

Central Queensland's Multimodal Integrated Transport Hub

LAND USE PLAN

August 2014



Citation and commencement

This Land use plan may be cited as the Mackay Airport Land use plan.

Corporate vision and mission

Mackay Airport Pty Ltd's vision is to be a valued partner in Central Queensland's progress and development.

Our mission is to be respected members of our host community who deliver a positive memorable gateway experience to passengers and contribute to the economic growth of our stakeholders, the region and the State.

Our values are to:

- prioritise safety and security;
- engage with users and stakeholders;
- operate as a commercial business;
- promote co-operation and accountability;
- leverage our combined expertise; and
- embrace our responsibilities.

Editor's note - the Corporate vision and mission statement is extrinsic material to the Land use plan.

PREPARED BY:

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Foreword

This Land use plan provides the planning framework to achieve the redevelopment of Mackay Airport.

A \$900 million redevelopment of Mackay Airport proposed over the next 20 years will underpin the airport land holdings as Central Queensland's Multimodal Integrated Transport Hub, providing the core infrastructure to sustain its vital role in regional development as well as capitalise on the current growth and economic opportunities of Central Queensland's tourism, commerce, agricultural and resource sectors.

The redevelopment of Mackay Airport will involve the creation of an Aviation enterprise precinct that will provide for freight, logistics and distribution facilities. A Commercial enterprise precinct will be created to attract national commercial operators for diversified non-aeronautical development to realise the potential of this prominent arterial street frontage. The Terminal business zone will be redeveloped to provide for an extension to the existing terminal building and also provide opportunities for hotel accommodation, bus transit centre, offices, ancillary aviation services, health care facilities, vocational education and training.

Mackay Airport will create a significant number of jobs during both the construction phase as well as once the development is fully operational. A study prepared by Norling Consulting Pty Ltd indicates that the proposed new land uses within the Terminal business zone, Aviation enterprise and Commercial enterprise precincts are likely to generate the following order of magnitude impacts to the economy:

- (a) \$902 million of construction costs on the site would contribute \$721 million to the Mackay Gross Regional Product and \$937 million to the State's Gross State Product;
- (b) Employment on-site is estimated at 2,100 full-time equivalent person years; and
- (c) After including flow-on benefits from the construction of the three precincts' services and facilities, the project is estimated to generate a total of 3,100 full-time equivalent job years in Mackay and a total of 4,100 full-time equivalent job years in the State.

At completion it is estimated that the Terminal business zone, Aviation enterprise and Commercial enterprise precincts are likely to generate the following:

- (a) Annual revenues on the site of \$987 million would contribute \$832 million to Mackay's Gross Regional Product and \$1.2 billion to the State's Gross State Product;
- (b) Employment on-site is estimated at 4,600 full-time equivalent jobs; and
- (c) After including flow-on benefits from the operation of the facilities at the Terminal, Aviation and Commercial enterprise precincts, the project is estimated to generate a total of 8,600 full-time equivalent jobs in Mackay and a total of 10,300 full-time equivalent jobs in the State.

This Land use plan ensures that aeronautical and non-aeronautical on-airport development can continue to provide the economic multiplier providing direct regional and state impacts to the Gross Regional and State Product, socio-economic benefits, diversification of regional economy, employment, population demographics and urban growth. We look forward to working with our stakeholders to ensure the successful implementation of this plan.

Yours sincerely



Kevin Brown
Chief Executive Officer
North Queensland Airports

Editor's note—the Foreword is extrinsic material to the Land use plan.

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PART 1 About the Land use plan



Part 1 About the Land use plan

1.1 Introduction

- (1) The Mackay Airport Land use plan (Land use plan) has been prepared in accordance with the *Airport Assets (Restructuring and Disposal) Act 2008* (the Act) as a framework for managing development in a way that advances the purpose of the Act.
- (2) In seeking to achieve this purpose, the Land use plan sets out Mackay Airport Pty Ltd's intention for the future development of airport land, for a period of eight years from the date of gazettal.
- (3) While the Land use plan is not a local planning instrument under the *Sustainable Planning Act 2009*, it seeks to advance state and regional strategies, including the *State planning policy* and the *Mackay, Isaac and Whitsunday Regional Plan 2012*, through more detailed local responses, taking into account the local context.
- (4) While the Land use plan has been prepared with an eight year horizon, it will be reviewed periodically to ensure that it responds appropriately to changes relating to the management of airports.
- (5) The Land use plan applies to Mackay Airport land including all premises, roads, internal waterways and tidal areas and interrelates with the surrounding local government area as illustrated in **OPM-001 - Mackay Airport land and context**.

1.2 Land use plan components

- (1) The Land use plan comprises the following components:
 - (a) about the Land use plan;
 - (b) State planning provisions;
 - (c) the strategic framework;
 - (d) the Priority infrastructure interface plan;
 - (e) tables of assessment;
 - (f) the following zones:
 - (i) Green space zone;
 - (ii) Mixed aviation zone;
 - (A) Aviation enterprise precinct;
 - (B) Commercial enterprise precinct;
 - (iii) Movement zone;
 - (A) Movement expansion precinct;
 - (iv) Terminal business zone;
 - (g) there are no local plans;
 - (h) the following overlays:
 - (i) Potential Acid sulfate soils overlay;
 - (ii) Coastal management and biodiversity overlay;
 - (iii) Flood management overlay;
 - (i) the following development codes:
 - (i) there are no state-wide codes;
 - (ii) Use codes:
 - (A) Airport general use code;
 - (iii) Other development codes:
 - (A) Advertising devices code;
 - (B) Landscaping code;
 - (C) Reconfiguring a lot code;

- (D) Transport and parking code;
- (E) Works, services and infrastructure code.
- (j) there are no structure plans for declared master planned areas;
- (k) there are no other plans; and
- (l) schedules and appendices.

1.3 Interpretation

1.3.1 Definitions

- (1) A term used in the Land use plan has the meaning assigned to that term by:
 - (a) the *Airport Assets (Restructuring and Disposal) Act 2008*; or
 - (b) the *Airport Assets (Restructuring and Disposal) Regulation 2008*; or
 - (c) the definitions in Schedule 1 of the Land use plan; or
 - (d) the *Sustainable Planning Act 2009* or *Sustainable Planning Regulation 2009*; or
 - (e) the *Acts Interpretation Act 1954*; or
 - (f) the ordinary meaning where that term is not defined in the *Airport Assets (Restructuring and Disposal) Act 2008*, the *Sustainable Planning Act 2009*, the *Sustainable Planning Regulation 2009*, Schedule 1 of the Land use plan or the *Acts Interpretation Act 1954*.
- (2) In the event a term has been assigned a meaning in more than one of the instruments listed in clause 1.3.1(1), the meaning contained in the instrument highest on the list will prevail.
- (3) A reference in the Land use plan to any act includes any regulation or instrument made under it, and where amended or replaced, means the amended or replaced act.
- (4) A reference in the Land use plan to a specific resource document or standard, means the latest version of the resource document or standard.
- (5) A reference to a part, section, table or schedule is a reference to a part, section, table or schedule of the Land use plan.

1.3.2 Standard drawings, maps, notes, editor's notes and footnotes

- (1) Standard drawings contained in codes or schedules are part of the Land use plan.
- (2) Maps provide information to support the outcomes and are part of the Land use plan.
- (3) Notes are identified by the title "note" and are part of the Land use plan.
- (4) Editor's notes and footnotes are extrinsic material, as per the *Acts Interpretation Act 1954*, are identified by the title "editor's note" and "footnote" and are provided to assist in the interpretation of the Land use plan; they do not have the force of law.

Note—this is an example of a note.

Editor's note—this is an example of an editor's note.

Footnote—this is an example of a footnote.

1.3.3 Punctuation

- (1) A word followed by ";" or alternatively "; and" is considered to be "and".
- (2) A word followed by "; or" means either or both options can apply.

1.3.4 Zones for roads, closed roads, waterways and reclaimed land

- (1) The following applies to a road, closed road, waterway or reclaimed land in the Land use plan area:
 - (a) if adjoined on both sides by land in the same zone/precinct—the road, closed road, waterway or reclaimed land is in the same zone/precinct as the adjoining land; or
 - (b) if adjoined on one side by land in a zone/precinct and adjoined on the other side by land in another zone/precinct—the road, closed road, waterway or reclaimed land is in the same zone/precinct as the adjoining land when measured from a point equidistant from the adjoining boundaries; or
 - (c) if the road, closed road, waterway or reclaimed land is adjoined on one side only by land in a zone/precinct—the entire waterway or reclaimed land is in the same zone/precinct as the adjoining land; or
 - (d) if the road, closed road, waterway or reclaimed land is covered by a zone/precinct then that zone/precinct applies.

Editor's note—the boundaries of Mackay Airport land are described in Schedule 1, Part 1 of the *Airport Assets (Restructuring and Disposal) Act 2008*.

1.4 Categories of development

- (1) The categories of development under the *Airports Assets (Restructuring and Disposal) Act 2008* are:

- (a) exempt development;

Editor's note—a development permit is not required for exempt development.

- (b) self-assessable development;

Editor's note—a development permit is not required for self-assessable development. However, self-assessable development will require written consent from Mackay Airport Pty Ltd prior to the commencement of the development.

- (c) development requiring compliance assessment;

Editor's note – A compliance permit is required for development requiring compliance assessment. *The Sustainable Planning Act 2009* and *Sustainable Planning Regulation 2009* specifies that certain types of development are subject to compliance assessment.

- (d) assessable development.

Editor's note – a development permit is required for assessable development. No development is prescribed as being impact assessable in this Land use plan.

- (2) A Land use plan may also state that particular development is 'consistent' or 'inconsistent' development. Inconsistent development is code assessable.

Editor's note— the *Airports Assets (Restructuring and Disposal) Act 2008*, section 35(3)(a).

- (3) Self-assessable development prescribed under section 232(1) of the *Sustainable Planning Act 2009* is self-assessable development in the Land use plan.
- (4) Development requiring compliance assessment as prescribed under section 232(1) of the *Sustainable Planning Act 2009* is development requiring compliance assessment in the Land use plan.
- (5) The Land use plan also states the levels of assessment for development in the Land use plan area in **Part 5 (Tables of assessment)**.

1.5 Rules for determining the assessment criteria

- (1) Where there is inconsistency between provisions within the Land use plan, the following rules apply:
 - (a) the strategic framework/desired environmental outcomes prevail over all other elements to the extent of the inconsistency;
 - (b) overlays prevail over all other elements (other than the strategic framework/desired environmental outcomes) to the extent of the inconsistency; and
 - (c) zone codes prevail over use codes and other development codes to the extent of the inconsistency.

1.6 Building work regulated under the Land use plan

- (1) Section 78A of the *Sustainable Planning Act 2009* states that a local planning instrument, including a planning scheme must not include provisions about building work to the extent the building work is regulated under the building assessment provisions unless permitted under the *Building Act 1975*.

Editor's note—while the Land use plan is not a local planning instrument, this drafting principle has been applied.

- (2) The building assessment provisions are listed in section 30 of the *Building Act 1975*.

Editor's note—the building assessment provisions are stated in section 30 of the *Building Act 1975* and are a code for integrated development assessment system for the carrying out of building assessment work or self-assessable work (see also section 31 of the *Building Act 1975*).

- (3) This Land use plan, through Part 5, regulates building work in accordance with sections 32 and 33 of the *Building Act 1975*.

Editor's note—the *Building Act 1975* permits planning schemes to:

- regulate, for the Building Code of Australia (BCA) or the Queensland Development Code (QDC), matters prescribed under a regulation under the *Building Act 1975* (section 32). For example, building height and space for onsite parking. It may also regulate other matters such as designating floor levels of habitable rooms in flood areas, designating areas as being subject to bushfire hazard, noise corridors and end-of-trip facilities;
- deal with an aspect of, or matter related or incidental to building work prescribed under a regulation under section 32 of the *Building Act 1975*;
- specify alternative planning scheme provisions under section 33 of the *Building Act 1975*. This relates to alternative design solutions for boundary clearance and site cover provisions MP 1.1, 1.2 and 1.3 of the QDC.

Refer to Schedule 3 of the *Sustainable Planning Regulation 2009* to determine assessable development and the type of assessment.

While the Land use plan is not a local planning instrument, this drafting principle has been applied.

- (4) There are no building assessment provisions in this Land use plan.

Editor's note—a decision in relation to building work that is assessable development under the Land use plan can only be issued as a preliminary approval. See section 83(b) of the *Building Act 1975*.

Editor's note—in a development application, the applicant may request preliminary approval for building work. The decision on that development application is also to be taken to be a referral agency's response under section 271 of the *Sustainable Planning Act 2009*, for building work assessable against the *Building Act 1975*.

1.7 Mackay Airport administrative matters

1.7.1 Relationship of the Land use plan with the *Airport Assets (Restructuring and Disposal Act) 2008*

- (1) The Land use plan has been prepared in accordance with section 35 of the *Airport Asset (Restructuring and Disposal) Act 2008*, which states that a Land use plan must:
- (a) state details of—
 - (i) the airport land; and
 - (ii) the current and intended uses of the airport land;
 - (b) coordinate and integrate the core matters relevant to the Land use plan;
 - (c) identify desired environmental outcomes for the airport land;
 - (d) include measures that will help achieve the desired environmental outcomes;
 - (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;
 - (ii) is consistent development under the Land use plan; and
 - (f) include a Priority infrastructure interface plan for the airport land.

1.7.2 Relationship between the *Sustainable Planning Act 2009 (Planning Act)* and *Airport Assets (Restructuring and Disposal) Act 2008*

- (1) Pursuant to section 47 of the *Airport Assets (Restructuring and Disposal) Act 2008*:
- (a) the *Sustainable Planning Act 2009* applies to development on airport land; and
 - (b) if there is an inconsistency between this part and the *Sustainable Planning Act 2009*, the *Airport Assets (Restructuring and Disposal) Act 2008* prevails to the extent of the inconsistency.
- (2) Airport land is not subject to a local planning instrument (section 48, *Airport Assets (Restructuring and Disposal) Act 2008*);
- (3) In accordance with section 49 of the *Airport Assets (Restructuring and Disposal) Act 2008*:
- (a) a Land use plan may state that development on airport land that is consistent development under the plan is exempt development, self-assessable development, development requiring compliance assessment or assessable development under the *Sustainable Planning Act 2009*;

Editor's note—Core airport infrastructure is exempt development in most zones as such infrastructure is already regulated through CASA and Air Services Australia requirements.

Editor's note— It is proposed that all self-assessable development will require written consent from Mackay Airport Pty Ltd prior to the commencement of the development.

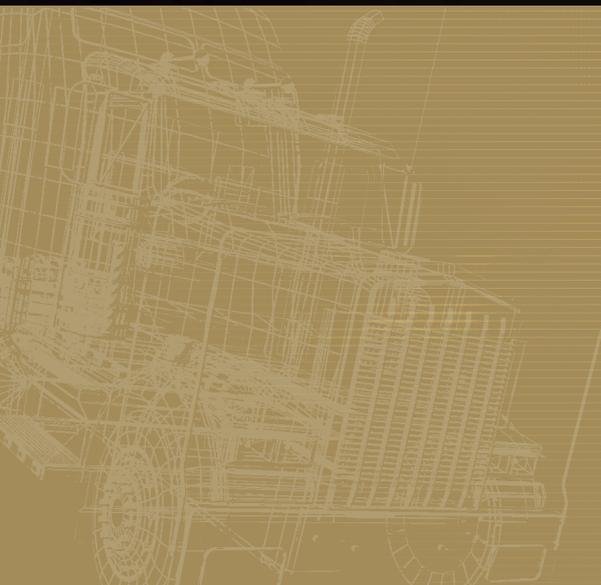
- (b) a Land use plan cannot state that any of the following development is assessable development under the *Sustainable Planning Act 2009*—
 - (A) development that—
 - i. is a material change of use for Core airport infrastructure; and
 - ii. is consistent development under the plan;
 - (B) self-assessable development prescribed under the *Sustainable Planning Act 2009*, section 232(1).
- (4) Also, the Land use plan cannot state that prescribed development is self-assessable development, development requiring compliance assessment or assessable development under the *Sustainable Planning Act 2009*.
- (5) Prescribed development is exempt from assessment, under the *Sustainable Planning Act 2009*, against a Land use plan.
- (6) Self-assessable development prescribed under the *Sustainable Planning Act 2009*, section 232(1) is self-assessable development for the Land use plan.
- (7) Development requiring compliance assessment as prescribed under section 232(1) of the *Sustainable Planning Act 2009* is development requiring compliance assessment in the Land use plan.

1.7.3 Consistency with Land use plan

- (1) The Land use plan may state that particular development is consistent or inconsistent development¹.
- (2) The Land use plan identifies inconsistent development as:
 - (a) development that does not comply with the acceptable outcomes (i.e. is not consistent with the mandatory provisions) of the **Airport general use code in Part 8**; and/or
 - (b) development that is listed in **Schedule 3 - Inconsistent uses**.
- (3) Inconsistent development is code assessable.
- (4) The assessment manager may impose a condition requiring the payment of additional trunk infrastructure costs for inconsistent development to Mackay Regional Council, if—
 - (a) the development is identified by the Land use plan as inconsistent; and
 - (b) the development would impose additional trunk infrastructure costs on the infrastructure provider after taking into account either or both of the following:
 - (i) infrastructure charges levied for the development;
 - (ii) trunk infrastructure supplied, or to be supplied by the applicant or person who requested assessment.
- (5) A condition mentioned in subsection (4) above must state each of the following:
 - (a) why the condition is required;
 - (b) the amount of the payment required;
 - (c) details of the infrastructure for which the payment is required;
 - (d) when the payment must be made;
 - (e) the person to whom the payment must be made; and
 - (f) the applicant or person who requested assessment may elect to supply all or part of the infrastructure instead of making payment for the infrastructure to be supplied.

¹ Footnote - *Airport Assets (Restructuring and Disposal) Act 2008*, section 35(3)(a).

PART 2 State planning provisions



Part 2 State planning provisions

2.1 State planning policy

While the Land use plan is not a local planning instrument under the *Sustainable Planning Act 2009*, the Planning Minister has identified that the State planning policy is integrated in the Land use plan as listed in **Table 2.2.1**. (Aspects of the State planning policy appropriately integrated).

Table 2.2.1. Aspects of the State planning policy appropriately integrated.

SPP Theme	State Interest
Planning for economic growth	<ul style="list-style-type: none"> • Development and construction • Tourism
Planning for the environment and heritage	<ul style="list-style-type: none"> • Biodiversity • Coastal environment • Cultural heritage • Water quality
Planning for safety and resilience to hazards	<ul style="list-style-type: none"> • Emissions and hazardous activities • Natural hazards, risk and resilience
Planning for infrastructure	<ul style="list-style-type: none"> • State transport infrastructure • Strategic airports and aviation facilities

2.2 Regional plan

The Planning Minister has identified that the Land use plan, specifically the strategic framework, appropriately advances the *Mackay, Isaac and Whitsunday Regional Plan 2012*, as it applies in the Land use plan area.

2.3 Referral agency delegations

There are no referral agency delegations to the Assessment manager.

2.4 Standard planning scheme provisions

The Planning Minister has identified that the *Queensland Planning Provisions* version 3.0 dated 17 February 2012 are appropriately reflected in the Land use plan.

PART 3 Strategic framework



Part 3 Strategic framework

3.1 Preliminary

- (1) The strategic framework sets the policy direction for the Land use plan and forms the basis for ensuring appropriate development occurs on Mackay Airport land for the life of the Land use plan.
- (2) For the purpose of articulating the policy direction for the Land use plan, the strategic framework incorporates desired environmental outcomes for each of the core matters² and is structured in the following way:
 - (a) core matters and strategic intent;
 - (b) the desired environmental outcomes are grouped under five themes that work together to articulate the complete policy direction which include:
 - (i) Airport planning and development;
 - (ii) Airport viability and economic development;
 - (iii) Infrastructure;
 - (iv) Access and mobility; and
 - (v) Natural and cultural values.
 - (c) the strategic outcome(s) or desired environmental outcomes sought for development in the Land use plan for each theme;
 - (d) the elements that refine and further describe the strategic outcomes;
 - (e) the specific outcomes sought for each or a number of elements; and
 - (f) the land use strategies for achieving these outcomes.
- (3) Although each theme has its own section, the strategic framework is read in its entirety as the policy direction for the Land use plan.

3.2 Core matters and strategic intent

3.2.1 Regional context

- (1) Mackay is centrally located on the Queensland coast, situated 960 kilometres north of Brisbane and 730 kilometres south of Cairns. It has traditionally been the centre for Australia's largest sugar growing area and has more recently become a major service centre for the rapidly expanding Bowen Basin coal deposit.
- (2) Mackay Airport is located approximately 5 kilometres south of the Mackay Central Business District and is located adjacent to the coast near Shellgrit Creek. The Airport Land comprises approximately 273 hectares of land.
- (3) Mackay Airport land is bounded by Bridge Road to the north, Boundary Road East in the south, Milton Street in the west and Shellgrit Creek in the east (refer to **Map OPM-001 – Mackay Airport land and context**). It includes the main and crosswind taxiways, the passenger terminal and aprons, general aviation areas and other support infrastructure. The two general aviation aprons allow for the use of resident aircraft, including helicopter and charter services.
- (4) Mackay Airport is a gateway to Central Queensland which includes the Bowen Basin coal mining area and the Whitsundays, one of Australia's premier holiday destinations. Growth in the Mackay population, the Mackay economy and the number of passengers passing through Mackay Airport is closely linked to mining activity in the area. However, it is also acknowledged that the region's more traditional industries of agriculture, fishing and tourism continue to contribute significantly to the regional economy.

² Footnote— the *Airport Assets (Restructuring and Disposal) Act 2008* Chapter 3, Part 1, Division 1, section 30 defines the core matters to be addressed in the Land use plan as:

- (a) land use and development;
- (b) Core airport infrastructure; and
- (c) valuable features.

- (5) Mackay Airport's targeted forecast passenger numbers for 2015 is 1.3 million people with the majority of passengers coming from the domestic market. The majority of the passenger traffic is business, both mining and agricultural, followed by government, visiting friends and relatives and a small but growing percentage of domestic and international tourists.

Source: CAPA Consulting, 2011, Cummings Economics, 2011; Mackay, Isaac and Whitsunday Regional Plan 2012, Norling Consulting Pty Ltd 2012 and NQA data.

3.2.2 Economic and community significance

- (1) In 2010/11 it was estimated that Mackay Airport directly and indirectly generated approximately 13,600 jobs and valued added \$1.5 billion to the regional economy. The direct and indirect jobs generated represented about 14% of the region's employed workforce. Total value added indicates the Mackay Airport directly and indirectly accounts for about 13% of economic activity in the region, demonstrating that Mackay Airport is an essential part of the region's infrastructure.
- (2) The National Visitor Survey estimates that spending by the 588,000 domestic visitors to the Mackay region in 2010/11 was \$338 million and that those that travelled to/from the region by air accounted for 18% of visitors. At \$700 per visitor, spending in the region by domestic visitors by air is estimated at \$74 million.
- (3) Latest available data from the International Visitor Survey for regional expenditure for 2010/11, by the 46,000 international visitors is estimated at \$31 million (i.e. \$674 per visitor). It is estimated from International Visitor Survey (IVS) data that about 22% arrived by air. Expenditure by those arriving by air is estimated to be more than those arriving by other means of transport. At \$800 per visitor, the expenditure of arrivals by air is estimated at \$8 million.
- (4) A feature of the Mackay domestic visitor statistics is the very high proportion of business visitors (46%). This includes a large number of fly-in/fly-out workers from Brisbane and outside the region that do not spend a great deal in their own right but underpin substantial expenditure by mining companies in the region. It is estimated that 54% of the workforce in mining in the Mackay region is dependent on a "non-resident workforce".
- (5) Construction of the proposed new land uses is likely to generate \$902 million of construction costs and would contribute \$721 million to the Mackay Gross Regional Product and \$937 million to the State's Gross State Product.
- (6) On completion it is estimated that annual revenues on the site of \$987 million would contribute \$832 million to Mackay's Gross Regional Product and \$1.2 billion to the State's Gross State Product. Employment on-site is estimated at 4,600 full-time equivalent jobs. After including flow-on benefits from the operation of the facilities at the Mixed aviation and Terminal business zone the project is estimated to generate a total of 8,600 full-time equivalent jobs in Mackay and a total of 10,300 full-time equivalent jobs in the State.
- (7) Mackay Airport is recognised in the *Mackay, Isaac and Whitsunday Regional Plan 2012* as being a Major airport of state significance which needs to grow to support population and economic growth.
- (8) Mackay Airport supports the quality of life of people living in the region through an air transport network that connects the community with goods, services, employment and tourism.

Source: CAPA Consulting, 2011, Cummings Economics, 2011; Mackay, Isaac and Whitsunday Regional Plan 2012, Norling Consulting Pty Ltd 2012 and NQA data.

3.2.3 Land use and development³

- (1) Land use and development for the area needs to be considered in the context of both the *Mackay, Isaac and Whitsunday Regional Plan 2012* and Mackay Regional Council's planning scheme which regulates development on land surrounding Mackay Airport. The State planning policy also has an impact on the planning framework applying to the area.
- (2) The *Mackay, Isaac and Whitsunday Regional Plan 2012* identifies that strategically located land and facilities in areas with good road, sea port, airport and rail access should be secured for business and industry serving the wider region, and importing and exporting goods and services outside the region. The Regional Plan also states that the effective integration of roads with rail, ports and airports is essential to support the competitiveness of industry and business for sustaining economic growth, as well as strengthening the resilience and diversity of the region.
- (3) The Land use plan identifies four zones and three precincts – refer to **Map ZM-001 - Zone and precinct plan**. Development surrounding the Mackay airport land includes low-medium density residential development, industrial, open space and recreational areas, areas of conservation value and cane farm land.
- (4) The main access to the airport for passenger and related services is Milton Road and Boundary Road East.

Source: Mackay, Isaac and Whitsunday Regional Plan 2012, s6 and 10.

3.2.4 Core airport infrastructure⁴

- (1) Mackay Airport includes a number of key airport facilities and supporting infrastructure to support its domestic and international transit role. Core airport infrastructure is defined as:
 - (a) facilities on the airport land directly connected with the operation of an airport on the land, including, for example the following:
 - (i) taxiways, runways and air terminal aprons;
 - (ii) aircraft movement areas, parking areas and standing areas;
 - (iii) aircraft hangars;
 - (iv) aircraft repair and maintenance facilities, and aircraft refuelling and fuel storage facilities;
 - (v) storage and maintenance facilities for airline equipment and vehicles, including, for example, ramp handling equipment;
 - (vi) communication and traffic control facilities;
 - (vii) emergency service and meteorological facilities;
 - (viii) pilot briefing facilities and associated support facilities;
 - (ix) heliports;
 - (x) flight training facilities, flight catering facilities, air freight and cold storage facilities;
 - (xi) airline support facilities, including, for example, lounges, service desks and baggage handling facilities;
 - (xii) customs, immigration and quarantine facilities, including facilities for under-bond storage and housing animals;
 - (xiii) airport plant and equipment, including, for example, stand-by power generation facilities;

³ Footnote—the *Airport Assets (Restructuring and Disposal) Act 2008* Chapter 3, Part 1, Division 1, section 30 defines land use and development as:

- (a) the location of, and the relationships between, the land uses in the area;
- (b) the current effects of land use in the area;
- (c) the likely effects of any proposed development of the airport land;
- (d) the accessibility to, and within, the airport land.

⁴ Footnote—the *Airport Assets (Restructuring and Disposal) Act 2008* defines Core airport infrastructure in Schedule 2.

- (xiv) airport passenger and general aviation terminals, but not including any facilities within the terminals mentioned in paragraph (b) or (c);
 - (xv) offices for airport or airline management, or offices associated with any facilities mentioned in subparagraphs (i) to (xiv);
 - (xvi) airport signage;
 - (xvii) fill or excavation works carried out in relation to any matter mentioned in subparagraphs (i) to (xvi);
- (b) facilities on the airport land, other than facilities mentioned in paragraph (a), related to the operation of an airport on the land, including, for example the following:
- (i) vehicle parking facilities;
 - (ii) vehicle rental and valet parking facilities;
 - (iii) facilities associated with vehicle rental and valet parking facilities, including, for example, facilities for vehicle refuelling, fuel storage and vehicle maintenance and washing;
- (c) facilities within an existing airport terminal building, including, for example, the following:
- (i) advertising signage;
 - (ii) retail outlets appropriate for providing services to airline passengers, including newsagencies, bookstores, gift or souvenir stores, toy stores, pharmacies or arts and craft stores;
 - (iii) duty free stores;
 - (iv) freight facilities, other than for air freight;
 - (v) medical centres;
 - (vi) restaurants, cafes, fast food outlets or snack food vending machines;
 - (vii) offices;
 - (viii) a chapel;
 - (ix) tourism or accommodation booking offices; and
 - (x) development for water supply, sewerage, 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 *Sustainable Planning Act 2009*.

3.2.5 Valuable features⁵

- (1) Land to the south-east of Mackay airport around Shellgrit Creek contains Wetlands, Wildlife Habitat and Regulated Vegetation (refer to **Overlay Map OM-004 Matters of State Environmental Significance**). Mackay airport land is also partially included within a Coastal management district and some lots are included within the storm tide inundation area (refer to **OM-002 – Storm Tide Inundation**) and erosion prone area (refer to **OM-003 – Erosion Prone Area**).

⁵ Footnote—the *Airport Assets (Restructuring and Disposal) Act 2008* Chapter 3, Part 1, Division 1, section 30 defines valuable features as including each of the following, whether terrestrial or aquatic-

- (a) resources or areas that are of ecological significance (such as habitats, wildlife corridors, buffer zones, places supporting biological diversity or resilience, and features contributing to the quality of air, water (including catchments or recharge areas) and soil);
- (b) areas contributing significantly to amenity (such as areas of high scenic value, physical features that form significant visual backdrops or that frame or define places or localities, and attractive built environments);
- (c) areas or places of cultural heritage significance (such as areas or places of indigenous cultural significance, or aesthetic, architectural, historical, scientific, social or technological significance, to the present generation or past or future generations); and
- (d) resources or areas of economic value (such as extractive deposits, fishery resources, forestry resources, water resources, sources of renewable and non-renewable energy and good quality agricultural land).

- (2) Remnant and regrowth vegetation is concentrated around the Shellgrit Creek estuary and the south-eastern end of the main runway 14/32.
- (3) Some important migratory shorebirds species of special conservation significance are found in the vicinity of the airport. The most abundant species are the Bar-tailed Godwit, Eastern Curlew, Red-necked Stint, Greater Sand Plover, Whimbrel, Great Knot, Grey-tailed Tattler and Pacific Golden Plover.
- (4) The estuarine and tidal banks of Shellgrit Creek provide an important habitat for at least 42 bird species of special conservation significance providing significant feeding and nursery habitat.
- (5) Airport lands have been assessed to determine cultural heritage values. This involved discussions with Traditional Owner representatives including the Yuibera and Wiri groups, literature reviews and field inspections in company with Traditional Owner representatives. It is probable that the general area, and particular the estuary, was used by Aboriginal people to fish and procure various shellfish and plant resources. However, the low lying mangrove dominated areas would not have been suitable for camping.

