chapter seven
priority infrastructure interface plan

7.1 Preliminary

1) This Priority Infrastructure Interface Plan **(PIIP)** has been prepared in accordance with the requirements of the *Airport Assets (Restructuring and Disposal) Act 2008* **(AAA08)**.
2) A priority infrastructure interface plan is defined by the AAA08 as:
   - *for a land use plan for airport land, means a document prepared by or for an airport lessee describing how development that is consistent with the land use plan is intended to coordinate with the priority infrastructure plan of the local government in relation to the types of local government infrastructure relevant to the airport land.*
3) Pursuant to Section 35 of the AAA08, the contents of a LUP must:
   - *(1) … (e) include a schedule of charges (a charges schedule) the local government may levy for infrastructure provided by the local government in relation to development that:*

   (i) is on the airport land; and (ii) is consistent with the land use plan; and
   - *(f) include a priority infrastructure interface plan for the airport land.*
4) A charge under the charges schedule may only be levied for the following infrastructure classes provided by the local government:

a) drainage;
b) public transport;
c) roads;
d) sewerage supply headworks; and
e) water supply headworks.

5) The purpose of this PIIP is to form the interface between the MAPL LUP and the local government's Priority Infrastructure Plan (**PIP**).
6) The PIIP is not a PIP for the airport.

7.2 Application

1) Infrastructure charges do not apply to core airport infrastructure. [84]
2) All development (other than core airport infrastructure) that is consistent[85] with the land use plan may be subject to infrastructure charges according to the local government's PIP and Infrastructure Charges Schedule (**ICS**) [86].

[84] Refer Schedule 5 Section A Background for further explanation.
[85] AAA08 Section 35(1)(e) - infrastructure charges can not apply to development inconsistent with the LUP.
[86] AAA08 – Section 35(1)(e).

7.3 Trunk Infrastructure Classes

MAPL has consulted with the local government (i.e. Mackay Regional Council) and the Department of Infrastructure and Planning in preparing the charges regime for the land use plan to determine that only the following trunk infrastructure is applicable to Mackay Airport :

i) roads;
ii) sewerage headworks; and
iii) water supply headworks.

7.4 Conditions for Infrastructure Contributions

1) The tables of assessment in Section 7.8 of this chapter identify the applicability of the PIIP for development on airport land.
2) It is the intention of the LUP that the PIIP and therefore the local government's ICS apply to any development that is:

a) consistent with the land use plan;
b) a material change of use;
c) not core airport infrastructure; and
d) assessable development under the Planning Act or the land use plan.

3) Pursuant to Section 51(1) of the AAA08 the assessment manager for a development application for development on airport land, may impose a contribution condition on the development approval for the application only in relation to infrastructure classes mentioned in **Section 6.3**.
4) A condition can not be imposed on a development approval for reconfiguring a lot on airport land if the condition requires a monetary payment to anyone for the reconfiguration.[87]
5) A charge included under the charges schedule must be calculated on the basis of the relevance of the infrastructure for which the charge is to be made to the actual proposed development.

7.5 Infrastructure Demand Generation

1) The demand generation equivalencies from core airport infrastructure are listed in **Table 7.1**.
2) The demand equivalencies are based on the following assumptions:
   i) the equivalencies are specific to demands generated by core airport infrastructure, and are different to the equivalency tables of the local government's ICS; and
   ii) the equivalencies were determined from actual measurement of the demands generated by the existing core airport infrastructure at Mackay Airport.
3) Development (other than core airport infrastructure) has demand generations that are similar to those of the local government's ICS. For development (other than core airport infrastructure), the local government's infrastructure charges schedule is therefore applicable.

7.6 Planned[88] Development Demands on Trunk Infrastructure

1) The planned development demand on the applicable local government's trunk infrastructure networks from planned airport land uses is shown in **Tables 7.2** to **7.4** below, with reference to areas on airport identified in **Figure 7.1**.
2) Core airport infrastructure demands are calculated according to the demand generation rates of **Table 7.1**.
3) Development (other than core airport infrastructure) demands are calculated according to the local government's PIP as these land uses are similar to those of any other similar developments in the local government area.

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87 AAA08 – s51(2)
88 Note "planned" to 2030; i.e. 20 year planning horizon

7.7 Charges for Infrastructure

1) Core airport infrastructure (refer Schedule 2 of the AAA08) is not subject to infrastructure charges.
2) The infrastructure charges are calculated according to the methodology of the local government's Infrastructure Charges Schedule, utilising the infrastructure charge rates applicable to the infrastructure networks that contain the airport land.
3) The local government's ICS in force at the time of payment is applicable (regardless of whether the local government has revised and recalculated its ICS to reflect the catchment infrastructure charge rate for the catchments that contain the airport land).
4) It is reiterated an ICS is not included in this LUP. The infrastructure charges schedule applicable to development (other than core airport infrastructure) at the airport is the local government's PIP/ICS.

FIGURE 7.1 – Areas on Airport

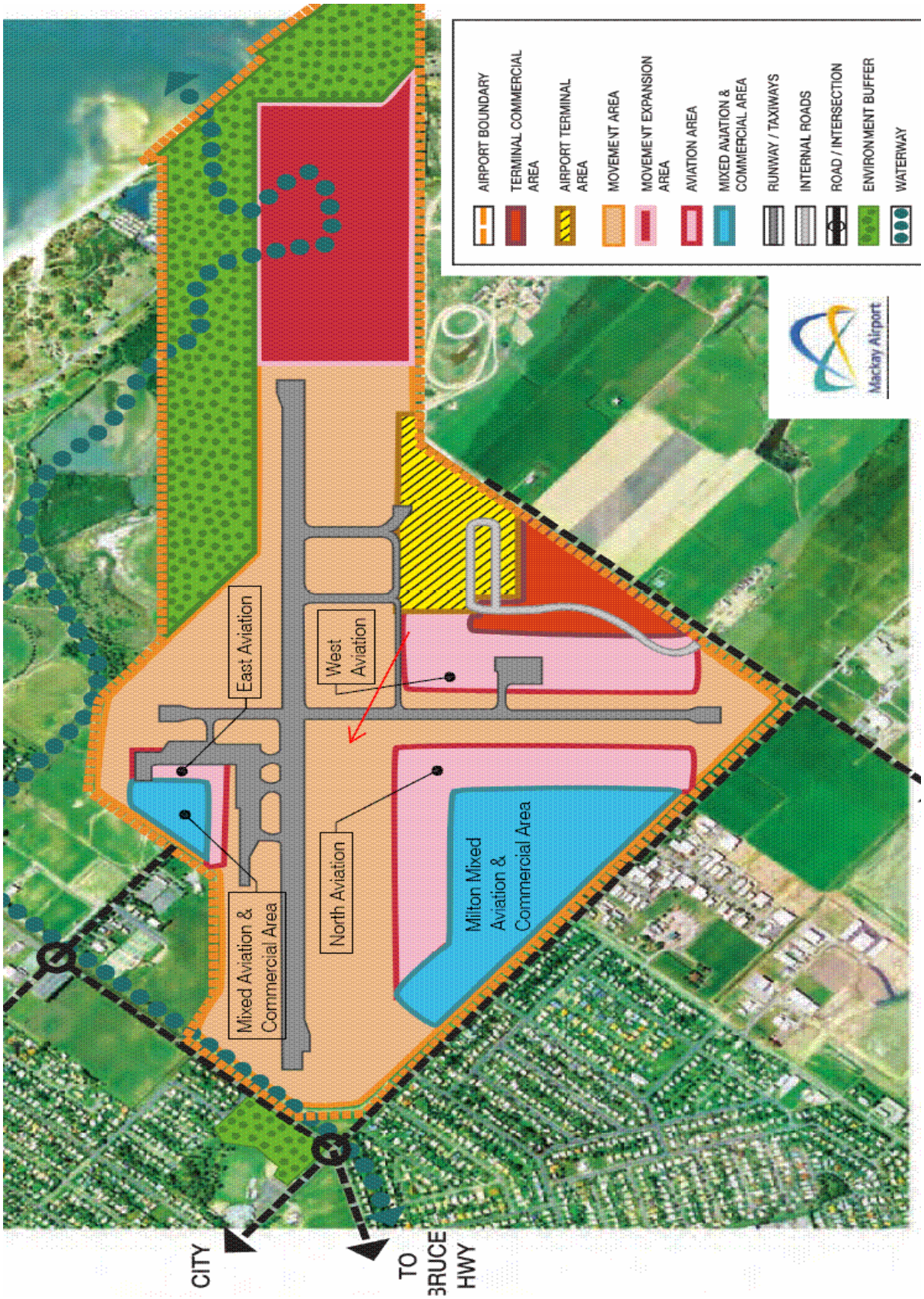

TABLE 7.1: Mackay Airport Core Airport Development Demand Equivalency Table

	Core Airport Infrastructure Demand Equivalency Table				
	Proposed Revision to ICS to account for Core Airport Infrastructure Demands. *The Equivalencies of this table are derived from actual measurements at Mackay Airport.*				
	Infrastructure Type	**Water Supply**	**Sewage Generation**	**Road Traffic Generation**	
	Demand Equivalency Unit	Equivalent Tenements /Ha (gross)	Equivalent Tenements /Ha (gross)	Net Trips per day (vpd)	**Assessment Unit**
Airport Zone Description	**Core Airport Industrial**	6	6	3.5	100m2 Total use area
	Core Airport Terminal	10	10	40	100m2 GFA
	Core Airport Commercial	10	10	20	100m2 Total use area

Notes:

1) For Non-core developments, the standard Mackay infrastructure charges schedule equivalency table is applicable.
2) There are no Public transport infrastructure charges under the Mackay ICS. If such a charge is introduced in the future, the Airport will be included in the new policy, and will participate as per other developments, with charges applicable to Non-core developments only.
3) There are no Stormwater infrastructure charge catchments under the Mackay ICS that include the Mackay Airport Land. By agreement, MAPL will be responsible for stormwater related infrastructure on the airport land, and not pay Council infrastructure charges. If a policy including the Airport Land is introduced in the future, the airport will be included in the new policy, and will participate as per other developments, with charges applicable to Non-core developments only.
4) MRC does not have a policy for charges in respect of the Local Function of State Controlled Roads. If such a charge is introduced in the future, the Airport will be included in the new policy, and will participate as per other developments, with the charges applicable to Non-core airport developments only.

TABLE 7.2: Water Demands - Airport Planned Development

Land Use Type			Planned Development Demands as at 2030						
			CAI Planned Development Demands			NCAI Planned Development Demands			TOTAL PLANNED DEVELOPMENT DEMAND FOR DESIGN OF TRUNK INFRASTRUCTURE
Location (by Airport Quadrant)	Zone/ Precinct (see Fig 7.1)	Development Type	CAI Area (ha)	Demand Rate (from Table 3) (ET/ha)	Planned Development Demand (ET)	NCAI Area (ha)	Demand Rate (as per PSP16.03) (ET/ha)	Planned Development Demand (ET)	(ET)
East (Casey St)	East Aviation	CAI	4.0	6	24				24
	East Mixed Aviation & Commercial	CAI	1.4	6	9				9
		NCAI: Light Industries, many with synergies with the Airport (eg: storage and warehousing, transport hub activities)				1.0	12	12	12
North (Milton St)	North Aviation	CAI	3.2	6	19				19
	Milton Mixed Aviation & Commercial	Big Box Retail and Showrooms				1.9	15	29	29
		CAI	0.4	6	3				3
		NCAI: Business Park to provide general employment to surrounding residential areas				1.9	15	29	29
West	West Aviation	CAI	3.0	10	30				30
		NCAI: Light Industries mostly air freight related				3.0	12	36	36
Terminal	Airport Terminal	CAI	6.8	10	68				68
	Terminal Commercial	Airport Hotel and Tavern				0.8	15	13	13
		Leisure and entertainment				0.8	15	13	13
Water Infrastructure Planned Development Design Demands					153			131	284

