

Australia's Gateway to Asia-Pacific

# LAND USE PLAN

September 2015



# Citation and commencement

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

## Corporate vision and mission

Cairns Airport Pty Ltd's vision is to be a valued partner in Northern 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 Cairns Airport. A \$1 billion redevelopment of Cairns Airport proposed over the next 20 years will ensure it continues to evolve as Australia's Asia-Pacific gateway and provide the infrastructure vital for regional development.

Cairns Airport's new Aviation enterprise precinct will provide the long term sustainability for diversified aeronautical activity including ancillary services, freight, logistics, engineering, maintenance, aeronautical and aerospace training facilities, helicopter operations, government and regulatory agency operations and administration. The innovative, leading edge features of the precinct will provide the first end of runway business development model for Australian airports.

The centralisation of aeronautical activities within the Aviation enterprise precinct will create opportunities for non-aeronautical development in the new Commercial enterprise precinct. This area will attract national and international commercial operators to realise the potential of its prominent highway frontage and strategic on airport position through the development of key commercial activities such as warehouse style retail and e-commerce market not previously accommodated in Cairns and the surrounding region.

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

- (a) \$921 million of construction costs on the site which would contribute \$829 million to the Cairns' Gross Regional Product and \$958 million to the State's Gross State Product;
- (b) Employment onsite is estimated at 2,100 full-time equivalent person years;
- (c) After including flow-on benefits from the construction of the two precincts' services and facilities, the project is estimated to generate a total of 3,500 full-time equivalent job years in Cairns and a total of 4,200 full-time equivalent job years in the State.

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

- (a) Annual revenues on the site of \$933 million which would contribute \$870 million or an additional 10% to Cairns' Gross Regional Product and \$1.1billion to the State's Gross State Product;
- (b) Employment onsite is estimated at 5,300 full-time equivalent jobs;
- (c) After including flow-on benefits from the operation of the facilities at the Aviation enterprise and Commercial enterprise precincts, the project is estimated to generate a total of 9,000 full-time equivalent jobs in Cairns and a total of 10,000 full-time equivalent jobs in the State, which is expected to increase the current workforce in Cairns by around 10%.

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

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## PART 1 Land use plan



# Part 1 About the Land use plan

## 1.1 Introduction

- (1) The Cairns 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 Cairns 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 State planning policy and the *Far North Queensland Regional Plan 2009-2031*, 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 Cairns Airport land including all premises, roads, internal waterways and tidal areas and interrelates with the surrounding local government area as illustrated in **OPM-001 - Cairns 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 statewide codes;
    - (ii) Use codes:
      - (A) Airport general use code;
    - (iii) Other development codes:
      - (A) Advertising devices code;
      - (B) Landscaping 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 Cairns 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 Cairns 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 Cairns 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 Cairns 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 development<sup>1</sup>.
- (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 Cairns 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 provided, or to be provided by the applicant under this part.
- (5) A condition mentioned in subsection (4) above must state each of the following:
- (a) why it was imposed;
  - (b) the amount of the payment to be made under the condition;
  - (c) details of the trunk infrastructure for which the payment is required;
  - (d) when the amount becomes payable;
  - (e) that the applicant may, instead of making the payment, elect to provide part or all of the trunk infrastructure; and
  - (f) if the applicant so elects:
    - (i) any requirements for providing trunk infrastructure; and
    - (ii) when it must be provided.

<sup>1</sup> 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"> <li>• Development and construction</li> <li>• Tourism</li> </ul>
Planning for the environment and heritage	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Coastal environment</li> <li>• Cultural heritage</li> <li>• Water quality</li> </ul>
Planning for safety and resilience to hazards	<ul style="list-style-type: none"> <li>• Emissions and hazardous activities</li> <li>• Natural hazards, risk and resilience</li> </ul>
Planning for infrastructure	<ul style="list-style-type: none"> <li>• State transport infrastructure</li> <li>• Strategic airports and aviation facilities</li> </ul>

