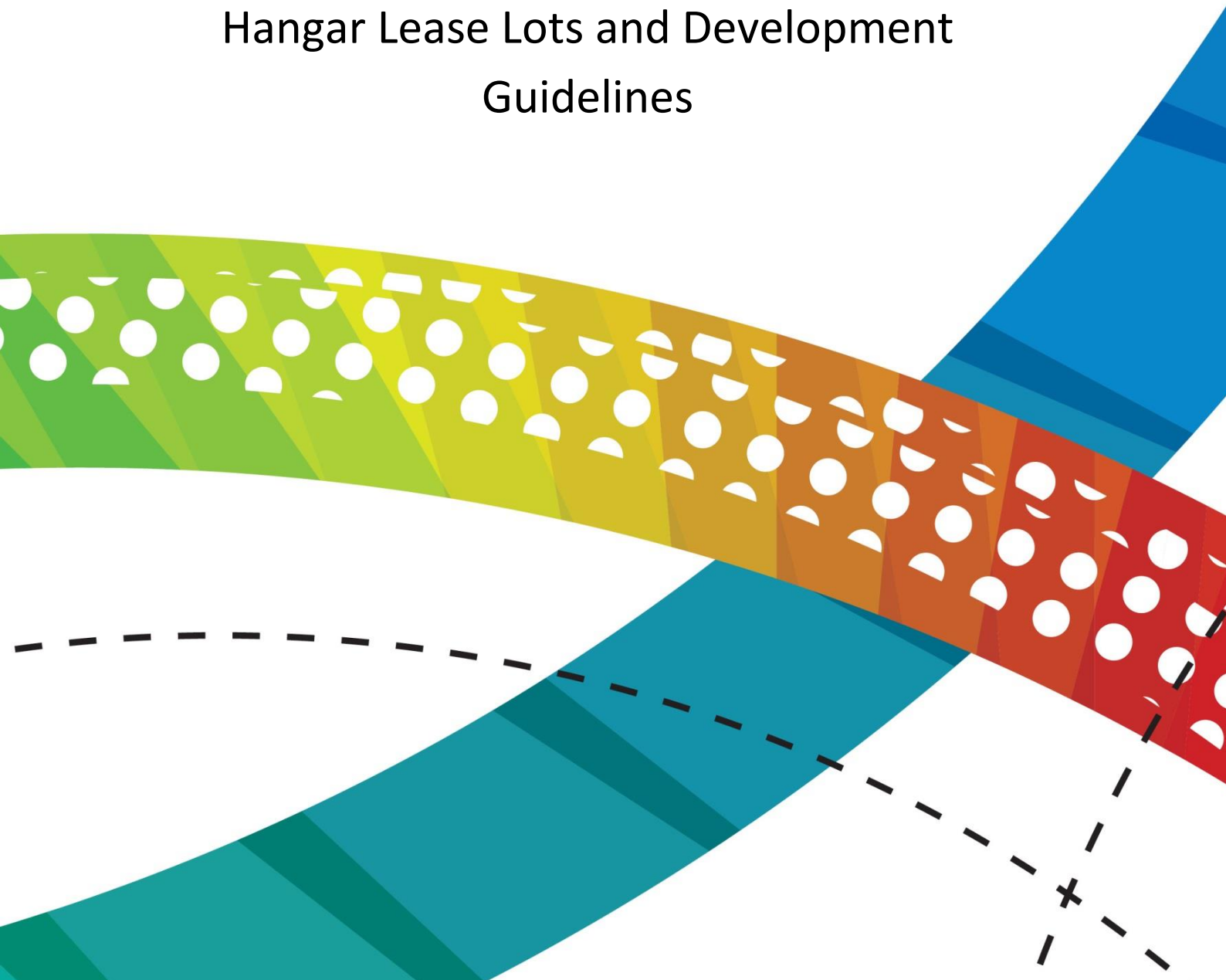
BUSSELTON
MARGARET RIVER
Airport

Busselton Margaret River Airport

General Aviation Precinct

Hangar Lease Lots and Development Guidelines



ARRIVALS FORECOURT - ENTRY ELEVATION

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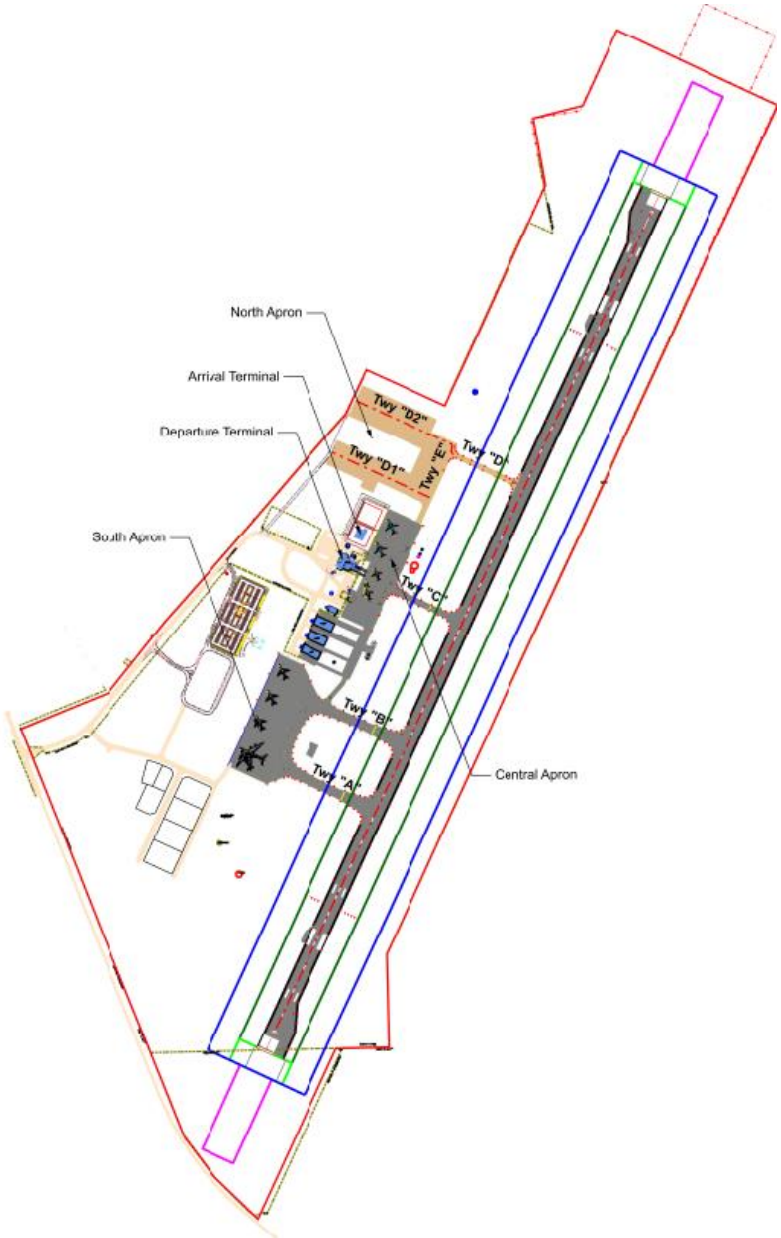
BUSSELTON MARGARET RIVER Airport

October 2025

1. PURPOSE AND SCOPE

The purpose of this document is to provide interested parties and future lessees with an understanding of the General Aviation precinct design and construction guidelines when constructing hangars within a leased area at Busselton Margaret River Airport (BMRA).



BUSSELTON MARGARET RIVER Airport

2. DEVELOPMENT OBJECTIVES

The following objectives guide the planning and development of the airport precinct:

