

## SC6.5 Planning scheme policy for the airport environs overlay code

### SC6.5.1 Purpose

The purpose of this planning scheme policy is to provide advice about achieving outcomes in the **Airport environs overlay code**.

Note—nothing in this planning scheme policy limits Council's discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

### SC6.5.2 Application

This planning scheme policy applies to assessable development which requires assessment against the **Airport environs overlay code**.

### SC6.5.3 Advice relating to obstructions and hazards outcomes

The following is advice for achieving outcomes in the **Airport environs overlay code** relating to obstructions and hazards outcomes:-

- (a) compliance with Acceptable Outcomes AO1.1 and AO1.2 of **Table 8.2.2.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Airport environs overlay code** may be achieved by observing the following process:-
- (i) a proponent proposing to erect a permanent or temporary structure (including a construction crane) within 15 kilometres of the Sunshine Coast Airport or Caloundra Aerodrome should consult the obstacle limitation surface (OLS) diagrams included on the Airport Environs Overlay Maps;
  - (ii) where a proposed structure or any equipment necessary to construct, operate or maintain the proposed structure is likely to exceed the height plane (in metres AHD) of the OLS the proponent should consult Council's planning assessment officers;
  - (iii) where Council planning assessment officers become aware of the likelihood of permanent or temporary structures penetrating the OLS, either by notification by the proponent or by other means, the matter will be referred to the Operations Manager for Sunshine Coast Airport;
  - (iv) upon review of the proposed development the Operations Manager for Sunshine Coast Airport will either:-
    - (A) advise the Council that the proposed development is unlikely to penetrate the OLS; or
    - (B) confirm that the proposed development penetrates the OLS;
  - (v) in the case of (A) above, the proposed development may proceed without further consideration of the OLS (although any change to the project, particularly if construction cranes are involved) may require reconsideration of OLS impacts;
  - (vi) in the case of (B) above, the Operations Manager for Sunshine Coast Airport will refer the proposed structure to the Civil Aviation Safety Authority (CASA);
  - (vii) if CASA and the airport operator determines that the proposal will be a hazardous object it will give notice of its determination to the proponent and the Council as planning authority. The determination will include advice about any conditions that would reduce the risk from the proposed structure to acceptable levels, without affecting the regularity or efficiency of aerodrome operations;
  - (viii) in considering a development application Council will have regard to the advice provided by CASA; and
  - (ix) Council is unlikely to approve a development application if CASA has determined that the proposal will create an unacceptable risk to aviation safety or affect the operational efficiency of the airport as determined by the airport operator.
- (b) compliance with Acceptable Outcome AO2.5 of **Table 8.2.2.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Airport environs overlay code** may be achieved (in part) by ensuring that landscape and drainage design does not create attractive habitats for birds and flying foxes through such measures as:-

#### Wetlands, drainage areas and water body design

- (i) avoiding the creation of large water bodies and wetlands within 3 kilometres of the boundaries of an airport; and
- (ii) for development within 8 kilometres of the boundaries of an airport:-
  - (A) keeping the size of water bodies to a minimum;

- (B) avoiding the creation of islands within water bodies;
- (C) keeping water body depth at more than 500mm;
- (D) ensuring that water bodies have steep sides so as to make direct access to water difficult;
- (E) minimising the area of open water in water bodies;
- (F) minimising vegetation and overhanging rocks and logs at water body edges; and
- (G) ensuring that drainage channels provide for regular flows to be contained within steep or vertical edged concrete flow paths with any broader channels for stormwater flows grassed and graded to drain quickly and be easily mown so as to avoid pondage;