### 2.2 Regional plan

The Planning Minister has identified that the Land use plan, specifically the strategic framework, appropriately advances the *Far North Queensland Regional Plan 2009-2031*, 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 Cairns 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 matters<sup>2</sup> 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) Cairns Airport is located approximately 7 kilometres north of the Cairns Central Business District and comprises approximately 767 hectares of land. Cairns Airport land is bounded by Airport Avenue in the south and areas fringing the Barron River in the north. It includes the existing domestic and international terminals, associated airport infrastructure and runways, together with land intended to allow for the airports expansion over time (**refer Map OPM-001 - Cairns Airport land and context**).
- (2) The Cairns and Great Barrier Reef region in Far North Queensland is one of Australia's premier holiday destinations attracting over 2.3 million visitors annually. Cairns Airport is a major gateway to the destination and is geographically isolated from the nearest major airport hub. Cairns Airport plays a crucial role in connecting not only domestic Australian visitors but also over 700,000 international visitors each year.
- (3) Cairns International Airport is Australia's busiest regional airport and the fifth busiest overall. Cairns is positioned geographically to service the Asian market and operate as a northern gateway to Australia (*Source: CAPA Consulting, 2011*).

<sup>2</sup> 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.



### 3.2.2 Economic and community significance

- (1) In 2010/11 it was estimated that the airport directly and indirectly generated approximately 30,000 jobs and added \$2.5 billion to the regional economy. The direct and indirect jobs generated represented about 22% of the region's employed workforce. Total value added indicates the Cairns Airport directly and indirectly accounts for about 21% of economic activity in the region, demonstrating that Cairns Airport is an essential part of the region's infrastructure.
- (2) An efficient airport is integral to the operation of the tourism industry. The National Visitor Survey estimates that spending by the 1,269,000 domestic visitors to the Cairns/North Queensland region in 2010/11 was \$1.439 million and that those that travelled to/from the region by air accounted for 50% of visitors. Spending by domestic visitors was estimated at \$1,133 per visitor. Those dependent on the airport are estimated to spend at a rate higher than this. At \$1,500 per visitor, spending in the region by domestic visitors by air is estimated at \$952 million.
- (3) Latest available data from the International Visitor Survey for regional expenditure for 2010/11, by the 649,000 international visitors was \$626 million. It is estimated from International Visitor Survey data that about 85% arrived by air. Expenditure by those arriving by air is estimated to be more than those arriving by other means of transport. At \$1,100 per visitor, the expenditure of arrivals by air is estimated at \$607 million.
- (4) Commodity exports arising from live fish, marine products and fruit and vegetables contributed approximately \$94 million to the regional economy in 2010/11.
- (5) Cairns Airport also supports a mining workforce of approximately 2,000 people located in Cairns, Tablelands and the Cassowary Coast centres engaged in fly-in to mines including those employed directly by mines and those employed in construction and maintenance and services. The workers involved are generally highly paid with an estimated average of about \$120,000 per annum. Estimated income derived by the regional economy from this group is approximately \$240 million per annum.
- (6) In 2010/11 total direct and indirect employment generated by airport operations was estimated to be about 6,300 people.
- (7) Along with the Cairns Central Business District the Cairns Airport is recognised in the Far North Queensland Regional Plan as being an existing major employment and economic activity area which needs to grow and diversify.
- (8) Cairns 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.
- (9) China Eastern has commenced operations (3 weekly flights) to/from Cairns generating approximately \$35 million per year into the regional economy and stimulating around 386 jobs.

*Source: Cummings Economics, 2011; Far North Queensland Regional Plan and NQA data.*

### 3.2.3 Land use and development<sup>3</sup>

- (1) Land use and development for the area needs to be considered in the context of both the Far North Queensland Regional Plan 2009-2031 and the planning scheme that regulates the land surrounding Cairns Airport being the CairnsPlan. The State planning policy also has an impact on the planning framework applying to the area.
- (2) The Far North Queensland Regional Plan 2009-2031 acknowledges that Cairns Airport is likely to increase employment opportunities in aviation and related industries, including education and training, finance, brokerage, insurance, aviation and marine industries. The Regional Plan also acknowledges the role that the airport has in supporting the growth of the region's tourism industry.

<sup>3</sup> 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) 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; and
- (d) the accessibility to, and within, the airport land.

