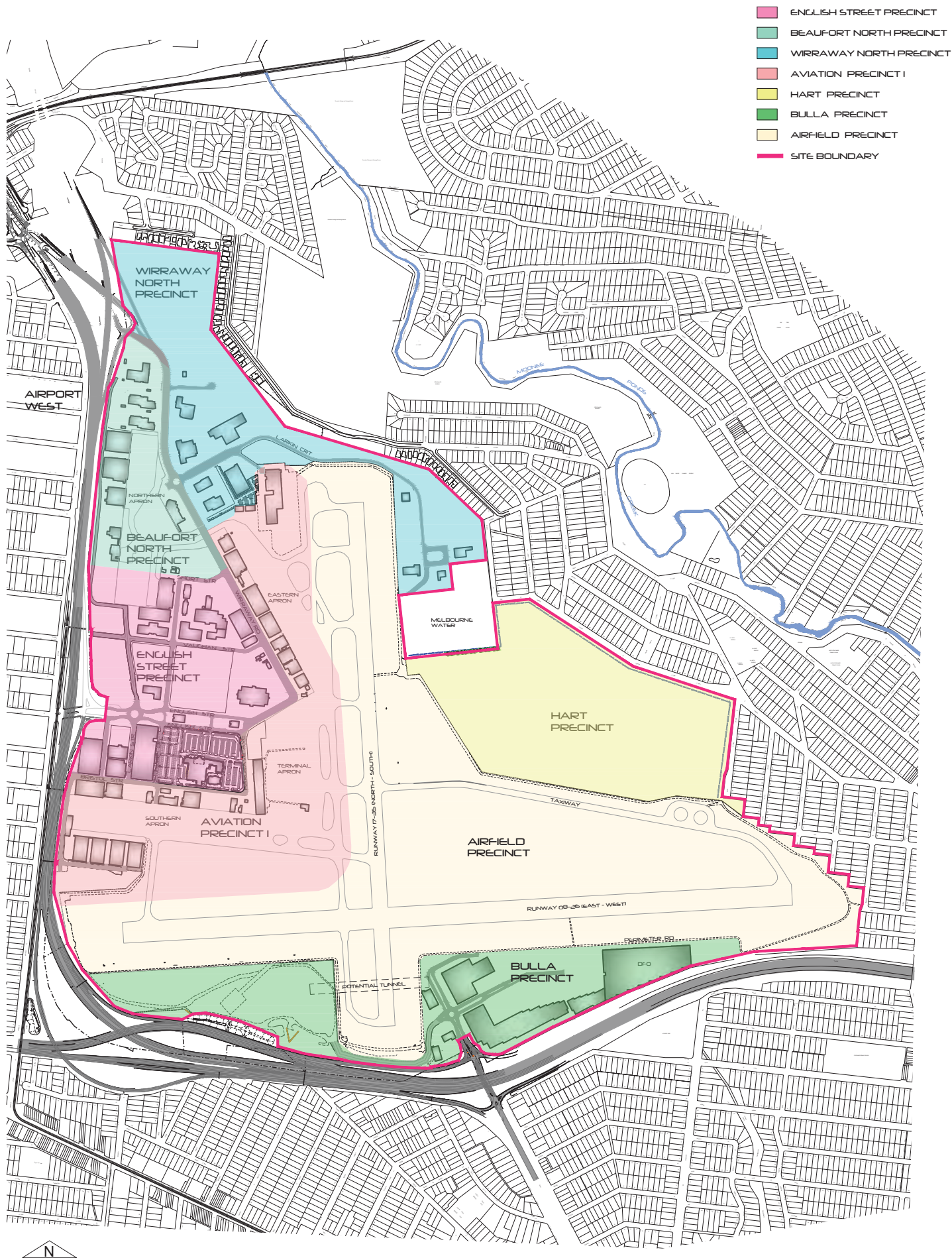
**EXISTING TRUNK SERVICES PLAN (2013)**  
**ESSENDON AIRPORT PTY LTD.**





# **LAND USE PLAN** **ESSENDON AIRPORT PTY LTD.**





# **MASTER PLAN** **ESSENDON AIRPORT PTY LTD.**