TABLE 7.3: Waste Water Generation - Airport Planned Development

Land Use Type			Planned Development Demands as at 2030						
			CAI Planned Development Demands			NCAI Planned Development Demands			TOTAL PLANNED DEVELOPMENT DEMAND FOR DESIGN OF TRUNK INFRASTRUCTURE
Location (by Airport Quadrant)	Zone/Precinct (see Fig 7.1)	Development Type	CAI Area (ha)	Demand Rate (from Table 3) (ET/ha)	Planned Development Demand (ET)	NCAI Area (ha)	Demand Rate (as per PSP16.03) (ET/ha)	Planned Development Demand (ET)	(ET)
East (Casey St)	East Aviation	CAI	4.0	6	24				24
	East Mixed Aviation & Commercial	CAI	1.4	6	9				9
		NCAI: Light Industries, many with synergies with the Airport (eg: storage and warehousing, transport hub activities)				1.0	12	12	12
North (Milton St)	North Aviation	CAI	3.2	6	19				19
	Milton Mixed Aviation & Commercial	Big Box Retail and Showrooms				1.9	15	29	29
		CAI	0.4	6	3				3
		NCAI: Business Park to provide general employment to surrounding residential areas				1.9	15	29	29
West	West Aviation	CAI	3.0	10	30				30
		Non-core Employment: Light Industries mostly air freight related				3.0	12	36	36
Terminal	Airport Terminal	CAI	6.8	10	68				68
	Terminal Commercial	Airport Hotel and Tavern				0.8	15	13	13
		Leisure and entertainment				0.8	15	13	13
Sewer Infrastructure Planned Development Design Demands					153			131	284

TABLE 7.4: Road Trip Generation - Airport Planned Development

Land Use Type			Planned Development Demands as at 2030								
			CAI Planned Development Demands				NCAI Planned Development Demands				TOTAL PLANNED DEVELOPMENT DEMAND FOR DESIGN OF TRUNK INFRASTRUCTURE
Location (by Airport Quadrant)	Zone/Precinct (see Fig 7.1)	Development Type	Transport demand[1)]	Demand Rate (from Table 3) Net Trips per day (vpd)	Assessment Unit	Planned Development Demand Net Trips per day (vpd)	Transport demand[1)]	Demand Rate (as per PSP16.01) Net Trips per day (vpd)	Assessment Unit	Planned Development Demand Net Trips per day (vpd)	(ET)
East (Casey St)	East Aviation	CAI	220.0	3.5	100m2 Total Use Area	770					770
	East Mixed Aviation & Commercial	CAI	80.0	3.5	100m2 Total Use Area	280					280
		NCAI: Light Industries, many with synergies with the Airport (eg: storage and warehousing, transport hub activities)					50.0	3.5	100m2 Total Use Area	175	175
North (Milton St)	North Aviation	CAI	60.0	3.5	100m2 Total Use Area	210					210
	Milton Mixed Aviation & Commercial	Big Box Retail and Showrooms					50.0	40	100m2 GFA	2000	2000
		CAI	20.0	3.5	100m2 Total Use Area	70					70
		NCAI: Business Park to provide general employment to surrounding residential areas					100.0	20	100m2 Total Use Area	2000	2000
West	West Aviation	CAI	20.0	20	100m2 Total Use Area	400					400
		NCAI: Light Industries mostly air freight related					60.0	3.5	100m2 Total Use Area	210	210
Terminal	Airport Terminal	CAI	152.0	40	100m2 GFA	6080					6080
	Terminal Commercial	Airport Hotel					100.0	2	Bedroom	200	200
		Airport Tavern					5.0	40	100m2 GFA	200	
		Leisure and entertainment					25.0	40	100m2 GFA	1000	1000
Road Infrastructure Planned Development Design Trip Generation						7810				5785	13595

Notes:

1) Transport demands are from the Table 7.4 GFA at Planned Development converted to the Assessment Unit. Total Use Area is assumed to be 2 times GFA for the purposes of these strategic level estimates, and airport hotel bedroom provision is assumed at 1 bedroom per 20m2 of GFA.

chapter eight
codes

8.1 Preliminary

Other codes are codes for assessment where identified as an applicable code in Chapter 5 — Tables of assessment.

8.2 Codes

1) The following are the Other Codes for the LUP:
   i) Airport General Use Code
   ii) Advertising Devices Code
   iii) Landscaping Code
   iv) Traffic Code
   v) Works Code
   vi) Reconfiguring a Lot Code

8.3 Airport General Use Code

PURPOSE

The purpose of the Airport General Use Code is to ensure that development (including core airport infrastructure) does not compromise aviation uses whilst buildings providing character streetscape values and activities that enhance the amenity of the airport.

OVERALL OUTCOMES

The purpose of the code will be achieved through the following overall outcomes:

1) The layout of streets, public spaces, buildings and uses facilitates safe and convenient access and mobility.
2) Buildings provide visual interest in their forms and facades, and take advantage of local climatic conditions in ways that reduce demands on non-renewable energy sources, especially for cooling.
3) Public and semi-public spaces contribute to a distinctive character and a high level of comfort and visual attractiveness.
4) Community safety is enhanced and crime and anti-social behaviour is actively discouraged through design.
5) Landscaping is in keeping with the siting, design and scale of the premises and the desired character of the locality.

AIRPORT GENERAL USE CODE	
PERFORMANCE OUTCOME	**ACCEPTABLE OUTCOME**
(1) OVERRIDING NEED	
P01 Major projects vital for the economic development of Mackay Airport, support the airports growth and regional economic significance, where impacts can be mitigated.	**A01.1** Development achieves a balanced net benefit by managing the overall social, economic and environmental needs of the airport.
(2) SITING AND BUILT FORM	
P02 The siting and scale of buildings must: • be compatible with the desired character of the area; • contribute to the existing and desired amenity of the airport; and • protect the current and long term aviation demands, operation and efficiency of Mackay Airport.	**A02.1** Buildings and structures comply with the setbacks and site coverage requirements in **TABLE A02.1**. **A02.2** Buildings are designed to address the primary street frontage of the site. **A02.3** Buildings located in prominent positions, such as 'gateway' and corner sites on principal roads, with frontages to major public spaces, and terminating important vistas, are designed to express or emphasise the importance of their location.
P03 Development is undertaken on **allotments**[89] that have an area, dimension and access arrangements that: • are commensurate with the intended use; and • maintain amenity of the local or State-controlled road network.	**A03.1** The site has a minimum area, dimensions and access as set out in **TABLE A03.1**. **A03.2** Development (other than core airport infrastructure) provide an awning over footpaths: i) setback at least 300mm from the kerb at a minimum height of 3m above the kerb; ii) having a continuous lining or soffit; iii) constructed of non-combustible materials (except timber battens for fixing linings); iv) impervious to water and drained to avoid water dropping onto the footpath; v) with a fascia depth of not more than 600mm; and vi) cantilever design; or vii) non-load bearing ornamental posts or columns.
(3) PARKING AND MOBILITY	
P04 An efficient and convenient network of public transport routes is provided taking account of: • Projected travel demand; • Distribution of likely demand; • Characteristics of travellers; • Travel time; • Operating characteristics; and • Cost and timing of providing the service.	**A04.1** At least 80% of development (other than CAI) uses are within 400m safe walking distance from an existing or potential bus stop or an existing or proposed demand-responsive public transport route. **A04.2** A pedestrian and cycle network is provided that is safe, attractive and convenient, and provides links from development (other than CAI) use areas to core airport infrastructure and public transport nodes.

[89] Allotments or "Lots" makes reference to freehold or leasehold land parcels.

AIRPORT GENERAL USE CODE		
PERFORMANCE OUTCOME		**ACCEPTABLE OUTCOME**
P05	Development incorporates design measures to ensure the safe movement of people and vehicles associated with the development.	**A05.1** For Business and Retail Development: a) an internal road is provided to link adjacent and related facilities; and b) pedestrian links are provided between any adjoining Business and Retail Development site and between adjacent and related facilities.
P06	Safe and convenient pedestrian and cyclist crossings are provided in locations which are consistent with existing or likely future movement desire lines.	**A06.1** The alignment of footpaths and cycle ways allows for the retention of trees and other significant views, landmarks and other features. **A06.2** Pedestrian paths and cycle ways are well lit and located where there is casual surveillance. **A06.3** Sealed pathways with a minimum width of 1.0m are provided for pedestrians and bicycles. **A06.4** Direct paths of travel are provided to and between core airport infrastructure and development (other than CAI) use areas, including access off paths at regular intervals.
(4)	**LANDSCAPING**	
P07	The development provides for suitably located and unobtrusive waste storage, loading/unloading and outdoor storage areas.	**A07.1** Waste storage, loading/unloading and outdoor storage areas are: a) screened from public view by landscaping with a minimum width of 2.0m, fencing, or buildings on site; and b) located no closer than 5.0m to a road frontage. c) around refuse storage/collection areas which contain: • a minimum of one (1)shrub for every one (1)linear metre; and • the utilisation of low shrubs and ground covers to provide a vegetated screen.
P08	Landscaping protects and maintains stormwater management.	**A08.1** Landscape works do not restrict the flow of water along overland flow paths. **A08.2** The opportunities for water infiltration on site are maximised (wherever practical) by i) The use of permeable surfaces in preference to hard surfaces; and ii) Draining any hard surfaced area towards permeable surfaces.
P09	Landscaping is provided to: • Create an attractive site environment; • Enhance user amenity; • Buffer incompatible adjoining land uses; and	**A09.1** Any road frontage setback area is landscaped and free of car parking, refuse facilities, or the like (where consistent with the building setbacks nominated in the zone and precinct).

<table>
<tr><th colspan="2">AIRPORT GENERAL USE CODE</th></tr>
<tr><th>PERFORMANCE OUTCOME</th><th>ACCEPTABLE OUTCOME</th></tr>
<tr><td>• Where appropriate, provide privacy for site users.</td><td>A09.2 Development provides a minimum onsite landscaping as indicated in Table A09.2:
<table>
<tr><th>Table A09.2</th><th>Min. on site landscape</th><th>Onsite landscape strip – Front</th></tr>
<tr><td>Core Airport Infrastructure</td><td>5%</td><td>1.5m</td></tr>
<tr><td>Other</td><td rowspan="3">7.5%</td><td rowspan="3">3.0m x</td></tr>
<tr><td>Service Station</td></tr>
<tr><td>Accommodation</td></tr>
</table></td></tr>
<tr><td>P10 Landscaping is used to:
• soften the built form of development and enhance its appearance;
• contribute to a comfortable work environment and improved energy efficiency, by providing shade to reduce glare and heat absorption and re-radiation from buildings, parking areas and other hard surfaces;
• integrate existing vegetation and other natural features of the premises into the development; and
• limit any affects to sightlines and safety of the traffic and pedestrians.</td><td>A10.1 Landscaping is provided:
a) along retaining walls; and
b) along building walls that are greater in length than 10m and unbroken.
A10.2 Street trees are planted on the verge adjacent the site equally spaced at one (1) tree per 5 linear metres; where not in conflict with the Airport Protection Overlay Code.</td></tr>
<tr><td>P11 Landscape irrigation systems minimise consumption of mains potable water supply.</td><td>A11.1 Landscape irrigation:
i) is connected to rainwater tanks, stormwater reuse systems or recycled water; or
ii) incorporates timers, soil moisture sensors, sub-surface irrigation and other techniques to minimise water wastage.</td></tr>
<tr><td colspan="2">(5) DESIGN FOR SAFETY</td></tr>
<tr><td>P12 The design and layout of the premises enhances community safety through discouraging crime and anti-social behaviours.</td><td>A12.1 Doorway and other recesses in the building facades are not of a size that will conceal a person.
A12.2 Facilities such as bicycle parking areas, public transport stops and interchanges, automatic teller machines (ATMs), public telephones, public toilet facilities and post boxes, are situated so that they are visible from high pedestrian or vehicle traffic areas, with no nearby facilities to encourage or legitimise loitering.</td></tr>
</table>

AIRPORT GENERAL USE CODE	
PERFORMANCE OUTCOME	**ACCEPTABLE OUTCOME**
	A12.3 Alleyways (being enclosed by two (2) walls, fences or the like) on private property are secured by locked gates at night, with gates being of the height and design which prevents access, but permits surveillance. **A12.4** Where fencing is provided (excluding where provided in accordance with the Airports Transport Security Program), it achieves the following standards: i) views of entrances and exits to buildings are not inhibited; and ii) at least 50% of the fence is 1.2m or below in height. **A12.5** Any fencing of a car park provides clear visibility into the site, except where adjoining land in a non industrial precinct.
P13 Pedestrian or cycle paths are sited and designed to maximise safety.	**A13.1** Pathways do not exceed 200m in length unless forming a connective pathway network. **A13.2** Visibility is maintained where a path has a change in direction of greater than 75 degrees through the use of clear materials in building walls or fences, or the strategic placing of mirrors.
P14 Vandal-resistant lighting is used in public and publicly accessible areas.	**A14.1** Lighting is provided in accordance with the Australian Standard AS/NZS 1158 (or any later revision of this standard); where not in conflict with the Airport Protection Overlay Code.
(6) ACCOMMODATION USES	
P15 Landscaping is provided to: • Create an attractive site environment; • Enhance user amenity; • Buffer incompatible adjoining land uses; and • Where appropriate, provide privacy for site users.	**A15.1** For accommodation development - open space is screened by landscaping or fencing to maintain privacy exclusive of: • driveways; • car parking; • garbage collection points; and • clothes drying areas and utilities designed and developed for recreational.