- (3) The Land use plan identifies four zones and three precincts – refer **Map ZM-001 - Zone and precinct plan**. Development surrounding the Cairns Airport land includes low-medium density residential development, schools, low impact industrial activities, open space and recreational areas, areas of conservation value and cane farm land.
- (4) The likely effects of any proposed development is addressed in the identification of zones, levels of assessment tables, codes and overlay provisions.
- (5) The main access to the airport for passenger and related services is via Airport Avenue which is partly an Airport owned and controlled road. Accessibility to and within the airport is shown on **Map OPM-002 - Ground transport network**.

### 3.2.4 Core airport infrastructure<sup>4</sup>

- (1) Cairns 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;
    - (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;

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

- (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 features<sup>5</sup>

- (1) Cairns Airport is located near an area of high conservation value that includes protected areas such as the Trinity Inlet Marine Park, Wetlands of High ecological significance, Trinity Inlet Declared Fish Habitat Area and the Great Barrier Reef Marine Park World Heritage Area. Adjacent to the lower Barron River, foreshore mudflats are recognised as wetlands of international significance (refer to **OM-004 Matters of State Environmental Significance**).
- (2) Cairns Airport land is partially included within a Coastal Management District under the *Coastal Protection and Management Act 1995*. 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**).
- (3) Redden Island and Ellie Point are mapped as having “of concern” regional ecosystems under the *Vegetation Management Act 1999*. Additionally, the island contains flora and fauna species listed under the *Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)*.
- (4) Ellie Point contains extensive mangrove communities with significant fisheries value. It is intended that both Redden Island and Ellie Point remain free from non-aviation development.
- (5) Cairns Airport land is also subject to inundation and is below the 1 in 100 ARI storm event. Revetment works exist along the banks of the Barron River and key roads to prevent the taxiway and end of the runway being flooded by the river.

<sup>5</sup> 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).

- (6) A number of sites of indigenous cultural heritage significance have been identified on Redden Island and Ellie Point within the Green space and Movement zones. Sites have also been identified at the eastern end of the international taxiway in the Movement zone. These sites are registered under the *Aboriginal Cultural Heritage Act 2003*. The Act requires that a person must take all reasonable and practicable measures to ensure that an activity does not harm Aboriginal cultural heritage – “cultural heritage duty of care”.
- (7) There are no sites on Cairns Airport land listed under the Queensland Heritage Register.

### 3.3 Airport planning and development

#### 3.3.1 Strategic outcomes (DEOs)

- (1) Cairns 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) Cairns 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) 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.
- (3) Site and layout design reflects the long term objective to expand the Aviation enterprise precinct in the eastern periphery of the airport land.
- (4) 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) Key sites, corridors and buffer areas for current and future Core airport infrastructure are identified, preserved, protected and where appropriate, proactively acquired and managed.
- (2) The Movement expansion precinct gives longevity to the historic land reservation specifically identified for a second runway (not anticipated to be required within the next twenty years).
- (3) 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 uses are fostered in a new location to the east of the runway to ensure they can continue to perform an essential role within the broader aviation industry.

#### 3.3.3.1 Specific outcomes

- (1) Commercial general and regional aviation uses are relocated from the west of the runway to a new Aviation enterprise precinct on the eastern side of the main runway, where there are opportunities for further expansion and improved airside access.
- (2) Commercial general and regional aviation uses are protected from incompatible non-aviation land uses until such uses are transitioned to the Aviation enterprise precinct.
- (3) Interim options to expand Commercial general and regional aviation operations in the current location should only be considered where alternate longer term options are not viable.

#### 3.3.3.2 Land use strategies

- (1) Opportunities to expand air freight and helicopters/non-fixed winged enterprises are identified.
- (2) Alternate locations for the Aviation Rescue and Fire Fighting Services (ARFF), Emergency Management Services and Bureau of Meteorology facilities, being Core airport infrastructure, could be required within the medium term. Relocation of these services will occur in consultation with the relevant organisations.

