8.2.3 Airport and aviation facilities overlay code

8.2.3.1 Application

This code applies to accepted development subject to requirements and assessable development:-

(a) subject to the airport and aviation facilities overlay shown on the overlay maps contained within **Schedule 2 (Mapping)**; and

(b) identified as requiring assessment against the Airport and aviation facilities overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

8.2.3.2 Purpose and overall outcomes

(1) The purpose of the Airport and aviation facilities overlay code is to:-

(a) protect and maintain the safety, efficiency and operational integrity of Hervey Bay Airport, Maryborough Airport and aviation facilities; and

(b) avoid land use conflicts.

(2) The purpose of the code will be achieved through the following overall outcomes:-

(a) the safety of aircraft operating within an airport's operational airspace is maintained and enhanced;

Note—operational airspace includes the areas and vertical dimensions of an airport's obstacle limitation surface (OLS).

(b) sensitive land uses and other incompatible activities are appropriately located and designed to ensure that these uses and activities:-

(i) do not adversely impact on airport operations; and

(ii) are not adversely impacted by aircraft noise;

(c) the risk of public safety being compromised by incidents in the take-off and landing phases of aircraft operations is minimised;

(d) development does not adversely affect the functioning of aviation facilities.

8.2.3.3 Assessment benchmarks and requirements

Table 8.2.3.3.1 Assessment benchmarks for assessable development and requirements for accepted development

Performance outcomes		Acceptable outcomes	
Aircraft noise			
PO1	Development and land uses that are sensitive to noise interference or noise nuisance:- (a) avoid areas subject to the mapped Australian noise exposure forecast (ANEF) contours on an Airport and aviation facilities overlay map; or (b) are sited, designed and constructed to mitigate noise nuisance to acceptable levels.	**AO1**	The following uses are not located on land identified on an Airport and aviation facilities overlay map as being subject to the nominated Australian noise exposure forecast (ANEF) contour:- (a) permanent forms of residential accommodation within the 20 ANEF contour (or greater); (b) visitor or temporary accommodation uses including hotel, short-term accommodation and tourist park within the 25 ANEF contour (or greater); (c) community uses including child care centre, community care centre, community use, educational establishment, health care services and

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Performance outcomes		Acceptable outcomes	
			place of worship within the 20 ANEF contour (or greater); (d) business or entertainment uses including food and drink outlet, function facility, service industry, shop, shopping centre, showroom and tourist attraction within the 25 ANEF contour (or greater); (e) industry uses including low impact industry and research and technology industry within the 30 ANEF contour (or greater). **OR** Uses located within the ANEF contours specified above are designed and constructed to attenuate aircraft noise in accordance with *Australian Standard AS 2021: Acoustics—Aircraft noise intrusion—Building siting and construction*.

Table 8.2.3.3.2 Assessment benchmarks for assessable development only

Performance outcomes		Acceptable outcomes	
Obstructions and hazards			
PO1	Development does not cause an obstruction or hazard to the safe movement of aircraft through the temporary or permanent intrusion of physical structures into an airport's operational airspace, particularly take-off and approach flight paths.	**AO1**	Buildings, structures (both freestanding and attached to buildings, including signs, masts or antennae) and vegetation at its mature height do not penetrate the obstacle limitation surface (OLS) of an airport as identified on an Airport and aviation facilities overlay map unless the intrusion is approved in accordance with the relevant federal legislation.
Wildlife hazard buffer zone			
PO2	Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's operational airspace through the attracting of wildlife, in particular flying vertebrates such as birds or bats, in significant numbers.	**AO2.1**	Uses involving the bulk handling or disposal of putrescible waste, such as landfill and waste transfer facilities, are not located within 13km of airport runways, as identified on an Airport and aviation facilities overlay map.
		AO2.2	Uses involving the following activities are not located within 3km of airport runways, as identified on an Airport and aviation facilities overlay map:- (a) aquaculture, except where using a recirculating aquaculture system contained within sheds; (b) intensive animal industry; (c) animal keeping, where involving a wildlife or bird sanctuary; (d) industrial uses, where involving food processing plants or stock handling or slaughtering; and (e) other development with potential to attract birds and/or bats.
		AO2.3	Where uses or activities listed in AO2.2 (above) are located between 3km and 8km of airport runways, as identified on an Airport and aviation facilities overlay map:- (a) potential food and waste sources are covered or otherwise secured so they do not present a food source for domestic or other wildlife; and