AIRPORT GENERAL USE CODE	
PERFORMANCE OUTCOME	**ACCEPTABLE OUTCOME**
P16 Direct overlooking between buildings is minimised.	**A16.1** Where habitable rooms look directly at habitable rooms in an adjacent residential building within 2m at ground floor level or 9m above ground floor level, privacy is protected by: i) Fixed obscure glazing in any part of the window below 1.5m above floor level; ii) Fixed external screens; iii) All windows are of 1.5m above floor level; or iv) In the case of screening for a ground floor level, fencing to a height of 1.8m above ground floor level.
P17 Building design, detailing and finish adds visual interest and differentiation between residential buildings when viewed from the street.	**A17.1** Buildings have a maximum unarticulated length of 15m to the principal frontage. **A17.2** Building wall lengths in excess of 15m are articulated by bay windows, verandahs, balconies or wall offsets (minimum 1m depth). **A17.3** Buildings are detailed or articulated to enable individual dwelling units to be identified from streets and communal areas. **A17.4** Carports and garages are compatible with the design of the development and do not dominate the streetscape.
P18 Open space provided for an Accommodation Development is well designed and relevant to the use having regard to the airport context and typical/ likely short stay users of a site.	**A18.1** For accommodation development: a) Open space is provided: • at the minimum rate of 1.5m² per bed; and • at least 40% of the total onsite open space is contained in one area with a maximum length to breadth ratio of 2:1; and b) Balconies, verandas, covered walkways or other parts of the building/s protect this area.
P19 Residents are provided with convenient on site services and facilities that do not detract from the streetscape.	**A19.1** For accommodation development: a) Clothes drying facilities are screened; and b) Refuse bin storage areas are provided centrally convenient locations for guests and waste management collection; and c) Refuse bin storage areas are screened from public view, roofed, provided with a hose cock and drain to the sewer.
P20 Residential development is of a density consistent with the character intended for the locality, consistent with the Airport Protection Overlay Code and provides for a high level of residential amenity.	**A20.1** Residential development is provided appropriate amenity by achieving: a) The site population density is not greater than 400 persons per hectare;

AIRPORT GENERAL USE CODE	
PERFORMANCE OUTCOME	**ACCEPTABLE OUTCOME**
	b) Noise levels on balconies and external open space (both private and communal) are consistent with the Airport Protect Overlay Code; and c) Noise levels at habitable floor areas of buildings are consistent with the Airport Protect Overlay Code. **A20.2** Structure heights are consistent with the Airport Protection Overlay Code. **A20.3** Residential development on airport, being a noise sensitive use, are designed to minimise aircraft noise affects by providing: i) Any private open space or balcony is located away from the noise source or incorporates design elements to buffer noise; ii) Doors incorporate an enclosed porch; iii) Non-habitable rooms are located between the noise source and bedrooms; iv) Exhaust vent outlets are insulated or vented into the ceiling space away from the noise source; AND v) Facades facing the noise source adopt construction techniques and materials, which buffer the dwelling from the noise source.
(7) IMAGE CORRIDOR VALUES	
P21 The views and vistas available from image corridors are protected and enhanced.	**A21.1** Development provides a high standard of building design which complements the surrounding urban/rural interface.
(8) AIRPORT RESCUE & FIRE FIGHTING SERVICES	
P22 Airport Rescue and Fire Fighting Services, being Core Airport Infrastructure, is designed to best suit the requirements of the airport.	**A22.1** The design of any proposed fire station will be cognisant of the following requirements: a) The footprint will be sufficient to accommodate a standard ARFF Category 6 Fire Station design (including workshop and secure car parking); b) The site must enable the achievement of response times not exceeding three (3) minutes to the end of each runway in optimum visibility and surface conditions; c) The appropriateness of any adjacent aircraft parking bays; and d) Alerting and public-address systems are not impacted by adjacent land uses, e.g. the noise and aircraft propulsion (jet blast/prop wash) from aircraft 'run-up' facilities.

TABLE A02.1 – Setbacks and Site Coverage

Uses[90]	Road Frontage Setbacks[91]	Side and Rear Boundary Setbacks	Site Coverage[92]
Business and Retail Development	Buildings: i) 4m; or ii) 0m with an awning	i) 0m; ii) compliance with the Building Code of Australia and other relevant planning instruments; or iii) where the requirements of (ii) above are not satisfied - 2.5m or ¼ of the height of the building, whichever is the greater	90%
Industrial Development	Buildings: i) primary street frontage – 4m; ii) secondary street frontage – 3m; iii) Primary State-controlled road frontage (excluding a service road) – 8m; iv) Secondary State-controlled road frontage (excluding a service road) – 4m	Buildings: i) 1.5m; or ii) ¼ of the height of the building, whichever is the greater	NA
Service Station	Buildings – 4m Fuel Pumps - 7.5m Liquid Petroleum Gas Tanks - 7.5m	Buildings and facilities (including car parking) – 3m	NA
All other uses (including CAI)	As per Building Code of Australia	As per Building Code Australia and other relevant planning instruments	NA
Accommodation Development	Buildings: i) primary street frontage – 4m; ii) secondary street frontage – 3m;	i) Buildings not exceeding 4.5m in height - 1.5m; or ii) Buildings exceeding 4.5m but less than 7.5m in height 2m; or iii) Buildings exceeding 7.5m in height – 2m plus 0.5m for every 3m or part thereof by which the building exceeds 7.5m in height.	60%

90 Refer Schedule 2B – Definitions - Clusters

91 Refer Schedule 2C; for the purposes of this LUP measured to the lease or freehold boundary

92 Refer Schedule 2C

TABLE A03.1 – Site Suitability

Uses[93]	Site Area (Min)	Allotment Frontage (Min)	Access
Service Station	1,200m^2	• 40m; or • Multi-street frontages - 30m each	• Where a site has frontage to a State-controlled road and another road, access to the site is not provided from the State-controlled road
Accommodation Development	800m^2	15m	i) Vehicle crossovers are to be: • no more than 9m in width where the crossover traverses a footpath; • located at least 12m from a road intersection; and • separated by at least 14m from another vehicle crossover ii) A separate ingress/ egress is provided
All Uses (other than listed above)	N/A		

93 Refer Schedule 2B – Definitions - Clusters

8.4 Advertising Devices Code

PURPOSE

The purpose of the Advertising Devices Code is to ensure signage (being non-core airport infrastructure) is appropriately sized and located to maintain public safety, visual amenity and does not adversely affect the operations of the airport.

OVERALL OUTCOMES

The purpose of the code will be achieved through the following overall outcomes:

1) Advertising devices are constructed and maintained to maximise public safety.
2) Advertising devices complement or do not unreasonably detract from the desirable characteristics of the natural and built environment in which the devices are exhibited.

Advertising Devices Code	
PERFORMANCE OUTCOMES	**ACCEPTABLE OUTCOMES**
P01 All advertising devices are to be located in a position that is safe and relevant to the streetscape and circulation networks.	**A01.1** A maximum of one (1) self standing advertising device (billboard) is located per 200m of an external road frontage.
P02 The views and vistas available from image corridors are protected and enhanced.	**A02.1** Advertising devices: a) do not include projecting roof or sky signs; b) where a free standing sign has a height no greater than 6m; and c) do not incorporate flashing neon lights or animated elements. **A02.2** Free standing advertising devices have a maximum setback of 10m if located along Boundary Road East or Milton Street, where not in conflict with the Airport Protection Overlay Code.

8.5 Landscaping Code

PURPOSE

The purpose of the Landscaping Code is to ensure landscaping is climatically responsive and is designed to provide a safe environment for all users.

OVERALL OUTCOMES

The purpose of the code will be achieved through the following overall outcomes:

1) Landscape design responds to distinctive natural and man-made characteristics of Mackay Airport, presents a legible and attractive 'face' to the street, and enhances the continuity of landscaping in the streets.
2) Screening assists in the integration of the functional requirements of new development with local landscape character and features.
3) Landscaping (including surface treatment) is of a high quality in terms of function and amenity and is maintained adequately to ensure viability in the long term.

Operational Works – Self-Assessment & Assessable Development

Landscaping Code		
	PERFORMANCE OUTCOME	**ACCEPTABLE OUTCOMES**
(1)	**PROTECT ELECTRICITY WORKS**	
P01	Landscaping ensures the function and operation of electricity works.	**A01.1** The height of any vegetation at maturity, landscaping structures or works are less than 4m (where consistent with the recommend species list) where: i) on or within 5.0m of an electric line shadow, or ii) within 5.0m of a substation boundary; iii) Landscaping is provided in a position that is furthest from the nearest edge of the electric line shadow or substation boundary than the expected maximum height at maturity of the vegetation. **A01.2** On land adjoining an electricity substation boundary: i) the vegetation foliage at maturity is more than 3.0m of the substation boundary; and ii) shere a substation has a solid wall along any part of its boundary, foliage may extend to, but limited to above or beyond, that solid wall. **A01.3** The landscaping is designed so that there is vehicular access available to the electricity works.

Landscaping Code		
	PERFORMANCE OUTCOME	**ACCEPTABLE OUTCOMES**
(2)	**PLANT SELECTION**	
P02	Plant species used in landscaping are those best suited to local conditions (which are known not to attract birds and wildlife).	**A02.1** Plants used for landscaping are in accordance with the Airport Protection Overlay Code[94] and Table 8.5(B) in the Landscaping Code. **A02.2** Plant selection complies with Code of Practice for Powerline Clearance (Vegetation) 2002 as amended from time to time.
(3)	**STREETSCAPE AND LANDSCAPE DESIGN**	
P03	Landscape design mitigates adverse aesthetic, privacy and illumination impacts through the use of appropriate screening.	**A03.1** Screen tree planting is: a) consistently spaced at a maximum of 750mm measured from the centres of trees; and b) Plant species prevent headlight glare. **A03.2** Where screen planting is used along the side or rear boundary of a site, it consists of: • Mature planting of clumping palms or compact trees with a maximum spacing of 3m (measured from their centres) providing a dense screen within 3 years of occupation; or • Shrubs capable of growing to a height of 3m within 2 years of planting, (where consistent with the recommend species list).
P04	Landscape design enhances community safety and reduces the potential for crime and anti-social behaviour.	**A04.1** Planting along pathways consists only of; • trees with clean trunks to a height of at least 1.8m; and • low ground covers less than 0.75mm in height, which are spaced at a minimum of 1.2m between horizontal centres. **A04.2** Planting in areas adjacent to display windows and doors and car parks utilises clean stemmed trunks planted in association with shrubs and ground covers less than 1m in height. **A04.3** Any solid fence/wall is protected from graffiti by landscaping, creepers, murals, or vandal resistant paint. **A04.4** Landscape design provides a safe uninhibited access to the site, car parks and buildings and are clearly indicated by landscape treatments. **A04.5** Where appropriate, provision is made for on street footpath planting which: a) complements the local streetscape;

[94] Chapter 6 – Overlays.