Source: Airport Environment Strategy, 2010-2015.

3.3 Airport planning and development

3.3.1 Strategic outcomes (DEOs)

- (1) Mackay Airport contributes to the aviation needs of the State and provides for development that complements aviation safety, efficiency and viability.
- (2) Airport planning supports the timely provision of Core airport infrastructure and Commercial general and regional aviation uses.
- (3) Development is located to protect the health, wellbeing, amenity and safety of communities and individuals from the impacts of air, noise and odour emissions, and from the impacts of hazardous materials.
- (4) Development is sited and designed to minimise the exposure of people and property to natural hazards, emergencies or disasters.

3.3.2 Element – Aviation safety and efficiency

- (1) Mackay Airport's airspace is managed to ensure the safe and efficient operation of aircraft based on future assumptions regarding peak hour demands for runways, terminals, aircraft apron parking and ground transport infrastructure.

3.3.2.1 Specific outcomes

- (1) Development ensures the safe operation of aircraft by restricting building heights, hazardous lighting, wildlife attracting facilities and interference with aviation navigational aids.
- (2) Future land use planning for Mackay Airport protects a 300 metre wide flight strip and rectifies the existing OLS intrusions on the north-eastern side of runway 14/32.
- (3) Future land use planning for Mackay airport protects the Green space zone (Public Safety Area) and rectifies the OLS and ILS (refer to **Map OPM-005 - Public Safety Area**).
- (4) Safety and efficiency of aircraft operations are supported by preserving the lines of sight and signals for the air traffic control tower, fire station, aviation navigational aids and meteorological equipment.
- (5) Site and layout design reflects the long term objectives to:
 - (a) extend the main runway (14/32) to an ultimate length up to 2,550 metres;
 - (b) increase/maintain the current capacity of runway 14/32 by investigating a full parallel taxiway system;
 - (c) investigate the need to relocate the existing air traffic control tower and Aviation Rescue and Fire Fighting Services (ARFF) facilities; and
 - (d) reserve a 300 metre flight strip for the main runway (14/32).
- (6) The planning of Core airport infrastructure provides areas for:
 - (a) inactive aircraft parking positions;
 - (b) aircraft maintenance facilities including hangars and workshops;
 - (c) aviation related administrative and commercial facilities including flight training, car parking, maintenance and servicing areas; and
 - (d) additional movement, secured and airside access areas.

3.3.2.2 Land use strategies

- (1) Obstacle Limitation Surfaces (OLS) infringement currently occurs in the eastern general aviation area. Long term this infringement may require rectification, i.e. intruding structures demolished and a 300 metre wide flight strip protected pursuant to CASA standards.
- (2) In the future, cross runway 05-23 may be closed and converted to a taxiway subject to airport operating requirements.

- (3) To meet long term expansion and forecasts, including potential international processing and further development of landside roads, car parking and a Joint Owner Storage Facility (JOSF) may be provided in the Terminal business zone.
- (4) A reservation for a new bulk aviation fuel storage facility (JOSF), with direct airside access and good landside road access from Boundary Road is protected.
- (5) The Public Safety Area for the northern approach of runway 14/32 encompasses the adjacent Barbour Park sporting fields. To protect the airport's long term operational efficiency, security and safety, growth of these uses has been limited for safety purposes. Relocation of the uses may be long term options for the local and/or State governments. Should this area be vacated, it would be Mackay Airport's intention to maintain the Public Safety Area as an undeveloped green buffer (other than for minor Core airport infrastructure).
- (6) Zone designations and setbacks optimise, protect and reserve buffers between potentially incompatible land uses or uses which may result in a biosecurity risk (e.g. storage and freight areas) due to proximity of incoming and outgoing products to adjacent uses or natural areas.

3.3.3 Element – Commercial general and regional aviation

- (1) Commercial general and regional aviation continues to perform an essential role within the broader aviation industry.

3.3.3.1 Specific outcome

- (1) Existing key aviation industries including aircraft maintenance facilities, emergency services, border protection, transport and logistics are supported through provision of suitable land and area on airport.

3.3.3.2 Land use strategies

- (1) Opportunities to expand air freight, helicopters/non-fixed winged enterprises and recreational aviation are identified.
- (2) Alternative locations for the Aviation Rescue and Fire Fighting Services (ARFF) and air traffic control tower facilities, being Core airport infrastructure, will be required within the short to medium period within five years. Relocation of these services will occur in consultation with the relevant organisations.
- (3) In the long term the existing location of the Commercial general and regional aviation area in the eastern general aviation area, being the historical terminal site and focus of aviation on airport, is not conducive to aviation expansion resultant in development constraints which inhibit expansion i.e. - new aviation standards and civil infrastructure congestion.

3.3.4 Element – Hazards and disasters

- (1) Development and infrastructure avoids areas at risk from flooding, storm surge and cyclone damage or is designed and constructed to mitigate the risk.

3.3.4.1 Specific outcomes

- (1) Aviation and industrial development, or development constituting a safety risk or hazard, meets acceptable safety standards.
- (2) Sensitive land uses on airport should be buffered from hazardous activities at risk through aviation accidents, fire, explosion or chemical release.
- (3) Buildings and other structures are sited, designed and constructed to withstand cyclones.
- (4) Adequate land is designated to buffer and control hazards such as floods, storms, major accidents and fire.

3.3.4.2 Land use strategies

- (1) There are no land use strategies for this element.

3.3.5 Element – Noise

- (1) Development seeks to minimise the impact of aircraft noise on surrounding communities and sensitive land uses.

3.3.5.1 Specific outcomes

- (1) Aircraft noise abatement procedures are reflected in the design and location of Core airport infrastructure.

3.3.5.2 Land use strategies

- (1) The Australian Noise Exposure Forecast (ANEF) contours (refer to **OPM-003 - Airport Noise Exposure Forecast (ANEF)**), are used to identify noise sensitive lands and allow compatible land use planning.
- (2) *Australian Standard AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction* provides land use planning controls in relation to aircraft noise.
- (3) *The State planning policy – Strategic airports and aviation facilities* sets out the State's interest concerning development in the vicinity of airports and aviation facilities considered essential for the State's transport infrastructure.
- (4) Mackay Airport is not subject to any curfew restrictions, with management plans and operational tools used to complement development outcomes to mitigate noise impacts.

3.4 Airport viability and economic development

3.4.1 Strategic outcomes (DEOs)

- (1) Mackay airport seeks to develop as a multimodal integrated transport hub by upgrading Core airport infrastructure and providing services to connect the wider community with goods, services and employment opportunities. The long term viability of the Mackay Airport is protected by diversifying airport revenue streams to ensure that airport infrastructure and operations can be sustained in times of economic downturns.
- (2) Core airport infrastructure is upgraded to meet safety and quality standards sought by travellers based on forecast growth and passenger numbers. Upgrades are supported by the establishment of a wide range of aeronautical, commercial, industrial and retail uses.
- (3) The airport provides for the evolving needs of the region's businesses and community by providing flexibility in the planning framework.

3.4.2 Element – Airport viability

- (1) The viability of Mackay Airport is protected by providing flexibility and innovation in land use strategies.

3.4.2.1 Specific outcomes

- (1) Employment growth is encouraged by the clustering and co-location of compatible land uses, such as light industry, freighting, commercial, retail and other employment-intensive activities.
- (2) Efficient and safe road access is provided to the airport, recognising the contribution of the airport to regional and global mobility.
- (3) Development is sited and designed to ensure that it is compatible with the primary function of the airport and does not encroach on areas fundamental to airport operations.
- (4) Development is appropriately sequenced to ensure the orderly and efficient land use and infrastructure delivery.
- (5) Additional Core airport infrastructure, mainly for the movement and airside secured areas, is provided in a timely manner to meet operational needs.

3.4.2.2 Land use strategies

- (1) There are no land use strategies for this element.

3.4.3 Element - Economic development

3.4.3.1 Specific outcomes

- (1) The Mixed aviation zone provides opportunities for the establishment of compatible retail, commercial, aeronautical and industrial uses to support employment growth, viability and economic diversity.
- (2) The Terminal business zone provides opportunities for facilitating on-site accommodation catering for the fly-in/fly-out market and expanding business traveller facilities such as convention and event facilities.
- (3) Development complements the economic potential of the available land while responding to constraints imposed by the obstacle limitation surface, flood management and aircraft noise.
- (4) Mackay airport seeks to attract businesses that benefit from the synergies with the airport and immediate locality.
- (5) Development at Mackay airport benefits from the competitive advantages that a unique airport location offers.
- (6) Mackay airport seeks to complement the centres network in Mackay by attracting new business to the Mackay region.
- (7) Development at Mackay airport may respond to market circumstances in Mackay to enable commercial and industrial activities that might not otherwise occur.

3.4.3.2 Land use strategies

- (1) Development in the Mixed aviation zone and Terminal business zone facilitates supporting infrastructure, and industrial and commercial activities and provides for:
 - (a) Convenience retailing including a supermarket, take-away food outlets and specialty shops offering convenience goods and services;
 - (b) Showrooms and retail warehouse-style shopping outlets;
 - (c) Industrial, storage and distribution activities including E-commerce distribution centres; and
 - (d) Shop-front retail outlets for goods made, assembled, packaged or stored on-airport, whether on the same premises or elsewhere within the airport.
- (2) The Commercial enterprise precinct has a total area of approximately 37.8 hectares (refer to **ZM-001 Zone and precinct plan**). Of this area it is estimated that 30.24 hectares or approximately 80% of the precinct may be developable, with the remaining land used for roadways, infrastructure and landscaping. The following **Table 3.1** provides an overview of the proposed staging of the precinct, noting that ultimately staging will be dependent on market fluctuations and the ability to acquire and undertake required filling.

Table 3.1. Indicative staging of commercial development in the Commercial enterprise precinct.

Commercial enterprise precinct	Short (0-5 years)	Medium (6-10 years)	Long Term (10-15 years)	Developable land area (approximate)
Percentage	10%	30%	60%	100%
Area	30,240m ²	90,720m ²	181,440m ²	302,400m ²

Editor's note – The table assumes that the total developable land will be approximately 30.24 hectares or 80% of the total area of the precinct (37.8 hectares), with the remaining 20% used for roadways, infrastructure and landscaping.

“Commercial development” includes: car wash; child care centre; club; e-commerce distribution centre; food and drink outlet; function facility; funeral parlour; hardware and trade supplies; health care services; hotel; indoor sport and recreation; outdoor sales; service station; shop; shopping centre; showroom; tourist attraction; tourist park; veterinary services.

3.5 Infrastructure

3.5.1 Strategic outcomes (DEOs)

- (1) Infrastructure is planned, coordinated and delivered to support passenger forecasts and future airport development, in an efficient and effective manner.
- (2) Airport specific funding and charging mechanisms for trunk infrastructure are efficient, appropriate and transparent.
- (3) Environmentally sustainable development principles are reflected in the provision of infrastructure.

3.5.2 Element – Priority infrastructure interface plan

- (1) Future airport development is supported by coordinating, planning and sequencing trunk infrastructure required to interface with the airport through a Priority infrastructure interface plan.

3.5.2.1 Specific outcomes

- (1) Development considers the interface with State and local trunk infrastructure to ensure that the costs of non-Core airport infrastructure are met in accordance with the Priority infrastructure interface plan (refer to **Part 4. Priority infrastructure interface plan**).
- (2) Significant cost and service efficiencies are achieved by improving coordination between government trunk infrastructure providers (i.e. local and State government agencies) and Mackay Airport.
- (3) Development is connected to the reticulated water supply, sewerage and road network.

3.5.2.2 Land use strategies

- (1) There are no land use strategies for this element.

3.5.3 Element – Energy

- (1) Development adopts energy efficiency and sustainability provisions to ensure that resources are used efficiently.

3.5.3.1 Specific outcomes

- (1) The supply of sustainable energy to the airport is provided and maintained, using viable alternative energy sources where practicable, to service existing and future aviation and general development growth.
- (2) Energy efficient principles are included in the design and layout of new developments.

3.5.3.2 Land use strategies

- (1) There are no land use strategies for this element.

3.5.4 Element – Stormwater management

- (1) Stormwater is managed within a total water cycle management framework that includes enhanced recycling where practicable, water sensitive urban design in development, use of stormwater for water supply and avoiding or minimising contaminated stormwater release to receiving waters.

3.5.4.1 Specific outcomes

- (1) Pollution of airport waterways and the adjacent reef is reduced through stormwater quality improvement devices and litter prevention and management.

3.5.4.2 Land use strategies

- (1) There are no land use strategies for this element.

3.5.5 Element – Waste management and recycling

- (1) Waste is managed to contribute to the protection of human health and environmental values and promote waste minimisation and recycling.

3.5.5.1 Specific outcomes

- (1) Development provides storage and collection facilities for waste and recyclable materials that are appropriate and adequate for the type and amount of waste material generated.
- (2) Development provides for safe and efficient collection of waste and recyclable materials in a manner that ensures that flying vertebrates, such as birds and bats, are not attracted.

3.5.5.2 Land use strategies

- (1) There are no land use strategies for this element.

3.5.6 Element – Telecommunications

- (1) Telecommunication infrastructure utilises up-to-date technology, meets the needs of business and the community and avoids unacceptable environmental impacts.

3.5.6.1 Specific outcomes

- (1) Connection to telecommunications infrastructure is provided in accordance with the requirements of the relevant telecommunications service entity.

3.5.6.2 Land use strategies

- (1) There are no land use strategies for this element.

3.6 Access and mobility

3.6.1 Strategic outcomes (DEOs)

- (1) Mackay airport is established as a vibrant Multimodal Integrated Transport Hub servicing the Mackay, Isaac and Whitsunday region and the fly-in/fly-out needs of the mining sector.
- (2) Alternative transport modes to access the airport such as public transport, cycling and walking are encouraged, particularly for the airport workforce.

3.6.2 Element – Road hierarchy

3.6.2.1 Specific outcomes

- (1) Development integrates with local, State and National ground transport systems and road hierarchies to ensure improved accessibility for airport users and efficient transportation of goods to and from the airport.
- (2) Transport planning considers the risk of major catastrophic events, such as cyclones or floods and is located and designed to avoid or minimise the impact of such events.
- (3) Public Safety Areas are maintained to ensure the operational safety and integrity of Mackay Airport (refer to **Map OPM-005-Public Safety Area**).

3.6.2.2 Land use strategies

- (1) Development facilitates the provision of stronger external linkages to the airport, specifically in the context of managing traffic generation from the Mixed aviation zone and Terminal business zone.
- (2) Intersection and carriageway upgrades ensure the ongoing efficient and safe operation of the Airport and future planned development.

3.6.3 Element – Connectedness and integration

- (1) The vitality of Mackay Airport and the Mackay, Isaac and Whitsunday region is assured by the provision of ground transport connections with other regions and an integrated transport system that meets the needs of the airport and general community.

3.6.3.1 Specific outcomes

- (1) Development ensures adequate road and public transport access corridors are provided in and between zones and precincts on-airport, as well as the interface with the local government area.
- (2) The airport's road network has good street connectivity, both within the airport and to the surrounding area.
- (3) Airport streets are carefully planned to provide facilities that equitably address the needs of pedestrians, cyclists, public transport and vehicles. These modes are to be given increased priority on arterial and collector roads.
- (4) Public transport services are encouraged by provision of efficient and cost effective bus transit facilities proximate to the arrival and departures areas.
- (5) Development reflects *Crime Prevention Through Environmental Design* (CPTED) principles.

3.6.3.2 Land use strategies

- (1) Facilitate the provision of stronger external linkages to the airport in conjunction with trunk infrastructure providers to manage traffic generation associated with the Mixed aviation zone and Terminal business zone.
- (2) Appropriate set down and pick up facilities are provided to meet user requirements.
- (3) Comfortable and convenient transfers are provided between travel modes to maximise the attractiveness of public transport.
- (4) Development incorporates appropriate end-of-trip facilities, including bicycle parking, showers and change rooms.
- (5) Promote and encourage public transport services by provision of efficient and cost effective transit facilities proximate to the arrival and departures areas.

3.6.4 Element – Freight transport

- (1) Mackay Airport is developed as an airfreight hub to deliver significant economic benefits for the region, including jobs, improving freight options for local businesses and access to a broad range of new industry sectors.

3.6.4.1 Specific outcomes

- (1) The Mixed aviation zone provides for freight infrastructure, including warehousing and offices to facilitate a growing freight hub.
- (2) Freight routes are protected and integrated with the Mixed aviation zone and Terminal business zone to ensure their ongoing growth to support the regional economy.
- (3) Road and air freight transport systems are effective in servicing intra-regional and regional freight needs without compromising community amenity and safety.
- (4) Large scale industrial uses or other traffic generating activities are located proximate to an identified freight route.

3.6.4.2 Land use strategies

- (1) There are no land use strategies for this element.

3.7 Natural and cultural values

3.7.1 Strategic outcomes (DEOs)

- (1) The natural features, ecological processes and biodiversity values of Mackay Airport are conserved to maintain its ecological capacity and mitigate any potential impacts on the Great Barrier Reef.
- (2) The management of the natural environment provides a sustainable balance between the provision of Core airport infrastructure and conservation.
- (3) Places of cultural heritage significance are conserved to retain their significance for the benefit of present and future generations.
- (4) The distinctive ecological and landscape qualities of Mackay Airport such as wetlands, vegetation and Shellgrit Creek are conserved.
- (5) Development incorporates high quality built form and architectural design principles that responds to the city's tropical climate.

3.7.2 Element – Biodiversity

- (1) Development seeks to manage ecologically significant sites and conserve the habitat of endangered flora and fauna.

3.7.2.1 Specific outcomes

- (1) Development in or adjacent to Matters of State environmental significance (refer to **Map OM-004 – Matters of State Environmental Significance**) is located, designed, constructed and operated to avoid adverse effects on the ecological values. Where adverse impacts cannot be avoided, measures are taken to offset those impacts in accordance with the *Environmental Offsets Act 2014*.
- (2) Core airport infrastructure is only sited in areas presenting valuable features (i.e. coastal, estuarine, flora and fauna), where all other demand capacity options have been exhausted.
- (3) The ecological processes and biodiversity values of the wetlands and Shellgrit Creek are protected and conserved.
- (4) Development that has a high biosecurity risk associated with flora and fauna escapes is appropriately managed and buffered from natural areas.

3.7.2.2 Land use strategies

- (1) There are no land use strategies for this element.

3.7.3 Element – Coastal and marine

- (1) Development seeks to protect and maintain coastal resources and processes.

3.7.3.1 Specific outcomes

- (1) The tidal areas on-airport are managed to allow for natural fluctuations of the coast, including any that occur as a result of climate change and sea level rise, and to protect human life and property from the hazards of storm tide inundation or shoreline erosion.
- (2) Areas with high probability of acid sulfate soils are identified and development complies with the requirements and management measures in the *State planning policy - water quality*.

3.7.3.2 Land use strategies

- (1) There are no land use strategies for this element.

3.7.4 Element – Waterways and wetlands

- (1) The physical condition, ecological health, environmental values and water quality of surface water and the groundwater systems is protected.

3.7.4.1 Specific outcomes

- (1) All development, except for Core airport infrastructure, is located outside wetlands of State Environmental significance (refer to **Map OM-004 – Matters of State Environmental Significance**).
- (2) Development is planned, designed, constructed and managed to protect environmental values and meet water quality objectives of the *Environmental Protection (Water) Policy 2009* and the *State planning policy – water quality*.
- (3) Water quality is maintained as it is critical to the ecological health of the region's waters, including the Great Barrier Reef.
- (4) Vegetated areas along waterways and wetlands are enhanced and maintained, playing a vital role in filtering sediment and nutrient run-off and maintaining water quality.

3.7.4.2 Land use strategies

- (1) There are no land use strategies for this element.

3.7.5 Element – Cultural heritage

3.7.5.1 Specific outcomes

- (1) Areas or places of cultural heritage significance are protected and managed in accordance with applicable State and Federal legislative requirements.
- (2) All reasonable and practicable measures are undertaken to ensure that an activity does not harm Aboriginal cultural heritage (the “cultural heritage duty of care”).

3.7.5.2 Land use strategies

- (1) There are no land use strategies for this element.

3.7.6 Element – Scenic amenity

3.7.6.1 Specific outcomes

- (1) Key backdrops and vistas are integrated into development, including:
 - (a) the adjacent Shellgrit Creek estuary which provides a unique visual buffer and natural setting to the east/seaward from the airport;
 - (b) the adjacent cane fields and agricultural land which provides a visually attractive backdrop to the south west; and
 - (c) the airport infrastructure itself which provides ‘reference points’ or ‘visual markers’ when viewed from the external road network.
- (2) Milton Street and East Boundary Road are important contributors to the arrival experience in tropical north Queensland and are reinforced as a scenic route between the airport and the city through landscaping.
- (3) Landscaping treatments reflect the tropical climate of Mackay. Where landscaping is to be provided in prominent locations, it complements the airport's important gateway function.

3.7.6.2 Land use strategies

- (1) There are no land use strategies for this element.

PART 4 Priority infrastructure interface plan



Part 4 Priority infrastructure interface plan

4.1 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*.
- (2) The infrastructure planning and charges framework in force at the time of the passing of the *Airport Assets (Restructuring and Disposal) Act 2008* have been replaced with a capped charges framework in July 2011. Consequently, components of the framework established by this Act have become redundant while new requirements, such as the need for the conversion of the Land use plan categories to the State Planning Regulatory Provision (adopted charges) (“SPRP”) charge categories have been included in order for the PIIP to interface with the relevant local government infrastructure planning and charges instrument.

4.2 Purpose

- (1) The purpose of the Priority infrastructure interface plan is to:
 - (a) integrate and coordinate land use planning and infrastructure planning;
 - (b) ensure that trunk infrastructure is planned and provided in an efficient and orderly manner; and
 - (c) establish an infrastructure funding framework that is accountable and consistent with the existing infrastructure planning and charges framework of Queensland.

4.3 Application

- (1) Infrastructure charges do not apply to Core airport infrastructure.
- (2) The Assessment manager must give the applicant an infrastructure charges notice for a development approval only in relation to the following infrastructure provided by Mackay Regional Council:
 - (a) drainage;
 - (b) public transport;
 - (c) roads; and
 - (d) sewerage and water supply headworks.

Editor's note – refer to section 43(2) and section 51 of the *Airport Assets (Restructuring and Disposal) Act 2008*.

- (3) All remaining development (other than Core airport infrastructure) that is consistent with the Land use plan will be subject to infrastructure charges according to Mackay Regional Council's Adopted Infrastructure Charges Resolution, its Priority Infrastructure Plan or the Local Government Infrastructure Plan which may replace it.
- (4) The Priority infrastructure interface plan applies to any development that is:
 - (a) consistent with the Land use plan;
 - (b) non-Core airport infrastructure; and
 - (c) development under the *Sustainable Planning Act 2009* or the Land use plan, irrespective of its level of assessment.
- (5) To the extent a provision of this priority infrastructure interface plan is inconsistent with the provisions of the *Airport Assets (Restructuring and Disposal) Act 2008*, the infrastructure planning and charges framework of Queensland at the time an application is lodged prevails.

4.4 Limitation on conditions for infrastructure contributions

- (1) Pursuant to section 51(1) of the *Airports Assets (Restructuring and Disposal) Act 2008* the Assessment manager 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 4.3(2)**.
- (2) A condition cannot be imposed on a development approval for reconfiguring a lot on airport land, if the condition requires a monetary payment to anyone for the reconfiguration⁶.

4.5 Referral of development for levying of charges

- (1) The Assessment manager for development under the Land use plan is determined in accordance with the *Sustainable Planning Regulation 2009* and the *Airports Assets (Restructuring and Disposal) Act 2008*.
- (2) All development (other than Core airport infrastructure) under the *Sustainable Planning Act 2009* or the Land use plan must, irrespective of the ownership of the land or level of assessment of the development under the Land use plan, be submitted by Mackay Airport to the Assessment manager for referral to Mackay Regional Council (if not the same) for the levying of charges.

4.6 Calculation of charges for infrastructure

- (1) Core airport infrastructure is not subject to infrastructure charges.
- (2) The infrastructure charges for non-core airport infrastructure will be consistent with the infrastructure framework that applies to land in the Mackay Regional Council area at the time the development application is lodged with the Assessment manager.
- (3) A levied charge may be only for additional demand placed upon trunk infrastructure that will be generated by the development.

Table 4.1. Conversion of Mackay Airport Land use plan Categories (refer to Table SC1.2.1.1. Defined Activity Groups) to SPRP Charge Categories.

Mackay Airport Land use plan Categories	SPRP charge categories and uses
Accommodation (short term)	
Accommodation activities	Hotel
	Short-term accommodation
Commercial (retail)	
Business activities	Food and drink outlet
Business activities	Service industry
Business activities	Service station
Business activities	Shop
Business activities	Shopping centre
Commercial (office)	
Business activities	Office
Business activities	Sales office
Entertainment	
Entertainment activities	Hotel (non-residential component)
Industry	
Industry activities	Low impact industry
Industry activities	Medium impact industry
Industry activities	Research and technology industry
Industry activities	Warehouse
Specialised uses	
Aviation	Air services

- (4) A discount, the equivalent of the percentage allocated to Parks and Community Facilities Trunk Infrastructure in the long term financial plan (LTFP) of the Mackay Regional Council will apply.

⁶ Footnote – refer to *Airport Assets (Restructuring and Disposal) Act 2008*, section 51(2).

4.7 Adjustment of charges for inflation

- (1) The infrastructure charges for non-core airport infrastructure will be consistent with the infrastructure framework that applies to land in the Mackay Regional Council area at the time the development application is lodged with the Assessment manager, as adjusted over time for inflation in accordance with the provisions of the infrastructure planning and charges framework of Queensland.
- (2) The levied charge may be adjusted for inflation using the increase for the PPI for the period starting on the day the charge is levied and ending on the day the charge is paid, adjusted by reference to the 3-yearly PPI average under the provisions of the *Sustainable Planning Act 2009*.

Editor's note – In accordance with the Sustainable Planning Act 2009, PPI index means the following—

- (a) generally—the producer price index for construction 6427.0 (ABS PPI) index number 3101—Road and Bridge construction index for Queensland published by the Australian Bureau of Statistics;
- (b) if an index described in paragraph (a) ceases to be published—another similar index prescribed by regulation.

4.8 Charges notices

- (1) Within 20 business days of receiving a copy of the decision notice, Mackay Regional Council may issue a notice requiring the payment of an infrastructure charge (a charges notice) to the Assessment manager.
- (2) A charges notice must state each of the following:
 - (a) the amount of the charge;
 - (b) the land to which the charge applies;
 - (c) when the charge is payable;
 - (d) the trunk infrastructure network for which the charge has been stated;
 - (d) the person to whom the charge must be paid; and
 - (e) the charge rate, stated in the Adopted Charges Resolution, Priority Infrastructure Plan or Local Government Infrastructure Plan of the Mackay Regional Council, for the charge.

4.9 When infrastructure charges are payable

- (1) An infrastructure charge is payable:
 - (a) if the charge applies to building work - when the certificate of classification for the building work is issued; or
 - (b) if the charge applies to a material change of use - when the change happens; or
 - (c) if paragraphs (a) and (b) do not apply - on the day stated in the charges notice.

4.10 Agreements about, and alternatives to, paying infrastructure charges

- (1) Despite the provisions above, a person, Mackay Airport Pty Ltd and Mackay Regional Council may enter into a written agreement about one or more of the following:
 - (a) whether the charge may be paid at a different time from the time stated in the notice, and whether it may be paid by instalments;
 - (b) whether infrastructure may be supplied instead of paying all or part of the charge.

4.11 Application of infrastructure charges

- (1) An infrastructure charge levied and collected must be used to provide infrastructure for the trunk infrastructure network.

4.12 Infrastructure charges taken to be rates

- (1) An infrastructure charge levied by Mackay Regional Council is, for the purposes of recovery, taken to be rates.

PART 5 Tables of assessment



Part 5 Tables of assessment

5.1 Preliminary

- (1) The tables in this part identify the level of assessment and assessment criteria for development on Mackay Airport land.
- (2) A Land use plan cannot state that any of the following development is assessable development, requiring code or impact assessment⁷ under the *Sustainable Planning Act 2009*:
 - (a) development that:
 - (i) is a material change of use for Core airport infrastructure; and
 - (ii) is consistent development under the Land use plan; or
 - (b) self-assessable development under the *Sustainable Planning Act 2009*; and
 - (c) exempt development under the *Sustainable Planning Act 2009*⁸.

5.2 Reading the tables

The tables identify the following:

- (1) development that is exempt or requires self or code assessment;
- (2) the level of assessment for development in:
 - (a) a zone and, where used, a precinct of a zone; and
 - (b) an overlay where used.
- (3) the assessment criteria for development:
 - (a) whether a zone code or specific provisions in the zone code apply (shown in the “assessment criteria” column);
 - (b) if there is an overlay:
 - (i) whether an overlay code applies (shown in the table in **section 5.9**); or
 - (ii) the assessment criteria as shown on the overlay map (noted in the “assessment criteria” column) applies; and
 - (c) any other applicable code(s) (shown in the “assessment criteria” column).
- (4) any variation⁹ to the level of assessment (shown as an “if” in the “level of assessment” column) that applies to the development.

⁷ Footnote - refer to *Airport Assets (Restructuring and Disposal) Act 2008*, Section 49(2).

⁸ Footnote - refer to *Airport Assets (Restructuring and Disposal) Act 2008*, Sections 49(3) and (4).

⁹ Footnote - examples of a variation are gross floor area, height, numbers of people or precinct provisions.

5.3 Levels of assessment

5.3.1 Process for determining the level of assessment

The process for determining a level of assessment is:

- (1) for a material change of use, establish the use by reference to the use definitions in **Schedule 1**;
- (2) for all development, identify the following:
 - (a) the zone or zone precinct that applies to the premises, by reference to the zone map in **Schedule 2**;
 - (b) if an overlay applies to the premises, by reference to the overlay map in **Schedule 2**.
- (3) determine the initial level of assessment by reference to the tables in **section 5.5 Levels of assessment—Material change of use, section 5.6 Levels of assessment—Reconfiguring a lot, section 5.7 Levels of assessment—Building work and section 5.8 Levels of assessment—Operational work**;
- (4) a precinct of a zone may change the level of assessment and this will be shown in the “level of assessment” column of the tables in sections 5.5, 5.6, 5.7, 5.8 and 5.9; and
- (5) if an overlay applies refer to section **5.9 Levels of assessment—Overlays**, to determine if the overlay further changes the level of assessment.