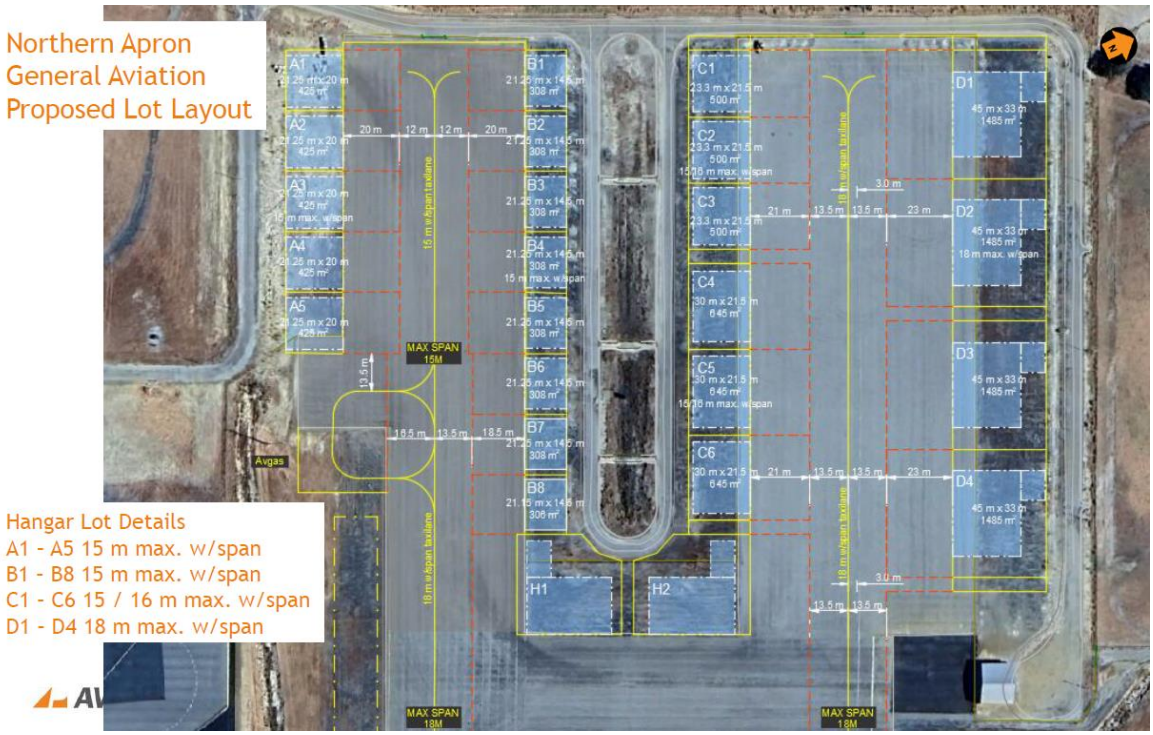
- Maintain BMRA as a leading Aviation facility in the South West through investment in infrastructure necessary to satisfy the forecast operational requirements;
- Enhance the airport's contribution to WA employment and economic growth through appropriate aviation development;
- Encourage sustainable development of the airport land through consideration and integration of environmental, financial and social values and stakeholder interests;
- Ensure the long-term viability and sustainability of the airport and its stakeholders through effective planning, development and management; and
- Provide a safe, secure, compliant and efficient airport operating environment.

3. LAND USE

These Guidelines provide a framework for the General Aviation precinct with the proposed leased site plan below. The General Aviation aprons and taxi lanes have been designed to cater for aircraft up to a maximum of 15m wingspan on the southern apron and 18m on the northern apron.

We recommended potential lessees seek professional advice from a qualified building surveyor or contact the City's Planning and Building department to determine the building use and codes that apply to the lease lots within the General Aviation precinct.

General Aviation hangar / leased lot area layout is below;



Note: The leased area boundaries are marked in yellow and indicative hangar dimension, size and layout are in blue.

4. DEVELOPMENT AND APPROVAL PROCESS

BMRA is situated 6.5 km from the Busselton town centre. The City of Busselton (the City) owns and operates BMRA and will be responsible for developing the land within the Airport precinct.

The General Aviation area is contained within the Airport Precinct and zoned Special Purpose in the City of Busselton Town Planning Scheme No. 21.

4.1. Application and Approval Process

A Development (planning) Application **will** be required for any development, including but not limited to any of the following works –

- New hangars, building and/or other structure.
- Any external alterations/additions to existing hangars, building and/or structures (Note : internal alterations may also require prior development approval – please speak to the Planning Department at the City to confirm).

- Any new or changes to existing hardstand areas.
- Any alterations to the existing or new fencing; and
- Any new or additional signage.