### 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 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) Land use allocation reflects the existing and possible future locations of the airport's levee banks that provide flood/storm surge immunity to the airport.
- (5) 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 **OPM-007 – 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. Compliance with the requirements of *AS2021* is currently required by the Cairns Regional Council Planning Scheme's "*Operational Aspects of the Cairns International Airport Code*".
- (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) Cairns 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) The long term viability of the Cairns Airport is protected by diversifying airport revenue streams to ensure that airport infrastructure and operations can be sustained in times of economic downturns and tourism cycles.
- (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) Cairns Airport becomes Australia's aeronautical and commercial gateway to the Asia-Pacific Region by providing a flexible commercial environment and providing high quality facilities for visitors.

### 3.4.2 Element – Airport viability

- (1) The viability of Cairns 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) A Commercial enterprise precinct is established to the west of the runway adjacent to the Captain Cook Highway following the relocation of Commercial general and regional aviation uses. The Commercial enterprise precinct, due to the high exposure highway and airport location, has the potential to capture a share of the internet retail and E-commerce market that has not been previously realised in Cairns.
- (3) An Aviation enterprise precinct is established to the east of the runway by relocating the existing Commercial general and regional aviation uses to a location which provides opportunities for further expansion and improved airside access. The Aviation enterprise precinct will provide for aeronautical services, aeronautical ancillary support services, non- aeronautical facilities, aeronautical government and regulatory businesses and aeronautical and aerospace training facilities.
- (4) Development complements the economic potential of the available land while responding to constraints imposed by the obstacle limitation surface, flood management and aircraft noise.



### 3.4.3.2 Land use strategies

- (1) Development in the Mixed aviation 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.

## 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 Cairns 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) Development considers opportunities to incorporate decentralised electricity generation.

#### 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) 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) Cairns Airport meets the needs and expectations of the region's community and visitors by providing an affordable, safe and efficient transport infrastructure hub.
- (3) Alternative transport modes to access the airport such as public transport, cycling and walking are encouraged, particularly for the airport workforce.
- (4) Cairns Airport is established as a vibrant airfreight hub connecting Australia to Asia and providing opportunities for a broad range of new industry sectors benefiting from being located adjacent to one of Australia's key freight hubs.

### 3.6.2 Element – Road hierarchy

#### 3.6.2.1 Specific outcomes

- (1) Airport development and trunk infrastructure planning ensures the high order function of the State-controlled road network in the vicinity of Cairns Airport is not compromised.
- (2) Airport development coordinates with possible grade-separated intersections of the Captain Cook Highway anticipated proximate to Arnold Street to the north and Airport Avenue to the south.
- (3) The airport internal road network provides road connectivity between complimentary land uses, both internal and external of the Airport, where possible, to minimise local trips on the State-controlled road network.
- (4) 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.

#### 3.6.2.2 Land use strategies

- (1) Direct property access to lots is consolidated, where possible, to protect the primary traffic carrying function of the roads.
- (2) Direct property access to lots is restricted to access streets and access places, except as required for emergency access.

### 3.6.3 Element – Connectedness and integration

- (1) The vitality of Cairns Airport and the Far North Queensland 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.
- (2) Comfortable and convenient transfers are provided between travel modes to maximise the attractiveness of public transport.
- (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 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) Connections to external public transport networks will be promoted, including Smithfield/Northern Beaches to the north and the town centre with connections to the south, anticipated to be implemented by 2020.
- (2) Development facilitates the provision of stronger external linkages to the airport in conjunction with trunk infrastructure providers to manage traffic generation associated with the Terminal business zone and Commercial enterprise precinct.
- (3) Development incorporates appropriate end-of-trip facilities, including bicycle parking, showers and change rooms.

#### 3.6.4 Element – Freight transport

- (1) Cairns Airport develops as an airfreight hub to deliver significant economic benefits to the region.