5.3.2 Rules for determining the level of assessment

- (1) A material change of use is self-assessable unless—
 - (a) a table of assessment states otherwise; or
 - (b) it is inconsistent development; or
 - (c) it is listed in a table of assessment and does not comply with the criteria in the level of assessment column; or
 - (d) otherwise prescribed within the Act or the Regulation.
- (2) Reconfiguring a lot is code assessable unless the tables of assessment state otherwise or unless otherwise prescribed within the *Sustainable Planning Act 2009* or the *Sustainable Planning Regulation 2009*.
- (3) Building work and operational work is exempt development, unless the tables of assessment state otherwise or unless otherwise prescribed within the *Sustainable Planning Act 2009* or the *Sustainable Planning Regulation 2009*.
- (4) Where development is proposed on premises included in more than one zone, precinct or overlay, the level of assessment is the highest level for each aspect of the development under each of the applicable zones, precinct or overlays.
- (5) Where development is proposed on premises partly affected by an overlay, the level of assessment for the overlay only relates to the part of the premises affected by the overlay.
- (6) For the purposes of Schedule 4, table 2, item 2 of the *Sustainable Planning Regulation 2009*, an overlay does not apply to the premises if the development meets the self-assessable acceptable outcomes of the relevant overlay code.
- (7) If development is identified as having a different level of assessment under a zone than under an overlay, the highest level of assessment applies as follows—
 - (a) self-assessable prevails over exempt;
 - (b) code assessable prevails over self-assessable and exempt;
- (8) Despite sub-subsection 5.3.2(4) and (7) above, a level of assessment in an overlay overrides a level of assessment in a zone.

5.3.3 Rules for determining the assessment criteria

- (1) The following rules apply in determining assessment criteria:
 - (a) self-assessable development:
 - (i) must be assessed against all the identified self-assessable acceptable outcomes of the applicable code(s) identified in the assessment criteria column;
 - (ii) that complies with the self-assessable acceptable outcomes of the applicable code(s) complies with the code(s); and
 - (iii) where the development does not comply with one or more identified self-assessable acceptable outcomes of the applicable code(s), the development becomes assessable development.

Editor's note - Self-assessable development will require written consent from Mackay Airport Pty Ltd prior to the commencement of the use.

- (b) code assessable development:
 - (i) must be assessed against all the applicable codes identified in the assessment criteria column;
 - (ii) where development becomes code assessable pursuant to clause 5.3.3(1)(a)(iii), the assessment criteria for the development application is limited to the subject matter of the self-assessable acceptable outcomes that were not complied with or were not capable of being complied with under clause 5.3.3(1)(a)(iii). The development must still comply with all self-assessable acceptable outcomes identified in clause 5.3.3(1)(a)(i), other than those mentioned in clause 5.3.3(1)(a)(iii);
 - (iii) that complies with:
 - (A) the purpose and overall outcomes of the code complies with the code;
 - (B) the performance or acceptable outcomes complies with the purpose and overall outcomes of the code; and
 - (iv) must have regard to the purposes of any instrument containing an applicable code.

Editor's note—in relation to section 5.3.3(1)(b)(iv) above, and in regard to section 313(3)(d) of the *Sustainable Planning Act 2009*, the strategic framework or the structure plan (where relevant) is considered to be the purpose of the instrument containing an applicable code.

- (c) impact assessable development:
 - (i) the Land use plan does not require any development to be impact assessable.

5.4 Inconsistent development

- (1) The Land use plan may state¹⁰ that particular development is consistent or inconsistent development.
- (2) The Land use plan identifies inconsistent development as:
 - (a) development that does not comply with the acceptable outcomes (i.e. is not consistent with the mandatory provisions) of the **Airport general use code** in **Part 9**; and/or
 - (b) development that is identified as inconsistent development in **Schedule 3**.
- (3) If development is determined to be inconsistent development by a trigger in 5.4(2) above the *Sustainable Planning Regulation 2009* states that a material change of use that is inconsistent with the Land use plan can be code or impact assessable development and is required to be referred to the Chief Executive responsible for administering the *Sustainable Planning Act 2009* as a concurrence agency¹¹.
- (4) Inconsistent development is code assessable¹².

¹⁰ Footnote - *Airport Assets (Restructuring and Disposal) Act 2008* - section 35(3)(a).

¹¹ Footnote - the *Sustainable Planning Regulation 2009* indicates that the referral trigger is only applicable where a material change of use on airport land is inconsistent with the Land use plan.

¹² Footnote - *Sustainable Planning Regulation 2009* – Schedule 3, Part 1, Table 2, Item 4. Requirements relating to this form of development are also included under section 1.7.3 of the Land use plan

5.5 Levels of assessment – Material change of use

The following tables identify the levels of assessment for development in a zone for making a material change of use.

Table 5.5.1. Green space zone.

Use	Level of assessment	Assessment criteria
Core airport infrastructure	Exempt If for <i>Core airport infrastructure – services</i> or <i>Core airport infrastructure - utility</i>	
	Self assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
Environment facility	Exempt	
Park	Exempt	
Temporary use	Exempt	
Utility installation	Self assessment <ul style="list-style-type: none"> • If it does not include the erection and operation of any building or structure having a gross floor area greater than 200m²; and • If complying with the self-assessable acceptable outcomes of the applicable codes. 	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Green space zone code • Landscaping code • Transport and parking code • Works, services and infrastructure code
Other uses		
Any other use not listed in this table	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Green space zone code • Landscaping code • Transport and parking code • Works, services and infrastructure code
Any use listed in the table and not complying with the criteria in the level of assessment column (other than Core airport infrastructure¹³)	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Green space zone code • Landscaping code • Transport and parking code • Works, services and infrastructure code
Any other undefined use	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Green space zone code • Landscaping code • Transport and parking code • Works, services and infrastructure code

¹³ Footnote – the Land use plan cannot state that a material change of use for core airport infrastructure that is consistent with the Land use plan, is assessable development. Refer section 49(2) of the *Airport Assets (Restructuring and Disposal) Act 2008*.

Table 5.5.2. Mixed aviation zone.

Use	Level of assessment	Assessment criteria
Air services	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Bus transit centre	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Car wash	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Child care centre	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Club	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.2. Mixed aviation zone (cont.)

Use	Level of assessment	Assessment criteria
Commercial general and regional aviation	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Core airport infrastructure	Exempt	
E-commerce distribution centre	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Educational establishment	Self assessment If it does not include a primary school or high school and complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code.
Emergency services	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.2. Mixed aviation zone (cont.)

Use	Level of assessment	Assessment criteria
Food and drink outlet	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Function facility	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Hardware and trade supplies	Self assessment If located in the Commercial enterprise precinct and complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code.
Health care services	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
High impact industry	Self assessment If for a Concrete batching plant and complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.2. Mixed aviation zone (cont.)

Use	Level of assessment	Assessment criteria
Hospital	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Hotel	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Indoor sport and recreation	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Low impact industry	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code.

Table 5.5.2. Mixed aviation zone (cont.)

Use	Level of assessment	Assessment criteria
Major sport, recreation and entertainment facility	Self assessment If for a convention and exhibition centre or an entertainment centre located in the Commercial enterprise precinct and complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Medium impact industry	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Office	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Outdoor sales	Self assessment If located complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.2. Mixed aviation zone (cont.)

Use	Level of assessment	Assessment criteria
Park	Exempt	
Parking station	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Place of worship	Self assessment If located in the Commercial enterprise precinct and complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code.
Research and technology industry	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Resort complex	Self assessment If located in the Commercial enterprise precinct and complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.2. Mixed aviation zone (cont.)

Use	Level of assessment	Assessment criteria
Service industry	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Service station	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Shop	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Shopping centre	Self assessment If located in the Commercial enterprise precinct and complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Short-term accommodation	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.2. Mixed aviation zone (cont.)

Use	Level of assessment	Assessment criteria
Showroom	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Special industry	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Temporary use	Exempt	
Tourist attraction	Self assessment If it does not include a zoo and complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code.
Transport depot	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.2. Mixed aviation zone (cont.)

Use	Level of assessment	Assessment criteria
Utility installation	Self assessment If it does not include the erection and operation of any building or structure having a gross floor area greater than 200m ² .	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Veterinary Services	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Warehouse	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Other uses		
Any other use not listed in this table	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Any use listed in the table and not complying with the criteria in the level of assessment column (other than Core airport infrastructure¹⁴)	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code
Any other undefined use	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Mixed aviation zone code • Transport and parking code • Works, services and infrastructure code

¹⁴ Footnote – the Land use plan cannot state that a material change of use for Core airport infrastructure that is consistent with the Land use plan, is assessable development. Refer section 49(2) of the *Airport Assets (Restructuring and Disposal) Act 2008*.

Table 5.5.3. Movement zone.

Use	Level of assessment	Assessment criteria
Core airport infrastructure	Exempt If for the safe and efficient landing, taxiing or parking of aircraft, being fixed wing and non-fixed wing.	
	Self assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
Temporary use	Exempt	
Utility installation	Self assessment If it does not include the erection and operation of any building or structure having a gross floor area greater than 200m ² .	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Movement zone code • Transport and parking code • Works, services and infrastructure code
Other Uses		
Any other use not listed in this table	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Movement zone code • Transport and parking code • Works, services and infrastructure code
Any use listed in the table and not complying with the criteria in the level of assessment column (other than Core airport infrastructure¹⁵)	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Movement zone code • Transport and parking code • Works, services and infrastructure code
Any other undefined use	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Movement zone code • Transport and parking code • Works, services and infrastructure code

¹⁵ Footnote – the Land use plan cannot state that a material change of use for Core airport infrastructure that is consistent with the Land use plan, is assessable development. Refer section 49(2) of the *Airport Assets (Restructuring and Disposal) Act 2008*.

Table 5.5.4. Terminal business zone.

Use	Level of assessment	Assessment Criteria
Air services	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Bus transit centre	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Child care centre	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Club	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Core airport infrastructure	Exempt	

Table 5.5.4. Terminal business zone (cont.)

Use	Level of assessment	Assessment criteria
E-commerce distribution centre	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Emergency services	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Food and drink outlet	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Function facility	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Health care services	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.4. Terminal business zone (cont.)

Use	Level of assessment	Assessment criteria
Hospital	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Hotel	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Indoor sport and recreation	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Low impact industry	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.4. Terminal business zone (cont.)

Use	Level of assessment	Assessment criteria
Major sport, recreation and entertainment facility	Self assessment If for a convention and exhibition centre or an entertainment centre and complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Medium impact industry	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Office	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Park	Exempt	
Parking station	Exempt	
Place of worship	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.4. Terminal business zone (cont.)

Use	Level of assessment	Assessment criteria
Research and technology industry	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Resort complex	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Service industry	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Service station	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Shop	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.4. Terminal business zone (cont.)

Use	Level of assessment	Assessment criteria
Shopping centre	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Short-term accommodation	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Temporary use	Exempt	
Tourist attraction	Self assessment If it does not include a zoo and complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Transport depot	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code

Table 5.5.4. Terminal business zone (cont.)

Use	Level of assessment	Assessment criteria
Utility installation	Self assessment If it does not include the erection and operation of any building or structure (other than a pole or mast supporting electricity or telecommunication lines) having a gross floor area greater than 200m ² .	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Veterinary services	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Warehouse	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Other Uses		
Any other use not listed in this table	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Any use listed in the table and not complying with the criteria in the level of assessment column (other than Core airport infrastructure¹⁶)	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code
Any other undefined use	Code assessment	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Terminal business zone code • Transport and parking code • Works, services and infrastructure code

¹⁶ Foot note – the Land use plan cannot state that a material change of use for Core airport infrastructure that is consistent with the Land use plan, is assessable development. Refer section 49(2) of the *Airport Assets (Restructuring and Disposal) Act 2008*.

5.6 Levels of assessment – Reconfiguring a lot

The following table identifies the levels of assessment for reconfiguring a lot regulated under the Land use plan.

Table 5.6.1. Reconfiguring a lot.

Zone	Level of assessment	Assessment criteria
All zones		
Reconfiguring a lot	Self assessment If: (a) rearranging the boundaries of a lot by registering a plan of subdivision; or (b) for a lease for a term, including renewal options, not exceeding 10 years; or (c) creating an easement giving access to a lot from a constructed road.	<ul style="list-style-type: none"> Reconfiguring a lot code Transport and parking code Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> Reconfiguring a lot code Relevant zone code Transport and parking code Works, services and infrastructure code
Code assessment		
Any other reconfiguring a lot not listed in this table.		
Any reconfiguring a lot listed in the table and not complying with the criteria in the level of assessment column.		

Editor's note—unless listed above the default level of assessment is code assessment, unless otherwise prescribed within the *Sustainable Planning Act 2009* or the *Sustainable Planning Regulation 2009*.

5.7 Levels of assessment – Building work

The following table identifies the levels of assessment for building work regulated under the Land use plan.

Table 5.7.1. Building work.

Zone	Level of assessment	Assessment criteria
All zones		
Building work not associated with a material change of use	Exempt If for: (a) Core airport infrastructure; or (b) Minor building work; or (c) Demolition or removal of a building.	
	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> Airport general use code Landscaping code Transport and parking code Works, services and infrastructure code

Table 5.7.1. Building work (cont.)

Zone	Level of assessment	Assessment criteria
All zones		
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Relevant zone code • Transport and parking code • Works, services and infrastructure code
Exempt development		
Any other building work not listed in this table.		
Any building work listed in the table and not complying with the criteria in the level of assessment column.		

Editor's note—unless listed above the default level of assessment is exempt, unless otherwise prescribed within the *Sustainable Planning Act 2009* or the *Sustainable Planning Regulation 2009*.

5.8 Levels of assessment – Operational work

The following table identifies the levels of assessment for operational work regulated under the Land use plan.

Table 5.8.1. Operational work.

Zone	Level of assessment	Assessment criteria
All zones		
Advertising device	Exempt If for Core airport infrastructure	
	Self assessment If: (a) for a sign type specified in the Advertising devices code; and (b) complying with the self-assessable acceptable outcomes for that sign type in the Advertising devices code.	<ul style="list-style-type: none"> • Advertising devices code • Airport general use code
	Code assessment If: (a) for a sign type specified in the Advertising devices code – not complying with one or more of the self-assessable acceptable outcomes in the Advertising devices code; or (b) for a sign type not specified in the Advertising devices code.	<ul style="list-style-type: none"> • Advertising devices code • Airport general use code • Relevant zone code
Engineering work	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Airport general use code • Transport and parking code • Works, services and infrastructure code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code • Relevant zone code • Transport and parking code • Works, services and infrastructure code

Table 5.8.1. Operational Work (cont.)

Zone	Level of assessment	Assessment criteria
All zones		
Excavation or filling	Exempt If for Core airport infrastructure	
	Self assessment If: (a) >0.3m and <1.0m in depth (where more than 1.5m from a boundary); and/or (b) >10m ³ and <50m ³ in volume (where more than 1.5m from a boundary)	<ul style="list-style-type: none"> • Works, services and infrastructure code
	Code assessment If not otherwise specified or associated with reconfiguring a lot which is assessable development.	<ul style="list-style-type: none"> • Relevant zone code • Works, services and infrastructure code
Landscaping work	Self assessment If the associated material change of use is assessable development.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code
	Code assessment If associated with reconfiguring a lot which is assessable development.	<ul style="list-style-type: none"> • Airport general use code • Landscaping code • Relevant zone code
Vegetation clearing	Exempt If involving the clearing of native vegetation associated with Core airport infrastructure ¹⁷ .	
	Self assessment If not otherwise specified.	<ul style="list-style-type: none"> • Airport general use code
Exempt development		
Any other operational work not listed in this table.		
Any operational work listed in the table and not complying with the criteria in the level of assessment column.		

Editor's note—unless listed above the default level of assessment is exempt, unless otherwise prescribed within the *Sustainable Planning Act 2009* or the *Sustainable Planning Regulation 2009*.

¹⁷ Footnote – refer to *Sustainable Planning Regulation 2009*, Schedule 24(8).

5.9 Levels of assessment – Overlays

The following table identifies where an overlay changes the level of assessment from that stated in a zone and the relevant assessment criteria.

Table 5.9.1. Assessment criteria for overlays.

Development	Level of assessment	Assessment criteria
Potential Acid sulfate soils overlay		
All Operational work and building work if: <ul style="list-style-type: none"> (a) excavating or filling on land identified on OM-001-Potential Acid sulfate soils overlay; and (b) Involving land at or below five metres Australian Height Datum where: <ul style="list-style-type: none"> (i) removing 100m³ or more of soils or sediment; or (ii) filling of land involving 500m³ or more of material at an average depth of 0.5m or greater. 	Exempt If for Minor building work.	
	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Potential Acid sulfate soils overlay code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Potential Acid sulfate soils overlay code
Coastal management and biodiversity overlay		
All material change of use, operational work and building work if: <ul style="list-style-type: none"> (a) within the Storm tide inundation area – High hazard area identified on OM-002-Coastal management and biodiversity overlay – Storm tide inundation; or (b) within the Erosion prone area identified on OM-003-Coastal Management and Biodiversity Overlay – Erosion prone area; or (c) within areas of State environmental significance identified on OM-004 – Coastal management and biodiversity overlay Matters of State environmental significance. 	Exempt If for: <ul style="list-style-type: none"> (a) Core airport infrastructure; or (b) Minor building work 	
	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Coastal management and biodiversity overlay code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Coastal management and biodiversity overlay code
Flood management overlay		
All material change of use, operational work and building work if within the Flood management area identified on OM-005-Flood management overlay .	Exempt If for: <ul style="list-style-type: none"> (a) Core airport infrastructure; or (b) Minor building work 	
	Self assessment If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> • Flood management overlay code
	Code assessment If not otherwise specified.	<ul style="list-style-type: none"> • Flood management overlay code

PART 6 Zones



Part 6 Zones

6.1 Preliminary

- (1) Zones organise the Land use plan in a way that facilitates the location of preferred or acceptable land uses.
- (2) Zones are mapped and included in **Schedule 2 (Mapping)**.
- (3) The levels of assessment for development in a zone are in **Part 5 (Tables of assessment)**.
- (4) Assessment criteria for zones are contained in a zone code.
- (5) A precinct may be identified for part of a zone.
- (6) Precinct provisions are contained in the zone code.
- (7) Each zone code identifies the following:
 - (a) the purpose of the code; and
 - (b) the overall outcomes that achieve the purpose of the code.
- (8) The following are the zone codes for the Land use plan:
 - (a) Green space zone code;
 - (b) Mixed aviation zone code;
 - (i) Aviation enterprise precinct;
 - (ii) Commercial enterprise precinct;
 - (c) Movement zone;
 - (i) Movement expansion precinct; and
 - (d) Terminal business zone.

6.2 Zone codes

6.2.1 Green space zone code

6.2.1.1 Application

This code applies to assessable development:

- (a) within the Green space zone as identified on the zone and precinct map contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Green space zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

6.2.1.2 Purpose and overall outcomes

- (1) The purpose of the Green space zone code is to provide for the protection and management of areas of ecological, cultural and scenic significance.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the zone remains free of buildings and structures except for the following:
 - (i) facilities required to support DME/DVOR and Air traffic control tower;
 - (ii) buildings and structures associated with Core airport infrastructure – services and utilities; and
 - (iii) other temporary, ancillary, small scale and low key structures and utilities.
 - (b) inconsistent development as identified in **Schedule 3** is not established in the Green space zone;
 - (c) areas such as Shellgrit Creek which are identified as having significant natural values are:
 - (i) protected for their importance in contributing to ecological sustainability; and
 - (ii) appropriately managed to the general exclusion of most forms of development.
 - (d) places of cultural heritage significance are protected and managed in accordance with the *Aboriginal Cultural Heritage Act 2003*;
 - (e) utility installations may be provided where such activities are located, designed and operated to avoid significant impacts on ecological systems and processes;
 - (f) development maintains the scenic values and landscape character of the Green space zone, as well as coastal views and vistas;
 - (g) natural features such as creeks, gullies, waterways, wetlands, flora and fauna communities, habitats, vegetation and bushland are protected and buffered from activities in the zone and adjoining development;
 - (h) any loss of areas of State environmental significance caused by development is compensated by the provision of an environmental offset in accordance with the *Environmental Offsets Act 2014*; and
 - (i) the Movement expansion precinct is protected against encroachment of land uses, being aviation or otherwise, that may jeopardise the ability for runway 14/32 to be extended. The runway extension reservation provides for manoeuvring areas, including taxiways, airfield and access to any terminal expansion.

6.2.2 Mixed aviation zone code

6.2.2.1 Application

This code applies to assessable development:

- (a) within the Mixed aviation zone as identified on the zone and precinct map contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Mixed aviation zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

6.2.2.2 Purpose and overall outcomes

- (1) The purpose of the Mixed aviation zone code is to provide opportunities for the establishment of compatible aeronautical, retail, commercial and industrial uses to support employment growth, viability and economic diversity.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the zone provides for compatible retail, commercial and industrial uses to support economic growth and viability of the airport and provide a wide range of facilities for the fly-in/fly-out market;
 - (b) development is serviced by the full range of urban infrastructure networks, including reticulated water supply, sewerage and stormwater drainage networks, road transport networks and electricity and telecommunications infrastructure;
 - (c) development is designed to avoid or mitigate potential adverse amenity impacts on adjoining non-industrial uses;
 - (d) stormwater is managed to protect the quality of receiving environments;
 - (e) development enhances the overall visual character of the airport as a gateway to Mackay;
 - (f) development adjoining or containing a waterway maintains vegetation along the bed or banks of the waterway;
 - (g) inconsistent development as identified in **Schedule 3** is not established in the Mixed aviation zone;
 - (h) the zone provides for the protection and if required redevelopment of airport support, operational and emergency services such as:
 - (i) Aviation Rescue and Fire Fighting Services facility;
 - (ii) Royal Flying Doctor Service;
 - (iii) Emergency Queensland Headquarter; and
 - (iv) Air Traffic Control Tower.
 - (i) development preserves the lines of sight and signals for the air traffic control tower, aviation navigational aids and meteorological equipment; and
 - (j) industrial development is located and designed to maintain safety to people, avoid significant impacts on the natural environment, improve the visual amenity of the area and minimise adverse impacts on adjacent non-industrial premises.

Aviation enterprise precinct

- (3) The overall outcomes of the Aviation enterprise precinct are:
 - (a) the Aviation enterprise precinct provides for the establishment of freight, storage and logistics operators;
 - (b) buildings and structures are of a scale and design which is appropriate to an industrial setting whilst contributing positively to the visual character and streetscape of the area;
 - (c) demolition of the existing structures occurs when:
 - (i) deemed necessary to facilitate increased aviation capacity of the main runway 14/32 to provide a 300 metre flight strip without OLS infringements;
 - (ii) they pose a safety and environmental risk and hazard to users and visitors to the area.

- (d) future traffic generation of new development onto Casey Avenue ensures the safe and effective operation of the local road networks and the State-controlled road network; and
- (e) sensitive land uses that could compromise the existing or future industrial activities are not established in the Aviation enterprise precinct.

Commercial enterprise precinct

- (4) The overall outcomes of the Commercial enterprise precinct are:
 - (a) the Commercial enterprise precinct provides for compatible retail, commercial and industrial uses to support economic growth and viability of the airport. Development in this precinct capitalises on the high exposure from the Milton Street and will include E-commerce distribution centres, retail warehouses, shopping centres, showrooms, offices, health-care services and other uses that are attracted by the logistics offered by the airport;
 - (b) buildings contribute positively to the streetscape and key vistas with frontage treatments that integrate footpath awnings, shopfronts, landscaping and other elements that add to the attractiveness of the precinct for pedestrians;
 - (c) vehicular access requires a new access road off Milton Street; currently proposed to be opposite Archibald Street. During construction continuous access is maintained to Milton Street as this road provides access to the Control Tower, Aviation Rescue and Fire Fighting facility and is the primary access for emergency vehicles in the event of an aerodrome emergency;
 - (d) future traffic generation of new development onto Milton Street ensures the safe and effective operation of the local road networks and the State-controlled road network;
 - (e) street furniture, including seats, bollards, grates, grills, screens and fences, bicycle racks, flag poles, banners, litter bins and drinking fountains are coordinated with other elements of the streetscape; and
 - (f) street trees and landscaping treatment are integrated into the building design to promote the City's tropical climate and contribute to the character, amenity, utility and safety of public places.

Editor's note: Table 3.1 provides information on the proposed staging of commercial development in the Commercial enterprise precinct.

6.2.3 Movement zone code

6.2.3.1 Application

This code applies to assessable development:

- (a) within the Movement zone as identified on the zone and precinct map contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Movement zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

6.2.3.2 Purpose and overall outcomes

- (1) The purpose of the Movement zone code is to provide adequate area for the safe and efficient landing, taking-off, taxiing and operation of aircraft, being fixed wing and non-fixed wing.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) development is sited and designed to ensure the safety and efficiency of aircraft operations;
 - (b) the zone accommodates aircraft movement areas, including runways, aprons, taxiways and runway end safety areas which are sited and designed to ensure safety and efficiency of aircraft operations, and other ancillary, small scale and low key structures and utilities;
 - (c) inconsistent development as identified in **Schedule 3** is not established in the Movement zone;
 - (d) development seeks to mitigate potential amenity impacts on surrounding residential areas by configuring taxiways, aprons, aircraft parking and run-up facilities to minimise the impacts of aircraft noise;
 - (e) the zone provides for the establishment of airport support and operational uses such as Aviation Fire and Rescue Services, Emergency Services and the Royal Flying Doctor Service. The facilities are located to ensure:
 - (i) that the footprint will be sufficient to accommodate a standard Aviation Rescue and Fire Fighting facilities Category 9 Fire Station design (including workshop and secure car parking);
 - (ii) the site will facilitate a direct access road to the runway;
 - (iii) the 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.
 - (f) development ensures access is strictly controlled and airside secured from adjacent precincts where applicable, with appropriate security perimeter fencing incorporating access control measures, including surveillance monitoring as necessary;
 - (g) aircraft movement areas are designed to maximise the capacity of the existing terminal infrastructure;
 - (h) Public Safety Areas are provided at the end of runway 14/32 and remain free of development in accordance with map **OPM-005 Public Safety Area** to minimise risk to aircraft in the highest accident risk zone. The area is designated for ILS infrastructure;
 - (i) development preserves the lines of sight and signals for the air traffic control tower, fire station, aviation navigational aids and meteorological equipment;
 - (j) the zone provides for the establishment of airport support and operational uses such as Aviation Rescue and Fire Fighting services and the Royal Flying Doctors Service. Aviation Rescue and Fire Fighting facilities are located to have direct access road to runway 14/32; and
 - (k) taxiways, aprons, aircraft parking and run-up facilities are configured to minimise aircraft noise on sensitive land uses.

Movement expansion precinct

- (3) The overall outcome of the Movement expansion precinct is:
 - (a) the Movement expansion precinct is protected against encroachment by land uses, being aviation or otherwise, that may jeopardise the extension of runway 14/32. The runway extension reservation provides for manoeuvring areas, including taxiways, airfield and access to any terminal expansion to the south. Road access to the precinct is provided via an extension to Boundary Road.

6.2.4 Terminal business zone code

6.2.4.1 Application

This code applies to assessable development:

- (a) within the Terminal business zone as identified on the zone and precinct map contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Terminal business zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

6.2.4.2 Purpose and overall outcomes

- (1) The purpose of the Terminal business zone code is to provide facilities associated with creating a multimodal integrated transport hub including passenger terminal facilities, hotel, bus transit centre, taxi and vehicle transfer facilities.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) development caters for the convenience, relaxation and business needs of passengers;
 - (b) development provides convenient and efficient facilities and services for the fly-in/fly-out market. Hotels and commercial buildings are established as landmark/iconic buildings as part of the gateway area to Mackay, Isaac and Whitsunday region;
 - (c) development provides for the establishment of a new bulk aviation fuel storage or JOSF in a location which has direct airside access and good access to the external road network;
 - (d) inconsistent development as identified in **Schedule 3** is not established in the Terminal business zone;
 - (e) development achieves a high level of accessibility by providing convenient access to terminals, business areas, public transport facilities and car parks;
 - (f) short and long term car parking areas are provided;
 - (g) internal road networks provide connections between precincts for both vehicles and cyclists;
 - (h) development provides opportunities to improve the public transport interface to the terminal by ensuring that interchanges are conveniently located, clearly identified and comfortable;
 - (i) development supports pedestrian movement by incorporating footpaths, walkways and other spaces intended for pedestrians to be sheltered from excessive sunlight and rain;
 - (j) development preserves the lines of sight and signals for the air traffic control tower, aviation navigational aids and meteorological equipment;
 - (k) development enhances the overall visual character of the terminal as a gateway to Mackay by:
 - (i) providing articulated built form and frontages that have a high standard of visual design;
 - (ii) reinforcing key vistas, including the views to the Coral Sea and the mangroves;
 - (iii) providing canopy tree planting;
 - (iv) providing high quality street furniture; and
 - (v) providing shade and weather protection such as awnings over footpaths.
 - (l) development provides for the establishment of a range of airport related business and retail facilities within the airport terminal, including retail, advertising and ground transport. These facilities will also provide convenient access for airport passengers and visitors to move between terminals, business areas and car parks; and
 - (m) development is provided with a high level of accessibility and mobility by providing:
 - (i) bus infrastructure (access, set-down/pick up and waiting areas);
 - (ii) taxi infrastructure (set-down/pickup and waiting areas); and
 - (iii) courtesy and accommodation transfer vehicle infrastructure (access, set-down/pick-up and waiting areas).

PART 7 Overlays



Part 7 Overlays

7.1 Preliminary

- (1) Overlays identify areas within the Land use plan that reflect distinct themes that may include all or one of the following:
 - (a) sensitive to the effects of development;
 - (b) constrain land or development;
 - (c) subject to valuable resources; and
 - (d) present opportunities for development.
- (2) Overlays are mapped and included in **Schedule 2 (Mapping)**.
- (3) The changed levels of assessment, if applicable, for development affected by an overlay are in **Part 5 (Tables of assessment)**.
- (4) Assessment criteria for an overlay may be contained in one or both of the following:
 - (a) a map for an overlay; and
 - (b) a code for an overlay.
- (5) Where development is proposed on premises partly affected by an overlay, the assessment criteria for the overlay only relates to the part of the premises affected by the overlay.
- (6) The overlays for the Land use plan are:
 - (a) Potential Acid sulfate soils overlay code;
 - (b) Coastal management and biodiversity overlay code; and
 - (c) Flood management overlay code.

7.2 Overlay codes

7.2.1 Potential Acid sulfate soils overlay code

7.2.1.1 Application

The code applies to self-assessable and assessable development:

- (a) subject to the Potential Acid sulfate soils overlay shown on the overlay maps contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Potential Acid sulfate soils overlay code by tables of assessment in **Part 5 (Tables of assessment)**.

7.2.1.2 Purpose and overall outcomes

- (1) The purpose of the Potential Acid sulfate soils overlay code is to ensure that the release of acid and associated metal contaminants into the environment is avoided by either:
 - (a) not disturbing acid sulfate soils when excavating or otherwise removing soil or sediment, extracting groundwater or filling land; or
 - (b) treating and, if required, undertaking ongoing management of any disturbed acid sulfate soils and drainage waters.
- (2) The purpose of the code will be achieved through the following overall outcome:
 - (a) the generation or release of acid and metal contaminants from acid sulfate soils does not occur or where it is unavoidable does not have significant adverse effects on the natural and built environment (including infrastructure) and human health.

7.2.1.3 Assessment criteria

Table 7.2.1.3.1. Criteria for self-assessable and assessable development.