Landscaping Code		
PERFORMANCE OUTCOME		**ACCEPTABLE OUTCOMES**
		b) ensures reasonable visibility is maintained from driveways, entrances, exits, intersections and junctions; c) minimises the potential for vegetation to cause damage to persons, property or infrastructure; and d) ensures free pedestrian movement.
(4)	**CONSTRUCTION AND MAINTENANCE**	
P05	Turfed areas are prepared to promote moisture retention and improved grass growth.	**A05.1** The subgrade is cultivated to 150mm depth, and gypsum is added to clay soil at a rate of 1kg/m^2 before spreading of topsoil. **A05.2** Topsoil (being a light and friable soil mix) is provided of turf areas to minimum depth of 50mm.
P06	Landscaped areas are suitably irrigated to ensure long term viability of landscaped areas.	**A06.1** Permanent, automatic systems are installed for all landscaped areas (including car parks, turfed areas and footpaths) that incorporate the following: • Long-life, at-grade, pop-up sprinkler heads (or underground drippers); • Backflow devices, as required for the class of building which comply with AS/NZS 3500.1 (as amended) and are installed by a licensed plumber and tested and registered; and • Resistant and tamper proof features. **A06.2** Sprinkler heads are positioned at the back of kerb and garden bed areas to provide head overlap and avoid overthrow of sprays to road surfaces. **A06.3** Irrigation systems are designed to facilitate the efficient supply of water in accordance with the development's micro-climate requirements.
P07	Bed widths and grades ensure plant viability, adequate water infiltration, and ease of maintenance.	**A07.1** Garden beds have: i) an average minimum width of 1.2m, provided that bed is no less than 0.5m wide; ii) subject to Section A above, where a minimum landscape strip is required; and iii) Planting pits for trees in car parks are to provide a minimum of 4m^3 for root zone development, at no greater depth than 1m.
P08	Planting beds retain moisture, reduce erosion and reduce weed competition.	**A08.1** Soils used comply with the Australian Standard AS4419 (as amended). **A08.2** Mulches used comply with the Australian Standard AS 4454 (as amended).

Landscaping Code			
PERFORMANCE OUTCOME		**ACCEPTABLE OUTCOMES**	
(5)	**SURFACE TREATMENT**		
P09	Surface treatments and paving comprise a functional, attractive and low maintenance component of the overall landscape scheme.	**A09.1**	Paving materials clearly delineate between pedestrian and vehicular movement systems through contrasting materials/colours and/or level changes.
		A09.2	Hard landscaping materials are not highly reflective or likely to create glare, or slippery or otherwise hazardous conditions.

TABLE 8.5 (B) – Recommended Species for Ornamental Use

[Source: NQA Environment Department]

Species For Ornamental Use			
SPECIES	**COMMON NAME**	**DESCRIPTION**	**MANAGEMENT NOTES**
Archidendron Lucyi	Scarlet Bean	• Large tree in forest but small tree to 5m in cultivation	• Prefers semi-shade but tolerates open conditions. Moderate growth rate. Fertilise annually for first 3 years
Casuarina Equisitefolia	Horse-Tail She Oak	• Small tree to 4m • Weeping foliage	• Hardy, moderate growth rate • Fertilise annually for first 3 yrs
Cleistanthus Apodus	Weeping Cleistanthus	• Small tree to 4m • Weeping foliage, new foliage pink	• Hardy, moderate growth rate • Naturally bushy • Fertilise annually for first 3 yrs
Crinum Pedunculatum	Cardwell Lily	• Large fleshy lily to 1.5m tall with leaves up to 1.5m long	• Hardy, fast growing • Works best in a group planting in beds
Dianella Caerulea	Flax Lily	• Herb to 300mm	• Semi-shade only. Fertilise annually. • Better suited to regularly managed areas
Eugenia Reinwardtiana	Beach Lillipilli	• Shrub to 1m • Dense foliage • Fleshy fruits are edible but plant height unlikely to attract birds	• Prefers semi-shade but will grow in open conditions • Fertilise annually for first 3 yrs
Gahnia Aspera	Saw Sedge	• Sedge to 500mm with upright strap leaves	• Hardy, fast growth • Ideal for edges, fertilise annually for first 3 years
Graptophyllum Excelsum	Native Holly	• Shrub to 3m	• Prefers semi-shade • Fertilise annually and prune back regularly

Species For Ornamental Use			
SPECIES	**COMMON NAME**	**DESCRIPTION**	**MANAGEMENT NOTES**
Hibiscus Tiliaceus	Coastal Cottonwood	• Spreading shrub/small tree to 5m • Dense foliage	• Hardy, fast growing • Can be pruned to any shape
Ichnocarpus Frutescens	Ichnocarpus	• Scrambler generally no higher than 300mm above ground	• Hardy, moderate growth • Fertilise annually and prune as desired
Leptospermum Longifolium	Weeping Ti-Tree	• Shrub to 4m • Weeping foliage	• Hardy, moderate growth rate • Fertilise for first 3 yrs
Lomandra Spp (Hystrix, Longifolia, Spicata)	Mat Rush	• Rushes between 400mm and 1.5m	• Hardy, fast growth. Cut back as desired. Ideal for edges, fertilise annually for first 3 years
Maniltoa Schefferi	Handkerchief Tree	• Tree to 6m • Weeping glossy green foliage	• Prune as required, but only during autumn and winter
Metrosideros Queenslandicus	Xmas Bush	• Tree to 20m in forest but 5-6m more likely at the airport • Glossy foliage, yellow flowers	• Hardy, slow growth rate • Flowers irregularly (rarely) • Prune to shape
Orthosiphon Aristatus	Cats Whiskers	• Herb to 500mm • White flowers attract butterflies only	• Prefers semi-shade • Fertilise annually and prune back regularly to promote flowering
Pandanus Cookii	Cooks Pandan	• Small tree to 5m	• Hardy, moderate growth rate • Large fruits may require removal prior to shedding. Shed foliage requires removal
Pavetta Australiensis	Pavetta	• Shrub to 2m • Glossy foliage	• Hardy, moderate growth rate • Prune as desired, fertilise annually for first 3 years
Pittosporum Revolutum	Rusty Pittosporum	• Open shrub to 1.8m • Large fruits not commonly sought by birds	• Hardy, moderate growth rate • Prune as desired, fertilise annually for first 3 years
Sarcotoechia Serrata	Fern-Leaf Tamarind	• Small tree to 5m	• Hardy, moderate growth rate • Prune as desired, fertilise annually for first 3 years
Scaevola Taccada	Sea Lettuce	• Shrub to 1.8m • Glossy foliage	• Fertilise annually and prune back as required
Xanthorrhoea Johnsonii	Grass Tree	• Sub-shrub to 1.5m • Erect flower stalk	• Hardy, slow growing • Fertilise annually for first 3yrs • Prune off annual flower spike to discourage birds

8.6 Traffic Code

PURPOSE

The purpose of the Traffic Code is to ensure sufficient and convenient parking, access and road network to accommodate the volume and type of vehicle traffic expected to be generated by the development.

OVERALL OUTCOMES

The purpose of the code will be achieved through the following overall outcomes:

1) Car parking layouts are designed to be operationally safe, functional and self-draining and are of a standard suitable to the expected lifespan of the development.
2) On-site vehicle parking does not detract from the streetscape character or amenity of an area.
3) Management of access to premises achieves safe and effective operating conditions on the road network.
4) Adequate public transport, pedestrian and cycling facilities are provided.

Traffic Code		
PERFORMANCE OUTCOME		**ACCEPTABLE OUTCOMES**
(1)	**VEHICLE PARKING**	
P01	Adequate on-site parking is provided for the needs of the users and visitors.	**A01.1** On-site parking spaces are provided in accordance with: i) *For development (other than core airport infrastructure)* - **Table 1** of this code; or ii) *Core airport infrastructure* – 50% of the car *parking* requirement in **Table A01.1** of this code is provided in a communal car parking area off site utilising reciprocal use rights with surrounding premises. iii) Car parking spaces are at least 2.7m wide; and iv) Parking areas are kept and used exclusively for parking. **A01.2** If applicable, development being for Minor Building Work does not reduce the number of car parking spaces on site.
P02	Vehicle manoeuvring areas are designed to be safe and functional.	**A02.1** Aisles within car parks are designed in accordance with AS2890.1 - Parking Facilities: Off-Street Car Parking. **A02.2** Turning circles are designed in accordance with the local government's planning scheme policy or Australian Standards. **A02.3** All vehicles expected to use the site are able to drive on and off the site in forward gear when the car park is full. **A02.4** Sight distance at car park exits are in accordance with AS2890.1 - Parking Facilities: Off-Street Car Parking.

Traffic Code	
PERFORMANCE OUTCOME	**ACCEPTABLE OUTCOMES**
P03 The location of access points to the development limits conflict and is designed to operate efficiently and safely taking into account: • the amount and type of vehicular traffic; • the type of development (e.g. long-stay, short-stay, regular, casual); • road frontage traffic conditions; • the nature and extent of future road or intersection improvements; • current and future on-street parking arrangements; • the capacity of the adjacent road system; and • the available sight distance.	**A03.1** The location of the access points are: i) in accordance with the provisions of AS2890.1 and AS2890.2; and ii) where the site has frontage to more than one road, the access is from the lowest order road.
(2) LOADING AREAS	
P04 On-site loading areas for service vehicles aim to be designed, constructed and maintained to provide: • on-site accommodation • maximise safety and efficiency of loading; and • protect the visual and acoustic amenity of the premises and adjoining premises.	**A04.1** Development is provided with loading facilities: a) contained wholly within the premises; b) located at the rear or side of the building; c) that protect the visual and acoustic amenity of the premises and adjoining premises; and d) provided with parking bays and manoeuvring areas for service vehicles in accordance with AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities.
P05 On-site driveways, manoeuvring areas and vehicle parking/standing areas are designed, constructed and maintained to provide: • gradients suitable for intended vehicle use; • shared movements of pedestrians and cyclists; • effective drainage and sealing; • availability as required; and • enter and exit in forward gear.	**A05.1** On-site driveways, vehicle manoeuvring and loading/unloading areas: a) are imperviously sealed; b) are designed in accordance with the provisions of Australian Standards AS2890.1 and AS2890.2; and c) drain to the existing kerb and channel. **A05.2** Pavement design is in accordance with the local government's planning scheme policy or Australian Standards.

Traffic Code	
PERFORMANCE OUTCOME	**ACCEPTABLE OUTCOMES**
(3) SUSTAINABLE TRANSPORT	
P06 Alternative non-motorised transport modes are accommodated within the development by providing sufficient bus and bicycle parking spaces, having particular regard to: • the desired character of the area in which the premises is located; • the nature and scale of the development; • accessibility to the premises; • whether or not the development involves the retention of an existing building, and the previous requirements for car parking for the building; and • whether or not the use involves the retention of other cultural heritage features or significant vegetation.	**A06.1** Bicycle parking spaces are provided on the premises in accordance with **Table 2** of this code for the particular development. **A06.2** Parking spaces for bicycles are designed in accordance with AS2890.3 and in accordance with the local government's planning scheme policy. **A06.3** Parking spaces for buses have the following minimum dimensions: • width: 4 m • length: 20 m • clear height: 4 m. **A06.4** At least one bus parking space and one taxi parking space is provided where the development is for the purposes of: • Accommodation building; • Hotel; • Educational establishment; • Shopping complex; and • Indoor recreation.
P07 Public and staff parking areas include provision for fuel efficient cars.	**A07.1** In public and staff parking areas 10% of car parks are designated small car parks, physically constrained in accordance with dimensions set out in AS2890.1: 2004.
P08 Access for pedestrians and cyclists is provided to the building from the parking area and from the street.	**A08.1** Defined, safe pedestrian pathways are provided to the building entry from the parking area and from the street. **A08.2** Sealed access pathways for cyclists are provided in accordance with the provisions of Australian Standard AS2890.3. **A08.3** Where access for cyclists is shared with access for pedestrians or vehicles, the shared use is identified by signage and line marking in accordance with the provisions of AS1742.