Performance outcomes		Acceptable outcomes	
			(b) development includes measures to reduce the potential to attract birds and bats.
		AO2.4	Where recreation and entertainment facilities involving fair grounds, show grounds, outdoor theatres or outdoor cinemas are located within 3km of airport runways, as identified on an Airport and aviation facilities overlay map, potential food and waste sources are covered or otherwise secured so they are not accessible to wildlife.
		AO2.5	Landscaping and drainage works (including artificial water bodies) for development located within 3km of airport runways, as identified on an Airport and aviation facilities overlay map, are designed and installed to minimise bird and bat attracting potential (such as avoidance of fruiting and/or flowering plant species).
		AO2.6	Where wildlife attractants are proposed, measures (developed in consultation with the airport operator and qualified bird and wildlife management experts) should be implemented.
Lighting area buffer and light restriction zone			
PO3	Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's operational airspace through the installation of external lighting that could distract or interfere with a pilot's vision, or confuse the visual identification of runway, approach or navigational lighting from the air.	**AO3.1**	Outdoor lighting (including street lighting and security lighting) located within 6km of airport runways, as identified on an Airport and aviation facilities overlay map, does not involve:- (a) lighting that shines, projects or reflects above a horizontal plane; (b) coloured, flashing, laser or sodium lighting; (c) flare plumes; and (d) configurations of lights in straight parallel lines 500m to 1,000m in length and (e) reflective surfaces
		AO3.2	Development located within a light restriction zone is not permitted to emit light that will exceed the maximum light intensity specified for the zone: • Zone A – 0 candela • Zone B – 50 candela • Zone C – 150 candela • Zone D – 450 candela. Note - Light intensity is measured from the light source at 3 degrees above its horizontal plane.
Emissions			
PO4	Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's operational airspace through the emission of particulates, gases or other materials that may cause air turbulence, reduce visibility or affect aircraft engine performance.	**AO4**	Development does not release the following emissions into operational airspace:- (a) gaseous plumes with a velocity exceeding 4.3m/second; (b) smoke, dust, ash or steam; or (c) emissions with depleted oxygen content.

Performance outcomes		Acceptable outcomes	
Public safety areas			
PO5	Development within the public safety areas located at the end of airport runways avoids:- (a) a significant increase in the number of people living, working or congregating in those areas; and (b) the use or storage of hazardous materials.	**AO5**	Development within a public safety area, as identified on the relevant Airport and aviation facilities overlay map, does not introduce or intensify:- (a) residential, business, entertainment, industrial, community or recreation activities; or (b) any uses involving the production, manufacture or bulk storage of flammable or hazardous, explosive or noxious goods or materials.
Aviation facilities			
PO6	Development does not interfere with the function of aviation facilities.	**AO6.1**	Development located within the building restricted area for an aviation facility does not create:- (a) permanent or temporary physical obstructions in the line of sight between antennas; (b) an electrical or electromagnetic field that will interfere with signals transmitted by the facility; or (c) reflective surfaces that could deflect or interfere with signals transmitted by the facility.
		AO6.2	Development located within the building restricted area for an aviation facility (zone boundary of Zone A relevant to the aviation facility type) is designed and constructed to mitigate adverse impact on the function of the facility.
		AO6.3	Development located within the building restricted area (Zone B relevant to the aviation facility type) does not cross the zone boundary. Note—**Figure 8.2.3A (Zone boundary of Zone A and Zone B for VHF Communication Facilities)** demonstrates the area that forms part of the zone boundary of a VHF communication facilities building restricted area relevant to Zone A and Zone B. **Figure 8.2.3B (Zone boundary of Zone A and Zone B for Non Directional Beacons (NDB))** demonstrates the area that forms part of the zone boundary of a NDB facilities building restricted area relevant to Zone A and Zone B as outlined on the Airport and aviation facilities overlay map.