Performance outcome	Acceptable outcomes
<p>PO1 Development:</p> <p>(a) does not disturb acid sulfate soils; or (b) is managed to avoid or minimise the release of acid and metal contaminants, where disturbance of acid sulfate soils is unavoidable.</p>	<p>AO1.1 The disturbance of acid sulfate soils is avoided by:</p> <p>(a) not excavating or otherwise removing soil or sediment identified as containing acid sulfate soils; (b) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated acid sulfate soils; (c) not undertaking filling on land at or below 5 metres AHD that results in: (i) actual acid sulfate soils being moved below the water table; or (ii) previously saturated acid sulfate soils being aerated; and (d) not interfering with the normal tidal ebb and flow including by the placement of fill, bunds and tide gates.</p>

Table 7.2.1.3.2. Criteria for assessable development.

Performance outcome	Acceptable outcomes
<p>PO1 Development:</p> <p>(a) does not disturb acid sulfate soils; or (b) is managed to avoid or minimise the release of acid and metal contaminants, where disturbance of acid sulfate soils is unavoidable.</p>	<p>AO1.1 The disturbance of acid sulfate soils avoids the release of acid and metal contaminants by:</p> <p>(a) undertaking an acid sulfate soils investigation conforming to the <i>Queensland Sampling Guidelines</i> and soil analysis according to the <i>Laboratory Methods Guidelines</i> or <i>Australian Standard 4969</i>; (b) neutralising existing acidity and preventing the generation of acid and metal contaminants using strategies documented in the <i>Soil Management Guidelines</i>¹⁸; and (c) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment.</p>

¹⁸ Footnote - Dear SE, Moore NG, Dobos SK, Watling KM and Ahern CR (2002). Soil Management Guidelines. Queensland Acid Sulfate Soils Technical Manual. Department of Natural Resources and Mines, Indooroopilly.

7.2.2 Coastal management and biodiversity overlay code

7.2.2.1 Application

The code applies to self-assessable and assessable development:

- (a) subject to the Coastal management and biodiversity overlay elements shown on the overlay maps contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Coastal management and biodiversity overlay code by tables of assessment in **Part 5 (Tables of assessment)**.

7.2.2.2 Purpose and overall outcomes

- (1) The purpose of the Coastal management and biodiversity overlay code is to ensure that development is designed, constructed and operated to:
 - (a) avoid the social, financial and environmental costs arising from the adverse impacts of coastal hazards, taking into account the predicted effects of climate change; and
 - (b) protect, conserve and manage the coast, including its resources and biological diversity.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) development avoids adverse impacts to coastal landforms and alterations to physical coastal processes, including those below tidal waters;
 - (b) development is sited and designed to:
 - (i) maintain the safety of people and minimise increases in damage to property from the effects of coastal hazards;
 - (ii) minimise alterations to coastal landforms and allow the coast to respond naturally to changes in sea level (to the extent practicable), taking into account the intrinsic characteristics of the proposed use and the airport's location and function; and
 - (iii) provide for the natural effect of physical coastal processes to continue outside the development area.
 - (c) development avoids adverse effects on matters of State environmental significance or where adverse effects on such areas cannot be avoided those effects are minimised and/or offset; and
 - (d) development maintains public access to the coast consistent with maintaining airport security, public safety and conserving coastal resources.

7.2.2.3 Assessment criteria

Table 7.2.2.3.1. Criteria for self-assessable and assessable development.

Performance outcomes	Acceptable outcomes
Coastal hazards	
<p>PO1 Development and infrastructure is located, designed and constructed to ensure it is able to function during and after a storm tide event.</p>	<p>AO1.1 Development within an area prone to storm tide inundation as identified on OM-002 – Storm Tide Inundation is located in an area that is above RL 4.61 metres AHD and has freeboard above that level of 300mm.</p> <p>AO1.2 Infrastructure is located and designed to ensure any components that are likely to fail to function or may result in contamination when inundated by storm-tide inundation (e.g. electrical switchgear and motors, water supply pipeline air valves) are:</p> <ul style="list-style-type: none"> (a) located above RL 4.61 metres AHD; or (b) designed and constructed to exclude storm-tide intrusion/ infiltration. <p>AO1.3 Emergency services, shelters and associated facilities are above RL 4.61 metres AHD.</p> <p>AO1.4 Structures used for the manufacture or storage of hazardous materials in bulk are located above RL 4.61 metres AHD and have a freeboard above that level of 300mm.</p> <p>AO1.5 Development provides at least one evacuation route located above RL 4.61 metres AHD that remains passable for emergency evacuations during a storm-tide event.</p>
Riparian values	
<p>PO2 Development adjoining a waterway does not adversely affect the integrity of the waterway or riparian corridor.</p>	<p>PO2.1 Development, excluding Core airport infrastructure, is setback a minimum distance of 25 metres from the top of the high bank of Shellgrit Creek.</p>

Table 7.2.2.3.2. Criteria for assessable development.

Performance outcomes	Acceptable outcomes
Coastal hazards - erosion	
<p>PO1 Development mitigates any increase in risk to people and property from adverse coastal erosion impacts.</p>	<p>AO1.1 Development within an erosion prone area as identified on OM-003 - Erosion prone area:</p> <ul style="list-style-type: none"> (a) installs and maintains coastal protection works to mitigate adverse impacts to people and property from coastal erosion at the location; or (b) locates, designs and constructs relevant buildings or structures to withstand coastal erosion impacts.
<p>PO2 Development in an erosion prone area is required to:</p> <ul style="list-style-type: none"> (a) maintain sediment volumes of dunes and near-shore coastal landforms, or where a reduction in sediment volumes cannot be avoided, increased risks to development from coastal erosion are mitigated by location, design, construction, and operating standards; (b) maintain physical coastal processes outside the development footprint for the development, including longshore transport of sediment along the coast; and (c) not increase risk of shoreline erosion for areas adjacent to the development footprint unless the development is an erosion control structure. 	<p>AO2.1 If the development involves reclamation, the development:</p> <ul style="list-style-type: none"> (a) does not alter or otherwise minimises impacts on the physical characteristics of dune systems, including dune crest height and sand volume; (b) does not alter or otherwise minimises impacts on the physical characteristics of a waterway or the seabed near the reclamation, including flow regimes, hydrodynamic controls and tidal water and riverbank stability; (c) is located outside the active sediment transport area or otherwise maintains sediment transport processes as close as possible to their natural state; (d) ensures activities associated with the operation of the development maintain the structure and condition of vegetation communities and avoid wind and water runoff erosion. <p><i>Note: Applications are to be supported by a report certified by a registered professional engineer that demonstrates this performance outcome will be achieved.</i></p>
Matters of State Environmental Significance	
<p>PO3 Development is located, designed and operated to avoid adverse impacts on matters of State environmental significance; or where avoidance is not feasible, impacts are minimised and an environmental offset is provided for any residual impacts.</p>	<p>AO3.1 Development within areas of State environmental significance as identified on OM-004 – Matters of State environmental significance incorporate measures as part of location and design of the development to protect and retain identified ecological values and underlying ecosystem processes within and adjacent to the development site..</p> <p>OR</p> <p>AO3.2 An environmental offset is provided for any permanent, irreversible loss of matters of State environmental significance caused by the development in a manner consistent with the <i>Environmental Offsets Act 2014</i>.</p>

Table 7.2.2.3.2. Criteria for assessable development (cont.)

Performance outcomes	Acceptable outcomes
Coastal Protection Work	
<p>PO4 Development that is coastal protection work is:</p> <ul style="list-style-type: none"> (a) consistent with a shoreline erosion management plan that has been prepared for the area; or (b) in response to a demonstrated need to protect existing permanent structures from an imminent threat of coastal erosion, if abandonment or relocation of the structures is not feasible, and a relevant shoreline erosion management plan has not been prepared. 	<p>No acceptable outcome specified.</p>
<p>PO5 Where a relevant shoreline erosion management plan has not been prepared, development is required to protect private property from an imminent threat of coastal erosion by:</p> <ul style="list-style-type: none"> (a) erosion control structures that are located wholly on private land, or (b) erosion control structures that are located on private land to the maximum extent feasible where it is not feasible to locate the structures wholly on private land; and (c) preventing the risk of shoreline erosion for areas adjacent to the development footprint to the maximum extent feasible. 	<p>No acceptable outcome specified.</p> <p><i>Note: Applications for coastal protection work must be supported by a report certified by a registered professional engineer that demonstrates how the engineering solution sought by the work will be achieved.</i></p>
Scenic amenity	
<p>PO6 Development maximises opportunities to maintain and/or enhance natural scenic amenity values through the maintenance and restoration of vegetated buffers between development and coastal waters.</p>	<p>No acceptable outcome specified.</p>
Public access	
<p>PO7 Development adjacent to State coastal land or tidal water is located, designed and operated to maintain existing access to and along the foreshore where airport safety and operations are not compromised.</p>	<p>No acceptable outcome specified.</p>

7.2.3 Flood management overlay code

7.2.3.1 Application

The code applies to self-assessable and assessable development:

- (a) subject to the Flood management overlay elements shown on the overlay maps contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Flood management overlay code by tables of assessment in **Part 5 (Tables of assessment)**.

7.2.3.2 Purpose and overall outcomes

- (1) The purpose of the Flood management overlay code is to manage development outcomes in the floodplain so that risk to life, property, community and the environment during future flood events is minimised, and to ensure that development does not increase the potential for flood damage onsite or to other property.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) development maintains the safety of people on the development site from flood events and minimises the potential damage from flooding to property; and
 - (b) development does not result in adverse impacts on people's safety, the environment or the capacity to use land within the floodplain.

7.2.3.3 Assessment criteria

Table 7.2.3.3.1. Criteria for self-assessable and assessable development.

Performance outcomes	Acceptable outcomes
<p>PO1 Development and infrastructure responds to flooding potential and maintains personal safety at all times.</p>	<p>AO1.1 New buildings are:</p> <ul style="list-style-type: none"> (a) located on the highest part of the site to minimise entrance of floodwaters; or (b) elevated; and (c) provided with clear and direct pedestrian and vehicle evacuation routes off the site. <p>AO1.2 New lots are located on the highest part of the site to minimise entrance of floodwaters.</p> <p><i>Editor's note: Buildings subsequently developed on the lots created will need to comply with the relevant building assessment provisions under the Building Act 1975.</i></p> <p>AO1.3 Signage is provided on site:</p> <ul style="list-style-type: none"> (a) indicating the position and path of all safe evacuation routes off the site; and (b) if the site contains or is within 100m of a floodable waterway, hazard warning signage and depth indicators are also provided at key hazard points, such as at floodway crossings or entrances to low-lying reserves.

Table 7.2.3.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes
<p>PO2 Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding.</p>	<p>AO2.1 Buildings and structures allow for flow through of flood waters on the ground floor.</p> <p><i>Editor's note: Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site).</i></p> <p><i>Editor's note: The relevant building assessment provisions under the Building Act 1975 apply to all building work within the Flood management overlay area and must take account of the flood potential within the area.</i></p> <p><i>Editor's note: Resilient building materials should be used in accordance with the relevant building assessment provisions.</i></p>
<p>PO3 Development avoids the release of hazardous materials into floodwaters.</p>	<p>AO3.1 Material manufacturing equipment and containers are located on the highest part of the site to enhance flood immunity.</p> <p><i>Editor's note: Refer to the Dangerous Goods Safety Management Act 2001 and associated Regulation, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.</i></p>

Table 7.2.3.3.2. Criteria for assessable development.

Performance outcomes	Acceptable outcomes
<p>PO1 Development siting and layout responds to flooding potential and maintains personal safety at all times.</p>	<p>AO1.1 New buildings are provided with clear and direct pedestrian and vehicle evacuation routes off the site.</p> <p>AO1.2 Road and/or pathway layout provides a safe and clear evacuation path:</p> <ul style="list-style-type: none"> (a) by locating entry points above the flood level, if possible, and avoiding cul-de-sac or other non-permeable layouts; or (b) by direct and simple routes to main carriageways.
<p>PO2 Development directly, indirectly and cumulatively avoids any significant increase in water flow, velocity or flood level, and does not increase the potential for flood damage either on site or on other properties.</p>	<p>No acceptable outcome specified</p>
<p>PO3 Community infrastructure is able to function effectively during and immediately after flood events.</p>	<p>No acceptable outcome specified.</p>

PART 8 Development codes



Part 8 Development codes

8.1 Preliminary

- (1) Development codes are codes for assessment where identified as an applicable code in **Part 5 (Tables of assessment)**.
- (2) Use codes and other development codes are specific to each Land use plan area.
- (3) The following is the use code for the Land use plan:
 - (a) Airport general use code.
- (4) The following are the other development codes for the Land use plan:
 - (a) Advertising devices code;
 - (b) Landscaping code;
 - (c) Reconfiguring a lot code;
 - (d) Transport and parking code; and
 - (e) Works, services and infrastructure code.

8.2 Use code

8.2.1 Airport general use code

8.2.1.1 Application

This code applies to self-assessable and assessable development identified as requiring assessment against the Airport general use code by the tables of assessment in **Part 5 (Tables of assessment)**.

8.2.1.2 Purpose and overall outcomes

- (1) The purpose of the Airport general use code is to ensure that all development (including Core airport infrastructure) protects and maintains the operational efficiency and safety of the airport.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the current and long term safety and efficiency of operational airspace and the functioning of aviation facilities associated with Mackay Airport is maintained and enhanced;
 - (b) aviation facilities including navigation, surveillance and communications facilities are protected from incompatible development to maintain their efficient functioning;
 - (c) noise sensitive or other incompatible land uses are not adversely impacted by aircraft noise or groundside operations;
 - (d) there is no increase in the risk to public safety near the ends of the airport runways;
 - (e) buildings provide visual interest in their forms and facades, and responds to local climatic conditions in ways that reduce demands on non-renewable energy sources, especially for cooling; and
 - (f) community safety is enhanced and crime and anti-social behaviour are actively discouraged through design.

8.2.1.3 Assessment criteria

Table 8.2.1.3.1. Criteria for self-assessable and assessable development.

Performance outcomes	Acceptable outcomes
Airport protection	
<p>PO1 Development does not create a permanent or temporary obstruction in the airport's operational airspace.</p>	<p>AO1.1 Buildings and structures do not exceed the height limits identified on OPM-002 Structure Height.</p> <p>AO1.2 Cranes or other equipment used during construction do not encroach into the airport's operational airspace.</p> <p>AO1.3 Landscaping does not include vegetation that at maturity will encroach into the airport's operational airspace.</p> <p>AO1.4 Buildings and other structures are not located within 150 metres of any runway centre line.</p>
<p>PO2 Development does not include external lighting or reflective surfaces that could distract or confuse pilots or impact on visibility from the aircraft control tower.</p>	<p>AO2.1 Development does not include any of the following types of outdoor lighting: (a) straight parallel lines of lighting 500 metres to 1000 metres long; (b) flare plumes; (c) upward shining lights; (d) flashing lights; (e) laser lights; (f) sodium lights; and (g) reflective surfaces.</p> <p>AO2.2 Lighting is designed and constructed by a suitably qualified person¹⁹ and does not increase risk of an aircraft incident and has regard to the Civil Aviation Safety Authority Guideline: <i>Lighting in the vicinity of aerodromes: Advice to lighting designers</i>.</p>
<p>PO3 Emissions do not significantly increase air turbulence, reduce visibility or compromise the operation of aircraft engines in the airport's operational airspace.</p>	<p>AO3.1 Development does not emit smoke, dust, ash or steam into the airport's operational airspace.</p> <p>AO3.2 Development does not emit a gaseous plume into the airport's operational airspace at a velocity exceeding 4.3 m per second.</p> <p>OR</p> <p>AO3.3 Development emitting smoke, dust, ash, steam or a gaseous plume exceeding 4.3 m per second is designed and constructed to mitigate adverse impacts of emissions upon operational airspace.</p>

¹⁹ Footnote - Compliance statements prepared by a suitably qualified person are submitted to Mackay Airport Pty Ltd and the assessment manager (if not the same entity).

Table 8.2.1.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes
Airport protection	
<p>PO4 Development does not attract wildlife, in particular flying vertebrates such as birds and bats, into operational airspace in significant numbers</p>	<p>AO4.1 Development does not incorporate landscaping that involves ponds, lakes or permanent water sources.</p> <p>AO4.2 The following uses are not located on airport land: (a) Animal husbandry; (b) Animal keeping (except where ancillary to Emergency services and Custom agencies); (c) Intensive animal industry; (d) Landfill or waste transfer facilities; and (e) Tourist attraction (where involving a zoo).</p> <p>AO4.3 Where development is for the purpose of any of the following, potential food and waste sources are covered, stored and collected so that they are not accessible to wildlife: (a) Club; (b) Food and drink outlet; (c) Function facility; (d) Hotel; (e) Industrial activities involving food handling or processing; (f) Park; (g) Shop; or (h) Shopping centre.</p>
<p>PO5 Development does not interfere with the function of aviation facilities.</p>	<p>AO5.1 Development located within the building restricted area of an aviation facility as depicted by OPM-004 - Navigational Aids and Figure AO5.1, Figure AO5.2 and Figure AO5.3, does not create: (a) permanent or temporary physical obstructions in the line of sight between antennas; (b) an electrical or electromagnetic field that will interfere with signals transmitted by the facility; (c) reflective surfaces that could deflect or interfere with signals transmitted by the facility.</p> <p>OR</p> <p>AO5.2 Development located within the building restricted area for an aviation facility is designed and constructed to mitigate adverse impacts on the function of the facility.</p>

Table 8.2.1.3.1. Criteria for self-assessable and assessable development (cont.)

Airport protection	
<p>PO6 Development does not increase the risk to public safety.</p>	<p>AO6.1 Development within the public safety area (as depicted on OPM-005 – Public Safety Area) does not involve:</p> <ul style="list-style-type: none"> (a) a significant increase in the number of people living, working or congregating in the area; (b) the manufacture, use or storage of flammable, explosive, hazardous or noxious materials.
<p>PO7 Development involving a sensitive land use is appropriately located and designed to prevent adverse impacts from aircraft noise.</p>	<p>AO7.1 Development within the 20–40 ANEF contour is consistent with Table AO7.1. Building Site Acceptability based on ANEF Zones and OPM-003-Airport Noise Exposure Forecast.</p> <p>OR</p> <p>AO7.2 Development within the 20-40 ANEF contour is designed and constructed to attenuate aircraft noise in accordance with <i>AS2021-2000 Acoustics – Aircraft noise intrusion – Buildings siting and construction as demonstrated by a suitably qualified person</i>²⁰.</p>
Sensitive land uses	
<p>PO8 Sensitive land uses are not exposed to noise, odour, air or lighting nuisances that impact on human health, amenity or wellbeing.</p>	<p>AO8.1 Sensitive land uses are located, designed and constructed to ensure that the indoor noise objectives set out in the <i>Environmental Protection (Noise) Policy 2008</i> are met, as demonstrated by a suitably qualified person²¹.</p> <p>AO8.2 Sensitive land uses are located, designed and constructed to ensure that the air quality objectives set out in the <i>Environmental Protection (Air) Policy 2008</i> are met, as demonstrated by a suitably qualified person²².</p> <p>AO8.3 Medium impact industry, High impact industry and Special industry are setback from residential areas on Milton Street as follows: Medium impact industry – 250 metres; High impact industry – 500 metres; and Special industry 1,500 metres.</p> <p>AO8.4 Development adjacent to Milton Street provides:</p> <ul style="list-style-type: none"> (a) outdoor lighting that complies with <i>AS 4282 - Control of the obtrusive effects of outdoor lighting</i>, as demonstrated by a suitably qualified person²³; and (b) a landscaped strip along the frontage of the lease boundary which has a minimum width of 2 metres. <p>OR</p> <p>AO8.5 An appropriate planning investigation is prepared by a suitably qualified person²⁴, to demonstrate that the expected impacts from these industrial uses have been adequately considered in the local context and where necessary responded to in the design²⁵.</p> <p><small>Note: Refer to State planning policy- <i>State interest – Emissions and hazardous activities</i>; <i>Environmental Protection (Noise) Policy 2008</i>; and <i>Environmental Protection (Air) Policy 2008</i>, for guidance on the objectives, development requirements and design measures to be addressed in the planning investigation to achieve the outcomes.</small></p>

^{20,21,22,23, 24, 25} Footnote - Compliance statements prepared by a suitably qualified person are submitted to Mackay Airport Pty Ltd and the assessment manager (if not the same entity).

Table 8.2.1.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes
Sensitive land uses (cont.)	
<p>PO9 Sensitive land uses are not exposed to unacceptable levels of soil contaminants.</p>	<p>AO9.1 Sensitive land uses are located, designed and constructed to ensure that any soil contamination does not exceed the Health-based Investigation Levels outlined in the <i>National Environmental Protection Measure for assessment of Site Contamination (incorporating Schedules B(4) and (7a))</i>, as demonstrated by a suitably qualified person²⁶.</p>
Sitting and design of buildings	
<p>PO10 The siting and scale of buildings: (a) is compatible with the desired character of the area; (b) contributes to the existing and desired amenity of the airport; and (c) incorporates sustainable building principles.</p>	<p>AO10.1 Buildings and structures comply with the setbacks and site coverage requirements in Table AO10.1. Setbacks and site coverage.</p>
<p>PO11 Service stations and Short-term accommodation development is undertaken on allotments that have an area, dimension and access arrangements that are suitable for the intended use.</p>	<p>AO11.1 The site has a minimum area, dimensions and access as set out in Table AO11.1. Site suitability.</p>
Short term accommodation	
<p>PO12 Open space provided for Short-term accommodation is well designed and relevant to the use having regard to the airport context and the needs of short stay users.</p>	<p>AO12.1 Open space is provided: (a) at the minimum rate of 1.5m² per bed; and (b) at least 40% of the total onsite open space is contained in one area with a maximum length to breadth ratio of 2:1. Balconies, verandas, covered walkways or other parts of the building/s shelter are part of this area.</p>
Vegetation management	
<p>PO13 Development retains existing significant vegetation, and integrates the vegetation within the site layout and landscape concept.</p>	<p>AO13.1 Development is located and designed to minimise the clearing of regulated vegetation.</p> <p>AO13.2 Where removal or damage to regulated vegetation is unavoidable, it is replaced with vegetation of a similar height and structure as listed in Table AO2.1. Recommended species for ornamental use of the Landscaping code.</p>

²⁶ Footnote - Compliance statements prepared by a suitably qualified person are submitted to Mackay Airport Pty Ltd and the assessment manager (if not the same entity).

Table A07.1. Building Site Acceptability based on ANEF Zones.

Sensitive land uses	Compatibility of use within ANEF contour of site		
	Compatible	Compatible subject to conditions	Incompatible
Accommodation activity (except Short-term accommodation, hostel), residential care facility	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Short-term accommodation Hotel Hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
Educational establishment Child care centre	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hospital Health care service	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Community use	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF
Business activities ²⁷	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Low impact industry	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industry activities ²⁸	Acceptable in all ANEF zones		

Source: Adapted from Australian Standard 2021 (as adopted 7 July 2000).

Editor's notes:

- a. Australian Standard 2021 should be referred to by those seeking information / background on the basis of this table.
- b. Australian Noise Exposure Forecast (ANEF).

^{27,28} Footnote – refer to Schedule SC1.2.1 for defined activity groups

Table AO10.1. Setbacks and site.

Activities ²⁹	Road Frontage Setbacks	Side and Rear Boundary Setbacks	Maximum Site Coverage
Development within the Terminal business zone and Aviation enterprise precinct			
All activities and development (including Core airport infrastructure)	None specified ³⁰	None specified ³⁰	N/A
Development within all other zones and precincts			
Accommodation activities	Buildings: (i) primary road frontage - 3 metres; (ii) secondary road frontage - 3 metres;	Buildings: (i) not exceeding 4.5 metres in height - 1.5 metres; or (ii) exceeding 4.5 metres but less than 7.5 metres in height - 2 metres; or (iii) exceeding 7.5 metres in height - 2 metres plus 0.5 metres for every 3 metres for every part thereof by which the building exceeds 7.5 metres in height.	60%
Business activities	Buildings - 4 metres	None specified ³⁰	90%
Industrial activities	Buildings: (i) primary street frontage - 4 metres; and (ii) secondary street frontage - 3 metres.	Buildings: (i) 1.5 metres; or (ii) ¼ of the height of the building, whichever is the greater	N/A
Service station	(i) Buildings - 4 metres (ii) All facilities - 3 metres	Buildings and facilities (including car parking) - 3 metres.	N/A
	Fuel Pumps - 7.5 metres		
	Liquid Petroleum Gas Tanks - 7.5 metres		
All other activities and development (including Core airport infrastructure)	None specified ³⁰	None specified ³⁰	N/A

²⁹ Footnote – refer to Schedule SC1.2.1 for defined activity groups.

³⁰ Footnote – refer to the Building Code of Australia.

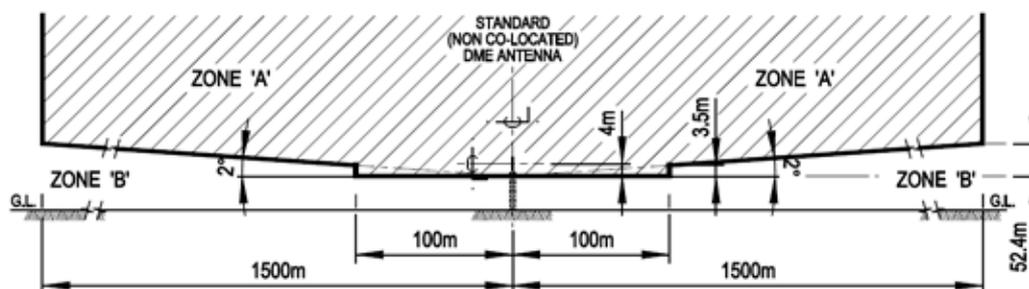
Table AO11.1. Site suitability.

Uses	Site Area (Minimum)	Allotment Frontage (Minimum)	Access
Service Station	1,500m ²	<ul style="list-style-type: none"> • 40 metres; or • Multi street frontages – 30 metres each. 	Access arrangements are designed in accordance with AS 2890.1 <i>Parking facilities - Off-street car parking</i> and AS 2890.2 <i>Parking facilities - Off-street commercial vehicle facilities</i> .
Short-term accommodation	800m ²	15 metres	
All Uses (other than listed above)	N/A		

Figure AO5.1. Distance Measuring Equipment (State Planning Policy – state interest guideline – Strategic airports and aviation facilities).

Distance measuring equipment (DME)

NOT TO SCALE



DME Building restricted area	Description	Action required
Zone A	<p>If development is located:</p> <p>a. within 100 m of the DME antenna and above a horizontal plane located 4 m below the centre of the DME antenna.</p> <p>OR</p> <p>b. between 100–1500 m from the DME antenna and the development will cross the zone boundary (defined as an elevation angle of 2°, measured from the above horizontal plane beneath the DME antenna).</p>	All applications must be referred to Airservices Australia for assessment.
Zone B	If development is located between 100–1500 m from the centre of the DME antenna and the development will not cross the zone boundary.	No requirements.

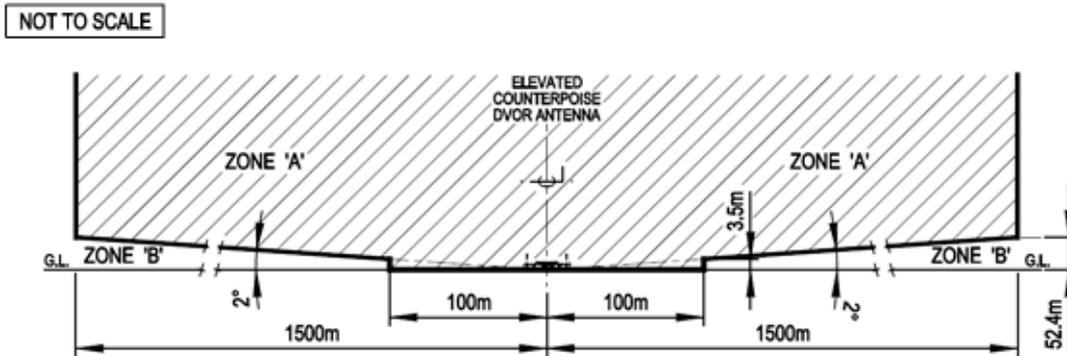
General guidance:

- Generally no obstacles within 100 m of the DME antenna above a horizontal plane located 4 m below the centre of the DME antenna.
- High voltage overhead power lines, 33 kV or greater, which cross the zone boundary should be at least 300 m from the DME antenna.
- If the DME antenna is collocated with a very high frequency omni-directional range (VOR), localiser or glide path facility, the building restricted area of the collocated facility should be used as the DME building restricted area.

Source: State Planning Policy – state interest guideline – Strategic airports and aviation facilities.

Figure A05.2. DVOR site State Planning Policy – state interest guideline – Strategic airports and aviation facilities.

Elevated counterpoise DVOR



DVOR Building restricted area	Description	Action required
Zone A	If development is located: a. within 100 m of the DVOR antenna OR b. Between 100–1500 m from the centre of the DVOR antenna and the development will cross the zone boundary (defined as an elevation angle of 2° from ground level at the centre of the DVOR antenna).	All applications must be referred to Airservices Australia for assessment.
Zone B	If development is located between 100–1500 m from the centre of the DVOR antenna and the development will not cross the zone boundary.	No requirements.

General guidance:

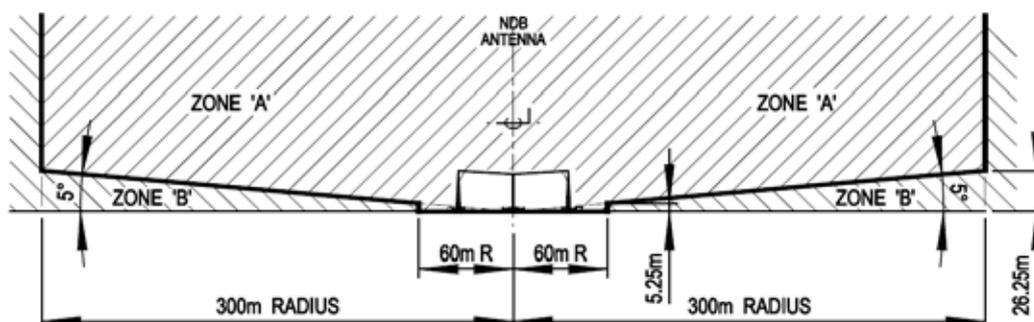
- Single trees less than 6 m tall are permitted beyond 75 m from the centre of the DVOR antenna.
- Generally, buildings, metallic structures and groups of trees are not permitted within 100 m of the DVOR antenna.
- High voltage overhead power lines, 33 kV or greater, which cross the zone boundary, should be at least 300 m from the centre of the DVOR antenna.

Source: State Planning Policy – state interest guideline – Strategic airports and aviation facilities.

Figure A05.3. NDB State Planning Policy – state interest guideline – Strategic airports and aviation facilities.