Landscape design

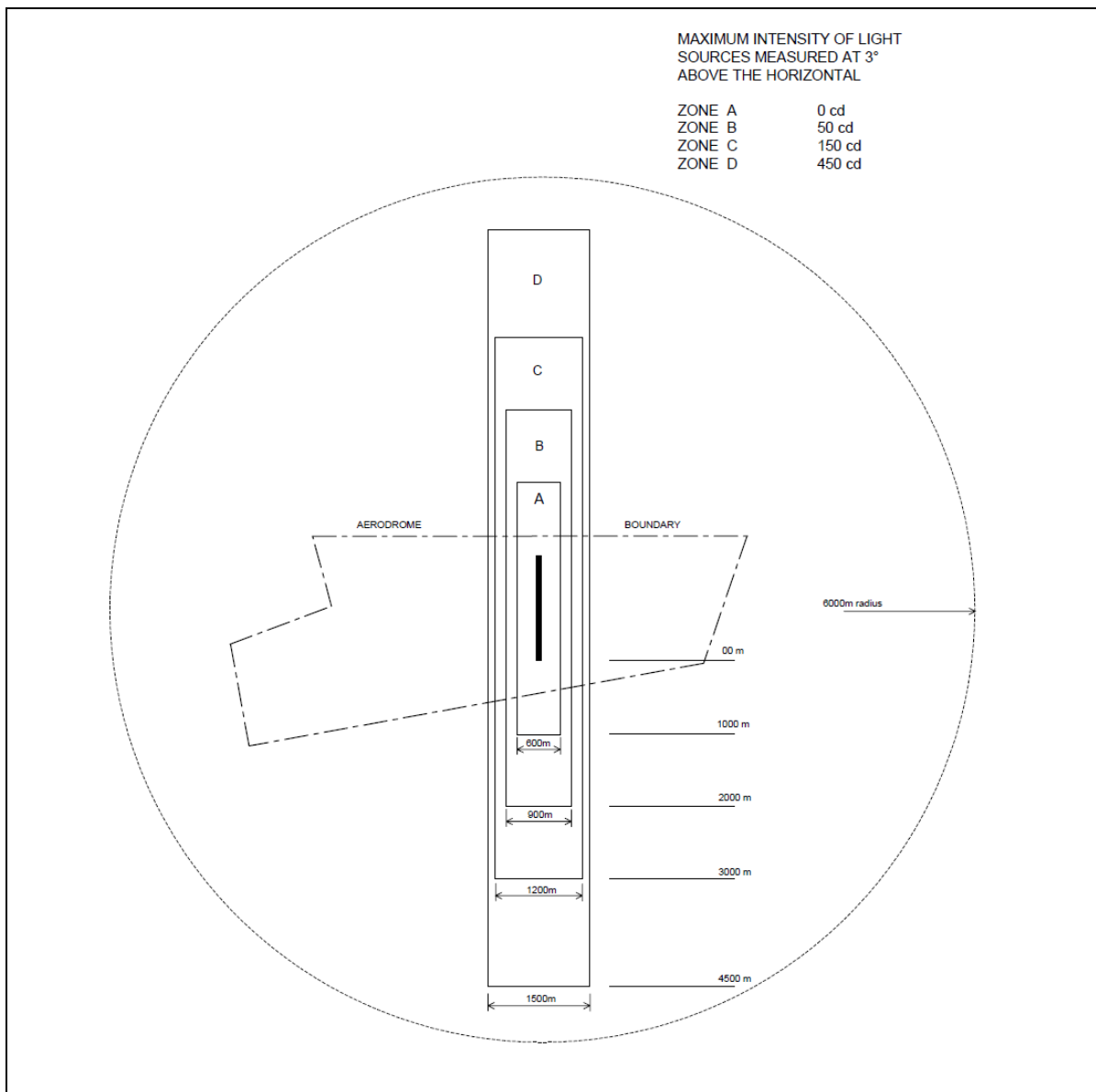
- (iii) avoiding artificial wetlands, extensive planting of fruit trees and the creation of large grassed areas capable of producing abundant seed within 3 kilometres of the boundaries of an airport; and
- (iv) for development within 8 kilometres of an airport:-
  - (A) limiting the use of dense vegetation buffers around the edges of water bodies;
  - (B) limiting the planting of trees likely to form hollows;
  - (C) including short grass open areas that drain freely;
  - (D) keeping waterways free of vegetation that might provide habitat or food sources for ducks, ibis and other medium to large water birds;
  - (E) maintaining long grass (i.e.>30cm) in non-essential areas to reduce bird access to soil based food sources and serve to discourage feeding by limiting the birds ability to observe potential predators;
  - (F) limiting the use of signs, posts, structures and the like that provide resting and perching opportunities for birds;
  - (G) reducing opportunities for birds to scavenge from rubbish bins, composting facilities and the like by careful design and placement;
  - (H) installing anti-perching spikes and wires to deter birds, particularly magpies and raptors from roosting; and
  - (I) carefully considering the selection of plant species used in landscaping and in particular, avoiding known food trees for birds and flying foxes; and
- (c) Compliance with Acceptable Outcome AO4 of **Table 8.2.2.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Airport environs overlay code** may be achieved (in part) by ensuring that lighting within 6 kilometres of an airport:-
  - (i) is designed such that the intensity of lighting specified within each of the zones shown on **Figure SC6.5A (Airport lighting intensity zones)** does not exceed the intensity nominated for the respective zone;

Note—light fittings chosen for an installation should have their iso-candela diagram examined to ensure the fitting will satisfy the zone requirements. In many cases the polar diagrams published by manufacturers do not show sufficient detail in the sector near the horizontal, and therefore careful reference should be made to the iso-candela diagram. For installations where the light fittings are generally selected because their graded light emissions above horizontal conform to the zone requirements, no further modification is required.

- (i) for installations where the light fitting does not meet the zone requirements, fitting a screen to limit the light emission to zero above the horizontal; and
- (ii) avoiding the use of coloured lighting, except where approved for use by CASA.

Note—coloured lights are likely to cause conflict irrespective of their intensity because they are used to identify different aerodrome facilities. Proposals for coloured lights should be referred to CASA for detailed guidance.

**Figure SC6.5A Airport lighting intensity zones**



### SC6.5.4 Guidelines for achieving airport environs overlay code outcomes

For the purposes of the performance outcomes and acceptable outcomes in the **Airport environs overlay code**, the following are relevant guidelines:-

- (a) the *State Planning Policy December 2013* (Department of State Development, Infrastructure and Planning) and relevant *State Planning Policy Guidelines 2013*; and
- (b) *Australian Standards AS2021: Acoustics-Aircraft noise intrusion – Building siting and construction*.