Information on planning and building requirements can be found on the City of Busselton website at the following link : Planning and Building Resources » City of Busselton

5. BUILDING DESIGN CRITERIA

The City of Busselton encourages lessees (and their appointed contractors) to consider the design and implementation of sustainable building technology, including minimisation of building waste, recycling, energy and water efficiencies and improved environmental outcomes.

National Construction Code (NCC) & Legislative Requirements

5.1. General Compliance

All building work must comply with the National Construction Code (NCC) 2022 Amendment 2, including relevant Australian Standards and Building Regulations 2012 (WA). [wa.gov.au]

5.2. Building Permit

A building permit is required from the City of Busselton under the Building Act 2011 (WA).

Applications must be submitted using Form BA1 (certified application) and accompanied by a Certificate of Design Compliance (CDC) issued by a registered building surveyor.

5.3. Building Classification

Buildings must be classified in accordance with Volume One or Two of the NCC, depending on use:

- Class 7b: Aircraft Storage commercial
- Class 8: Aircraft maintenance or servicing.
- Class 10a: Aircraft storage only.

5.4. Sanitary Facilities

Sanitary facilities must be provided in accordance with Part F2 of NCC Volume One, based on the building classification and occupancy numbers determined by the building surveyor.

5.5. Fire Safety

Fire separation between buildings must comply with Part C3 (Protection of Openings) and Specification C1.1 of the NCC.

Fire-fighting equipment must be installed per Part E1, including extinguishers, hydrants, and hose reels as applicable.

5.6. DFES Referral

Buildings with a floor area exceeding 500 m² require referral to the Department of Fire and Emergency Services (DFES) under Regulation 18B of the Building Regulations 2012.

5.7. Emergency Lighting

Emergency lighting and exit signage must comply with Part E4 of the NCC, ensuring safe egress in the event of power failure.

5.8. Structural Design

Structural elements must be designed for minimum N3 wind classification, in accordance with AS/NZS 1170.2 and Part B1 of the NCC.

5.9. Accessibility

Where applicable, buildings must comply with AS 1428.1:2021 as referenced in Part D3 of the NCC, aligning with the Disability (Access to Premises – Buildings) Standards 2010. [mbc-group.com.au]

5.10. Energy Efficiency

Conditioned spaces (e.g. offices, lounges) must comply with Section J of the NCC, including thermal performance, glazing, and HVAC efficiency.

5.11. Environmentally Sustainable Design

The consideration of sound environmental design parameters can significantly reduce every day running costs of buildings without significant additional building costs.

Internal layouts should be designed to minimise energy consumed for heating, cooling and light where:

- Window design and shading facilitates good thermal and daytime performance.
- Building materials and insulation minimise the thermal transfer.

- Building materials and energy sources are selected to minimise energy requirements and greenhouse gas emissions.

Building services shall be designed to minimise energy and resource use through:

- Maximising the use of natural light and ventilation.
- Selection of energy efficient lighting control systems, fittings and appliances.
- Design for the use and management of natural ventilation.
- Utilise energy efficient mechanical ventilation and air-conditioning equipment and controls.
- Minimise water use via water efficient fixtures and fittings
- Minimise waste through product and material choice and recycling and re-use of materials if possible.
- Mitigation of wind shear effect (if applicable).

5.12. Architectural Character

The following principles will form part of the assessment of any hangar development.

- Buildings should provide a positive presentation to the internal road network within the airport and provide a strong corporate image and an inviting entrance.
- The main entrance to the building is to be clearly visible.
- The total area (sqm) of hangars are not to be less than 50% of the total leasable area.
- Hangars are to have a pedestrian door included in the design in addition to aircraft hangar doors.

5.13. Materials, Colours and Finishes

The use of texture and colour should reflect adjoining and existing developments. The use of Zincalume will not be permitted and colours from the Colorbond Steel or Ultra Steel “classic” range or equivalent shall be used to the satisfaction of the City, which will include neutral, lighter shades of greys, creams and earth colours for the major areas of walling with features expressed in panels with integrated signage for commercial operators

Consideration of the building forms and layout, including roof forms and the use of colour can provide an acceptable aesthetic and be used to define the precinct.