Non-directional beacon (NDB)

NOT TO SCALE



DVOR Building restricted area	Description	Action required
Zone A	<p>If development is located:</p> <p>a. within 60 m of the NDB antenna</p> <p>OR</p> <p>b. between 60–300 m from the NDB antenna and the development will cross the zone boundary (defined as an elevation angle of 5° from ground level at the centre of the NDB antenna).</p>	All applications must be referred to Airservices Australia for assessment.
Zone B	<p>If development is located between 60–300 m from the centre of the NDB antenna and the development will not cross the zone boundary.</p>	No requirements.

General guidance:

- Vegetation should be kept to less than 60 cm high when within a 60 m radius from the centre of the NDB antenna. Naturally occurring native flora may be allowed to exceed 60 cm subject to a site environment plan.
- High voltage overhead power lines 33 kv or greater should be at least 300 m from the centre of the NDB antenna.

Source: State Planning Policy – state interest guideline – Strategic airports and aviation facilities.

Editor's note – due to the location of the NDB it is unlikely that development on Mackay airport land will be affected by this provision.

Table 8.2.1.3.2. Criteria for assessable development.

Performance outcomes	Acceptable outcomes
Siting and design of buildings	
<p>PO1 The siting and scale of buildings:</p> <ul style="list-style-type: none"> (a) is compatible with the desired character of the area; (b) contributes to the existing and desired amenity of the airport; and (c) incorporates sustainable building principles. 	<p>AO1.1 Buildings are designed to address the primary street frontage of the site.</p> <p>AO1.2 Buildings located in prominent positions, such as 'gateway' and corner sites on principal roads, with frontages to major public spaces, or terminating important vistas, are designed to express or emphasise the importance of their location.</p> <p>AO1.3 Development is sited to respond to local climatic conditions and is energy and water efficient.</p>
Design for safety	
<p>PO2 The design and layout of the premises enhances community safety through discouraging crime and anti-social behaviour.</p>	<p>AO2.1 Doorway and other recesses in the building facades are not of a depth or configuration that will conceal a person.</p> <p>AO2.2 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.</p> <p>AO2.3 Alleyways (being spaces enclosed by two (2) walls, fences or the like) on private property are secured by locked gates at night, with gates being of a height and design which prevents access, but permits surveillance.</p> <p>AO2.4 Where fencing is provided (excluding where provided in accordance with the Mackay Airport's Transport Security Program), it achieves the following standards:</p> <ul style="list-style-type: none"> (a) views of entrances and exits to buildings are not inhibited; and (b) at least 50% of the fence is 1.2 metres or below in height. <p>AO2.5 Any fencing of a car park provides clear visibility into the site, except where adjoining land in a non-industrial precinct.</p>
Air, noise and odour emissions	
<p>PO3 Sensitive land uses that could compromise the existing or future industrial activities are not established in the Aviation enterprise precinct.</p>	<p>No acceptable outcome specified.</p>
<p>PO4 Development is not exposed to potential impacts from noxious and hazardous industry that will affect human health, wellbeing, amenity or human safety.</p>	<p>No acceptable outcome specified.</p>

8.3 Other Development Codes

8.3.1 Advertising devices code

8.3.1.1 Application

This code applies to self-assessable and assessable development identified as requiring assessment against the Advertising devices code by the tables of assessment in **Part 5 (Tables of assessment)**.

8.3.1.2 Purpose and overall outcomes

- (1) The purpose of the Advertising devices code is to ensure advertising devices are appropriately sized and located to maintain airport operations, public safety and visual amenity.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) advertising devices are constructed and maintained to maximise public safety;
 - (b) advertising devices complement or do not unreasonably detract from the desirable characteristics of the natural and built environment in which the devices are exhibited; and
 - (c) advertising devices are designed and integrated so as to minimise visual clutter.

8.3.1.3 Assessment criteria

Table 8.3.1.3.1. Criteria for self-assessable and assessable development.

Performance outcomes	Acceptable outcomes
<p>PO1 Advertising devices are designed, sited and constructed to maintain the safe and efficient function of road infrastructure and not impede pedestrian or traffic movements.</p>	<p>AO1.1 Advertising devices along Boundary Road, Bridge Road and Milton Street are not located within 4.5 metres from the road edge line and are designed and illuminated in compliance with the <i>Department of Transport and Main Roads' guide to the Management of Roadside Advertising</i>.</p> <p>AO1.2 A maximum of one (1) self standing advertising device (billboard) is located per 500 metres of road frontage.</p> <p>AO1.3 Advertising devices do not exceed the height limits indicated on OPM-002-Structure height.</p>
<p>PO2 The visual character of the airport is protected and enhanced.</p>	<p>AO2.1 Advertising devices:</p> <ol style="list-style-type: none"> (a) do not include projecting roof or sky signs; (b) where a free standing sign, have a height no greater than 6 metres; and (c) do not incorporate flashing neon lights or animated elements. <p>AO2.2 Advertising devices are not located within the Green space zone.</p>

Table 8.3.1.2.2. Criteria for assessable development.

Performance outcomes	Acceptable outcomes
<p>PO1 Advertising devices are compatible with the streetscape and circulation networks.</p>	<p>AO1.1 Advertising devices do not distract drivers in close proximity to intersections, traffic signals, and vehicle merging and weaving situations.</p> <p>AO1.2 Advertising devices are designed so as to not cause confusion with traffic control devices.</p>
<p>PO2 The visual character of the airport is protected and enhanced.</p>	<p>AO2.1 Advertising devices integrate with the building design to maintain a continuity of scale and proportion of the built form.</p> <p>AO2.2 Building signs are aligned with and do not obscure architectural features of the building including cornices, parapets, window heads or sills and pediments.</p>
<p>PO3 Advertising devices are constructed to an appropriate and safe standard.</p>	<p>AO3.1 Advertising devices are constructed and installed so as to facilitate and encourage easy and regular maintenance.</p>

8.3.2 Landscaping code

8.3.2.1 Application

This code applies to self-assessable and assessable development identified as requiring assessment against the Landscaping code by the tables of assessment in **Part 5 (Tables of assessment)**.

8.3.2.2 Purpose and overall outcomes

- (1) The purpose of the Landscaping code is to ensure that landscaping enhances the built and natural environment and creates attractive streetscapes and public places.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) landscape design responds to the distinctive natural and built characteristics of Mackay Airport, presents a legible and attractive 'face' to the street, and enhances the continuity of landscaping in the streets, particularly along Milton Street and Boundary Road East, while protecting infrastructure;
 - (b) landscaping co-ordinates and complements the natural elements of climate, vegetation, drainage, aspect, landform and soils;
 - (c) landscaping successfully integrates the built form with the local landscape character and enhances the tropical qualities of Mackay;
 - (d) landscaping minimises the consumption of water, and encourages the use of local provenance plant species and landscape materials;
 - (e) landscaping enhances personal safety and security;
 - (f) 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; and
 - (g) landscaping does not attract birds and other animals that constitute a hazard to aircraft operations.

8.3.2.3 Assessment criteria

Table 8.3.2.3.1. Criteria for self-assessable and assessable development.

Performance outcomes	Acceptable outcomes
Landscaping design	
<p>PO1 Development provides for landscaping to:</p> <ol style="list-style-type: none"> (a) soften the built form of development and enhance its appearance; (b) retain and improve the streetscapes to create an attractive airport area; (c) contribute to a comfortable environment by providing shade; and (d) provide entry statements. 	<p>AO1.1 Landscaping is provided along road frontages, particularly Milton Street and Boundary Road East, consistent with the building setbacks nominated in Table AO7.1 of the Airport general use code.</p> <p>AO1.2 Landscaping is provided along retaining walls and along building walls that are greater in length than 10 metres and unbroken.</p> <p>AO1.3 Street trees are planted on the verge adjacent the site equally spaced at one tree per five linear metres using species that comply with the height limits shown on OPM-002-Structure height.</p> <p>AO1.4 Development provides a minimum area of onsite landscaping as indicated in Table AO1.4. Onsite landscaping.</p>

Table 8.3.2.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes		
	Table AO1.4. Onsite landscaping.		
	Development	Minimum Onsite Landscaping	Onsite Landscape Strip - Front
	Core airport infrastructure	5%	None specified.
	Other	7.5%	3 metres average.
Plant selection			
<p>PO2 Development provides for landscaping which incorporates plant species that:</p> <ul style="list-style-type: none"> (a) are well matched to the required landscape function and height limits; (b) do not attract birds and wildlife; (c) are not poisonous or dangerous; (d) have a form and structure typical of the species, free from structural or root system faults, diseases and nutritional deficits; (e) minimises water consumption; and (f) are of appropriate hardiness for the intended location. 	<p>AO2.1 Plants used for landscaping:</p> <ul style="list-style-type: none"> (a) comply with the height limits shown on OPM-002-Structure height; and (b) are in accordance with Table AO2.1. Recommended species for ornamental use of the Landscaping code. 		
Services			
<p>PO3 Development provides for all landscaping to be located a safe distance from electricity and underground services.</p>	<p>AO3.1 Trees and large shrubs are located a minimum of:</p> <ul style="list-style-type: none"> (a) 5 metres from electricity poles and pillars; (b) 4 metres from street lights and landscape pole top lights; (c) 2 metres from stormwater catchment pits; and (d) 1 metre from underground services and utilities. <p>AO3.2 The height of any vegetation at maturity, landscaping structures or works is less than 4 metres (where consistent with the recommended species list) where:</p> <ul style="list-style-type: none"> (a) within 5 metres of an electric line; or (b) within 5 metres of a substation boundary. <p>OR</p> <p>AO3.3 Landscaping is provided in a position that is further from the nearest edge of the electric line or substation boundary than the expected maximum height at maturity of the vegetation.</p>		

Table 8.3.2.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes
Screening	
<p>PO4 Development provides for complete or partial landscape screening of built form elements, car parks, fences, utilities and storage areas.</p>	<p>AO4.1 Screen tree planting is spaced at a maximum of 750 mm measured from the centres of trees.</p> <p>AO4.2 Where screen planting is used along the side or rear boundary of a site, it consists of:</p> <ul style="list-style-type: none"> (a) mature planting of clumping palms or compact trees with a maximum spacing of 3 metres (measured from their centres) providing a dense screen within three years of occupation; or (b) shrubs capable of growing to a height of 3 metres within two years of planting (where consistent with the recommend species list – see Table AO2.1. Recommended species for ornamental use). <p>AO4.3 Waste storage, loading/unloading and outdoor storage areas are:</p> <ul style="list-style-type: none"> (a) screened from public view by landscaping with a minimum width of 2 metres, fencing, or buildings onsite; and (b) located no closer than 5 metres to a road frontage.
Safety and Security	
<p>PO5 Landscape design enhances community safety and reduces the potential for crime and anti-social behaviour.</p>	<p>AO5.1 Planting along pathways consists only of:</p> <ul style="list-style-type: none"> (a) trees with clean stemmed trunks to a height of at least 1.8 metres to ensure visibility is maintained from driveways, entrances, exits, intersections and junctions; and (b) low ground covers less than 0.75m in height, which are spaced at a minimum of 1.2 metres between horizontal centres. <p>AO5.2 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 1 metre in height.</p> <p>AO5.3 Any solid fence/wall is protected from graffiti by landscaping, creepers, murals, or vandal resistant paint.</p> <p>AO5.4 Paving materials clearly delineate between pedestrian and vehicular movement systems through contrasting materials/colours and/or level changes.</p>

Table 8.3.2.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes
Construction and maintenance	
<p>PO6 Landscaped areas are suitably irrigated to ensure long term viability of landscaped areas and landscape irrigation systems minimise consumption of mains potable water supply.</p>	<p>AO6.1 Permanent, automatic systems are installed for key landscaped areas that incorporate the following: (a) long-life at-grade, pop-up sprinkler heads (or underground drippers); (b) backflow devices installed, tested and registered by a suitably qualified person³¹; and (c) connection to rainwater tanks, stormwater reuse systems or recycled water or incorporation of timers, soil moisture sensors, sub-surface irrigation to minimise water wastage.</p> <p>AO6.2 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.</p>
<p>PO7 Bed widths and grades ensure plant viability, adequate water infiltration, and ease of maintenance.</p>	<p>AO7.1 Garden beds have an average minimum width of 1.2 metres, provided that the bed is no less than 0.5 metres wide at any point.</p> <p>AO7.2 Planting pits for trees in car parks are to provide a minimum of 4.0m³ for root zone development, at no greater depth than 1 metre.</p>
<p>PO8 Landscaping protects and maintains stormwater management.</p>	<p>AO8.1 Opportunities for water infiltration onsite are maximised by (wherever practical): (a) the use of permeable surfaces in preference to hard surfaces; and (b) draining any hard surfaced area towards permeable surfaces.</p>
Surface treatment	
<p>PO9 Development provides for all pavements used in landscaping to be safe, resilient and appropriate to the tropical climate.</p>	<p>A9.1 Development provides for all pavements used in landscaping to be: (a) hard wearing; (b) non-slip; (c) shaded or coloured to reduce glare and heat reflection; and (d) finished with surface treatments that require minimal cleaning or ongoing maintenance.</p>

³¹ Footnote - Compliance statements prepared by a suitably qualified person are submitted to Mackay Airport Pty Ltd and the assessment manager (if not the same entity).

Table A02.1. Recommended species for ornamental use.

[SOURCE: MAPL ENVIRONMENTAL DEPARTMENT]

Species for ornamental use	Common name	Description	Management notes
<i>Archidendron Lucyi</i>	Scarlet Bean	<ul style="list-style-type: none"> Large tree in forest but small tree to 5 metre in cultivation 	<ul style="list-style-type: none"> Prefers semi-shade but tolerates open conditions. Moderate growth rate. Fertilise annually for first 3 years
<i>Casuarina Equisitifolia</i>	Horse-Tail She Oak	<ul style="list-style-type: none"> Small tree to 4 metres Weeping foliage 	<ul style="list-style-type: none"> Hardy, moderate growth rate Fertilise annually for first 3 years
<i>Cleistanthus Apodus</i>	Weeping Cleistanthus	<ul style="list-style-type: none"> Small tree to 4 metres Weeping foliage, new foliage pink 	<ul style="list-style-type: none"> Hardy, moderate growth rate Naturally bushy Fertilise annually for first 3 years
<i>Crinum Pedunculatum</i>	Cardwell Lily	<ul style="list-style-type: none"> Large fleshy lily to 1.5 metres tall with leaves up to 1.5 metres long 	<ul style="list-style-type: none"> Hardy, fast growing Works best in a group planting in beds
<i>Dianella Caerulea</i>	Flax Lily	<ul style="list-style-type: none"> Herb to 300mm 	<ul style="list-style-type: none"> Semi-shade only. Fertilise annually. Better suited to regularly managed areas
<i>Eugenia Reinwardtiana</i>	Beach Lillipilli	<ul style="list-style-type: none"> Shrub to 1 metre Dense foliage Fleshy fruits are edible but plant height unlikely to attract birds 	<ul style="list-style-type: none"> Prefers semi-shade but will grow in open conditions Fertilise annually for first 3 years
<i>Gahnia Aspera</i>	Saw Sedge	<ul style="list-style-type: none"> Sedge to 500mm with upright strap leaves 	<ul style="list-style-type: none"> Hardy, fast growth Ideal for edges, fertilise annually for first 3 years
<i>Graptophyllum Excelsum</i>	Native Holly	<ul style="list-style-type: none"> Shrub to 3 metres 	<ul style="list-style-type: none"> Prefers semi-shade Fertilise annually and prune back regularly
<i>Hibiscus Tiliaceus</i>	Coastal Cottonwood	<ul style="list-style-type: none"> Spreading shrub/ small tree to 5 metres Dense foliage 	<ul style="list-style-type: none"> Hardy, fast growing Can be pruned to any shape
<i>Ichnocarpus Frutescens</i>	Ichnocarpus	<ul style="list-style-type: none"> Scrambler generally no higher than 300mm above ground 	<ul style="list-style-type: none"> Hardy, moderate growth Fertilise annually and prune as desired
<i>Leptospermum Longifolium</i>	Weeping Ti-Tree	<ul style="list-style-type: none"> Shrub to 4 metres Weeping foliage 	<ul style="list-style-type: none"> Hardy, moderate growth rate Fertilise for first 3 years

Table AO2.1. Recommended species for ornamental use (cont.)

Species for ornamental use	Common name	Description	Management notes
<i>Lomandra Spp (Hystrix, Longifolia, Spicata)</i>	Mat Rush	<ul style="list-style-type: none"> Rushes between 400mm and 1.5 metres 	<ul style="list-style-type: none"> Hardy, fast growth. Cut back as desired. Ideal for edges, fertilise annually for first 3 years
<i>Maniltoa Schefferi</i>	Handkerchief Tree	<ul style="list-style-type: none"> Tree to 6 metres Weeping glossy green foliage 	<ul style="list-style-type: none"> Prune as required, but only during autumn and winter
<i>Metrosideros Queenslandicus</i>	Xmas Bush	<ul style="list-style-type: none"> Tree to 20 metres in forest but 5-6 metres more likely at the airport Glossy foliage, yellow flowers 	<ul style="list-style-type: none"> Hardy, slow growth rate Flowers irregularly (rarely) Prune to shape
<i>Orthosiphon Aristatus</i>	Cats Whiskers	<ul style="list-style-type: none"> Herb to 500mm White flowers attract butterflies only 	<ul style="list-style-type: none"> Prefers semi-shade Fertilise annually and prune back regularly to promote flowering
<i>Pandanus Cookii</i>	Cooks Pandan	<ul style="list-style-type: none"> Small tree to 5 metres 	<ul style="list-style-type: none"> Hardy, moderate growth rate Large fruits may require removal prior to shedding. Shed foliage requires removal
<i>Pavetta Australiensis</i>	Pavetta	<ul style="list-style-type: none"> Shrub to 2 metres Glossy foliage 	<ul style="list-style-type: none"> Hardy, moderate growth rate Prune as desired, fertilise annually for first 3 years
<i>Pittosporum Revolutum</i>	Rusty Pittosporum	<ul style="list-style-type: none"> Open shrub to 1.8 metres Large fruits not commonly sought by birds 	<ul style="list-style-type: none"> Hardy, moderate growth rate Prune as desired, fertilise annually for first 3 years
<i>Sarcotoechia Serrata</i>	Fern-Leaf Tamarind	<ul style="list-style-type: none"> Small tree to 5 metres 	<ul style="list-style-type: none"> Hardy, moderate growth rate Prune as desired, fertilise annually for first 3 years
<i>Scaevola Taccada</i>	Sea Lettuce	<ul style="list-style-type: none"> Shrub to 1.8 metres Glossy foliage 	<ul style="list-style-type: none"> Fertilise annually and prune back as required
<i>Xanthorrhoea Johnsonii</i>	Grass Tree	<ul style="list-style-type: none"> Sub-shrub to 1.5 metres Erect flower stalk 	<ul style="list-style-type: none"> Hardy, slow growing Fertilise annually for first 3 years Prune off annual flower spike to discourage birds

8.3.3 Reconfiguring a lot code

8.3.3.1 Application

This code applies to self-assessable and assessable development identified as requiring assessment against the Reconfiguring a lot code by the tables of assessment in **Part 5 (Tables of assessment)**.

8.3.3.2 Purpose and overall outcomes

- (1) The purpose of the Reconfiguring a lot code is to ensure that new lots³² are configured in a manner which is appropriate for their intended use, are responsive to site constraints, provide appropriate access and support high quality urban design outcomes.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) new lots have areas and dimensions which meet use requirements and reflect environmental characteristics and facilitate energy efficient building design;
 - (b) 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;
 - (c) lot reconfiguration responds appropriately to topography, natural drainage systems and vegetation, any places of cultural heritage significance, and opportunities for views and vistas; and
 - (d) infrastructure networks are designed to perform their intended functions safely and efficiently.

8.3.3.3 Assessment criteria

Table 8.3.3.3.1. Criteria for self-assessable and assessable development.

Performance outcomes	Acceptable outcomes			
Lot size				
PO1 Development provides for the size, dimensions and orientation of lots to: <ol style="list-style-type: none"> (a) be compatible with the preferred character of the precinct in which the lot is situated; (b) provide suitable building envelopes and safe pedestrian, bicycle and vehicular access; (c) provide for the efficient use of land; (d) take account of and respond sensitively to site constraints; and (e) enable the efficient provision of infrastructure services. 	AO1.1 Lot size and dimensions are consistent with the following Table AO1.1. Lot dimensions.			
	Table AO1.1. Lot dimensions.			
	Precinct/Zone	Minimum Area (m²)	Minimum Frontage (metres)	
	Aviation enterprise precinct	200	10	
	Commercial enterprise precinct	800	20	
	Terminal business zone	800	20	
Industrial lots (all zones)	1,000	20		
A01.2 Each lot has its own road frontage or where access is provided by easements no more than three lots utilise such access.				

³² Footnote - 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 *Sustainable Planning Act 2009*.

Table 8.3.3.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes
Street and lot layout	
<p>PO2 The street and lot layout provides for the provision of services in a manner that is efficient and which minimises adverse environmental or amenity related impacts, including:</p> <ul style="list-style-type: none"> (a) water supply; (b) sewage disposal; (c) drainage; and (d) electricity and telecommunications. 	<p>AO2.1 Lots are connected to:</p> <ul style="list-style-type: none"> (a) the reticulated water supply infrastructure network; (b) the reticulated sewerage infrastructure network; (c) stormwater drainage network; (d) the reticulated electricity infrastructure network; and (e) telecommunications infrastructure network.
<p>PO3 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.</p>	<p>AO3.1 The road network is consistent with the design guidelines set out in the <i>Geometric Road Design Planning Scheme Policy</i>.</p>
<p>PO4 Land adjoining a major road is capable of being adequately buffered from the adverse impacts of the road.</p>	<p>AO4.1 Development is designed and constructed to mitigate the noise and visual impacts of road infrastructure in accordance with the <i>Geometric Road Design Planning Scheme Policy</i>.</p>
<p>PO5 Access to lots is safe and ensures the efficiency of the road network is maintained.</p>	<p>AO5.1 Access is consistent with the design guidelines set out in the local government's planning scheme policy.</p>
<p>PO6 The location and design of intersections is safe, convenient and adequately accommodates the expected traffic volumes.</p>	<p>AO6.1 The location and design of intersections is consistent with the design guidelines set out in the local government's planning scheme policy.</p>
Tropical character	
<p>PO7 The street and lot layout facilitates the siting of buildings to:</p> <ul style="list-style-type: none"> (a) have appropriate solar orientation; (b) take advantage of prevailing breezes; (c) minimise cut and fill; and (d) avoid fragmenting remnant vegetation or creating edge effects. 	<p>No acceptable outcome specified.</p>
Public transport	
<p>PO8 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.</p>	<p>AO8.1 Routes for regular bus services are consistent with design guidelines set out in the local government's planning scheme policy.</p>
Pedestrian and cycle facilities	
<p>PO9 Development provides for the establishment of a network of pedestrian and bicycle paths that:</p> <ul style="list-style-type: none"> (a) provides a high level of permeability and connectivity; (b) is attractive and convenient and maximises opportunities to link employment areas and public transport; (c) incorporates safe street crossings with adequate sight distances, pavement markings, warning signs and safety rails; and (d) is well lit and located where there is casual surveillance. 	<p>AO9.1 Sealed pathways for pedestrians and bicycles are provided in accordance with the design guidelines set out in <i>Austroads: Guide to Road Design Part 6A: Pedestrian and Cycle Paths</i>.</p> <p>AO9.2 Direct paths of travel are provided to and between facilities.</p>

8.3.4 Transport and parking code

8.3.4.1 Application

This code applies to self-assessable and assessable development identified as requiring assessment against the Transport and parking code by the tables of assessment in **Part 5 (Tables of assessment)**.

8.3.4.2 Purpose and overall outcomes

- (1) The purpose of the Transport and parking code is to ensure sufficient and convenient parking, access and road network capacity to accommodate the volume and type of vehicle traffic expected to be generated by the development.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the layout of streets, public spaces, buildings, and uses facilitates safe and convenient access and mobility;
 - (b) car parking facilities are designed to be operationally safe and functional and are of a standard suitable to the expected lifespan of the development;
 - (c) onsite vehicle parking does not detract from the streetscape character or amenity of an area;
 - (d) access to premises achieves safe and effective operating conditions on the road network; and
 - (e) adequate public transport, pedestrian and cycling facilities are provided.

8.3.4.3 Assessment criteria

Table 8.3.4.3.1. Criteria for self-assessable and assessable development.

Performance outcomes	Acceptable outcomes
Access	
<p>PO1 The location of access points to the development limits conflict and is designed to operate efficiently and safely taking into account:</p> <ol style="list-style-type: none"> (a) the amount and type of vehicular traffic; (b) the type of development (e.g. long-stay, short-stay, regular, casual); (c) road frontage traffic conditions; (d) the nature and extent of future road or intersection improvements; (e) current and future on-street parking arrangements; (f) the capacity of the adjacent road system; and (g) the available sight distances. 	<p>AO1.1 Access points are designed and constructed by a suitably qualified person³³ in accordance with the provisions of <i>AS2890.1 - Parking Facilities: Off-Street Car Parking</i> and <i>AS 2890.2 – Parking Facilities - Off-street Commercial Vehicle Facilities</i>.</p> <p>AO1.2 Where sites have frontage to more than one road, access is provided, where possible, from the lowest order road.</p>
Parking	
<p>PO2 Development provides sufficient onsite car parking to accommodate the number and type of vehicles likely to be generated by the development having regard to:</p> <ol style="list-style-type: none"> (a) the type and intensity of land use; (b) any existing parking available on the site; (c) hours of operation; and (d) likely numbers of users. 	<p>AO2.1 Onsite parking is provided in accordance with Table AO2.1. Minimum number of car parking spaces of this code.</p> <p>AO2.2 Core airport infrastructure provides 50% of the car parking requirement in Table AO2.1 Minimum number of car parking spaces in a communal car parking area off-site utilising reciprocal use rights with surrounding premises.</p>

³³ Footnote - Compliance statements prepared by a suitably qualified person are submitted to Mackay Airport Pty Ltd and the assessment manager (if not the same entity).

Table 8.3.4.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes
Parking	
	<p>AO2.3 Parking spaces are designed and constructed by a suitably qualified person³⁴ to meet the dimensions and other requirements specified in <i>AS2890.1 - Parking Facilities: Off-Street Car Parking</i> and <i>AS 2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities</i>.</p> <p>AO2.4 Parking areas are kept and used exclusively for car parking.</p>
<p>PO3 Car parking areas are appropriately signed.</p>	<p>AO3.1 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.</p> <p>AO3.2 Signage is designed and constructed by a suitably qualified person³⁵ in accordance with <i>AS2890.1 - Parking Facilities: Off-Street Car Parking</i> and <i>AS1742 the Manual of Uniform Traffic Control Devices</i>.</p>
<p>PO4 Car parking areas have appropriate lighting for activities that operate at night.</p>	<p>AO4.1 Lighting is designed and constructed by a suitably qualified person³⁶ in accordance with <i>AS1158 – Road Lighting</i> and <i>AS1158 – Public Lighting Code</i>.</p> <p>AO4.2 Where car parks are not required at night, entry to the car parking area is physically restricted.</p>
Road design and construction	
<p>P05 Roads are designed and constructed to:</p> <ul style="list-style-type: none"> (a) 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; (b) accommodate public utility services and drainage systems; (c) create a safe and attractive environment that is consistent with the character of the area; and (d) provide for the safe and efficient movement of vehicles, pedestrians and cyclists. 	<p>A05.1 Roads are designed and constructed by a suitably qualified person³⁷ to ensure:</p> <ul style="list-style-type: none"> (a) each lot has safe and practical access to the existing road network via a direct road frontage or an access strip (for a rear lot); (b) a driveway crossover is provided to each lot in accordance with the local government’s planning scheme policy; (c) the design of the road network is consistent with the design guidelines set out in the local government’s planning scheme policy; (d) all roads are provided with street lighting designed and installed in accordance with the provisions of <i>AS1158 Road Lighting</i>; and (e) kerb and channel is constructed in accordance with the design guidelines set out in the local government’s planning scheme policy.

^{34,35,36,37} Footnote - Compliance statements prepared by a suitably qualified person are submitted to Mackay Airport Pty Ltd and the assessment manager (if not the same entity).

Table 8.3.4.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes
Vehicle manoeuvring	
<p>PO6 Vehicle manoeuvring areas, including loading areas, are safe, functional and provide effective drainage.</p>	<p>AO6.1 Onsite driveways, vehicle manoeuvring, parking and loading/unloading areas are designed and constructed by a suitably qualified person³⁸ to ensure:</p> <ul style="list-style-type: none"> (a) aisles within car parks comply with AS2890.1 - <i>Parking Facilities: Off-Street Car Parking</i>; (b) sight distances at car park accesses comply with AS2890.1 - <i>Parking Facilities: Off-Street Car Parking</i>; (c) surfaces are imperviously sealed and comply with AS2890.1 - <i>Parking Facilities: Off-Street Car Parking</i> and AS 2890.2 - <i>Parking Facilities (Off-street Parking): Commercial Vehicle Facilities</i>; (d) turning circles comply with the design guidelines set out in AS2890.1 - <i>Parking Facilities: Off-Street Car Parking</i> and AS 2890.2 - <i>Parking Facilities (Off-Street Parking): Commercial Vehicle Facilities</i>; (e) all vehicles are able to enter and leave the site in forward gear; and (f) all surfaces drain to the existing kerb and channel and do not flow directly into waterways. <p>AO6.2 Development is provided with loading facilities that are contained wholly within the premises.</p>
Sustainable transport	
<p>PO7 Development encourages workers to access the site by bicycle.</p>	<p>AO7.1 Development provides onsite bicycle parking spaces at the minimum rates specified in Table AO2.1. Minimum number of parking spaces and are designed and constructed by a suitably qualified person³⁹ to meet requirements included in <i>Austroads: Guide to Road Design Part 6A: Pedestrian and Cycle Paths</i>.</p> <p>AO7.2 Sealed access pathways for cyclists are designed and constructed by a suitably qualified person⁴⁰ in accordance with the provisions of AS2890.3 - <i>Parking facilities - Bicycle parking facilities</i>.</p> <p>AO7.3 Where access for cyclists is shared with access for pedestrians or vehicles, the shared use is identified by signage and line marking designed by a suitably qualified person⁴¹ in accordance with the provisions of AS 1742 - <i>Manual of Uniform Traffic Control Devices</i>.</p>

^{38,39,40,41} Footnote - Compliance statements prepared by a suitably qualified person are submitted to Mackay Airport Pty Ltd and the assessment manager (if not the same entity).

Table 8.3.4.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes	
Sustainable transport		
PO8 Footpaths of an appropriate standard and which enhance the streetscape of the locality are provided along the frontages of sites.	AO8.1 Pathways are safe, convenient and are designed and constructed by a suitably qualified person ⁴² in accordance with the <i>Austrroads: Guide to Road Design Part 6A: Pedestrian and Cycle Paths</i> .	
Landscaping in car parks		
PO9 Landscaping provides for safe, legible and comfortable conditions within parking areas.	AO9.1 Shade trees are provided in car parking areas in accordance with Table AO9.1. Shade tree requirements . Table AO9.1. Shade tree requirements.	
	Parking Arrangement	Ratio of Shade Trees to Car Parking Spaces
	Double sided, angle or parallel bays	1 tree per 8 bays
Single sided, angle or parallel bays	1 tree per 5 bays	

⁴² Footnote - Compliance statements prepared by a suitably qualified person are submitted to Mackay Airport Pty Ltd and the assessment manager (if not the same entity).

