8.2.2 Airport environs overlay code[6] [7]

8.2.2.1 Application

(1) This code applies to accepted development and assessable development:-

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

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

(2) The acceptable outcomes in **Table 8.2.2.3.1 (Requirements for accepted development)** are requirements for applicable accepted development.

(3) The following provisions of this code are assessment benchmarks for applicable assessable development:-

(a) **Section 8.2.2.2 (Purpose and overall outcomes)**; and

(b) **Table 8.2.2.3.2 (Performance outcomes and acceptable outcomes for assessable development)**.

8.2.2.2 Purpose and overall outcomes

(1) The purpose of the Airport environs overlay code is to maintain and enhance the safety and operational efficiency of airports and *aviation facilities* and avoid land use conflicts.

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

(a) development maintains the operational efficiency of airports and enhances the safety of aircraft operating within an airport's *operational airspace*;

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

Note—unless otherwise stated, use of the term 'airport' in this code refers collectively to the Sunshine Coast Airport and the Caloundra aerodrome.

(b) development protects *aviation facilities*, including navigation, communication and surveillance facilities, from incompatible land uses, buildings, structures and works;

Note—*aviation facilities* include navigation, communication, or surveillance installations provided to assist the safe and efficient movement of aircraft and may be located either on or off airport.

(c) development ensures that *sensitive land uses* are not adversely impacted by aircraft noise or groundside operations; and

(d) development ensures that the risk of public safety being compromised by incidents in the take-off and landing phases of aircraft operations is minimised.

[6] Editor's note—the following elements referred to in this code are identified on the Airport Environs Overlay Maps in **Schedule 2 (Mapping)**:-
(a) *obstacle limitation surface* (*OLS*);
(b) *Australian noise exposure forecast* (*ANEF*);
(c) runway separation distances;
(d) *public safety areas*; and
(e) *aviation facilities* and their associated sensitive areas.

[7] Editor's note—the **Planning scheme policy for the airport environs overlay code** provides advice and guidance for achieving certain outcomes of this code.

8.2.2.3 Performance outcomes and acceptable outcomes

Table 8.2.2.3.1 Requirements for accepted development

Performance Outcomes		Acceptable Outcomes	
Aircraft noise			
PO1	A *dual occupancy* or *dwelling house* is designed and constructed to ensure that noise interference or noise nuisance as a result of proximity to an airport is minimised.	**AO1**	A *dual occupancy* or *dwelling house* located on land identified on an Airport Environs Overlay Map as being within the 20 ANEF contour (or greater) incorporates noise attenuation measures in accordance with *Australian Standard AS2021: Acoustics – Aircraft noise intrusion – Building siting and construction.*

Table 8.2.2.3.2 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Obstructions and Hazards			
PO1	Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's *operational airspace* through the temporary or permanent intrusion of physical structures into the airport's *operational airspace*, particularly take-off and approach paths.	**AO1.1**	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 Environs Overlay Map.
		AO1.2	Cranes and other construction equipment or activities do not penetrate the *OLS* of an airport as identified on an Airport Environs Overlay Map.
		AO1.3	Uses that involve temporary or permanent aviation activities (e.g. parachuting or hot air ballooning) are not located beneath the *operational airspace* of an airport as identified on an Airport Environs Overlay Map. Note—the **Planning Scheme Policy for the airport environs overlay code** provides further guidance in relation to the achievement of AO1.1 and AO1.2.
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 (e.g. landfill and waste transfer facilities) are not located within the 13 kilometre airport runway separation distance contour, as identified on an Airport Environs Overlay Map. **OR** Where increasing the scale or intensity of an existing use involving the bulk handling or disposal of putrescible waste within the 13 kilometre airport runway separation distance contour, as identified on an Airport Environs Overlay Map, development includes measures to reduce the potential to attract birds and bats.
		AO2.2	Uses involving the following activities are not located within the 3 kilometre airport runway separation distance contour, as identified on an Airport Environs Overlay Map:-