The following Table provides the guidelines for hangar construction;

Reference	Category	Finish/Colour
Building Typology	Utilitarian	
Roof material	Metal	Non-reflective
	Translucent	Obscure
Wall material	Metal	Non-reflective
	Concrete –block or precast panels	Render and/or paint

All mechanical/electrical plant and equipment shall be hidden from view from public areas including internal roads. Any screening should be designed as an integral part of the building form and character.

Any plant required to be roof mounted will require special screening or design treatments. The presentation of the roof is an important part of the total design.

5.14. Car Parking Requirements and Vehicular Movements within the GA Precinct.

Limited short term car parking within the GA Precinct will be available for private/personal use of the Lessees in the non-leased areas between the internal road and lease area only.

Where larger hangar lease lots allow for the design of car parking and vehicular manoeuvring areas, lessees should address the following:

- Safe pedestrian access.
- Limited and practical crossover/driveway placement.
- Disabled parking if applicable, and access shall comply with AS 1428:2002 and the BCA.
- Any Car parking design and function shall conform to Australian Standards for Parking Facilities (AS 2890.2 and AS 2890.3) and be approved by the Airport Manager.
- All carpark facilities constructed by the lessee will be at the expense of the hangar lessee.

5.15. Storm Water Catchment, Control and Drainage

Water sensitive urban design strategies are to be applied to storm water management.

The use of drainage swales can be incorporated into the on-site landscape areas with Airport Manager approval.

No polluted or contaminated storm water may be discharged into the soak well system. Where necessary, pollution control equipment such as oil and grit traps and gross pollution traps shall be installed to applicable BCA standards, certified and properly serviced and maintained as part of the environmental management of the site. Collection and disposals of all pollutants produced within any leased area will be the responsibility of the lessee.

All storm water drainage must be contained within the bounds of the lease site, including all pipe work and gutters. Developments must retain stormwater at a rate of 1m3 of storage per 40m2 of Impervious Surfaces to accommodate 5 Year ARI. Refer to the City's Local Planning Policy 6.1 Stormwater Management for more details:

https://www.busselton.wa.gov.au/documents/62/lpp-61-stormwater-management

5.16. Signage and External Display

Signage requires a consistent approach be undertaken for all external signage including wall signs, and directional signage.

The City of Busselton's overall objective is to meet the wayfinding signage needs of all hangar tenants while maximizing and standardizing the design aesthetics of the precinct.

BMRA Hangar Signage guidelines include:

Freestanding sign

- One freestanding sign will be allowed on the "verge" in the front of each hangar leased area. This sign will identify the name of the business and hangar lot number only. This sign shall be less than 0.2m^2 in size and be designed within the overall theme of the precinct. No slogans or promotional messages may be displayed on these signs

Wall sign

- Wall signage may contain the business name and/or corporate logo.
- A maximum of two wall signs per building, one apron facing sign and one road or landside facing sign will be permitted.
- No wall sign shall be larger than 10% of the total area of the wall onto which it is placed.
- Signs must be specified, installed and maintained to a high standard, with three dimensional approach preferred and laser cut raised lettering encouraged.
- Signage found to be non-compliant with the above terms or erected without prior consent of the Airport Manager, will be removed at the Lessee's cost.
- Sub-tenants shall not place a sign on the building but may place their business name on or adjacent to the main entrance door to their premises.
- No advertising or promotional signs shall be placed on buildings.
- Tenant names or additional directions will not be permitted on internal roads or street signage.

5.17. Fencing

Fencing will be constructed in accordance with Aviation Security requirements and the City of Busselton Transport Security Program and will consist of post and rail chain wire security fence minimum 1.8m high with three rows of barbed wire or razor wire to airside boundaries.

5.18. Street, Carpark and Apron Lighting

External hangar, parking lights and apron lighting shall be constructed in accordance with CASA MOS Part 139 as approved by the Airport Manager.

As a guide, external lighting shall generally comply with the following (or approved by the Airport Manager):

- Luminaires: - Light fittings to meet specifications of the WE-EF PFL 500 LED series.

5.19. Site Services

Any service connections, permanent and temporary, will be metered. Before water meters are either installed or de-commissioned, contractors must provide notice and meter readings to the Airport Manager. Contact Airport Management for details on power, water and sewerage connections and site information.