Traffic Code			
PERFORMANCE OUTCOME		**ACCEPTABLE OUTCOMES**	
P09	Development provides end of trip facilities to encourage the use of alternative non-motorised transport modes.	**A09.1**	Development provides shower cubicles and change rooms as follows: i) Business and Retail premises: • one (1) cubicle, where the gross floor area (**GFA**) of the development is between 1,500m² and 5,500m² ; and • one (1) additional cubicle, where the GFA of the development exceeds 5,500m²; and • two (2) additional cubicles, where the GFA of the development exceeds 30,000m²; and ii) Industrial premises with a GFA of 2,000m² or greater provide employees with a minimum of one shower cubicle and change room.
(4)	**CAR PARKING GENERAL**		
P10	Trolley bays and pedestrian walkways are located to ensure safe access and storage of trolleys.	**A10.1**	Trolley bays and pedestrian walkways are located in accordance with AS2890.1 - Parking Facilities: Off-Street Car Parking, Section 4.
P11	A reasonable portion of the total number of car parking places are wheelchair accessible spaces and these are identified and reserved for such access.	**A11.1**	The proportion of total parking spaces provided for people with disabilities is in accordance with: i) AS2890.1 – Parking Facilities: Off-Street Car Parking, Table 1.1. ii) AS1428.1 – Design for access and mobility: General Requirements for Access: New Building Work
P12	All car parks are kerbed or provided with other similar treatments that surround and positively constrain vehicles within the trafficked area for parking purposes only.	**A12.1**	The location and type of physical barriers are in accordance with AS2890.1 – Parking Facilities: Off-Street Car Parking, Section 2.4.4.
P13	Parking areas are kept accessible and available for use as a car park at all times during the normal Business hours of the activity.	**A13.1**	Signage is erected indicating the location of the entry and exits to the car park, specific use bays (e.g. disability, bus, taxi, bicycle, loading), as well as regulatory signs controlling movement within the car park. **A13.2** Signage is in accordance with AS2890.1 - Parking Facilities: Off-Street Car Parking, the Manual of Uniform Traffic Control Devices (AS1742).
(5)	**DESIGN FOR SAFETY**		
P14	Car park areas have appropriate lighting for activities that operate at night; where not in conflict with the Airport Protection Overlay Code.	**A14.1**	Lighting is provided in accordance with AS1158 – Road Lighting and AS1158 – Public Lighting Code. **A14.2** Where car parks are not required at night, entry to the car parking area is physically restricted.

<table>
<tr><th colspan="2">Traffic Code</th></tr>
<tr><th>PERFORMANCE OUTCOME</th><th>ACCEPTABLE OUTCOMES</th></tr>
<tr><td>P15 All car parking areas, including enclosed and multi level car parks, are sited and designed to maximise opportunities for surveillance.</td><td>A15.1 Car parks are located where they can be monitored by passers-by or the users of a site.
A15.2 Walls are finished with light coloured materials which reflect light.</td></tr>
<tr><td colspan="2">(6) LANDSCAPING IN CAR PARKS</td></tr>
<tr><td>P16 Landscaping provides for safe, legible and comfortable conditions within parking areas; where not in conflict with the Airport Protection Overlay Code.
Table A16.1<table><tr><th>Parking Arrangement</th><th>Ratio of Shade Trees to Car Parking Spaces</th></tr><tr><td>Double sided, angle or parallel bays</td><td>1 tree per 8 bays</td></tr><tr><td>Single sided, angle or parallel bays</td><td>1 tree per 5 bays</td></tr></table></td><td>A16.1 Development minimises risk of bird and wildlife strikes by providing shade cloth structures:
a) used in conjunction with shrubs; and
b) other low plantings internal to the car parking area and tree planting on the periphery of the car park.
c) Shade trees are provided in car parking areas in accordance with Table A16.1.
A16.2 Landscaping allows for casual surveillance of car parking spaces.</td></tr>
<tr><td colspan="2">(7) DEVELOPMENT NEAR A MAJOR TRANSPORT CORRIDOR</td></tr>
<tr><td>P17 Development near a major transport corridor ensures the safety and efficiency of the major transport corridors.</td><td>A17.1 The layout of development and the design of the associated access is compatible with existing and future boundaries of the major transport corridor.</td></tr>
<tr><td>P18 Land uses which are sensitive to noise, dust or fuel combustion emissions is protected from the impacts of the major transport corridor.</td><td>A18.1 Noise sensitive development within 100m of a major transport corridor complies with the State-controlled road criteria for development adjacent a major transport corridor.[95]</td></tr>
<tr><td>P19 Development located adjacent to a major road transport corridor will not compromise or impact the safety, traffic efficiency or planning impacts through roadside parking.</td><td>A19.1 A pick-up/set-down bay is located within the premises for uses listed below where located adjacent to a major road transport corridor:
• Indoor sport and recreation;
• Short term accommodation;
• Shopping centre (where >500m^2 GFA);
• Child care centre; and
• Educational establishment.
A19.2 In the case where a development located adjacent to a major road transport corridor has an indirect access to the corridor, a low physical barrier is erected between the corridor and the premises to deter people from parking their vehicles within the corridor and walking to the premises.</td></tr>
</table>

[95] Refer Department of Transport and Main Roads *Road Traffic Noise Management: Code of Practice*, January 2000 (as amended).

Traffic Code	
PERFORMANCE OUTCOME	**ACCEPTABLE OUTCOMES**
(8) SERVICE STATION	
P20 Where vehicle queuing set down or special vehicle parking is required, sufficient queuing or parking area ensures that vehicles can stand without obstructing the free flow of moving traffic or pedestrian movement.	**A20.1** Fuelling area and set down areas are provided both within: • the street for safe entry into the site • the car park access driveway for safe egress off the site in accordance with AS2890.1 - Parking Facilities: Off-Street Car Parking. **A20.2** For a Service Station: a) facilities are located so that vehicles using or waiting to use the facilities are standing wholly within the site and in locations which ensures unrestricted movement of other vehicles on the site; and b) bulk fuel storage tanks are located on the site so that, when a fuel delivery vehicle is discharging fuel into the storage tanks, the fuel delivery vehicle is standing wholly within the site in a location which ensures restricted movement of other vehicles on the site. **A20.3** For a Service Station: a) A 6m wide deceleration lane is provided along the frontage/s of the site; b) A 9m by 3 chord truncation is provided at any road intersection adjacent to the site;[96] and c) Roadworks are constructed to the frontage/s of the site in accordance with the local government's planning scheme policy or Australian Standards.
(9) ACCOMMODATION DEVELOPMENT	
P21 Visitor parking remains accessible and useable to visitors at all times.	**A21.1** Visitor car parking bays are: i) not allocated to individual dwelling units; ii) visible from the street frontage, clearly signed and delineated; iii) not provided in a tandem arrangement; and iv) not provided in parallel formation along a driveway.

[96] Any land required for the deceleration lane or the corner truncation is dedicated as road at no cost to Council.

TABLE A01.1 (A) – Minimum Number of Car Parking Spaces

USE	MINIMUM NUMBER	
	Car parking Spaces	Bicycle Parking Spaces
CAI – Airfield	N/A	N/A
CAI – Airside	• Hangars - 1 space per 150m^2 of GFA; plus • Office - 1 space per 50m^2 of GFA	1 per 800m^2 GFA
CAI – Car Parking Facilities	• Office - 1 space per 50m^2 of GFA • 1 space per 10m^2 GFA ; plus • the provision of truck loading, unloading and manoeuvring space on site as required by the use	1 per 750m^2 GFA over 1,000m^2
CAI – Services	• Catering Facility - 1 space per 100m^2 of GFA; plus • Office - 1 space per 50m^2 of GFA; plus • Other – N/A; plus • Storage - 1 space per 150m^2 of GFA; plus • Training Facility - 1 space per 2 staff; 1 space per 10 students	1 per 800m^2 GFA
CAI – Support	• Office - 1 space per 50m^2 of GFA; plus • Other – N/A; plus • Storage - 1 space per 150m^2 of GFA; plus • Training Facility – N/A	1 per 800m^2 GFA
CAI – Terminal	IATA Airport Development Reference Manual [97]	1 per 750m^2 GFA over 1,000m^2
CAI – Terminal Facilitation	IATA Airport Development Reference Manual.	N/A
Business and Retail Development, *(excluding Health Care Services & Veterinary Services)*	1 space per 50m^2 of GFA	1 per 750m^2 GFA over 1,000m2
Industrial Development	• 1 space per 90m^2 of GFA; or • 2 spaces for a self storage facility	1 per 800m^2 GFA
Health Care Services	1 or all applicable components: • 1 space per 20m^2 of GFA; plus • 1 space per 2 equivalent full time employees; plus • 1 space for ambulance pick-up and set down	N/A
Service Station	1 or all applicable components: • 1 space per 2 employees; • 1 space per 25m^2 of retail GFA; • Queuing spaces within the site for 3 vehicles using/ awaiting use of each car washing bay.	N/A
Hotel	*Refer Table A01.1(B) below*	N/A
Veterinary Services	1 space per 25m^2 of GFA	N/A
Any other use	Sufficient spaces to accommodate the amount of vehicle traffic likely to be generated by the particular use	

[97] www.iata.com.

TABLE A01.1 (B)

Licensed Facilities (1 or all applicable components)	Car parking Spaces/ m2
Bar, lounge, beer garden, etc	1:10 public area
Bulk liquor sales area/s (i.e. liquor barn, etc)	1:50 floor space
Bottle shop (drive through)	12 vehicle queuing lane/s'
Restaurant	1:50 GFA
Unlicensed club rooms	1:45 GFA
Licensed club rooms	1:15 GFA
Accommodation Facilities	0.3: 1 room (min 10 spaces)

8.7 Works Code

PURPOSE

The purpose of the Works Code is to ensure all engineering works that are carried out on airport will provide an appropriate level of service and safety, and are coherent with coastal and wetland protection.

OVERALL OUTCOMES

The purpose of the code will be achieved through the following overall outcomes:

1) Works are provided in a cost effective, coordinated, efficient and equitable manner that supports sustainable development practices.
2) Excavation and filling does not detrimentally affect visual amenity; cause flooding and drainage problems or land instability; or detrimentally impact the utility services.

Works Code			
PERFORMANCE CRITERIA		**ACCEPTABLE OUTCOMES**	
(1)	**STORMWATER MANAGEMENT**		
P01	The design and construction of major and minor stormwater drainage systems are founded on accepted principles and current design practice.	**A01.1**	Major and minor stormwater drainage systems are designed and constructed in accordance with the local government's planning scheme policy or Australian Standards.
		A01.2	An underground drainage system is constructed to convey stormwater from the premises to the local government's drainage system in accordance with the local government's planning scheme policy or Australian Standards.
(2)	**ROAD DESIGN & CONSTRUCTION**		
P02	Lots have access to roads that: • have adequate geometric design, design speed, horizontal alignment, vertical alignment, grades, structural design, materials and construction to fulfil their designated functions over an acceptable design life within the network; • accommodate public utility services and drainage systems; and • create a safe and attractive environment that is consistent with the character of the area.	**A02.1**	The design of the road network is consistent with the design guidelines set out in the local government's planning scheme policy or Australian Standards.
		A02.2	All roads are provided with street lighting designed and installed in accordance with the provisions of AS1158 Road Lighting; where not in conflict with the Airport Protection Overlay Code.
(3)	**FOOTPATHS AND CYCLEWAYS**		
P03	Footpaths of an appropriate standard and which enhance the streetscape of the locality are provided along the frontages of sites.	**A03.1**	The design and layout of footpaths, cycle ways and dual use paths are consistent with the design guidelines set out in the local government's planning scheme policy or Australian Standards.

Works Code	
PERFORMANCE CRITERIA	**ACCEPTABLE OUTCOMES**
	A03.2 Pathways have a paved width of: i) in the Terminal Business zone and the Commercial Precinct, the full width of the verge; or ii) in any other zone/ precinct, 3.0m where shared bicycle/pedestrian path; or 2.0m where a pedestrian only path.
P04 The road to the frontage of the premises must be constructed to provide for the safe and efficient movement of: • vehicles on the road adjacent to the site; and • vehicles to and from the site; and • pedestrians and cyclists adjacent to the site; and • pedestrians and cyclists to and from the site.	**A04.1** Kerb and channel is constructed in accordance with the design guidelines set out in the local government's planning scheme policy or Australian Standards. **A04.2** A vehicular crossover is provided to the site in accordance with the design guidelines set out in the local government's planning scheme policy or Australian Standards.
(4) SERVICING GENERAL	
P05 Land is provided with the following services that are appropriate to its likely use and to the character of the locality: • water supply, • sewage disposal, • telecommunications; and • electricity	**A05.1** The land is provided with reticulated telecommunication and is connected to the electricity supply network or transmission grid. **A05.2** Underground electrical reticulation is provided to all lands. **A05.3** Land is provided with reticulated water supply and sewerage.
P06 Where sites have access to Council's reticulated sewerage system, the associated infrastructure and connections are provided in a safe, cost-effective, coordinated and efficient manner that supports sustainable development practices.	**A06.1** The design and construction of sewers, pumping stations, pressure mains and associated works are in accordance the design guidelines set out in the local government's planning scheme policy or Australian Standards.
(5) EARTHWORKS	
P07 Excavation or filling aims to control the impacts on the amenity or privacy or adjoining premises.	**A07.1** Earthworks batters on premises: i) Are no greater than 1.8m in height; ii) Are stepped with a minimum width 2m berm;[98] and iii) Do not exceed a maximum of two batters and two berms (i.e. no greater than 3.6m in total height) on any one lot. **A07.2** Retaining walls, earthworks batters or any structure used for the supporting of filed or excavated areas do not exceed 1.8m in height. **A07.3** All batters and berms are to be landscaped in accordance with the local government's planning scheme policy or Australian Standards.