Table 8.3.4.3.2. Criteria for assessable development.

Performance outcomes	Acceptable outcomes
Sustainable transport	
<p>PO1 Safe and convenient pedestrian and cyclist routes are provided in locations which are consistent with existing or likely future movement desire lines.</p>	<p>AO1.1 The alignment of footpaths and cycle ways allows for the retention of trees and other significant views, landmarks, and other features.</p> <p>AO1.2 Pedestrian paths and cycleways are well lit and located where there is casual surveillance.</p> <p>AO1.3 A path that has a change in direction of greater than 75 degrees maintains visibility for pedestrians and cyclists by the use of clear materials in building walls or fences, or the strategic placing of mirrors.</p> <p>AO1.4 Direct paths of travel are provided to and between Core airport infrastructure and development (other than Core airport infrastructure) use areas, including access off paths at regular intervals.</p> <p>AO1.5 Pedestrian, cycle and public transport facilities are protected against weather conditions including direct summer sun and heavy rain.</p>
<p>PO2 An efficient and convenient network of public transport routes is provided taking account of:</p> <ul style="list-style-type: none"> (a) projected travel demand; (b) distribution of likely demand; (c) characteristics of travellers; (d) travel time; (e) operating characteristics; and (f) cost and timing of providing the service. 	<p>AO2.1 Direct pedestrian access is provided to public transport stops from shopping centres or the business area that they serve.</p> <p>AO2.2 The location of bus stops and bus transit centres are clearly identified.</p> <p>AO2.3 Bus stops and bus transit centres are protected against weather conditions including direct summer sun, prevailing wind and heavy rain.</p>
<p>PO3 Development incorporates design measures to ensure the safe movement of people and vehicles associated with the development.</p>	<p>AO3.1 Development in the Commercial enterprise precinct incorporates:</p> <ul style="list-style-type: none"> (a) an internal road to link adjacent and related facilities; and (b) pedestrian links between adjoining development sites and between adjacent and related facilities.

Table AO2.1. Minimum Number of Parking Spaces.

Use	Minimum number	
	Car Parking Spaces	Bicycle Parking Spaces
Core airport infrastructure – airside	<ul style="list-style-type: none"> Hangars - 1 space per 150m² of GFA; and Office - 1 space per 50m² of GFA. 	1 per 800m ² GFA
Core airport infrastructure – car parking facilities	<ul style="list-style-type: none"> Office - 1 space per 50m² of GFA; and 1 space per 10m² GFA plus the provision of truck loading, unloading and manoeuvring space onsite as required by the use. 	1 per 750m ² GFA over 1,000m ²
Core airport infrastructure –services	<ul style="list-style-type: none"> Catering Facility - 1 space per 100m² of GFA; and Office - 1 space per 50m² of GFA; and Storage - 1 space per 150m² of GFA; and Training Facility - 1 space per 2 staff; 1 space per 10 students. 	1 per 800m ² GFA
Core airport infrastructure – support	<ul style="list-style-type: none"> Office - 1 space per 50m² of GFA; and Storage - 1 space per 150m² of GFA; and Training Facility – N/A. 	1 per 800m ² GFA
Core airport infrastructure – terminal	<ul style="list-style-type: none"> In accordance with IATA Airport Development Reference Manual⁴³ 	1 per 750m ² gross floor area over 1,000m ²
Core airport infrastructure – terminal facilitation	<ul style="list-style-type: none"> In accordance with IATA Airport Development Reference Manual⁴⁴ 	N/A
Business activities <i>(excluding Health care services & Veterinary services)</i>	<ul style="list-style-type: none"> 1 space per 50m² of GFA 	1 per 750m ² GFA over 1,000m ²
Industry activities	<ul style="list-style-type: none"> 1 space per 90m² of GFA; or 2 spaces for a self storage facility 	1 per 800m ² GFA
Health care services	<ul style="list-style-type: none"> 1 space per 20m² of GFA; and 1 space per 2 equivalent full time employees; and 1 space for ambulance pick-up and set down. 	N/A
Hotel	Refer to Table AO2.1(B). Licensed facilities car parking spaces.	N/A
Service station	<ul style="list-style-type: none"> 1 space per 2 employees; 1 space per 25m² of retail GFA; Queuing spaces within the site for 3 vehicles using/ awaiting use of each car washing bay. 	N/A
Veterinary services	<ul style="list-style-type: none"> 1 space per 25m² of GFA 	N/A
Any other use	<ul style="list-style-type: none"> Sufficient spaces to accommodate the amount of vehicle traffic likely to be generated by the particular use 	

^{43,44} Footnote – refer to www.iata.org

Table AO2.1(B). Licensed facilities Car Parking spaces.

Licensed Facilities (1 or all applicable components)	Car Parking Spaces/m ²
Hotel - Bar, lounge, beer garden, etc	1 spaces per 10m ² of public area
Food and drink outlet - Bulk liquor sales area/s (i.e. liquor barn, etc)	1 spaces per 50m ² of floor space
Food and drink outlet - Bottle shop (drive through)	12 vehicle queuing lane/s
Food and drink outlet	1 space per 50m ² of GFA
Club - unlicensed club rooms	1 space per 45m ² of NLA
Club - licensed club rooms	1 space per 15m ² of NLA
Short-term accommodation	0.3 per room (min 10 spaces)

8.3.5 Works, services and infrastructure code

8.3.5.1 Application

This code applies to self-assessable and assessable development identified as requiring assessment against the Works, services and infrastructure code by the tables of assessment in **Part 5 (Tables of assessment)**.

8.3.5.2 Purpose and overall outcomes

- (1) The purpose of the Works, services and infrastructure code is to ensure that services and infrastructure meets the needs of the development and is undertaken in a sustainable manner.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) services are provided in a cost effective, coordinated, efficient and equitable manner that supports sustainable development practices;
 - (b) stormwater is managed to protect receiving waters' environmental values from adverse development impacts arising from altered urban stormwater quality and altered stormwater flow; and
 - (c) excavation and filling does not detrimentally affect visual amenity; cause flooding and drainage problems or land instability; or detrimentally impact utility services.

8.3.5.3 Assessment criteria

Table 8.3.5.3.1. Criteria for self-assessable and assessable development.

Performance outcomes	Acceptable outcomes
Services	
PO1 Development is provided with the full range of urban services necessary to meet current and future needs.	A01.1 The site is connected to: <ol style="list-style-type: none"> (a) the reticulated water supply system; (b) the reticulated sewerage system; (c) the stormwater network; (d) underground electricity supply network; and (e) telecommunications network. A01.2 Development is provided with waste collection, storage and removal services.
Stormwater	
PO2 Drainage paths on premises are maintained free of obstruction to permit unimpeded flow of stormwater.	A02.1 Where premises contain a waterway (whether constructed or otherwise) a drainage reserve or easement with a minimum width of 5 metres from the high bank of the waterway is provided.
Earthworks	
PO3 Excavation or filling aims to control impacts on the amenity or privacy of adjoining premises.	A03.1 Earthworks batters on premises: <ol style="list-style-type: none"> (a) are no greater than 1.8 metres in height; (b) are stepped with a minimum width 2 metre berm; and (c) do not exceed a maximum of two batters and two berms (i.e. no greater than 3.6 metres in total height) on any one lot. A03.2 Retaining walls, earthworks batters or any structure used for the supporting of filled or excavated areas do not exceed 1.8 metres in height.

Table 8.3.5.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes
Public utilities	
<p>PO4 Development and works maintain the efficient functioning of public utility mains, services or installations.</p>	<p>AO4.1 Public utility mains, services and installations are not required to be altered or repaired as a result of the development.</p> <p>OR</p> <p>AO4.2 Public utility mains, services and installations are altered or repaired by a suitably qualified person⁴³ and satisfy the design guidelines set out in the local government's planning scheme policy.</p> <p>AO4.3 Where necessary, existing services are relocated at the expense of the entity undertaking the development.</p>

Table 8.3.5.3.2. Criteria for assessable development.

Performance outcomes	Acceptable outcomes
Stormwater management	
<p>PO1 The design and construction of major and minor stormwater drainage systems are founded on accepted principles and current design practice.</p>	<p>AO1.1 Major and minor stormwater drainage systems are designed and constructed in accordance with the local government's planning scheme policy.</p> <p>AO1.2 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.</p>
<p>PO2 Stormwater runoff is contained, treated and managed so that it does not adversely affect:</p> <ul style="list-style-type: none"> (a) in-stream and riparian values; (b) surface or underground water quality; and (c) the environment either upstream or downstream of the site. 	<p>AO2.1 The development includes:</p> <ul style="list-style-type: none"> (a) a minor drainage system comprising swales, detention, piped drainage and/or kerbed drainage that is sized such that the development does not increase peak stormwater flows for up to a 1-in-2 year storm event; and (b) a major drainage system, comprising overland flow paths, formed and planned such that the development does not increase peak stormwater flows for up to a 1-in-5 year storm event. <p>AND</p> <p>AO2.2 All stormwater leaving the site is treated or filtered to achieve the outcomes in Table AO3.1. Stormwater quality criteria.</p> <p>OR</p> <p>AO2.3 Prepare a site-based stormwater quality management plan (SQMP) that:</p> <ul style="list-style-type: none"> (a) is consistent with any local area stormwater management planning; and (b) provides for achievable stormwater quality treatment measures reflecting land use constraints, such as soil type, landscape features (including landform), nutrient hazardous areas, acid sulfate soil and rainfall erosivity.

Table 8.3.5.3.2. Criteria for assessable development (cont.)

Performance outcomes	Acceptable outcomes
Stormwater management (cont.)	
<p>PO3 During construction and operation stormwater runoff is contained, treated and managed so that it does not adversely affect:</p> <ul style="list-style-type: none"> (a) in-stream and riparian values; and (b) surface or underground water quality; and (c) the environment either upstream or downstream of the site. 	<p>AO3.1 An erosion and sediment control plan is prepared that demonstrates how stormwater quality will be managed in accordance with an acceptable regional or local guideline so that target contaminants are treated to a design objective at least equivalent to Table AO3.1. Stormwater quality criteria.</p> <p>AO3.2 All stormwater leaving the site is treated or filtered to achieve the outcomes in Table AO3.1. Stormwater quality criteria.</p>
<p>PO4 Development does not result in a significant adverse impact on the water flow of the adjoining premises.</p>	<p>AO4.1 Where development requires excavation or filling of drainage paths, or waterways (man-made or otherwise) equivalent underground drainage systems are to be provided.</p> <p>AO4.2 Excavation or filling on premises results in a no worsening flooding affect by more than 50mm on other premises both upstream and downstream.</p>
<p>PO5 Construction and operation activities for the development avoid or minimise changes to waterway hydrology from adverse impacts of altered stormwater quality and flow.</p>	<p>AO5.1 Development incorporates stormwater flow control measures.</p> <p>AO5.2 The construction and operational phases for the development include management of frequent flows, peak flows, and construction phase hydrological impacts.</p>
Services	
<p>PO6 Sewer connections are provided in a safe, cost-effective, coordinated and efficient manner that supports sustainable development practices.</p>	<p>AO6.1 The design and construction of sewers, pumping stations, pressure mains and associated works are in accordance with the design guidelines set out in the local government's planning scheme policy.</p>

Table 8.3.5.3.2. Criteria for assessable development (cont.)

Performance outcomes	Acceptable outcomes
Earthworks	
PO7 Excavation or filling aims to control impacts on the amenity or privacy of adjoining premises.	A07.1 All batters and berms are to be landscaped in accordance with the local government's planning scheme policy. A07.2 Design and construction of site earthworks are in accordance with the local government's planning scheme policy.
PO8 Excavation or filling avoids contamination of land.	A08.1 No contaminated material is used as fill or is excavated or disturbed.

Table A03.1. Stormwater Quality Criteria.

Pollutant	Acceptable Level
Electrical Conductivity (EC)	250 µS/cm
Total Nitrogen (TN)	0.3 mg/L
Total Phosphorous (TP)	0.01mg/L

[Source: ANZECC and ARMCANZ in Sustaining the Wet Tropics - A Regional Plan for Natural Resource Management]

Schedule 1

Definitions



Schedule 1 Definitions

SC1.1 Core airport infrastructure

The definition of Core airport infrastructure is included in Schedule 2 of the *Airport Assets (Restructuring and Disposal) Act 2008*. All components of the definition are reflected in this schedule and have been reorganised into different categories (listed below) for the purposes of this Land use plan, specifically their inclusion in the Tables of assessment in **Part 5** and car parking requirements in section **8.3.4 Transport and parking code**.

CATEGORIES

USE DEFINITIONS	OTHER DEFINITIONS
<ul style="list-style-type: none">• Core airport infrastructure - Airfield• Core airport infrastructure - Airside• Core airport infrastructure - Car parking facilities• Core airport infrastructure - Services• Core airport infrastructure - Support• Core airport infrastructure - Terminal• Core airport infrastructure - Terminal facilitation• Core airport infrastructure - Utility	<ul style="list-style-type: none">• Core airport infrastructure - Operational works

USE DEFINITIONS

Core airport infrastructure - *Airfield*

- Taxiways, runways and aprons
- Aircraft movement areas, parking areas and standing areas.

Core airport infrastructure - *Airside*

- Aircraft hangars
- Heliports.

Core airport infrastructure - *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.

Core airport infrastructure - *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 Core airport infrastructure
- Customs, immigration, and quarantine facilities, including facilities for under-bond storage and housing of animals.

Core airport infrastructure - Services

- Communication and traffic control facilities
- Emergency services
- Meteorological facilities.

Core airport infrastructure - Terminal

- Passenger and general aviation terminals, but not including facilities within Core airport infrastructure - Terminal Facilitation and Core airport infrastructure - Car parking facilities.

Core airport infrastructure - Terminal facilitation

Facilities within an existing terminal building, including:

- Airline support facilities, including for example 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
- Advertising 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.

Core airport infrastructure - Utility

- Airport plant and equipment, including, for example, standby power generation facilities
- Within an existing terminal, development for water supply, sewerage, 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 *Sustainable Planning Act 2009*.

Core airport infrastructure - Operational work

- Fill or excavation works carried out in relation to any component of Core airport infrastructure
- Airport signage

SC1.2 Use Definitions

- (1) Use definitions have a specific meaning for the purpose of the Land use plan.
- (2) Any use not listed in table SC1.2.1 column 1 is an undefined use.
- (3) A use listed in table SC1.2.1 column 1 has the meaning set out beside that term in column 2.
- (4) Column 3 of table SC1.2.1 identifies examples of the types of activities which fall within the use identified in column 1.
- (5) Column 4 of table SC1.2.1 identifies examples of activities which do not fall within the use identified in column 1.
- (6) Columns 3 and 4 of table SC1.2.1 are not exhaustive lists.
- (7) Uses listed in table SC1.2.1 columns 3 and 4 which are not listed in column 1 form part of the definition.
- (8) The use definitions listed here are the definitions used in this Land use plan.
- (9) Any use not listed in the table has the meaning in the *Airport Assets (Restructuring and Disposal) Act 2008* or the *Sustainable Planning Act 2009*.

Table SC1.2.1. Use definitions.

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Adult store	Premises used as a shop where the primary purpose is for the display or sale of sexually explicit materials, products and devices associated with or used in a sexual practice or activity.	Sex shop	Shop, newsagent, registered pharmacist or video hire, where the primary use of these are concerned with: <ul style="list-style-type: none"> • the sale, display or hire of printed or recorded matter (not of a sexually explicit nature); or • the sale or display of underwear or lingerie; or • the sale or display of an article or thing primarily concerned with or used in association with a medically recognised purpose.
Air services	Premises used for any of the following: <ul style="list-style-type: none"> • the arrival and departure of aircraft; • the housing, servicing, refuelling, maintenance and repair of aircraft; • the assembly and dispersal of passengers or goods on or from an aircraft; • any ancillary activities directly serving the needs of passengers and visitors to the use; • associated training and education facilities; • aviation facilities. 	Airport, airstrip, helipad, public or private airfield	
Animal husbandry	Premises used for production of animals or animal products on either native or improved pastures or vegetation. The use includes ancillary yards, stables and temporary holding facilities and the repair and servicing of machinery.	Cattle studs, grazing of livestock, non-feedlot dairying	Animal keeping, intensive animal industry, aquaculture, feedlots, piggeries

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Animal keeping	Premises used for boarding, breeding or training of animals. The use may include ancillary temporary or permanent holding facilities on the same site and ancillary 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, animal husbandry
Brothel	Premises made available for prostitution by two or more prostitutes at the premises. Note—definition from the <i>Prostitution Act 1999</i> .		Adult store, club, nightclub, shop
Bus transit centre	Premises used for the collection and set-down of passengers via buses, whether publicly or privately operated. The use includes associated facilities (waiting areas/restrooms/ food and drink outlets) and any ancillary maintenance, temporary storage, servicing, repair and cleaning of the buses.		Transport depot
Car wash	Premises primarily used for commercially cleaning motor vehicles by an automatic or partly automatic process.		Service station
Cemetery	Premises used for interment of bodies or ashes after death.	Burial ground, crypt, columbarium, lawn cemetery, pet cemetery, mausoleum	Crematorium, funeral parlour
Child care centre	Premises used for minding, education and care, but not residence, of children.	Crèche, early childhood centre, kindergarten, outside hours school care	Educational establishment, home based child care, family day care
Club	Premises used by persons associated for social, literary, political, sporting, athletic or other similar purposes for social interaction or entertainment. The use may include the ancillary preparation and service of food and drink.	Club house, guide and scout clubs, surf lifesaving club, RSL, bowls club	Hotel, nightclub, place of worship, theatre

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Commercial general and regional aviation	<p>General aviation is that part of the aviation industry that engages in activity other than scheduled commercial airline activity. This may include charter operators, aero medical operators, agricultural aviation businesses, aviation-based fire-fighting services, training and aerial work such as aerial photography and surveying. It also includes private, business, recreational and sports aviation activity and supporting businesses such as maintenance providers.</p> <p>Regional aviation is that part of the aviation industry that engages in scheduled commercial airline activity between regional areas or between regional areas and capital cities. Traditionally, regional aviation services have been identified as those airlines performing regular public transport services and whose fleets contain exclusively low capacity aircraft (38 seats or less or with a payload of 4,200 kilograms or less).</p>		
Community care centre	Premises used to provide social support where no accommodation is provided. Medical care may be provided but is ancillary to the primary use.	Disability support services, drop in centre, respite centre, integrated Indigenous support centre	Childcare centre, family day care, home based child care, health care services, residential care facility
Community residence	<p>Any dwelling used for accommodation for a maximum of six persons who require assistance or support with daily living needs, share communal spaces and who may be unrelated.</p> <p>The use may include a resident support worker engaged or employed in the management of the residence.</p>	Hospice	Dwelling house, dwelling unit, hostel, residential care facility, short-term accommodation
Community use	Premises used for providing artistic, social or cultural facilities and community support services to the public and may include the ancillary preparation and provision of food and drink.	Art gallery, community centre, community hall, library, museum	Cinema, club, hotel, nightclub, place of worship
Crematorium	Premises used for the cremation or aquamation of bodies.		Cemetery

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Cropping	<p>Premises used for growing plants or plant material for commercial purposes where dependant on the cultivation of soil.</p> <p>The use includes harvesting and the storage and packing of produce and plants grown on the site and the ancillary repair and servicing of machinery used on the site.</p>	Fruit, nut, vegetable and grain production, forestry for wood production, fodder and pasture production, plant fibre production, sugar cane growing, vineyard	Permanent plantations, intensive horticulture, rural industry
Detention facility	Premises used for the confinement of persons committed by a process of law.	Prison, detention centre	
Dual occupancy	<p>A residential use of premises for one household that contains a single dwelling.</p> <p>The use includes out-buildings and works normally associated with a dwelling and may include a secondary dwelling.</p>		Caretaker's accommodation, dual occupancy, hostel, short-term accommodation, student accommodation, multiple dwelling
Dwelling house	<p>A residential use of premises for one household that contains a single dwelling.</p> <p>The use includes out-buildings and works normally associated with a dwelling and may include a secondary dwelling.</p>		Caretaker's accommodation, dual occupancy, hostel, short-term accommodation, student accommodation, multiple dwelling
E-commerce distribution centre	Premises used for the assembly, packaging, storage and distribution of goods, whether or not in a building, where the goods are purchased or ordered electronically. The use may include sale of goods by wholesale or retail where ancillary to the principal activity.		Hardware and trade supplies, outdoor sales, self storage sheds, showroom, shop, warehouse
Educational establishment	<p>Premises used for training and instruction designed to impart knowledge and develop skills.</p> <p>The use may include outside hours school care for students or onsite student accommodation.</p>	Pre-preparatory, preparatory and primary school, secondary school, special education, college, university, technical institute, outdoor education centres	Childcare centre, home based child care, family day care

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Emergency services	Premises used by government bodies or community organisations to provide essential emergency services, disaster management services including management support facilities for the protection of persons, property and the environment.	State emergency service facility, ambulance station, rural fire brigade, auxiliary fire and rescue station, urban fire and rescue station, police station, emergency management support facility, evacuation centres	Community use, hospital, residential care facility
Environment facility	Facilities used for the conservation, interpretation and appreciation of areas of environmental, cultural or heritage value.	Nature-based attractions, walking tracks, seating, shelters, boardwalks, observation decks, bird hides	
Extractive industry	Premises used for the extraction and processing of extractive resources and associated activities, including their transportation to market.	Quarry	
Food and drink outlet	Premises used for preparation and sale of food and drink to the public for consumption on or off the site. The use may include the ancillary sale of liquor for consumption onsite.	Bistro, café, coffee shop, drive-through facility, kiosk, milk bar, restaurant, snack bar, take-away, tea room	Bar, club, hotel, shop, theatre, nightclub
Function facility	Premises used for conducting receptions or functions that may include the preparation and provision of food and liquor for consumption onsite.	Conference centre, reception centre	Community use, hotel
Funeral parlour	Premises used to arrange and conduct funerals, memorial services and the like, but do not include burial or cremation. The use includes a mortuary and the storage and preparation of bodies for burial or cremation.		Cemetery, crematorium, place of worship

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
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.		Shop, showroom, outdoor sales and warehouse
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
High impact industry	<p>Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring, treating of products and have one or more of the following attributes:</p> <ul style="list-style-type: none"> • potential for significant impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise; • potential for significant offsite impacts in the event of fire, explosion or toxic release; • generates high traffic flows in the context of the locality or the road network; • generates a significant demand on the local infrastructure network; • the use may involve night time and outdoor activities; • onsite controls are required for emissions and dangerous goods risks. 	Abattoirs, concrete batching plant, boiler making and engineering and metal foundry	Tanneries, rendering plants, oil refineries, waste incineration, manufacturing or storing explosives, power plants, manufacturing fertilisers, service industry, low impact industry, medium impact industry, special industry
Hospital	<p>Premises used for medical or surgical care or treatment of patients whether or not residing on the premises.</p> <p>The use may include ancillary accommodation for employees and ancillary activities directly serving the needs of patients and visitors.</p>		Health care services, residential care facility
Hostel	<p>Premises used for the accommodation of more than one household where each resident:</p> <ul style="list-style-type: none"> • has a right to occupy one or more rooms; • does not have a right to occupy the whole of the premises in which the rooms are situated; • does not occupy a self-contained unit; • shares communal rooms, or communal facilities outside of the resident's room, with one or more of the other residents. 		Hospice, community residence, dwelling house, short-term accommodation, multiple dwelling

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
	<p>It may include:</p> <ul style="list-style-type: none"> rooms not in the same building onsite; or provision of a food or other service; or <p>onsite management or staff and associated accommodation.</p>		
Hotel	<p>Premises used primarily to sell liquor for consumption.</p> <p>The use may include short-term accommodation, dining and entertainment activities and facilities.</p>	Bar, 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, enclosed tennis courts	Cinema, hotel, nightclub, theatre
Intensive animal industry	<p>Premises used for the intensive production of animals or animal products in an enclosure that requires the provision of food and water either mechanically or by hand.</p> <p>The use includes the ancillary storage and packing of feed and produce.</p>	Feedlots, piggeries, poultry and egg production	Animal husbandry, aquaculture, drought feeding, milking sheds, shearing sheds, weaning pens
Low impact industry	<p>Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring, treating of products and have one or more of the following attributes:</p> <ul style="list-style-type: none"> negligible impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise; minimal traffic generation and heavy-vehicle usage; demands imposed upon the local infrastructure network consistent with surrounding uses; the use generally operates during the day (e.g. 7am to 6pm); offsite impacts from storage of dangerous goods are negligible; the use is primarily undertaken indoors. 	Repairing motor vehicles, fitting and turning workshop	Panel beating, spray painting or surface coating, tyre recycling, drum re-conditioning, wooden and laminated product manufacturing, service industry, medium impact industry, high impact industry, special industry

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Major electricity infrastructure	<p>All aspects of development for either the transmission grid or electricity supply networks as defined under the <i>Electricity Act 1994</i>.</p> <p>The use may include ancillary telecommunication facilities.</p>	Powerlines greater than 66kV	Minor electricity infrastructure, substation
Major sport, recreation and entertainment facility	Premises with large scale built facilities designed to cater for large scale events including major sporting, recreation, conference and entertainment events.	Convention and exhibition centres, entertainment centres, sports stadiums, horse racing	Indoor sport and recreation, local sporting field, motor sport, park, outdoor sport and recreation
Medium impact industry	<p>Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring, treating of products and have one or more of the following attributes:</p> <ul style="list-style-type: none"> • potential for noticeable impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise; • potential for noticeable offsite impacts in the event of fire, explosion or toxic release; • generates high traffic flows in the context of the locality or the road network; • generates an elevated demand on the local infrastructure network; • onsite controls are required for emissions and dangerous goods risks; • the use is primarily undertaken indoors; • evening or night activities are undertaken indoors and not outdoors. 	Spray painting and surface coating, transport depot, wooden and laminated product manufacturing (including cabinet making, joining, timber truss making or wood working)	Concrete batching, tyre manufacturing and re-treading, metal recovery (involving a fragmentiser), textile manufacture, chemically treating timber and plastic product manufacture, service industry, low impact industry, high impact industry, special industry
Multiple dwelling	Premises that contain three or more dwellings.	Apartments, flats, units, townhouses, row housing	Rooming accommodation, dual occupancy, duplex, granny flat, residential care facility, retirement facility

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Office	<p>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:</p> <ul style="list-style-type: none"> • business or professional advice; • service of goods that are not physically on the premises; • office based administrative functions of an organisation. 	Bank, real estate agent, administration building	Home based business, shop, outdoor sales
Outdoor sales	<p>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. The use may include ancillary repair or servicing activities and sale or fitting of accessories.</p>	Agricultural machinery sales yard, motor vehicles sales yard	Bulk landscape supplies, market
Park	<p>Premises accessible to the public generally for free sport, recreation and leisure, and may be used for community events or other community activities.</p> <p>Facilities may include children's playground equipment, informal sports fields and ancillary vehicle parking and other public conveniences.</p>	Urban common	Tourist attraction, outdoor sport and recreation
Parking station	<p>Premises used for parking vehicles where the parking is not ancillary to another use.</p>	Car park, 'park and ride', bicycle parking	
Place of worship	<p>Premises used by an organised group for worship and religious activities.</p> <p>The use may include ancillary facilities for social and educational activities.</p>	Church, chapel, mosque, synagogue, temple	Community use, child care centre, funeral parlour, crematorium
Relocatable home park	<p>Premises used for relocatable dwellings (whether they are permanently located or not) that provides long-term residential accommodation.</p> <p>The use may include a manager's residence and office, ancillary food and drink outlet, kiosk, amenity buildings and the provision of recreation facilities for the exclusive use of residents.</p>		Tourist park

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Research and technology industry	<p>Premises used for innovative and emerging technological industries involved in research design, manufacture, assembly, testing, maintenance and storage of machinery, equipment and components.</p> <p>The use may include emerging industries such as energy, aerospace, and biotechnology.</p>	computer component manufacturing, medical laboratories, computer server facility	
Residential care facility	A residential use of premises for supervised accommodation where the use includes medical and other support facilities for residents who cannot live independently and require regular nursing or personal care.	Convalescent home, nursing home	Community residence, dwelling house, dual occupancy, hospital, multiple dwelling, retirement facility
Resort complex	<p>Premises used for tourist and visitor short-term accommodation that include integrated leisure facilities including:</p> <ul style="list-style-type: none"> • restaurants and bars; • meeting and function facilities; • sporting and fitness facilities; • transport facilities directly associated with the tourist facility such as a ferry terminal and air services. 	Island resort	
Retirement facility	<p>A residential use of premises for an integrated community and specifically built and designed for older people.</p> <p>The use includes independent living units and may include serviced units where residents require some support with health care and daily living needs.</p> <p>The use may also include a manager's residence and office, food and drink outlet, amenity buildings, communal facilities and accommodation for staff.</p>	Retirement village	Residential care facility
Rural workers accommodation	Any premises used as quarters for staff employed in the use of land for rural purposes, such as agriculture, intensive animal husbandry and forestry, conducted on a lot in the same ownership whether or not such quarters are self-contained.	Farm workers accommodation	Short-term accommodation building, caretaker's accommodation, dual occupancy, dwelling house, nature or rural based tourist accommodation, non-resident workers accommodation, multiple dwellings
Service industry	Premises used for industrial activities that have no external air, noise or odour emissions from the site and can be suitably located with other non-industrial uses.	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, low impact industry, medium impact industry, high impact industry, special industry

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Service station	<p>Premises used for the sale of fuel including petrol, liquid petroleum gas, automotive distillate and alternative fuels.</p> <p>The use may include, where ancillary, a shop, food and drink outlet, maintenance, repair servicing and washing of vehicles, the hire of trailers, and supply of compressed air.</p>		Car wash
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, corner store	Adult shop, food and drink outlet, showroom, market
Shopping centre	Premises comprising two or more individual tenancies that is comprised primarily of shops, and that function as an integrated complex.		
Short-term accommodation	<p>Premises used to provide short-term accommodation for tourists or travellers for a temporary period of time (typically not exceeding three consecutive months) and may be self-contained.</p> <p>The use may include a manager's residence and office and the provision of recreation facilities for the exclusive use of visitors.</p>	Motel, backpackers, cabins, serviced apartments, accommodation hotel, nature-based tourism, farm stay, resort complex, serviced apartment	Hostel, rooming accommodation, tourist park
Showroom	<p>Premises used primarily for the sale of goods of a related product line that are of a size, shape or weight that requires:</p> <ul style="list-style-type: none"> a large area for handling, display or storage; direct vehicle access to the building by members of the public for loading and unloading items purchased or hired. 	Bulky goods sales, motor vehicles sales showroom, bulk stationary supplies	Food and drink outlet shop, outdoor sales

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Special industry	<p>Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring, treating of products and have one or more of the following attributes:</p> <ul style="list-style-type: none"> • potential for extreme impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise; • potential for offsite impacts in the event of fire, explosion or toxic release; • onsite controls are required for emissions and dangerous goods risks; • the use generally involves night time and outdoor activities; • the use may involve the storage and handling of large volumes of dangerous goods; • requires significant separation from non-industrial uses. 	Tanneries, rendering plants, oil refineries, waste incineration, manufacturing or storing explosives, power plants, manufacturing fertilisers	Low impact industry, medium impact industry, high impact industry, service industry
Substation	<p>Premises forming part of a transmission grid or supply network under the <i>Electricity Act 1994</i>, and used for:</p> <ul style="list-style-type: none"> • converting or transforming electrical energy from one voltage to another; or • regulating voltage in an electrical circuit; or • controlling electrical circuits; or • switching electrical current between circuits; or • a switchyard; or • communication facilities for “operating works” as defined under the <i>Electricity Act 1994</i>; and for workforce operational and safety communications. 	Substations, switching yards	Major electricity infrastructure, minor electricity infrastructure
Telecommunications facility	<p>Premises used for systems that carry communications and signals by means of radio, including guided or unguided electromagnetic energy, whether such facility is manned or remotely controlled.</p>	Telecommunication tower, broadcasting station, television station	Aviation facility, “low-impact telecommunications facility” as defined under the <i>Telecommunications Act 1997</i>
Temporary use	<p>A use that is impermanent and may be irregular or infrequent that does not require the construction of a permanent building or the installation of permanent infrastructure or services.</p>		

Table SC1.2.1. Use definitions (cont.)