Performance Outcomes		Acceptable Outcomes	
			(a) *aquaculture*, except where using a recirculating aquaculture system contained within sheds; (b) *cropping*, where involving a turf farm or fruit tree farm; (c) *intensive animal industry*; (d) *animal keeping*, where involving a wildlife or bird sanctuary; and (e) industrial uses, where involving food processing plants or stock handling or slaughtering.
		AO2.3	Where uses or activities listed in AO2.2 (above) are located between the 3 kilometre and 8 kilometre airport runway separation distance contours, as identified on an Airport Environs 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 (b) development includes measures to reduce the potential to attract birds and bats.
		AO2.4	Where recreation and entertainment facilities involving fair grounds, showgrounds and outdoor theatres or cinemas are located within the 3 kilometre airport runway separation distance contour, as identified on an Airport Environs Overlay Map, potential food and waste sources are covered or otherwise secured so they are not accessible to wildlife.
		AO2.5	Landscape and drainage works (including artificial waterbodies) for development located within the 3 kilometre airport runway separation distance contour, as identified on an Airport Environs Overlay Map, are designed and installed to minimise bird and bat attracting potential (e.g. avoidance of fruiting and/or flowering plant species). Note—the **Planning Scheme Policy for the airport environs overlay code** provides further guidance in relation to the achievement of AO2.5.
PO3	Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's *operational airspace* through vibration from blasting associated with an *extractive industry*.	**AO3**	An *extractive industry* is not located in the vicinity of that part of the runway approach within the 13 kilometre airport runway separation distance contour. **OR** An *extractive industry* located within the 13 kilometre airport separation distance contour is conducted in accordance with a management plan agreed with the airport operator that takes account of aircraft take-off and landing times and the potential for vibration from blasting to impact upon the safety of aircraft using the airport.
PO4	Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's *operational airspace*	**AO4**	Outdoor lighting (including street lighting and security lighting) located within the 6 kilometre airport runway separation distance contour, as identified on an Airport Environs

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Performance Outcomes		Acceptable Outcomes	
	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.		Overlay Map, does not involve:- (a) lighting that shines, projects or reflects light above a horizontal plane; (b) coloured, flashing or sodium lighting; (c) flare plumes; or (d) configurations of lights in straight parallel lines 500 metres to 1,000 metres in length. Note—the **Planning Scheme Policy for the airport environs overlay code** provides further guidance in relation to the achievement of AO4.
PO5	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.	**AO5**	Development does not release the following emissions into *operational airspace*:- (a) gaseous plumes with a velocity exceeding 4.3m/s; (b) smoke, dust, ash or steam; or (c) emissions with depleted oxygen content.
Aircraft Noise			
PO6	Development and land uses that are sensitive to noise interference or noise nuisance:- (a) avoid noise affected areas surrounding the airport; and (b) are appropriately located and designed to mitigate adverse impacts from aircraft noise.	**AO6.1**	Development involving a land use in Column 1 of **Table 8.2.2.3.3 (Land uses and ANEF contours)**, where located on land identified on an Airport Environs Overlay Map as being subject to the Australian Noise Exposure Forecast (ANEF) contour nominated for that land use in Column 2 of **Table 8.2.2.3.3**, is designed and constructed to attenuate aircraft noise in accordance with *Australian Standard AS2021: Acoustics – Aircraft noise intrusion – Building siting and construction*. Note–AS2021 considers aircraft noise impacts on indoor spaces only. Noise impacts on outdoor use areas will require separate assessment to determine whether noise levels can be mitigated to be within acceptable limits. This is of significant importance on the Sunshine Coast where the sub-tropical climate supports and encourages an outdoor orientated lifestyle.
		AO6.2	Development involving a land use in Column 1 of **Table 8.2.2.3.3 (Land uses and ANEF contours)**, is not located on land identified on an Airport Environs Overlay Map as being subject to the Australian Noise Exposure Forecast (ANEF) contour nominated for that land use in Column 3 of **Table 8.2.2.3.3**.
Public Safety Areas			
PO7	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.	**AO7**	Development within a *public safety area*, as identified on an Airport Environs Overlay Map, does not introduce or intensify the scale of:- (a) any residential, business, industrial, community and sport and recreation activity; or (b) any use involving the manufacture, use or storage of flammable, explosive, hazardous or noxious materials.
On-airport Aviation Facilities (NDB, DME, CVOR, VHF)			
PO8	Development does not interfere with the safe and continued		**For NDB**