Figure 8.2.3A Zone boundary of Zone A and Zone B for VHF communication facilities

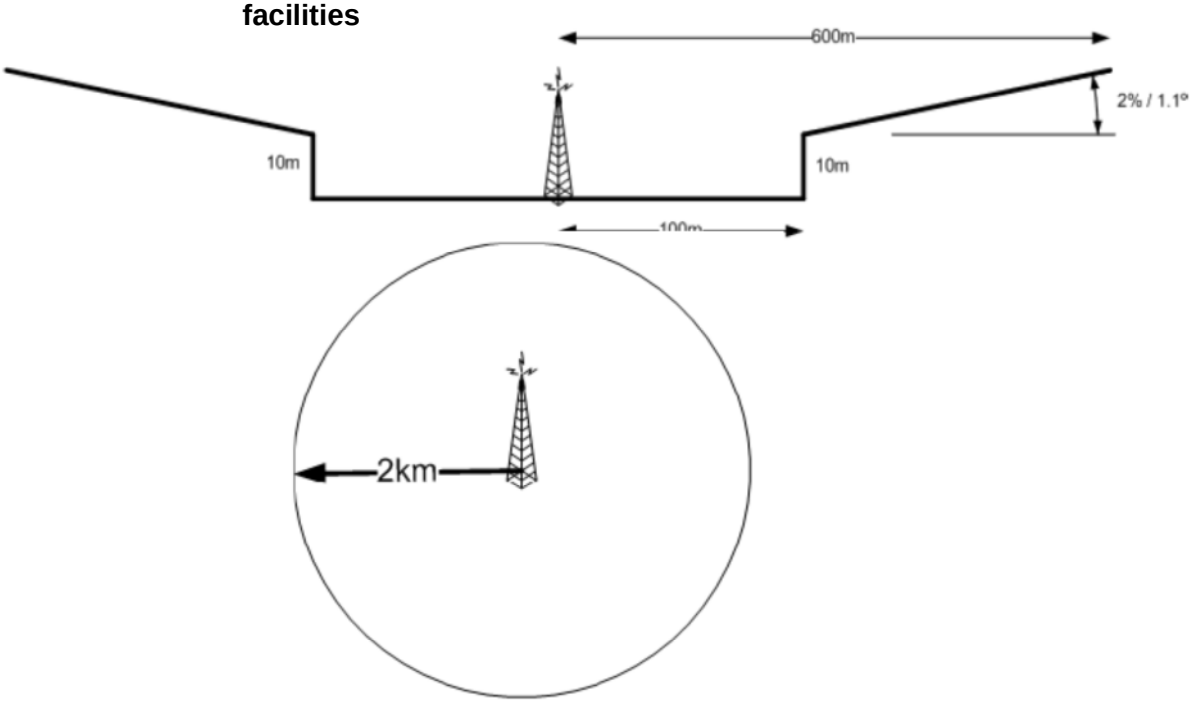
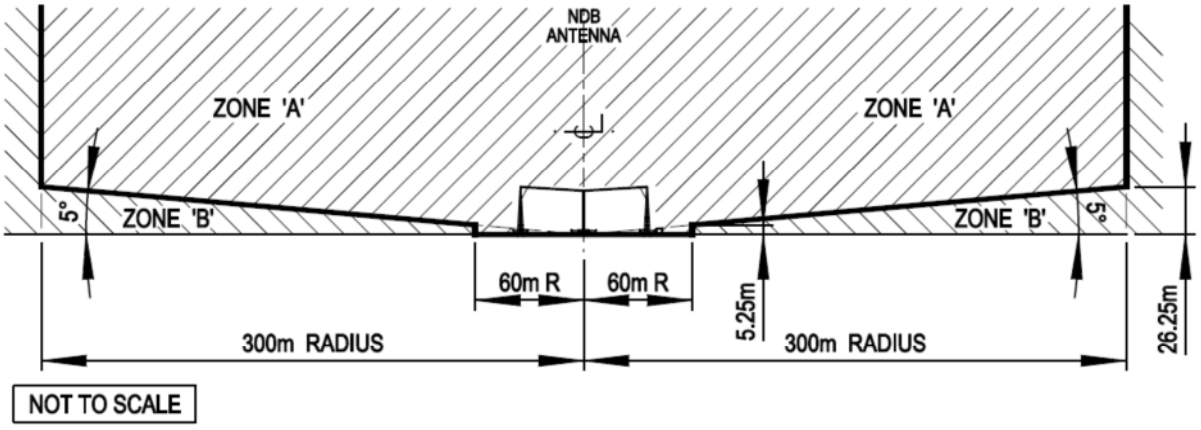


Figure 8.2.3B Zone boundary of Zone A and Zone B for Non Directional Beacons (NDB)



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