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Tourist attraction	Premises used for providing on- site entertainment, recreation or similar facilities for the general public. The use may include provision of food and drink for consumption onsite.	Theme park, zoo	Hotel, major sport, recreation and entertainment facility, nightclub
Tourist park	Premises used to provide for accommodation in caravans, self-contained cabins, tents and similar structures for the public for short term holiday purposes. The use may include, where ancillary, a manager's residence and office, kiosk, amenity buildings, food and drink outlet, or the provision of recreation facilities for the use of occupants of the tourist park and their visitors, and accommodation for staff.	Camping ground, caravan park, holiday cabins	Relocatable home park, tourist attraction, short-term accommodation, non-resident workforce accommodation
Transport depot	Premises used for the storage, for commercial or public purposes, of more than one motor vehicle. The use includes premises for the storage of taxis, buses, trucks, heavy machinery and uses of a like nature. The term may include the ancillary servicing, repair and cleaning of vehicles stored on the premises.	Contractor's depot, bus depot, truck yard, heavy machinery yard	Contractor's depot, bus depot, truck yard, heavy machinery yard
Utility installation	Premises used to provide the public with the following services: <ul style="list-style-type: none"> supply or treatment of water, hydraulic power or gas; sewerage, drainage or stormwater services; transport services including road, rail or water; waste management facilities; 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, water treatment plant	Telecommunications tower, major electricity infrastructure, minor electricity infrastructure, substation, renewable energy facility, transport depot
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.		Animal keeping
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 storage. The use does not include retail sales from the premises or industrial uses.	Self storage sheds	Hardware and trade supplies, outdoor sales, showroom, shop

SC1.2.1 Defined activity groups

- (1) Defined uses listed in SC1.2 are able to be clustered into activity groups.
- (2) An activity group listed in column 1 clusters the defined uses listed in column 2.
- (3) An activity group is able to be referenced in Part 5.
- (4) The activity groups listed here are the defined activity groups for the purpose of the Land use plan.

Table SC1.2.1.1. Defined activity groups.

Column 1 Activity group	Column 2 Uses
Accommodation activities	<ul style="list-style-type: none"> • Resort complex • Short-term accommodation
Business activities	<ul style="list-style-type: none"> • Air services • Car wash • E-commerce distribution centre • Food and drink outlet • Hardware and trade supplies • Office • Outdoor sales • Parking station • Service station • Shop • Shopping centre • Showroom • Veterinary services
Community activities	<ul style="list-style-type: none"> • Child care centre • Club • Educational establishment • Emergency services • Health care services • Hospital • Place of worship
Core airport infrastructure	<ul style="list-style-type: none"> • Refer to SC1.1
Entertainment activities	<ul style="list-style-type: none"> • Function facility • Hotel • Major sport, recreation and entertainment facility
Industry activities	<ul style="list-style-type: none"> • High impact industry • Low impact industry • Medium impact industry • Research and technology industry • Service industry • Special industry • Transport depot • Warehouse
Recreation activities	<ul style="list-style-type: none"> • Environment facility • Indoor sport and recreation • Park

SC1.3 Administrative Definitions

- (1) Administrative definitions assist with the interpretation of the Land use plan but do not have a specific land use meaning.
- (2) A term listed in table SC1.3.1 column 1 has the meaning set out beside that term in column 2 under the heading.
- (3) The administrative definitions listed here are the definitions for the purpose of the Land use plan.
- (4) Where a term is not listed in this section it has the meaning given by the *Airport Assets (Restructuring and Disposal) Act 2008* or Planning Act and where a term is not given a meaning by the *Airport Assets (Restructuring and Disposal) Act 2008* or *Sustainable Planning Act 2009* it has its common meaning.

Table SC1.3.1. Administrative definitions.

Column 1 Term	Column 2 Definition
Adjoining premises	Premises that share all or part of a measurable common boundary.
Advertising device	Any permanent structure, device, sign or the like intended for advertising purposes. It includes any framework, supporting structure or building feature that is provided exclusively or mainly as part of the advertisement.
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: <ul style="list-style-type: none"> • 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 <i>Sustainable Planning Act 2009</i> (Qld) (SPA) to administer an application for development.
Average width	In regard to a lot, the distance between the midpoints of the side boundaries of the lot.
Basement	A storey substantially below ground level where no part of the floor level projects more than one metre above ground level.
Boundary clearance	The shortest distance from the outermost projection of a structural part of the building or structure to the property boundary, including: <ul style="list-style-type: none"> • if the projection is a roof and there is a fascia – the outside face of the fascia; or • if the projection is a roof and there is no fascia – the roof structure. The term does not include rainwater fittings or ornamental or architectural attachments.
Building height	The vertical distance between the ground level and the highest point of the building roof (apex) or parapet at any point but not including non-load bearing antenna, aerial, chimney, flagpole or the like.
Core matters	Defined by the <i>Airport Assets (Restructuring and Disposal) Act 2008</i> - core matters, in relation to a Land use plan (including its preparation), means each of the following matters: <ol style="list-style-type: none"> i) Airport facilities; ii) Land use and development; and iii) Valuable features.

Table SC1.3.1. Administrative definitions (cont.)

Column 1 Term	Column 2 Definition
Demand unit	Demand units provide a standard of unit measurement to express demand on a trunk infrastructure network.
Development footprint	The location and extent of all development proposed on a site. This includes all buildings and structures, open space, all associated facilities, landscaping, onsite stormwater drainage, onsite wastewater treatment, all areas of disturbance, onsite parking, access and manoeuvring areas.
Engineering work	Any work associated with constructing the water supply, wastewater/sewerage, movement network for motor vehicles, bicycles and pedestrians, drainage/stormwater, energy and telecommunications network.
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: <ol style="list-style-type: none"> 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.
Gross floor area	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: <ol style="list-style-type: none"> (a) building services, plant and equipment; (b) access between levels; (c) ground floor public lobby; (d) a mall; (e) the parking, loading and manoeuvring of motor vehicles; (f) unenclosed private balconies whether roofed or not.
Ground level	The level of the natural ground or, where the level of the natural ground has been changed, the level as lawfully changed.
Hazardous material	A substance with potential to cause harm to persons, property or the environment because of 1 or more of the following— <ul style="list-style-type: none"> • the chemical properties of the substance; • the physical properties of the substance; • the biological properties of the substance. Without limiting the first paragraph, all dangerous goods, combustible liquids and chemicals are hazardous materials. <small>Note—definition from the <i>Dangerous Goods Safety Management Act 2001</i>.</small>
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 <i>Airport Assets (Restructuring and Disposal) Act 2008</i> .
Manoeuvring Area	Those parts of an airport used for the take-off, landing and taxiing of aircraft, excluding aprons.
Minor building work	An alteration, addition or extension to an existing building where the floor area, including balconies, is less than five per cent of the building or fifty square metres, whichever is the lesser.

Table SC1.3.1. Administrative definitions (cont.)

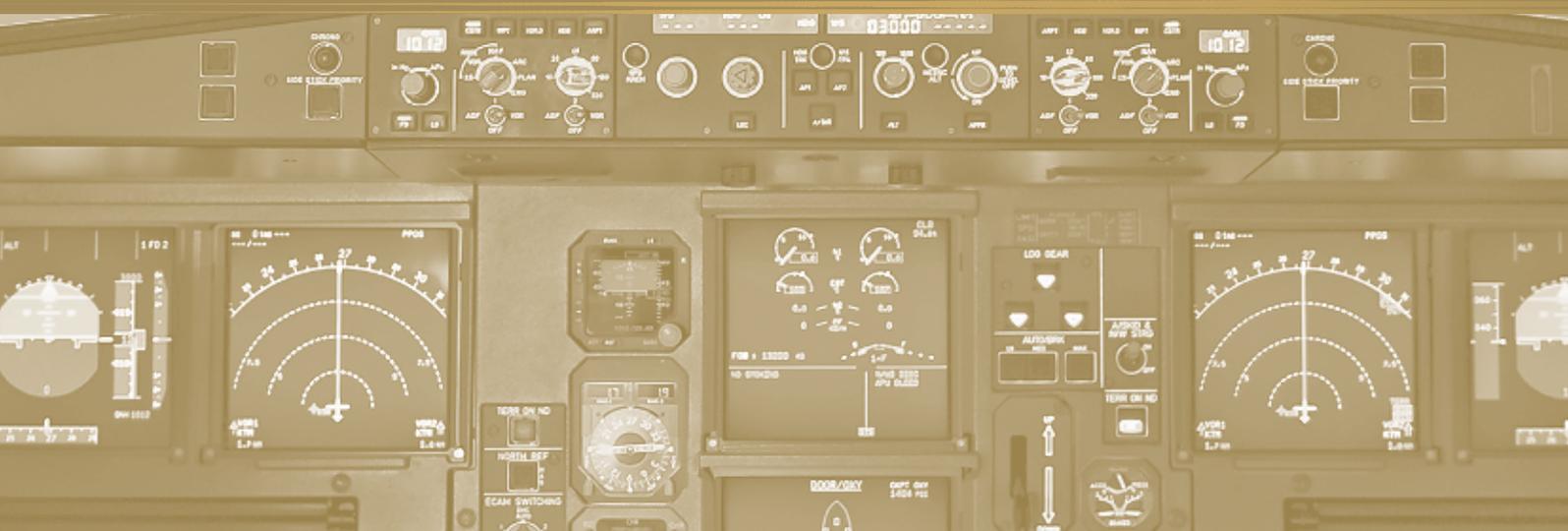
Column 1 Term	Column 2 Definition
Minor electricity infrastructure	<p>All aspects of development for an electricity supply network as defined under the <i>Electricity Act 1994</i>, (or for private electricity works that form an extension of, or provide service connections to, properties from the network), if the network operates at standard voltages up to and including 66kV.</p> <p>This includes:</p> <ul style="list-style-type: none"> • augmentations/upgrades to existing powerlines where the voltage of the infrastructure does not increase; • augmentations to existing substations (including communication facilities for controlling works as defined under the <i>Electricity Act 1994</i>) where the voltage of the infrastructure does not increase, and where they are located on an existing substation lot.
Movement area	The part of the airport that is used for the surface movement of aircraft; including manoeuvring areas and aprons.
Net developable area	<p>The area of land available for development. It does not include land that cannot be developed due to constraints such as acid sulfate soils, conservation land, flood affected land or steep slope.</p> <p>Note—for the purpose of a priority infrastructure plan, net developable area is usually measured in hectares, net developable hectares (net dev ha).</p>
Outermost projection	The outermost projection of any part of a building or structure including, in the case of a roof, the outside face of the fascia, or the roof structure where there is no fascia, or attached sunhoods or the like, but does not include retractable blinds, fixed screens, rainwater fittings, or ornamental attachments.
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 assumptions	Assumptions about the type, scale, location and timing of future growth; or area(s) within a local government for which a local government carries out demand growth projections.
Plot ratio	The ratio of gross floor area to the area of the site.
Primary street frontage	<p>Means:</p> <ul style="list-style-type: none"> • 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 <i>Airport Assets (Restructuring and Disposal) Act 2008</i> , is a document prepared by or for an airport lessee describing how development that is consistent development under 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.
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.
Secondary street frontage	Means the frontage of a lot which abuts a second street.

Table SC1.3.1. Administrative definitions (cont.)

Column 1 Term	Column 2 Definition
Setback	For a building or structure, the shortest distance measured horizontally from the outer most projection of a building or structure to the vertical projection of the boundary of the lot.
Sensitive land uses	Means each of the following uses: <ul style="list-style-type: none"> • Child care centre; • Community care centre; • Community residence; • Dual occupancy; • Dwelling house; • Educational establishment; • Health care services; • Hospital; • Hostel; • Multiple dwelling; • Office; • Relocatable home park; • Residential care facility; • Retirement facility; • Short-term accommodation; and • Tourist park.
Site	Any land on which development is carried out or is proposed to be carried out whether such land comprises the whole or part of one lot or more than one lot if each of such lots is contiguous.
Site cover	The proportion of the site covered by a building(s), structure(s) attached to the building(s) and carport(s), calculated to the outer most projections of the building(s) and is expressed as a percentage. The term does not include: <ul style="list-style-type: none"> • any structure or part thereof included in a landscaped open space area such as a gazebo or shade structure; • basement car parking areas located wholly below ground level.
Storey	A 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 or roof above, but not: <ul style="list-style-type: none"> • a space that contains only: <ul style="list-style-type: none"> – a lift shaft, stairway or meter room; or – a bathroom, shower room laundry, water closet, or other sanitary compartment; or – accommodation intended for not more than three vehicles; or a combination of the above; • a mezzanine. <p>Note—definition from the <i>Building Code of Australia</i>.</p>
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.
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 <i>Sustainable Planning Regulation 2009</i> .
Use	As defined in the <i>Sustainable Planning Act 2009</i> .
Watercourse	As defined in the <i>Sustainable Planning Regulation 2009</i> .
Wetland	As defined in the <i>Sustainable Planning Regulation 2009</i> .

Schedule 2

Mapping



Schedule 2 Mapping

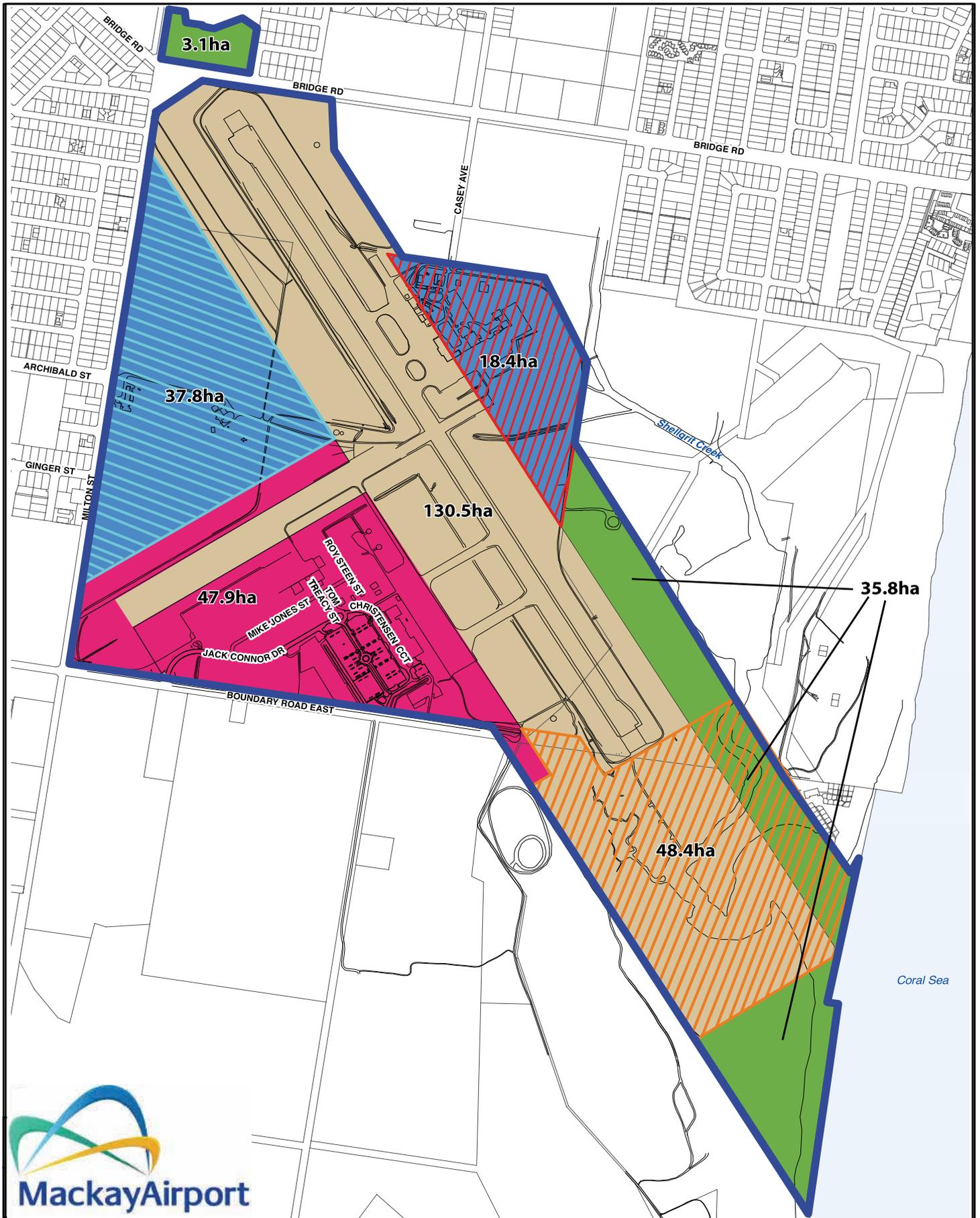
MAPPING DISCLAIMER:

As indicated on the relevant maps in this schedule, the data has been sourced from the Queensland Government and Mackay Regional Council in some cases from large scale orthographic, satellite imagery and the like. The maps have not been ground-truthed by Mackay Airport Pty Ltd to be airport specific.

SC2.1 Map Index

Table SC2.1.1 – Map Index.

Map Number	Map title	Gazettal date
Zone Maps		
ZM-001	Mackay Airport Land use plan - Zone and Precinct Plan	
Overlay Maps		
OM-001	Potential Acid Sulfate Soils Overlay	
OM-002	Coastal Management & Biodiversity Overlay – Storm Tide Inundation	
OM-003	Coastal Management & Biodiversity Overlay – Erosion Prone Area	
OM-004	Coastal Management & Biodiversity Overlay – Matters of State Environmental Significance	
OM-005	Flood Management Overlay	
Other plans maps		
OPM-001	Mackay Airport land and context	
OPM-002	Structure Height	
OPM-003	Airport Noise Exposure Forecast	
OPM-004	Navigational Aids	
OPM-005	Public Safety Area	



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Airport Zones

-  Green space zone
-  Mixed aviation zone
-  Movement zone
-  Terminal business zone

Cadastre

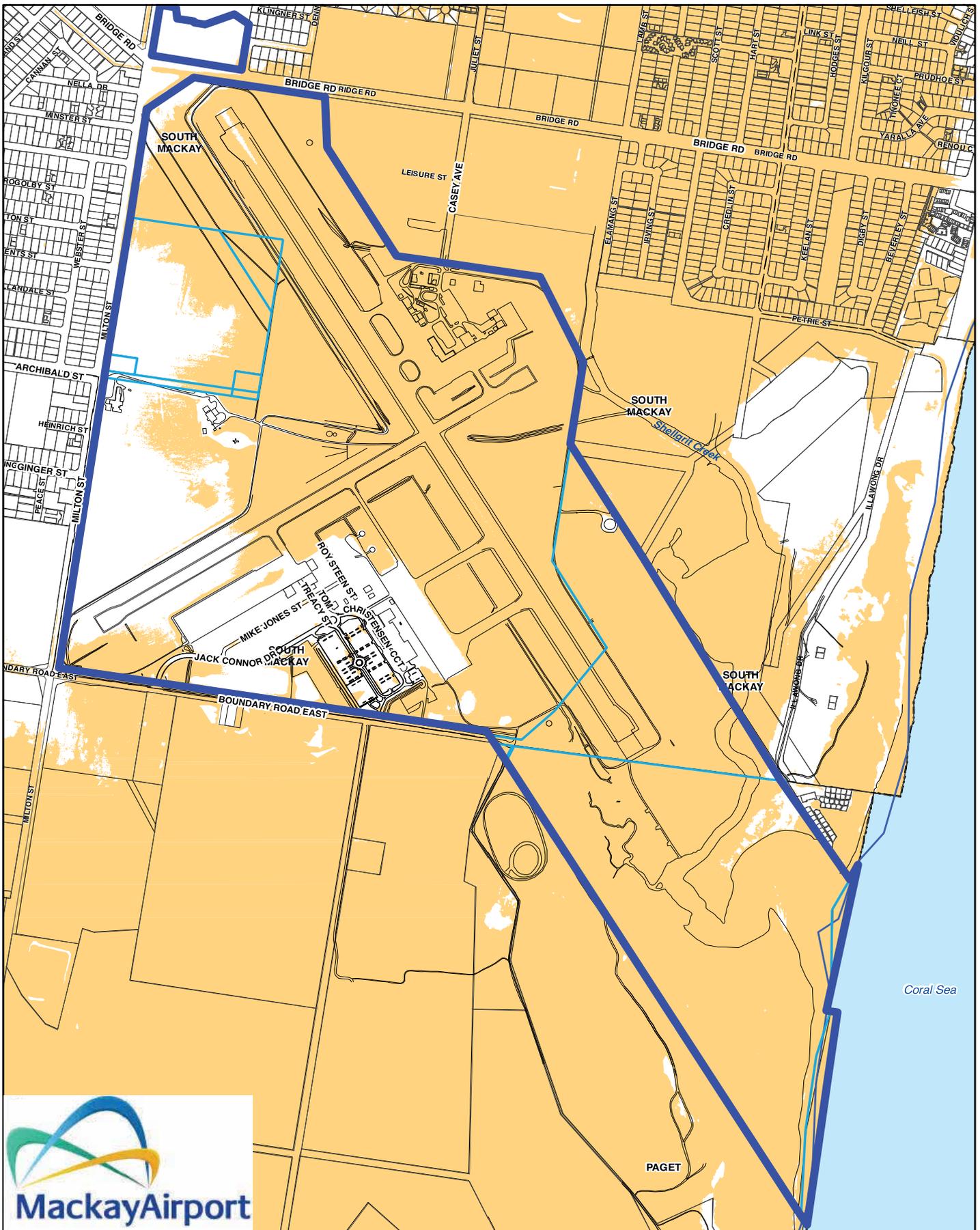
-  Airport Boundary

Precincts

-  Aviation enterprise precinct
-  Commercial enterprise precinct
-  Movement expansion precinct

DATE: 20/1/2014	DATUM: Geocentric Datum of Australia 1994 (GDA94) (Zone 55)	N
SCALE: 0 150 300 450 600m 1:15,000 @ A4		

**MACKAY AIRPORT
LAND USE PLAN 2014**
ZM-001 ZONE AND PRECINCT PLAN



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Development constraint area

Orange square: Potential Acid Sulfate Soils

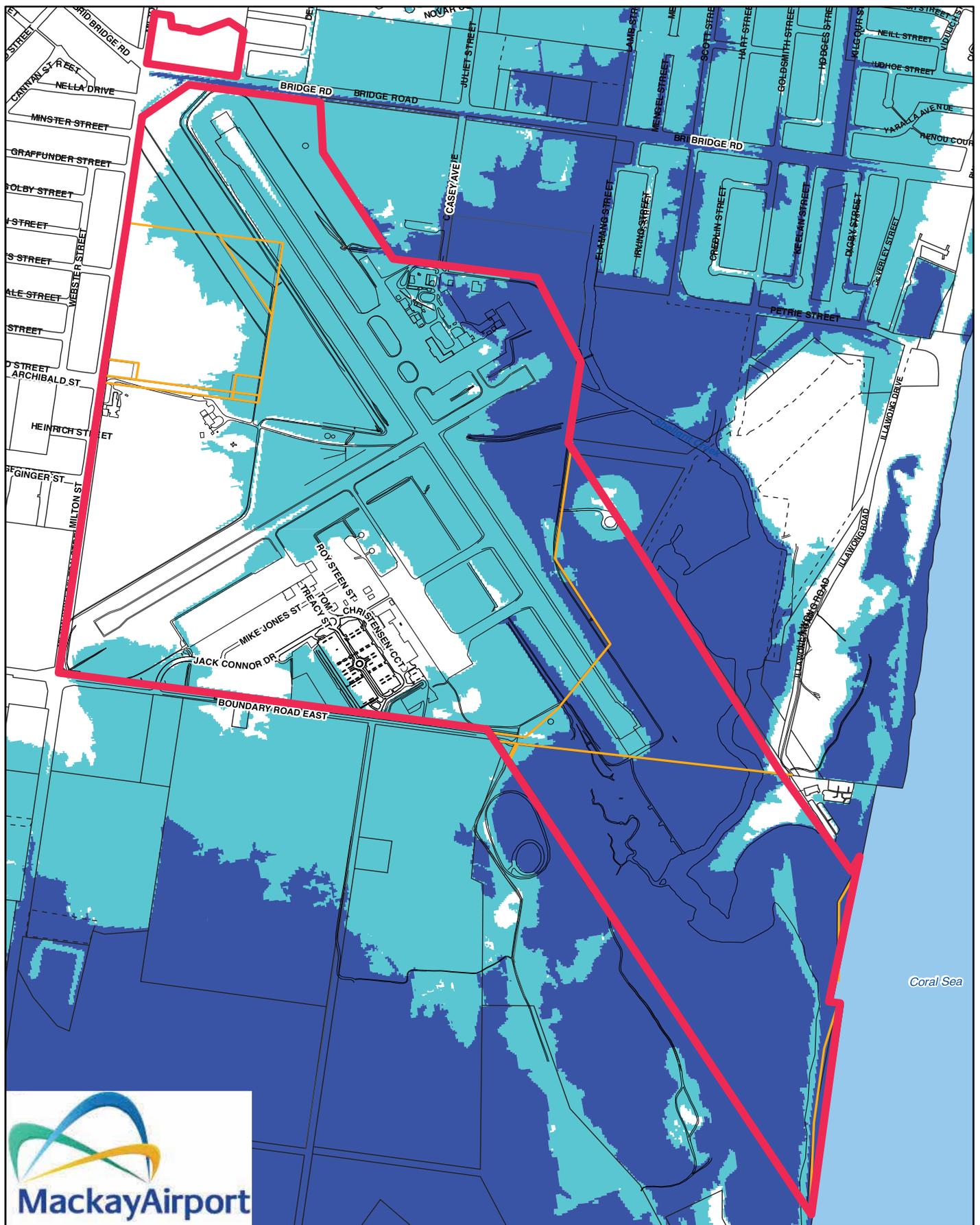
Cadastre

Blue outline: Airport Boundary
 Light blue line: Airport Lots

Source:
 Mackay Regional Council dataset

DATE: 09/08/2013	DATUM: Geocentric Datum of Australia 1994 (GDA94) (Zone 55)	N
SCALE: 0 150 300 450 600m 1:15,000 @ A4		

MACKAY AIRPORT
LAND USE PLAN 2014
 OM-001 POTENTIAL ACID SULFATE
 SOILS OVERLAY



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Storm Tide Inundation

- High hazard area (greater than 1.0m water depth)
- Medium hazard area (less than 1.0m water depth)

Data supplied by DEHP

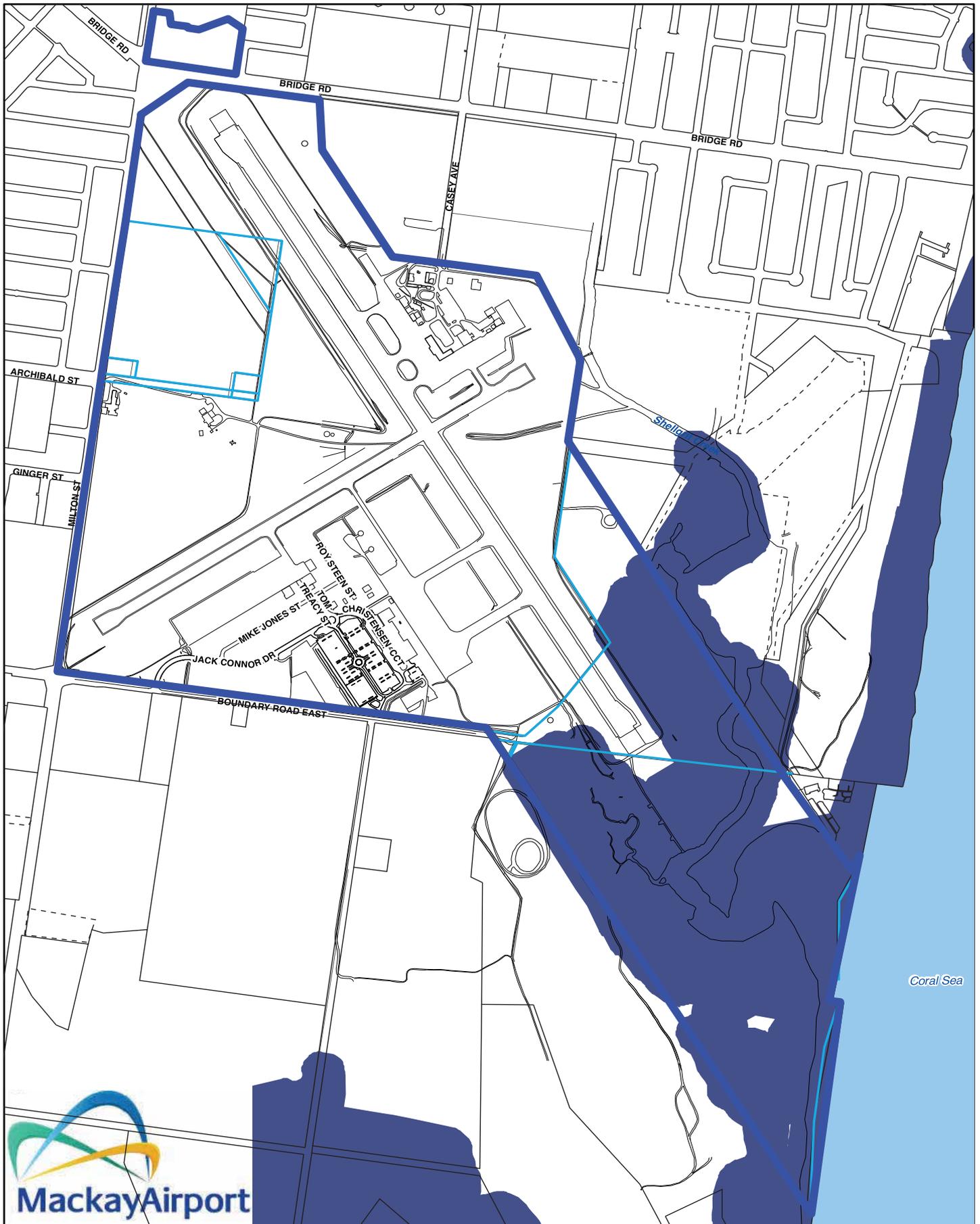
Cadastre

- Airport Boundary
- Airport Lots

NOTES:

1. A default storm tide inundation level of 0.7 m HAT in South East Queensland regional planning area and 1.2 m HAT for the remainder of Queensland is used where projected storm tide inundation levels have not been determined locally.
 2. The map should be used as a guide only. Field surveys are recommended to verify feature boundaries.
- Version 3 - March 2014

DATE: 12/08/2013	DATUM: Geocentric Datum of Australia 1994 (GDA94) (Zone 55)	N
SCALE: 0 150 300 450 600m 1:15,000 @ A4		
<p>MACKAY AIRPORT LAND USE PLAN 2014 OM-002 COASTAL MANAGEMENT & BIODIVERSITY OVERLAY - STORM TIDE INUNDATION</p>		



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Erosion Prone Area

Erosion due to storm impact and long term trends of sediment loss and channel migration

Data supplied by DEHP

Cadastre

Airport Boundary

Airport Lots

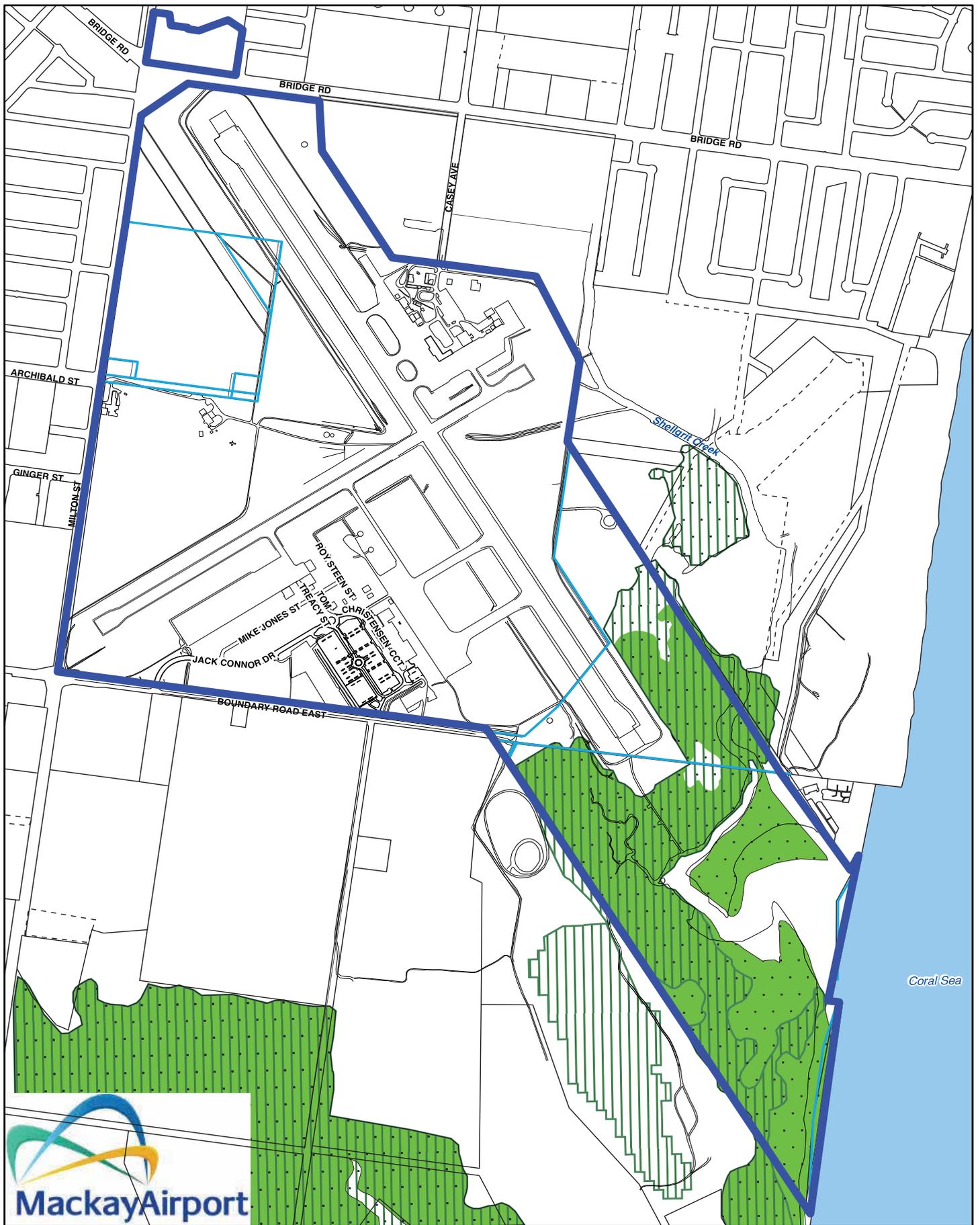
NOTES:

1. The areas shown on this map are indicative of the extent of erosion and permanent inundation defined by erosion prone area plans declared under the Coastal Protection and Management Act 1995. Only the declared erosion prone area plans should be used for development assessment. To determine the actual position of the erosion prone area a registered surveyor or geotechnical consultant may be required if there is any doubt.

2. Erosion prone area plans for each local government area and a comprehensive description of their determination are available from the Department of Environment and Heritage Protection website at www.ahp.dhs.gov.au

Version 3 - April 2014

DATE: 09/07/2014	DATUM: Geocentric Datum of Australia 1994 (GDA94) (Zone 55)	N
SCALE: 0 150 300 450 600m		
1:15,000 @ A4		
MACKAY AIRPORT LAND USE PLAN 2014 OM-003 COASTAL MANAGEMENT & BIODIVERSITY OVERLAY – EROSION PRONE AREA		



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Matters of State Environmental Significance (MSES)

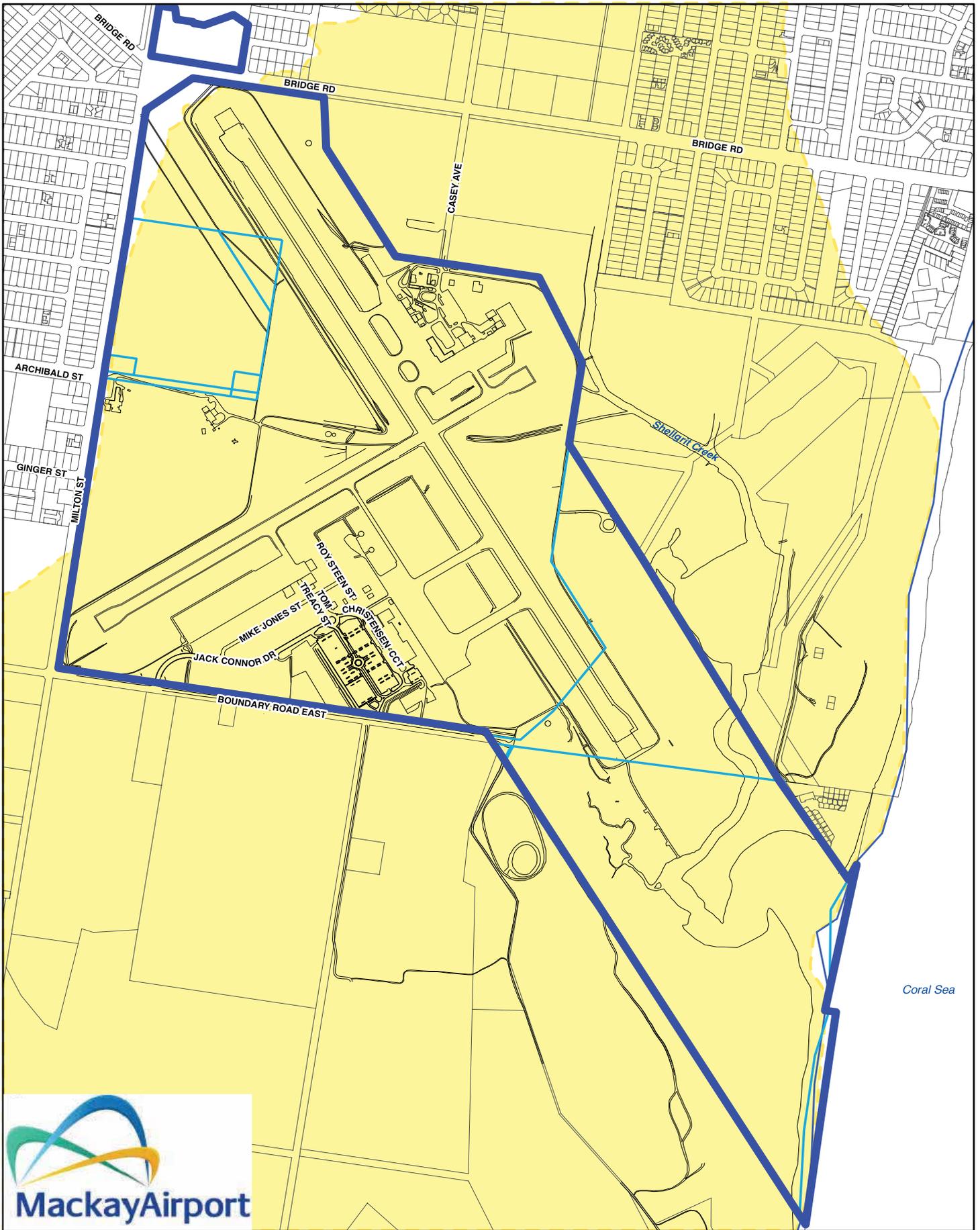
-  Wetlands
-  Wildlife Habitat
-  Regulated Vegetation

Cadastre

-  Airport Boundary
-  Airport Lots

Source:
SPP Interactive Mapping System

DATE: 12/08/2013	DATUM: Geocentric Datum of Australia 1994 (GDA94) (Zone 55)	
SCALE: 0 150 300 450 600m		
1:15,000 @ A4		
MACKAY AIRPORT LAND USE PLAN 2014 OM-004 COASTAL MANAGEMENT & BIODIVERSITY OVERLAY – MATTERS OF STATE ENVIRONMENTAL SIGNIFICANCE		



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 Flood Management Overlay

Cadastre

 Airport Boundary
 Airport Lots

Source:
 SPP Interactive Mapping System (QRA Supply)
 Pioneer River Catchment and Plane Creek Sub-Basin

DATE: 12/08/2013	DATUM: Geocentric Datum of Australia 1994 (GDA94) (Zone 55)	
SCALE:  1:15,000 @ A4		

**MACKAY AIRPORT
 LAND USE PLAN 2014
 OM-005 FLOOD MANAGEMENT
 OVERLAY**



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Cadastre

- █ Airport Boundary
- █ Airport Lots

DATE:
08/07/2014

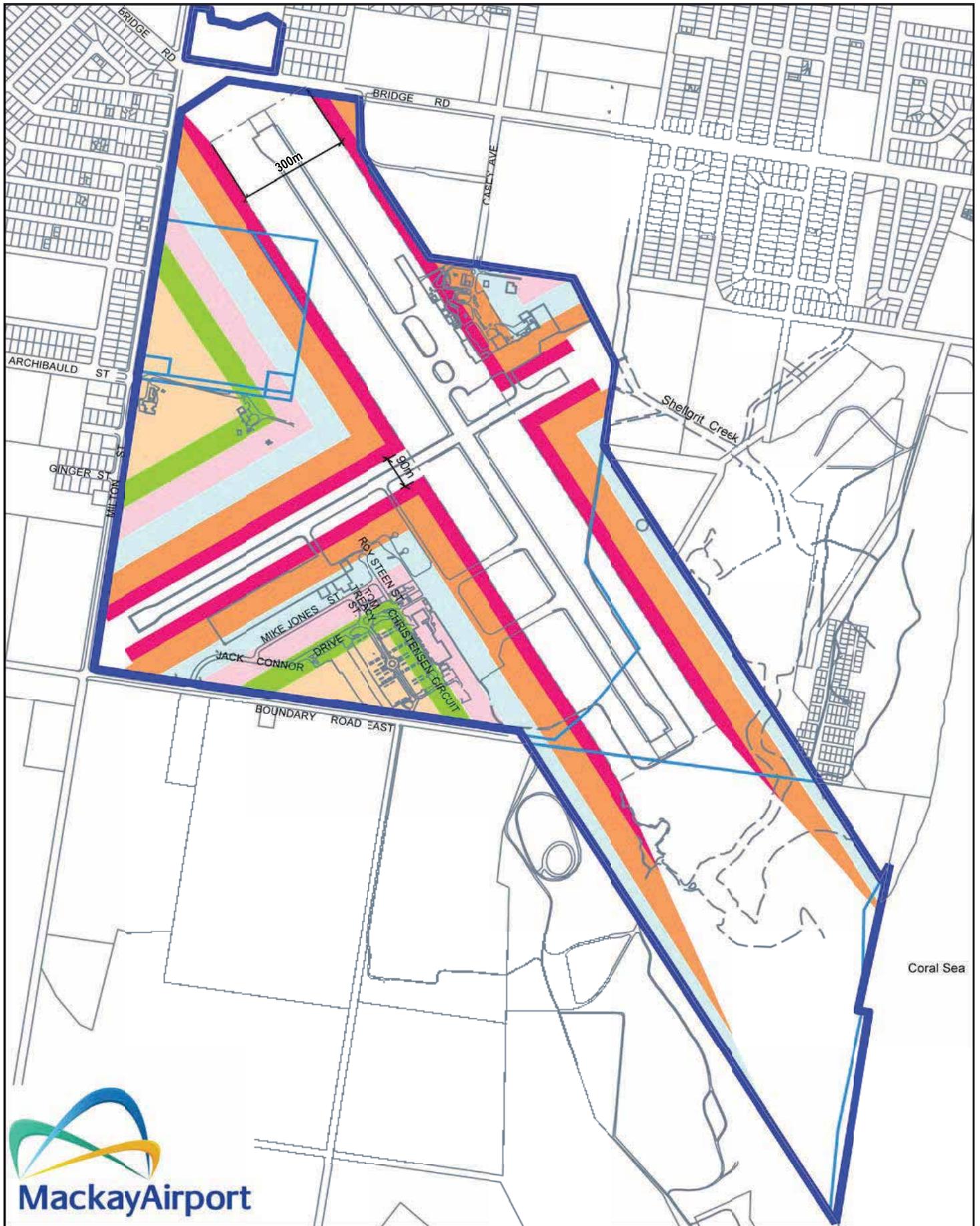
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Geocentric Datum of Australia
1994 (GDA94) (Zone 55)



SCALE:
0 150 300 450 600m
1:15,000 @ A4

**MACKAY AIRPORT
LAND USE PLAN 2014
OPM-001 MACKAY AIRPORT
LAND AND CONTEXT**

Note:
Aerial photo dated 29/11/2013 Nearmap



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Obstacle Limitation Surfaces

- Structures 4.5 - 10M AHD
- Structures 10 - 20M AHD
- Structures 20 - 30M AHD
- Structures 30 - 40M AHD
- Structures 40 - 49M AHD
- Structures 49M MAX. AHD

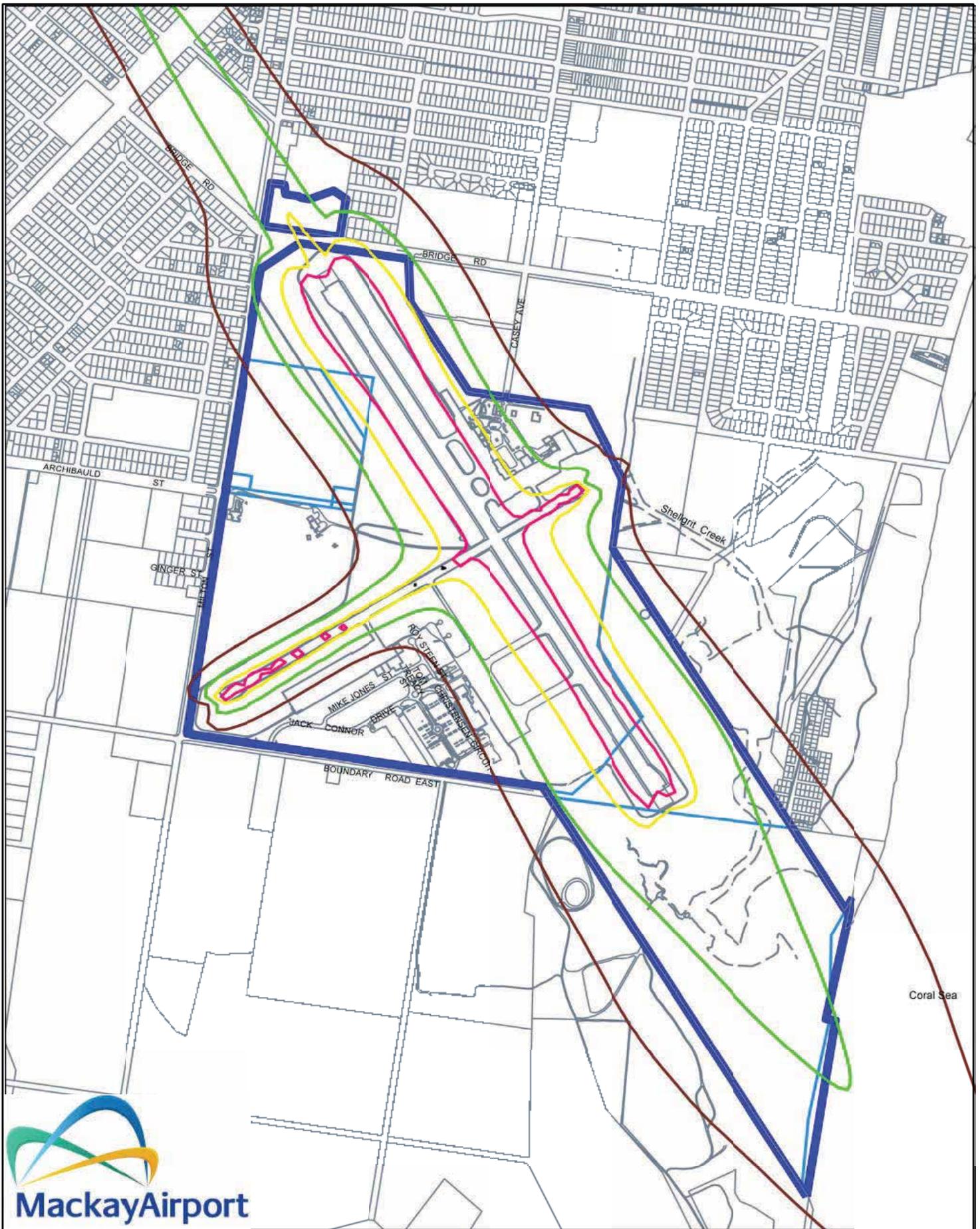
Cadastre

- Airport Boundary
- Airport Lots

Notes: Mackay Airport Pty Ltd dataset
RWY 14-32 OLS Based on 300m Runway Strip

DATE: 12/07/2013	DATUM: Geocentric Datum of Australia 1994 (GDA94) (Zone 55)	N ↑
SCALE: 0 150 300 450 600m 1:15,000 @ A4		

**MACKAY AIRPORT
LAND USE PLAN 2014**
OPM-002 STRUCTURE HEIGHT



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Airport Noise Exposure Forecast

- 20 ANEF
- 25 ANEF
- 30 ANEF
- 35 ANEF

Cadastre

- Airport Boundary
- Airport Lots

Notes:
Mackay Airport Pty Ltd dataset 13-6-2003
ANEF based on Rwy 14/32 Runway length of 1981m

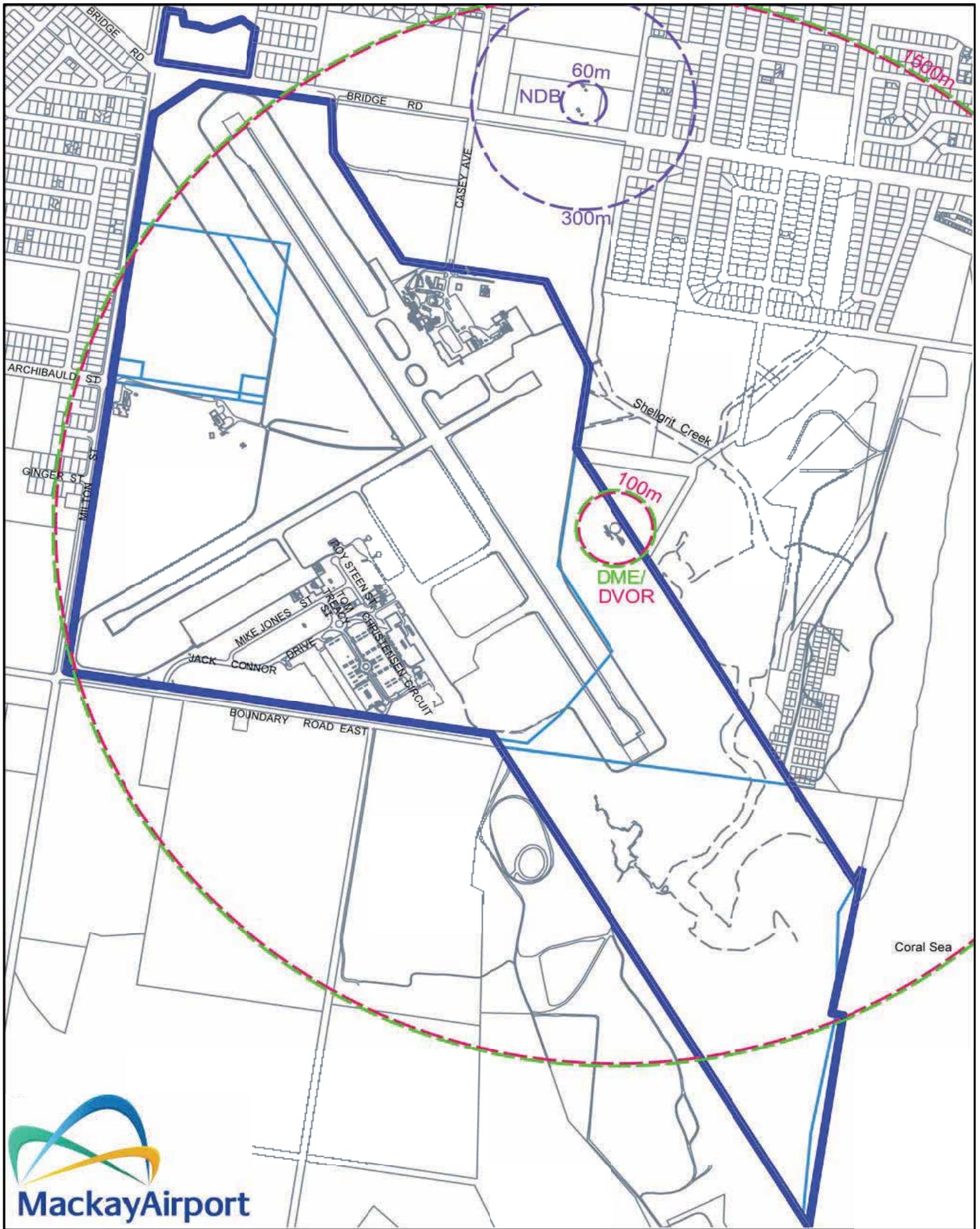
DATE:
12/07/2013

DATUM:
Geocentric Datum of Australia
1994 (GDA94) (Zone 55)



SCALE:
0 180 360 540 720m
1:18,000 @ A4

**MACKAY AIRPORT
LAND USE PLAN 2014
OPM-003 AIRPORT NOISE
EXPOSURE FORECAST (ANEF 2010)**



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Cadastre

- █ Airport Boundary
- █ Airport Lots

**AIRSERVICES AUSTRALIA
NAVIGATION AIDS RADIO
BUILDING RESTRICTED AREA**

	Building Restricted Area
NDB	
0-60m	See Airservices Australia Drg S11/4 Sheet 001 Issue 2
60-300m	See Airservices Australia Drg S11/4 Sheet 001 Issue 2
DME	
0-100m	See Airservices Australia Drg S11/7 Sheet 005 Issue 1
100-1500m	See Airservices Australia Drg S11/7 Sheet 005 Issue 1
DVOR (Elevated)	
0-100m	See Airservices Australia Drg S11/7 Sheet 003 Issue 1
100-1500m	See Airservices Australia Drg S11/7 Sheet 003 Issue 1

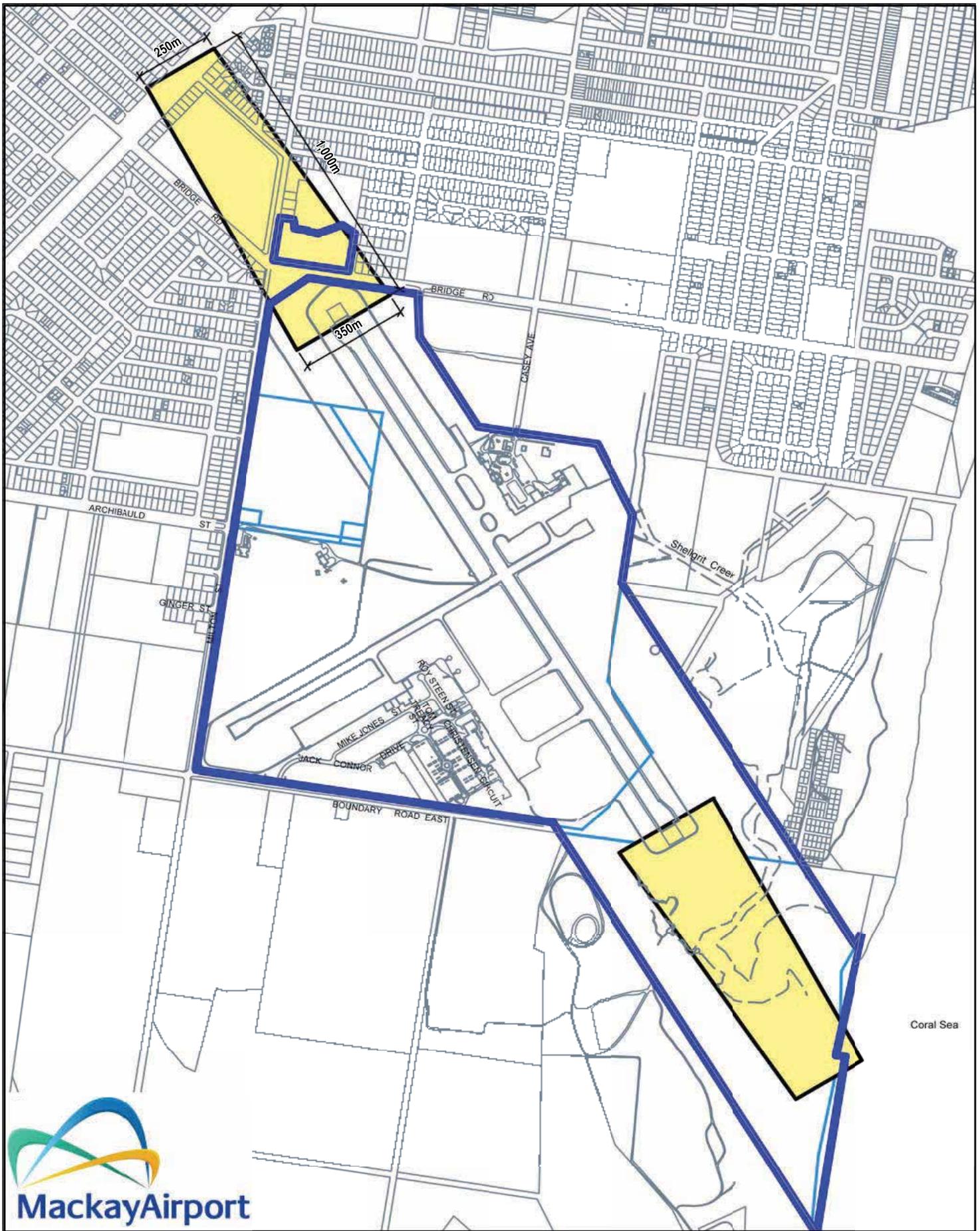
DATE: 12/07/2013

DATUM: Geocentric Datum of Australia 1994 (GDA94) (Zone 55)



SCALE: 0 150 300 450 600m
1:15,000 @ A4

**MACKAY AIRPORT
LAND USE PLAN 2014
OPM-004 NAVIGATIONAL AIDS**



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 Public Safety Area

Cadastre

 Airport Boundary
 Airport Lots

DATE: 12/07/2013	DATUM: Geocentric Datum of Australia 1994 (GDA94) (Zone 55)	N 
SCALE: 0 180 360 540 720m 1:18,000 @ A4		

**MACKAY AIRPORT
 LAND USE PLAN 2014
 OPM-005 PUBLIC SAFETY AREA**

Source:
Mackay Airport Pty Ltd dataset

Schedule 3

Inconsistent Uses



Schedule 3 Inconsistent uses

- (1) Section 35(3)(a) of the *Airport Assets (Restructuring and Disposal) Act 2008* provides that a Land use plan may state that a particular development is consistent or inconsistent.
- (2) This schedule identifies inconsistent development in all zones and precincts of the Land use plan.

Editor's note – refer to **section 5.4** of the Land use plan - Inconsistent development.

Table SC3.1. Inconsistent uses.

Inconsistent use	Inconsistent use
Adult store	Extractive industry
Animal husbandry	Funeral parlour
Animal keeping (except where ancillary to Emergency services and Custom agencies)	High impact industry (where an Abattoir)
Brothel	Hostel
Cemetery	Intensive animal industry
Community care centre	Multiple dwelling
Community residence	Relocatable home park
Crematorium	Retirement facility
Cropping	Rural workers accommodation
Detention facility	Special industry (where a tannery or rendering plant)
Dual occupancy	Tourist park
Dwelling house	

Appendix 1

Index and glossary of abbreviations and acronyms



Appendix 1 Index and glossary of abbreviations and acronyms

Abbreviation	Definition
<i>Airport Assets (Restructuring and Disposal) Act 2008</i>	<i>Airport Assets (Restructuring and Disposal) Act 2008 [Qld]</i>
AEP	Annual Exceedance Probability
ANEF	Australian Noise Exposure Forecast
ARFF	Aviation Rescue & Fire Fighting Services
AS	Australian Standards
BCA	Building Code of Australia
CASA	Civil Aviation Safety Authority
CPTED	Crime Prevention Through Environmental Design
GFA	Gross Floor Area
IATA	International Air Transport Association
JOSF	Joint Owner Storage Facility
MAPL	Mackay Airport Pty Ltd
Non-core airport infra-structure	Non-core airport infrastructure (i.e. development other than Core airport infrastructure)
NLA	Net Lettable Area
NQA	North Queensland Airports Ltd
OLS	Obstacle Limitation Surfaces
PIIP	Priority infrastructure interface plan
QDC	Queensland Development Code
SPA	<i>Sustainable Planning Act 2009</i>
SPP	State planning policy