[98] A 'berm' is a mound of earth, usually engineered by humans to serve a specific purpose.

Works Code	
PERFORMANCE CRITERIA	**ACCEPTABLE OUTCOMES**
	A07.4 Design and construction of site earthworks are in accordance with the local government's planning scheme policy or Australian Standards.
P08 Filling or excavation does not result in a change to the run-off characteristics of a site such as to cause a detrimental impact upon the site and nearby land.	**A08.1** Filling or excavation does not result in: i) ponding of water on a site or adjacent land; ii) increase in the flow of water across the site and any other land; and iii) increase in the volume of water or concentration of water in a water course and overland flow paths.
P09 Development and works limit the effects of efficient functioning of public utility mains, services or installations.	**A09.1** Public utility mains, services and installations are not required to be altered or repaired as a result of the development. **OR** **A09.2** Public utility mains, services and installations are altered or repaired in association with the works so that they continue to function and satisfy the design guidelines set out in the local government's planning scheme policy or Australian Standards. **A09.3** Where necessary, existing services are relocated at the expense of the person undertaking the development.
P10 Excavation or filling aims to eliminate any contamination of land.	**A10.1** No contaminated material is used as fill or is excavated or disturbed.

8.8 Reconfiguring a Lot Code

PURPOSE

The purpose of the Reconfiguring a Lot Code is to ensure lot reconfiguration facilitates the provision of safe, convenient and attractive developments.

OVERALL OUTCOMES

The purpose of the code will be achieved through the following overall outcomes:

1) New lots[99] have areas and dimensions which meet use requirements and reflect environmental characteristics and facilitate energy efficient building design;
2) The street system safely and conveniently provides for the various functions of traffic flow, access to premises, vehicle parking, pedestrian movement, public transport and cyclists, and in commercial and industrial areas, heavy vehicle movement.
3) Lot reconfiguration responds appropriately to topography, natural drainage systems and vegetation, any places of cultural heritage significance, and opportunities for views and vistas.
4) Infrastructure networks are designed to perform their intended functions safely and efficiently; and
5) Open space is provided as part of reconfiguring a lot development to meet the needs of the community and/or to protect valuable features.

<table>
<tr><th colspan="2">Reconfiguring a Lot Code</th></tr>
<tr><th>PERFORMANCE OUTCOME</th><th>ACCEPTABLE OUTCOMES</th></tr>
<tr><td colspan="2">(1) LOT SIZE</td></tr>
<tr><td>P01 Lot sizes and dimensions are consistent with the desired character of the precinct in which the lot is situated and with the environmental qualities of the site, and enable the provision of adequate:
Open space and buffering;
Ventilation and sunlight;
Privacy;
Car parking and access;
Infrastructure services; AND
Other relevant on site requirements.</td><td>A01.1 Lot size and dimensions are consistent with Table 1 and the desired character is consistent with the following table:<table><tr><th>Table A01.1</th><th>Min Area (m^2)</th><th>Min Frontage (m)</th></tr><tr><td>Mixed Aviation Zone</td><td>200</td><td>10</td></tr><tr><td>Terminal Business Zone</td><td>800</td><td>20</td></tr><tr><td>Industrial uses</td><td>1,000</td><td>20</td></tr><tr><td>Commercial Precinct</td><td>800</td><td>20</td></tr></table>A01.2 Each lot has its own road frontage and where access is provided by easements then no more than 3 lots are to utilise such access.</td></tr>
<tr><td colspan="2">(2) STREET & LOT LAYOUT</td></tr>
<tr><td>P02 The street and lot layout provides for the provision of services, including:
water supply,
sewerage and waste disposal,
drainage,
electricity and telecommunications,</td><td>A02.1 The land is provided with reticulated telephone and is connected to the electricity supply network or transmission grid.
A02.2 Underground electrical reticulation is provided to all lands.</td></tr>
</table>

[99] In this code, the term 'lot' includes leased premises the subject of a long-term lease of land requiring a development permit for reconfiguring a lot under the Planning Act

Reconfiguring a Lot Code	
PERFORMANCE OUTCOME	**ACCEPTABLE OUTCOMES**
In a manner that is efficient and which minimises risk of adverse environmental or amenity related impacts.	**A02.3** Land is provided with reticulated water supply and sewerage.
P03 The road network is safe and efficient, and has clear physical distinctions between each type of road, based on function, traffic volumes, vehicle speeds, public safety and amenity.	**A03.1** The road network is consistent with the design guidelines set out in the local government's planning scheme policy or Australian Standards.
P04 Land adjoining a railway or major road is capable of being adequately buffered from the adverse impacts of the road or railway.	**A04.1** The development is designed and constructed to mitigate the noise and visual impacts of road or railway infrastructure which is consistent with the design guidelines set out in the local government's planning scheme policy or Australian Standards.
P05 Access to lots is safe and ensures the efficiency of the road network is maintained.	**A05.1** Access is consistent with the design guidelines set out in the local government's planning scheme policy or Australian Standards.
P06 The location and design of intersections is safe, convenient and adequately accommodates the expected traffic volumes.	**A06.1** The location and design of intersections is consistent with the design guidelines set out in the local government's planning scheme policy or Australian Standards. **A06.2** The road layout and intersection design provides corner truncations including: i) at major intersections, acute angled intersections, not less than a 10mx3 chord truncation; ii) at minor intersections, not less than a 6mx3 chord truncation; and iii) intersection design adequately spaced to enable efficient and safe operation.
(3) SUSTAINABLE CONFIGURATION	
P07 The street and lot layout responds appropriately to sensitive environmental features of the site or locality, by: • Avoiding use of cut and fill; • Avoiding penetrating or fragmenting remnant vegetation or creating edge effects; • Maintaining interlocking tree canopies over movement paths, where possible, to allow for the movement of arboreal fauna and birds; • Avoiding drainage features, particularly in the location of access places and access street; AND	**A07.1** Where possible and within the operational constraints of the airport, lots are orientated to facilitate siting of buildings to: • have appropriate solar orientation, except where significant constraints limit this; and • take advantage of prevailing breezes.

Reconfiguring a Lot Code			
PERFORMANCE OUTCOME		**ACCEPTABLE OUTCOMES**	
• Providing for safe wildlife movement where habitat corridors are interrupted.			
P08	Development is designed to optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters.	**A08.1**	The stormwater drainage system for development must incorporate a gross pollutant trap/s or equivalent measure/s.
(4)	**PUBLIC TRANSPORT**		
P09	The alignment and geometry of streets that form existing or possible future bus routes allow for the efficient and unimpeded movement of buses without facilitating high traffic speeds.	**A09.1**	Routes for regular bus services are consistent with design guidelines set out in the local government's planning scheme policy or Australian Standards.
P10	An efficient and convenient network of public transport routes is provided taking account of: • Projected travel demand; • Distribution of likely demand; • Characteristics of travellers; • Travel time; • Operating characteristics; AND • Cost of providing the service.	**A10.1**	At least 80% of lots are within 400m safe walking distance from an existing or potential bus stop or an existing or proposed demand-responsive public transport route.
(5)	**PEDESTRIAN & CYCLE FACILITIES**		
P11	Pedestrian paths and cycle ways are well lit and located where there is casual surveillance.	No probable solutions provided.	
P12	Safe and convenient pedestrian and cyclist crossings of the road network are provided in locations which are consistent with existing or likely future movement desire lines.	No probable solutions provided.	
P13	A pedestrian and cycle network is provided that is safe, attractive and convenient, and provides links to centres and public transport.	**A13.1**	Sealed pathways for pedestrians and bicycles are provided in accordance with the design guidelines set out in the local government's planning scheme policy or Australian Standards.
		A13.2	Direct paths of travel are provided to and between facilities, including access off paths at regular intervals.

schedule 1
definitions
core airport infrastructure

The definition of *core airport infrastructure* (**CAI**) is included in Schedule 2 of the AAA08. All component of the said definition are reflected in this schedule and have been reorganised into different categories (listed below) for the purposes of this LUP, specifically their inclusion in the Tables of Assessment in Chapters 5 and 6.

CATEGORIES

USE DEFINITIONS

- CAI - Airfield
- CAI - Airside
- CAI - Car parking Facilities
- CAI –Services
- CAI –Support
- CAI - Terminal
- CAI - Terminal Facilitation
- CAI – Utility

OTHER DEFINITIONS

- CAI – Operational Works

USE DEFINITIONS

- **CAI - Airfield**
  - Taxiways, runways and aprons
  - Aircraft movement areas, parking areas and standing areas

- **CAI - AIRSIDE**
  - Aircraft hangars
  - Heliports

- **CAI -CAR PARKING Facilities**
  - Vehicle parking facilities;
  - Vehicle rental;
  - Facilities associated with vehicle rental and valet parking, including, for example, facilities for vehicle refuelling, fuel storage and vehicle maintenance and washing.

- **CAI - Services**
  - Communication and traffic control facilities
  - Emergency service
  - Meteorological facilities

- **CAI - Support**
  - Aircraft repair and maintenance and aircraft refuelling and fuel storage facilities
  - Storage and maintenance facilities for airline equipment and vehicles, including for example, ramp handling equipment
  - Pilot briefing and associated support facilities
  - Flight training, flight catering, airfreight and cold storage facilities
  - Offices for airport or airline management or offices associated with CAI.
  - Customs, immigration, and quarantine facilities, including facilities for under-bond storage and housing of animals.

- **CAI – Terminal**
  - Passenger and general aviation terminals, but not including and facilities within CAI - Terminal Facilitation; and
  - Involving building work (other than minor building work).

- **CAI – Terminal Facilitation**
  - Uses within an existing terminal; where involving building work (including minor building work).
  - Airline support facilities, including for examples lounges, service desks and baggage handling facilities
  - Customs, immigration, and quarantine facilities, including facilities for under-bond storage and housing of animals.
  - Retail outlets appropriate for providing services to airline passengers, including newsagencies, bookstores, gift or souvenir stores, toy stores, pharmacies or arts and craft stores;
  - All internal signage;
  - Duty free stores;
  - Freight facilities, other than for air freight;
  - Medical centres;
  - Restaurants, cafes, fast food outlets or snack food vending machines;
  - Offices;
  - A chapel;
  - Tourism or accommodation booking offices;

- **CAI - Utility**
  - Airport plant and equipment, including, for example, stand–by power generation facilities
  - Within an existing terminal, development for water supply, sewage, drainage waste storage and collection, electricity supply and any other facility owned or operated by a local government or a public sector entity within the meaning of the Planning Act.

OTHER DEFINITIONS

- **CAI - Operational Work**
  - Fill or excavation works carried out in relation to any component of core airport infrastructure.
  - Advertising Device (including external aeronautical, traffic and advertising signage)

schedule 2 definitions

Mackay Airport

Schedule 2A Definitions - Use

Use definitions have a specific meaning for the purpose of the LUP.

- Any use not listed in Schedule 2A has the meaning in the AAA08 or Planning Act.
- A use listed in the first column has the meaning set out beside that term in the second column.
- Uses listed in the third or fourth column which are not listed in the first column have their common meaning.
- The use definitions listed here are the definitions for the purpose of the LUP.