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Performance Outcomes		Acceptable Outcomes	
	functioning of *aviation facilities* through:- (a) the temporary or permanent intrusion of buildings or structures that enter an *aviation facility sensitive area*; or (b) the introduction of buildings, structures or devices that emit electrical or electromagnetic radiation or incorporate reflective surfaces that adversely impact on the functioning of navigation or communication facilities.	**AO8.1**	Development involving any of the following buildings, structures or works is not located within the *aviation facility sensitive area* of the NDB (non-directional beacon) facility, as identified on an Airport Environs Overlay Map:- (a) buildings, structures or other works within 60 metres of the facility; (b) metallic buildings or structures between 60 and 150 metres of the facility; (c) buildings or structures with a size greater than 2.5 metres in any dimension between 60 and 150 metres of the facility; (d) other works between 60 and 150 metres of the facility which exceed 3 metres in height; or (e) buildings, structures or other works between 150 and 500 metres of the facility which exceed 8 metres in height. **For DME**
		AO8.2	Development involving any of the following buildings, structures or works is not located within the *aviation facility sensitive area* of the DME (distance measuring equipment) facility, as identified on an Airport Environs Overlay Map:- (a) buildings, structures or other works within 115 metres of the facility which exceed 8 metres in height; (b) buildings, structures or other works between 115 and 230 metres of the facility which exceed 9 metres in height; (c) buildings, structures or other works between 230 and 500 metres of the facility which exceed 10 metres in height; (d) buildings, structures or other works between 500 and 1,000 metres of the facility which exceed 12 metres in height; or (e) buildings, structures or other works between 1,000 and 1,500 metres of the facility which exceed 16.5 metres in height. **For CVOR**
		AO8.3	Development involving any of the following buildings, structures or works is not located within the *aviation facility sensitive area* of the CVOR (conventional omnidirectional range) facility, as identified on an Airport Environs Overlay Map:- (a) buildings, structures or works within 300 metres of the facility; or (b) buildings, structures or works between 300 and 1,000 metres of the facility for:- (i) a fence exceeding 2.5 metres in height;

Performance Outcomes		Acceptable Outcomes	
			(ii) overhead lines exceeding 5 metres in height; (iii) a metallic structure exceeding 8 metres in height; (iv) a tree or open lattice tower exceeding 10 metres in height; or (v) a wooden structure exceeding 13 metres in height. **For VHF**
		AO8.4	Development located within the *aviation facility sensitive area* of the VHF (communication) facility. As identified on an Airport Environs Overlay Map 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.
Off-airport Aviation Facilities (Maleny VOR)			
PO9	Development and land use does not interfere with the safe and continued functioning of *aviation facilities* through:- (a) the temporary or permanent intrusion of buildings or structures that enter an *aviation facility sensitive area*; or (b) the introduction of buildings, structures or devices that emit electrical or electromagnetic radiation or incorporate reflective surfaces that adversely impact on the functioning of navigation or communication facilities.	**AO9**	Development involving any of the following buildings, structures or works is not located within the *aviation facility sensitive area* of the Maleny VOR (VHF omnidirectional range) facility, as identified on an Airport Environs Overlay Map:- (a) buildings, structures or works within 150 metres of the facility; (b) buildings, structures or works between 150 and 300 metres of the facility for:- (i) overhead lines; (ii) a fence exceeding 2.5 metres in height; (iii) a metallic structure exceeding 5 metres in height; (iv) a tree or open lattice tower exceeding 10 metres in height; or (v) a wooden structure exceeding 13 metres in height; or (c) buildings, structures or works between 300 and 1,000 metres of the facility for:- (i) a fence exceeding 5 metres in height; (ii) a metallic structure exceeding 10 metres in height; (iii) overhead lines exceeding 16 metres in height; (iv) a tree or open lattice tower exceeding 20 metres in height; or (v) a wooden structure exceeding 26 metres in height.

Table 8.2.2.3.3 Land uses and ANEF contours

Column 1 Land use	Column 2 ANEF contour	Column 3 ANEF contour
A use in the *residential activity group* involving permanent	20-25 ANEF	25 ANEF or greater

accommodation		
A use in the *residential activity group* involving temporary accommodation	25-30 ANEF	30 ANEF or greater
Child care centre, Educational establishment, Hospital, Community care centre	20-25 ANEF	25 ANEF or greater
Community use, Place of worship	20-25 ANEF 25-30 ANEF	30 ANEF or greater
Office	25-30 ANEF 30-35 ANEF	30 ANEF or greater