4.4 Area Specific Codes

Area specific codes apply to the following local areas:

- Maryborough Airport (Local Area 1 and Local Area 6);
- Wharf Street Precinct (Local Area 2);
- Railyards Redevelopment Precinct (Local Area 2);

- Marine Industry Precinct (Local Area 5);
- Coastal Townships (Local Area 7);
- Fraser Island South (Local Area 8);
- Erosion Prone Area (All Local Areas);
- Commercial Core and Commercial Frame (Local Area 2); and
- Bushfire Hazard Management Areas (All Local Areas).

4.4.1 Maryborough Airport Code

1. Development to which the Code applies

Material change of use and building work in the Maryborough Central and Maryborough West and North Local Areas.

2. Purpose

To ensure that development near Maryborough Airport does not compromise the existing or future safety and operations of the Airport

3. Performance Criteria

Performance Criteria	Acceptable Solutions
The purpose of the Code will be achieved if the following criteria are satisfied.	*The Acceptable Solution illustrates ONE WAY of complying with the corresponding Performance Criterion.*
Material Change of Use	
P1 Development must be designed	A1.1 New detached houses are not located

Performance Criteria		Acceptable Solutions	
	and/or located so as to prevent complaints about aircraft noise from residents or other occupiers, both for existing operations and for future operations under any Airport Master Plan.		within the 20 ANEF units contour. OR
		A1.2	If a residential site is located between the existing or proposed 20 and 25 ANEF units contours, building design and construction complies with Australian Standard AS 2021.
		A1.3	The development complies with **Table 4.9** of this code, which is based on the *State Planning Policy 2/92* and the associated Planning Guidelines.
P2	Development must be designed and/or located so as not to interfere with (by intruding into the space required for safe aircraft operation or by otherwise compromising safe aircraft movement) existing aircraft operations or future operations under any approved Airport Master Plan.	A2.1 *	Development complies with State Planning Policy 2/92 and associated Planning Guidelines for both existing aircraft operations and future operations under any approved Airport Master Plan.
	Building Work		
P3	Development must be designed and/or located so as not to interfere with (by intruding into the space required for safe aircraft operation or by otherwise compromising safe aircraft movement) existing aircraft operations or future operations under any approved Airport Master Plan.	A3.1	Building works do not protrude into the Obstacle Limitation Surface for Maryborough Airport.

Table 4.9. Building Site Acceptability Based on ANEF Zones.

Building Type	ANEF Zone	
	Acceptable	Conditional
Houses, home units and flats	Less than 20 ANEF [1]	20 to 25 ANEF [2]
Hotels, motels and hostels	Less than 25 ANEF	
Schools and universities	Less than 20 ANEF [1]	20 to 25 ANEF [3]
Hospitals and Nursing Homes	Less than 20 ANEF [1]	20 to 30 ANEF [3]
Public buildings	Less than 25 ANEF	
Commercial buildings	Less than 30 ANEF	
Heavy industrial buildings	Acceptable	

Notes:

1. The actual location of the 20 ANEF contour is difficult to define, mainly because of variations in aircraft flight paths.
2. Within the 20 ANEF to 25 ANEF, some people may find that the land is not compatible with residential use. Land use authorities may consider that the incorporation of noise control features in the construction of residences is appropriate. In Queensland's sub-tropical climate, such noise control features would include ducted air conditioning or ventilation systems.
3. An analysis of building noise reduction requirements by an acoustic consultant should be made and any necessary noise control features included in the design of the building.

   Source: The Standards Association of Australia, 1985.