Schedule 2 A USE	DEFINITION	Examples include	Does not include the following examples
Advertising Device	Any permanent structure, device or sign intended for advertising purposes. It includes any framework or supporting structure which is provided exclusively or mainly as part of the advertisement.	billboard, pylon sign	
Animal Keeping	• Premises used for boarding, breeding or training of animals • The use may include ancillary temporary and permanent holding facilities on the subject site and the repair and servicing of machinery.	aviaries, catteries, kennels, stables, wildlife refuge	aquaculture, cattle studs, domestic pets, feedlots, grazing of livestock, non-feedlot dairying, piggeries, poultry meat and egg production
Car Park	Premises used for parking vehicles where the parking is not ancillary to another use, or core airport infrastructure.	parking station, public and staff parking	
Child Care Centre	Premises used for minding or care but not residence of children.	crèche, early childhood centre, kindergarten	educational establishment, family day care centre, home based child care
Club	Premises used by persons associated for social, literary, political, sporting, athletic or other similar purposes and may include limited provision of food and drink for consumption on site.	club house, guide and scout clubs, surf lifesaving club	hotel, nightclub, place of worship, theatre

Schedule 2 A USE	DEFINITION	Examples include	Does not include the following examples
Emergency Services	Premises used by government bodies or community organisations to provide essential emergency services, disaster management services and including management support facilities for the protection of persons, property and the environment.	ARFF, Federal law enforcement agencies, state emergency service facility, ambulance station, rural fire brigade, auxiliary fire and rescue station, urban fire and rescue station, emergency management support facility	community use, hospital, residential care facility
Food & Drink Outlet	Premises used for preparation and sale of food and drink to the public for consumption on or off the site.	bistro, café, coffee shop, drive-through facility, kiosk, meals on wheels, milk bar, restaurant, snack bar, take-away, tea room	Bar, club, hotel, shop, theatre
Function Facility	Premises used for conducting receptions or functions and may include the provision of food and liquor for consumption on site.	conference centre, reception centre	community use
Hardware And Trade Supplies	Premises used for the sale, display or hire of hardware and trade supplies including household fixtures, timber, tools, paint, wallpaper, plumbing supplies and the like.		
Health Care Services	Premises for medical, paramedical, alternative therapies and general health care and treatment of persons that involves no overnight accommodation.	dental clinics, medical centres, natural medicine practices, nursing services, physiotherapy clinic	community care centre, hospital

Schedule 2 A USE	DEFINITION	Examples include	Does not include the following examples
High Impact Industry	Premises used for industrial activities that have significant off-site impacts on non-industrial uses including air, noise or odour emissions that are not easily controlled or contained. These uses may operate outdoors, but do not involve the manufacture of agricultural chemicals, pharmaceutical products, explosives or fertilisers.	non-alcoholic beverage production, concrete batching plants, tyre manufacturing and re-treading, large scale surface coating, metal recovery, textile manufacture, chemically treating timber, plastic product manufacture (other than foam, composite plastics or rigid fibre-reinforced plastics)	abattoirs, food processing (where using ammonia refrigeration systems) tanneries, rendering plants, oil refineries, explosive reserves, metal smelting and refining, alcoholic beverage production, manufacture of pharmaceutical products and fertilisers
Hotel	Premises used to sell liquor for consumption on or off site. The use may include short term accommodation, dining and entertainment activities and gaming and amusement machines.	hotel, pub, tavern	nightclub
Indoor Sport And Recreation	Premises used for leisure, sport or recreation conducted wholly or mainly indoors.	amusement parlour, bowling alley, gymnasium, squash courts	cinema, hotel, nightclub, theatre
Low Impact Industry	Premises used for low impact industries which have minimal impacts on non industrial uses and where impacts such as noise and air emissions are able to be readily mitigated.	small engine mechanical workshop, cabinet making, shop fitting, sign writing, tyre depot	spray painting, tyre recycling, drum reconditioning, manufacturing of water based paints, wooden and laminated product manufacturing (not involving reconstituted timber)
Medium Impact Industry	Premises used for industrial activities that have offsite air, noise and odour emissions. Despite mitigation measures these activities would still have noticeable impacts on non-industrial uses The primary (noise, odour and air emitting) aspects of the use are undertaken indoors.	spray painting, tyre recycling, drum reconditioning, manufacturing of water based paints, wooden and laminated product manufacturing (not involving reconstituted timber)	non-alcoholic beverage production, concrete batching plants, tyre manufacturing and re-treading, metal recovery, textile manufacture, chemically treating timber, plastic product manufacture

Schedule 2 A USE	DEFINITION	Examples include	Does not include the following examples
Meteorological Facilities	Premises used for observing and forecasting of weather conditions in the immediate area; including management support services and facilities, and instrumentation devices whether ancillary or stand alone.		
Office	Premises used for an administrative, secretarial or management service or the practice of a profession, where no goods or materials are made, sold or hired and where the principal activity provides for the following: a) Business or professional advice; b) service of goods that are not physically on the premises; c) office based administrative functions of an organisation.	Bank, real estate agent	
Outdoor Sales	Premises used for the display, sale, hire or lease of products where the use is conducted wholly or predominantly outdoors and may include construction, industrial or farm plant and equipment, vehicles, boats and caravans.	agricultural machinery sales yard, motor vehicles and marine sales yard	bulk landscape supplies, market
Park	Land used by the public generally for free recreation and enjoyment, and may be used for community events. Facilities may include children's playground equipment, informal sports fields and ancillary vehicle parking and other public conveniences.	urban common	tourist facility
Place of Worship	Premises used by an organised group for worship and religious activities and to which the public are generally invited. The use may include ancillary facilities for social and educational activities.	church, chapel, mosque, temple synagogue	community use
Research and Technology Industry	Premises used for innovative and emerging technological industries involved in research design, manufacture, assembly, testing, maintenance and storage of machinery, equipment and components. The use may include emerging industries such as energy, aerospace, and biotechnology.	aeronautical engineering, computer component manufacturing, medical laboratories	
Scientific Research Activities	Development for scientific field research and investigations, involving up to total 25m2 GFA structure.		educational establishment

Schedule 2 A USE	DEFINITION	Examples include	Does not include the following examples
Service Industries	Premises used for industrial activities where manufactured goods are sold or repaired or commercial services are provided. The uses are not an environmentally relevant activity and any impacts on surrounding uses are contained within the site.	audio visual equipment repair, film processing bicycle repairs, clock and watch repairs, computer repairs, dry cleaning, hand engraving, jewellery making, laundromat, locksmith, picture framing, shoe repairs, tailor	small engine mechanical repair workshop, cabinet making, shop fitting, sign writing, tyre depot
Service Station	Premises used for the sale of fuel including petrol, liquid petroleum, automotive distillate and alternative fuels. The use may include hand washing of vehicles and hire of trailers or utes.		
Shop	Premises used for the display, sale or hire of goods or the provision of personal services or betting to the public.	hairdresser, liquor store, department store, discount department store, discount variety stores, betting agencies, supermarket	adult shop, food and drink outlet, showroom, market
Shopping Centre	Premises comprising two or more individual tenancies that is comprised primarily of shops and which function as an integrated complex.		
Short-Term Accommodation	Premises used to provide short-term accommodation for the general public which may be self-contained. The use may include a manager's residence and office and the provision of recreation facilities for the exclusive use of residents.	motel, backpackers	hostel
Showroom	Premises used primarily for the sale of goods of a related product line that are of a size, shape or weight that requires: a) a large area for handling, display or storage; and b) direct vehicle access to the building by members of the public for loading and unloading items purchased or hired		food and drink outlet shop, outdoor sales
Temporary Use	The impermanent use of premises that may be irregular or infrequent that does not require the construction of a permanent building or the installation of permanent infrastructure or services.	film production	sales office

Schedule 2 A USE	DEFINITION	Examples include	Does not include the following examples
Utility Installation	Premises used to provide the public with the following services for: a) supply of water, hydraulic power, electricity or gas; b) provision of sewerage or drainage services; c) transport services, including an wharf, railway, tramway, air transport, water transport, harbour or river undertaking; d) waste management facilities; e) provision of postal or telecommunications services; f) associated offices for the provision of public services; g) network infrastructure. The use includes maintenance and storage depots and other facilities for the operation of the use.	sewerage treatment plant, mail depot, pumping station	
Veterinary Services	Premises used for veterinary care, surgery and treatment of animals that may include provision for the short term accommodation of the animals on the premises.		
Warehouse	Premises used for the storage and distribution of goods, whether or not in a building, including self-storage facilities or storage yards. The use may include sale of goods by wholesale where ancillary to the use.	self storage sheds	

Schedule 2B Definitions - Clusters

1) Clustering use definitions have been provided to assist in identifying uses attached to a zone and to reduce the length of the tables of assessment in the LUP. Uses have been grouped into the development group as shown in the schedule below for use in Chapter 5—Tables of Assessment. Not all uses are included in a group.
2) Note that these development groups are not defined uses rather they are a mechanism for use in the tables of assessment and **Schedule 3 – inconsistent uses** only.

Schedule 2B DEVELOPMENT CLUSTERS	USES	DEVELOPMENT CLUSTERS	USES
Accommodation Development	• Caretaker's Accommodation • Community Residence • Dual Occupancy • Dwelling House • Dwelling Unit • Hostel • Multiple Dwelling • Non-resident workforce accommodation • Relocatable Home Park • Residential care facility • Retirement Facility • Tourist Park	**Rural Development**	• Agricultural Supplies Store • Animal Husbandry • Aquaculture • Cropping • Intensive Animal Industries • Intensive Horticulture • Permanent Plantations • Roadside Stalls • Rural Industry • Winery • Wind Farm • Wholesale Nursery
Industry	• Sales office • Place of Worship • Service Industry • Low Impact Industry • Research and technology industry • Warehouse • High Impact Industry • Medium Impact Industry	**Industrial Development**	• Extractive Industry • Noxious and Hazardous Industries • Waterfront Marine Industry • Bulk Landscape Supplies • Garden centre
Recreation Development	• Club • Park • Indoor Sports and Recreation		

Schedule 2B DEVELOPMENT CLUSTERS	USES	DEVELOPMENT CLUSTERS	USES
Business Development	• Animal Keeping • Car Park • Child Care Centre • Functional Facility • Office	**Entertainment Development**	• Nightclub • Theatre • Major sport, recreation and entertainment facility • Motor sport • Outdoor sport and recreation • Tourist Attraction
Miscellaneous Development	• Short Term Accommodation • Emergency Services • Telecommunications Facility • Temporary Use • Utility Installation • Advertising Device • Cemetery • Defence and communication Facility • Education establishment • Mixed use	**Retail Development**	• Food & Drink Outlet • Hardware And Trade Supplies • Health Care Services • Outdoor Sales • Service Station • Shop • Shopping Centre • Showroom • Veterinary Services
Core Airport Infrastructure	• CAI - Airfield • CAI - Airside • CAI - Car parking Facilities • CAI –Services • CAI –Support • CAI - Terminal • CAI - Terminal Facilitation • CAI – Utility	**Core Airport Infrastructure**	**OTHER DEFINITIONS** • CAI – Operational Works

Schedule 2C Definitions-Administrative

The following Schedule lists administrative terms which are used in the LUP and assist in interpretation. A term listed in the first column has the meaning set out beside that term in the second column. Where a term is not listed in this section it has the meaning given by the AAA08 or Planning Act and where a term is not given a meaning by the AAA08 or Planning Act it has its common meaning.

Schedule 2C **ADMINISTRATIVE TERM**	**DEFINITION**
Access Strip	Means that part of a site which is used for providing access to a road.
Advice Agency	Has the meaning defined by the Planning Act.
Airport Assets (Restructuring And Disposal) Act 2008 [Qld]	An Act to facilitate disposal of particular airport businesses, including by facilitating the restructure or disposal of airport entities, and to make provision about land use planning for, and control of, particular airports after the disposal. The Act was assented by the Queensland Parliament on 12 September 2008.
Airport Lessee	Means an entity declared to be an airport lessee under Section 100 of the *Airport Assets (Restructuring and Disposal) Act 2008* [Qld] **(AAA08).** An airport entity is a lessee of land under the Land Act 1994 [Qld].
Airside Access	Access to the Movement Area of the airport, adjacent terrain and buildings or portions thereof being the areas sign posted accordingly.
Apron	The part of an airport used: ○ For the purpose of enabling passengers to board, or disembark from aircraft; ○ For loading cargo onto, or unloading cargo from, aircraft; and/or ○ For refuelling, parking or carrying out maintenance on aircraft.
Assessment Manager	Generally an entity prescribed under a regulation of the *Sustainable Planning Act 2009* [Qld] (**SPA**) to administer an application for development.
Basement	Means a storey substantially below ground level where the floor level of the level above projects no more than one metre above ground level.
Building Height	Means the vertical distance between the ground level and the roof or parapet at any point but not including an antenna, aerial, chimney, flagpole or the like.
Building Work	As defined in the Planning Act
Concurrence Agency	Defined under SPA; s251
Core Matters	Defined by the AAA08 - core matters, in relation to a land use plan (including its preparation), means each of the following matters: i) Airport facilities; ii) Land use and development; and iii) Valuable features.
Desired Environmental Outcomes	Provide the foundation of the land use plan from which all other elements derive, and generally they: i) Represent what is sought to be achieved through the land use plan; ii) Express MAPL's expectations for development on Airport land; iii) Relate to the natural, human and built environment; and iv) Are expressed as broad policy outcomes, a preferred outcome or end-states rather than a means to an end.