5.19.1. Power Connection

The City will provide metered power (low voltage) to the GA precinct. 3 Phase power is available upon application and approval in some areas. Both permanent and temporary electrical connections will be metered.

5.19.2. Water Connection

The City will provide one point of connection for water at or near the leased area boundary. Lessees will be required to install plumbing pipe work at the time of hangar construction to enable connection to water for future use even if the lessee does not connect to these services.

The lessee will, at their cost, install a water sub-meter of the type approved by the City for the purpose of metering water usage to the lease area.

5.19.3. Fire Protection Requirements

Lessees will need to comply with the BCA in respect to fire protection requirements. Roadside fire hydrants have been installed throughout the Airport precinct.

5.19.4. Sewer

The City will provide one point of connection for sewer drainage at the leased area boundary. Lessees will be required to install plumbing pipe work at the time of hangar construction to enable connection to waste water for future use even if the lessee does not connect to these services.

5.20. Roads

Roads are designed to accommodate vehicle types and sizes that are appropriate to the land uses approved under the Airport Master Plan.

Lessees (or their appointed contractors) are responsible for the construction of concrete crossovers/ driveways at their cost if required.

5.21. Landscaping

Generally, the area between the leased area and the internal road within BMRA precinct will be approximately 5.5 m wide. On new developments, lessees (or their appointed contractors) shall allow for the supply and installation of a minimum of two 100mm diameter pvc ducts under each crossover/driveway if required.

5.22. Landscape Strip and Building Setbacks (roadside boundaries)

Building siting controls aim to achieve good separation to assist overall legibility, safety and security, natural light, visual amenity and assist fire prevention within a leased area as well as preventing its potential propagation. Building setbacks are to be maintained to a suitable standard to the satisfaction of the City with landscaping (non-wildlife attracting), gravel or bitumen seal.

5.23. Height Restrictions

Building heights at the airport are restricted by the requirements of aircraft movements, infrastructure and equipment related to aircraft movements. The maximum heights are subject to compliance with the Obstacle Limitation Surface (OLS).

	Maximum height (m) (ARP)	*Maximum Stories*
GA Precinct	8.5	2

5.24. Hangar Floors

All hangar floors will be of concrete construction to the specification of the hangar manufacturer and suitable for the required use.

5.25. Sea Containers and Transportables

Sea Containers, transportable buildings, portable or demountable buildings, donga or any other non-permanent structure are not permitted without the approval of the Airport Manager and will require development approval from the City.

6. CONSTRUCTION MANAGEMENT

BMRA considers it essential that a healthy and safe workplace be provided for all staff, contractors and visitors.

6.1. Contractors

All contractors are required to comply with all applicable WHS, Civil Aviation Safety Regulations and Acts, Department of Home Affairs Legislation Acts, Regulations and Codes of Practice.

Contractors are obliged to ensure the following:

- all applicable licences are current.
- insurances are current and adequate.
- compliance with WA WHS Legislation at all times.
- Have the appropriate airside security pass when airside, eg ASIC or VIC

BMRA management may perform leased area / site inspections to confirm compliance. If in the opinion of BMRA management, any employee of, or a person responsible to the Contractor contravenes the above, the Contractor may be directed to remove the person/s from the leased area / site. Any reasonable directions issued by BMRA management must be complied with.

6.2. Contractors Onsite

Contractor onsite works must not have an adverse effect on landside or airside activities or on any users of the Airport. This condition includes the requirement to maintain clear vehicular and pedestrian access to all areas of the airport and to ensure the safety of airport users.

6.3. Inductions

All contractors working at the BMRA must complete the BMRA/City of Busselton Airport Contractor Induction. Inductions can be completed by contacting the Airport Compliance Officer at the Airport.

6.4. Contractor Parking

Contractor vehicles are to be parked in a location to be approved by BMRA management.

The Contractor is to notify BMRA of the number and type of vehicles used in connection with the works and ascertain if any restrictions will apply.

6.5. Excavation

No excavation is to commence without the approval of the BMRA management. All excavation is to be performed in accordance with the Excavation Code of Practice 2005.

The Contractor must contact BMRA management prior to any excavation works being carried out for the construction of crossovers/driveways in any road verge at BMRA. Upon completion of the crossover works, the Contractor must inspect the works with BMRA management.