Schedule 2C **ADMINISTRATIVE TERM**	**DEFINITION**
Environmental Management Plan	Means a document that may be required to be prepared to support development application, or as a condition of development approval, which describes, for the design, construction and operation of the premises and for emergency situations: i) What acceptable levels of environmental impact are intended to be achieved or maintained; ii) How it is proposed to avoid or minimise risks or serious or material environmental harm or nuisance; iii) Who is responsible for implementing the management measures; iv) What monitoring, reporting and reviews will be undertaken; and v) When actions will be taken.
Filling or Excavation	Means removal or importation of material to or from a lot that will change the ground level of the land.
First Land Use Plan	The 'First Land use plan' (FLUP) is the current Mackay Airport Land Use Plan which is the primary planning instrument for Airport land and overrides the local government planning scheme. Pursuant to the airport *Assets (Restructuring and Disposal) Act 2008* [Qld] (AAA08), the FLUP was adopted following the sale of the airport in December 2008. There is a statutory requirement under the AAA08 to replace the First Land use plan within 2 years of its gazettal.
Gross Floor Area	Means the total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following: i) Building services, plant and equipment ii) Access between levels; iii) Ground floor public lobby; iv) A mall; v) The parking, loading and manoeuvring of motor vehicles; vi) Unenclosed private balconies whether roofed or not.
Ground Level	Means: i) The existing level of the site providing it has not been unlawfully altered; or ii) Where the land has been unlawfully altered the level of land prior to the alteration; or iii) The 'as-constructed' level of the land in accordance with an approval for filling and excavation.
Initial Level of Assessment	As listed in the Tables of Assessment in Chapter 5 and 6
Integrated Development Assessment System	Means the system detailed in Chapter 6 of SPA [Qld] for integrating assessment and approval processes for development.
Integrated Planning Act 1997 [Qld]	Repealed on 17 December 2009; superseded by the *Sustainable Planning Act 2009*.
Land Use Plan	An airport land use plan is the primary planning instrument for development on airport lands prepared pursuant to Chapter 3 of the AAA08.
Manoeuvring Area	Those parts of an airport used for the take-off, landing and taxiing of aircraft, excluding aprons.
Minor Building Work	Means an alteration, addition or extension to an existing building where the floor area including balconies is less than 5% of the building or 25m^2, whichever is the lesser.
Movement Area	The part of the airport that is used for the surface movement of aircraft; including manoeuvring areas and aprons.

Schedule 2C ADMINISTRATIVE TERM	DEFINITION
Noise Sensitive Place	Has the meaning given to it in the *Environmental Protection (Noise) Policy 1997*.
Onsite Open Space	Means an outdoor landscaped space provided on a single allotment for a building
Overland Flow Path	Where a piped drainage system exists, the path where flood waters exceeding the capacity of the underground drainage system would flow. Where no piped drainage system or other form of defined waterway exists, the path taken by surface run–off from higher parts of the catchment. This does not include a watercourse or wetland.
Planning Act	As defined by the AAA08; and the Planning Act's subordinate legislation.
Plot Ratio	Means the ratio of gross floor area to the area of the site.
Primary Street Frontage	Means: • Where a lot is vacant, the frontage most commonly addressed by other buildings in the block as the front of the lot; or • Where a lot is not vacant, the frontage to which the front of the existing building addresses the street.
Priority Infrastructure Interface Plan	As defined by the AAA08, is a document prepared by or for an airport lessee describing how development that is consistent with the land use plan is intended to coordinate with the priority infrastructure plan of the local government in relation to the types of local government infrastructure relevant to the airport land.
Public Open Space	Means outdoor spaces that are generally accessible to the community and provide for a range of sport, recreation, cultural, entertainment or leisure pursuits.
Rear Lot	Means a lot which has access to a road by means only of an access strip which forms part of the lot, or by means only of an easement over adjoining land.
Referral Agency	Defined under SPA s252 and Schedule 7 of the *Sustainable Planning Regulations 2009* [Qld].
Rooming Unit	Any part of a building used or intended for use for residential accommodation, including a self-contained unit.
Secondary Street Frontage	Means the frontage of a lot which abuts a second street.
Setback	Means the shortest distance measured horizontally from the wall or balustrade of a building or structure to the vertical projection of the boundary of the lot.
Site Cover	Means the proportion of the site covered by buildings.
Storey	Means the space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling above. For the purposes of this definition a basement and a mezzanine is a storey.
Streetscape	Means the collective combination of urban form elements that constitute the view of a street and its public and private domains. These elements include buildings, roads, footpaths, vegetation, open spaces and street furniture.
Structure	As defined in the Building Code of Australia as amended from time.
Sustainable Planning Act 2009 [Qld] (SPA)	Forms the foundation of Queensland's planning and development assessment legislation. The purpose of SPA is to balance community wellbeing, economic development and the protection of the natural environment by providing a framework for managing growth and change. The SPA subordinate legislation is called *Sustainable Planning Regulations 2009*.

Schedule 2C ADMINISTRATIVE TERM	DEFINITION
Urban Purpose	Means purposes for which land is used in cities or towns, including residential, industrial, sporting, recreation and commercial purposes, but not including environmental, conservation, rural, natural or wilderness area purposes.
Use	As defined in the *Airport Assets Act 2009*.
Watercourse	As defined in the *Sustainable Planning Regulation 2009*.
Wetland	As defined in the *Sustainable Planning Regulation 2009*.

Schedule 2D Definitions – SPP Terms

This LUP generally reflects the following State Planning Policies:

i) Draft Queensland Coastal Plan Draft State Planning Policy Coastal Protection; and

ii) Temporary State Planning Policy 1/10 Protecting Wetlands of High Ecological Significance in Great Barrier Reef Catchments.

Terms used in the abovementioned SPP, have the same meaning as defined in the *Planning Act* and the *Environmental Protection Regulation 2008*. The following table explains particular words used in the SPP which are reflected in the LUP and assist in the interpretation of the overlays in Chapter 6.

TABLE 2D.1 – Terms Temporary GBR Wetlands SPP

Schedule 2D ***Temporary GBR Wetlands SPP* TERM**	**DEFINITION**
HES Wetlands	Wetlands that have been identified as high ecological significance on ***Map 5.10***
High Impact Earthworks	Has the meaning provided under the *Sustainable Planning Regulation 2009*.
Hydrological Regime	Means the surface and groundwater flows of water into and out of a wetland, and its associated natural wetting and drying cycle, over an appropriate temporal scale. It includes: a) Peak flows b) Volume of flows c) Duration of flows d) Frequency of flows e) Seasonality of flows f) Water depth (seasonal average) g) Wetting and drying cycle
Urban Area	Means: a) An area identified in a gazette notice by the chief executive under the *Vegetation Management Act 1999* as an urban area; or b) If no gazettal notice has been published – an area identified as an area intended specifically for urban purposes, including future urban purposes (but not rural residential or future rural residential purposes) on a map in land use plan that: i) Identifies the area using cadastral boundaries; and ii) Is used exclusively or primarily to assess development applications.
Wetland Protection Area	Means an area shown as a wetland protection area on the map of referrable wetlands.

TABLE 2D.2 – Terms Draft Coastal Protection SPP

Schedule 2D ***Draft Coastal Protection SPP*** **TERM**	**DEFINITION**
Active Sediment Transport Area	Means an area of active sediment transport by wind or water which is critical to maintaining coastal landforms, and adjacent sediment masses which periodically draw from or contribute to this area. This includes dunes, beaches, river deltas, foreshores, rivers and tidal waterways. Disruption of sediment transport processes in these areas cause erosion of landforms.
Area of High Ecological Significance	Means: a) an area shown on Maps 1-8 in Annexe 1 of the draft policy as an area of high ecological significance; or b) any additional area identified by a planning instrument as an area of high ecological significance; c) unless an ecological assessment demonstrated to the satisfaction of the Department of Environment and Resource Management that the ecological values attributed to the area shown on the map are not present within the area.
Coastal Protection Work	Means any permanent or periodic work undertaken primarily to deliberately alter physical coastal processes such as sediment transport, to manage the effects of coastal hazards.
Coastal Zone	Means the area declared under the *Coastal Protection and Management Act 1995* to be the coastal zone, including coastal waters of Queensland and associated submerged land. Coastal zone mapping is available from the Department of Environment and Resource Management. www.derm.qld.gov.au/
Costal Wetlands	Includes tidal wetlands, estuaries, salt marshes, melaleuca swamps (and any other costal swamps), mangrove areas, marshes, lake or minor costal streams regardless of whether they are of a saline, freshwater or brackish nature *(s14 Coastal Protection an Management Act 1995)*
Defined Storm Tide Event	Means the event (measured in terms of likelihood of reoccurrence) and associated inundation level adopted to manage the development of a particular area. The defined storm tide event is the 1% Annual Exceedance Probability (AEP) unless otherwise indicated for essential community service infrastructure.
Ecological Value	Means the intrinsic natural qualities, characteristics or worth attributable to an ecosystem.
Environmental Offset	Is an action taken to compensate for a negative environmental impact that might result from development. Environmental offsets are positive measures taken to counterbalance negative environmental impacts that cannot otherwise be avoided or minimised. An offset may be located within or outside the geographic site of the activity or development and should be legally secured. Further information is available in the Queensland Government Environmental Offset Policy and any corresponding specific issue offset policy.
Erosion Prone Area	Means an area subject to coastal erosion or permanent inundation from sea level rise and declared to be erosion prone under section 70(1) of *Coastal Protection and Management Act 1995.*
Government Supported Transport Infrastructure	Means road transport infrastructure, rail transport infrastructure, air transport infrastructure, public marine transport infrastructure, port infrastructure, bus way transport infrastructure, light rail transport infrastructure, and miscellaneous transport infrastructure that meets the definition of the 'government supported transport infrastructure under the *Transport Infrastructure Act 1994.*
Hazardous Materials	Is a substance with potential to cause harm to persons, property or the environment because of one or more of the following: a) The chemical properties of the substance; b) The physical properties of the substance; c) The biological properties of the substance. Without limiting the above, all dangerous goods, combustible liquids and chemicals are hazardous materials (*Dangerous Goods Safety Management Act 2001*).

Schedule 2D ***Draft Coastal Protection SPP*** **TERM**	**DEFINITION**
Highest Astronomical Tide	Means the highest sea level which can be predicted to occur under average meteorological conditions and any combination of astronomical conditions.
Recommended Storm Tide Event	Means the defined storm tide event that would correlate with the storm tide event level recommended for particular types of essential community service infrastructure in Annexe 6 of (*Draft State Planning Policy Coastal Management*).
Recommended Storm Tide Event Level	Means the storm tide event level identified in Annexe 6 of *(Draft State Planning Policy Coastal Management*) that is recommended for particular types of essential community service infrastructure.
Sediment Transport Process	Means any natural displacement and transport of coastal sediments forced by waves, tides, water flows and wind.
State Coastal Land	Means land within the coastal management district (including land below tidal waters) other than land that is: a) Freehold land, or land contracted to be granted in fee simple by the State; or b) In a watercourse or lake as defined under the *Water Act 2000*; or c) Subject to a lease, license, permit or other authority issued under an Act by or for the State, other than a permit issued under the *Land Act 1994*, section 177(1) or a lease issued over a protected area.
Storm Tide Inundation Area	Means the area of land determined to be inundated by a storm tide in accordance with the methodology stated in Annexe 2 of *Draft State Planning Policy Coastal Management*.

schedule 3
inconsistent uses

1) Section 5.6 of the LUP states Section 35(3) (a) of the AAA08 allows a land use plan to state that a particular development may be consistent or inconsistent with the land use plan.
2) This Schedule identifies the land uses that are always 'inconsistent' development under the LUP.

INCONSISTENT USE	INCONSISTENT USE
Accommodation Development*	Home Based Business
Adult Store	Hospital
Cemetery	**Industrial Development***
Community Care Centre	Landing
Community Use	Market
Correctional Facility	Port Services
Crematorium	**Rural Development***
Funeral Parlour	**Entertainment Development***

Refer Cluster Definition – Schedule 2B*