Dial before you dig is to be contacted prior to any construction works to be performed on any lease site on the Airport precinct.

Any Damage to underground infrastructure during excavation will be reported to BRMA immediately and the lessee / contractor shall be responsible for the full cost of any repairs.

6.6. Traffic Management

When working on the road or within the road reserve, contractors must have adequate traffic management systems in place if required

6.7. Communications Equipment

The contractor must ensure that any two-way radio system or other forms of communications used on the airport precinct or leased areas do not cause interference with airport or airline communications and equipment.

6.8. Electrical Safety

All electrical work must be performed by a licensed electrician as defined in the Electricity Act 1945 and Electricity (Licensing) Regulations 1991. Electrical services will be installed in accordance with AS 3000 Electrical Installations (also known as the “Wiring Rules”). All portable electrical equipment is to be tested and tagged in accordance with AS 3012:2003 Electrical Installations – Construction and Demolition Sites.

6.9. Housekeeping

Loose items (Foreign Object Debris) can get drawn into aircraft engines or propellers and cause serious incidents.

All areas including pavements that are affected as a consequence of carrying out construction or maintenance works are to be kept clean at all times by the Contractor.

At the completion of the project the site /work area must be left clean and tidy and the area restored to the satisfaction of BMRA management.

There is to be no storage of materials or other equipment outside of the hangar.

6.10. Utilities and Structures

Where the contractor requires connections or disconnections to water, sewer or any other utility on the site, permission from the City must be obtained prior to work commencing and all necessary approvals must be obtained from the City.

The location of any known services and structures shown on any BMRA drawings is approximate and it is the responsibility of the Contractor to verify exact locations.

Dial before you dig must be contacted prior to works for location of “other” services.

Where any service or structure is damaged, the Contractor is to immediately notify BMRA management and shall be responsible for the full cost of any repairs.

6.11. Alcohol and Other Drugs

In the interest of providing a safe workplace, BMRA management will have the right to request a Contractor remove any personnel from a site (landside and airside) if it is considered that they are suffering from the effect of alcohol or drugs.

Any Contractor working Airside is subject to BMRA Drug and Alcohol Management Plan (DAMP) and will also be subject to CASA testing at any time.

No alcohol is to be consumed or stored airside at BMRA.

6.12. Height Restrictions, External Lighting, Emissions to Air

Any activity that infringes protected airspace is called a “CONTROLLED ACTIVITY” and requires approval before it can be carried out.

Controlled activities include:

- Permanent structures (e.g. buildings, masts, antenna).
- Temporary structures (e.g. cranes, scaffolding).
- Any activity that causes intrusions into protected airspace (e.g. glare from artificial light or reflected sunlight, air turbulence, smoke, dust or steam).
- External lighting in the vicinity of the airport.

The City has details of allowable heights and up to 60 days is required for assessment for controlled activity. Copies of the Crane Use / Controlled Activity Application form are available in the Airport Operations / Reporting of Crane Operations section of the BMRA Website Operations » Busselton Margaret River Airport

6.13. Security

The GA precinct must remain secure at all times in accordance with the City of Busselton Transport Security Program. Gates must remain closed and locked when not in use to prevent unauthorised airside access. Contractors and tenants must ensure that airside security is maintained at all times. For public protection, fencing or hoarding may be required where the works are in close proximity to occupied areas or buildings.

Aviation Security Identification Cards (ASICs) or Visitor Identification Cards (VICs) will be required in all airside locations. VICs can be obtained from the Airport Operation Office in the terminal building.

All security matters are to be reported to BMRA management.

6.14. Environmental Requirements

All construction/civil works (including demolition) with the potential for environmental impacts must be approved by the Airport Manager prior to works commencing.

6.15. Hazardous Substances

Where any hazardous substances are to be used by the Contractor suitable information such as material safety data sheets must be provided at the work site. All hazardous substances are to be managed in accordance with the National code of Practice for the Control of Workplace Hazardous Substances [NOHSC:2007 (1994)].

Planning for adequate safeguards including, but not limited to, personal protective equipment must be completed prior to the works being undertaken.