##### 3.6.4.1 Specific outcomes

- (1) The Aviation enterprise precinct provides for freight infrastructure, including warehousing and offices to facilitate a growing freight hub.
- (2) Freight routes are protected and integrated with the Terminal business zone and the Mixed aviation 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 Cairns 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 Cairns Airport such as the wetlands and vegetation of Redden Island and Ellie Point 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 an area of 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 Redden Island and Ellie Point 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) Marine and estuarine habitats on airport are protected to maintain sustainable fish stock levels.
- (3) Areas with high probability of Potential 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 Aboriginal cultural heritage significance on Ellie Point and Redden Island 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 wetlands which provide a unique visual buffer and natural setting to the east/seaward from the airport;
  - (b) the adjacent Whitfield Range which provide a visually attractive backdrop to the south- west; and
  - (c) airport infrastructure which provides ‘reference points’ or ‘visual markers’ when viewed from the external road network.
- (2) Airport Avenue is an important contributor to the arrival experience in tropical Far North Queensland and is reinforced as a scenic route between the airport and the city.
- (3) Landscaping treatments reflect the tropical climate of Cairns. Where landscaping is to be provided 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* has 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 the development of 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 Cairns Regional Council:
  - (a) drainage;
  - (b) roads;
  - (c) sewerage; and
  - (d) water supply.

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 Cairns 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 *Airport Assets (Restructuring and Disposal) Act 2008* the Assessment manager for a development application for development on airport land, may impose a contribution condition on the development approval for the application only in relation to infrastructure classes mentioned in **section 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 reconfiguration<sup>6</sup>.

#### 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 Cairns Airport to the Assessment manager for referral to Cairns Regional Council (if not the same) for the levying of charges.

#### 4.6 Calculation of charges for infrastructure

- (1) Infrastructure charges do not apply to the development of Core airport infrastructure.
- (2) The infrastructure charges for non-core airport infrastructure will be consistent with the infrastructure framework that applies to land in the Cairns Regional Council area at the time the development application is lodged with the Assessment manager.
- (3) The Adopted Infrastructure Charges for Cairns Regional Council local government area identifies Council's infrastructure charges for particular development and the area to which it applies.
- (4) A levied charge may be only for additional demand placed upon trunk infrastructure that will be generated by the development.
- (5) A discount, the equivalent of the average apportionment allocated to Parks and Community Facilities Trunk Infrastructure will apply.

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

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

<sup>6</sup> 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 Cairns 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, Cairns 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 Cairns 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, Cairns Airport Pty Ltd and Cairns 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 Cairns Regional Council is, for the purposes of recovery, taken to be rates.

## PART 5 Table 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 Cairns Airport land.
- (2) A Land use plan cannot state that any of the following development is assessable development, requiring code or impact assessment<sup>7</sup> 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*<sup>8</sup>.

### 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 variation<sup>9</sup> to the level of assessment (shown as an “if” in the “level of assessment” column) that applies to the development.

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

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

<sup>9</sup> 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 Cairns 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 state<sup>10</sup> 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 8**; 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 agency<sup>11</sup>.

(4) Inconsistent development is code assessable<sup>12</sup>.

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

<sup>11</sup> 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.

<sup>12</sup> 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	<b>Exempt</b> If for <i>Core airport infrastructure – services</i> or <i>Core airport infrastructure - utility</i>	
	<b>Self assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Environment facility	Exempt	
Park	Exempt	
Temporary use	Exempt	
Utility installation	<b>Self assessment</b> <ul style="list-style-type: none"> <li>• If it does not include the erection and operation of any building or structure having a gross floor area greater than 200m<sup>2</sup>; and</li> <li>• If complying with the self-assessable acceptable outcomes of the applicable codes.</li> </ul>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Green space zone code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Other uses</b>		
Any other use not listed in this table	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Green space zone code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Any use listed in the table and not complying with the criteria in the level of assessment column (other than Core airport infrastructure <sup>13</sup> )	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Green space zone code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Any other undefined use	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Green space zone code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>

<sup>13</sup> 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
<b>Air services</b>	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Mixed aviation zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Bus transit centre</b>	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Mixed aviation zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Car wash</b>	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Mixed aviation zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Child care centre</b>	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Mixed aviation zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Club</b>	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Mixed aviation zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>

Table 5.5.2. Mixed aviation zone (cont.)

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

Table 5.5.2. Mixed aviation zone (cont.)

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

Table 5.5.2. Mixed aviation zone (cont.)

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

**Table 5.5.2. Mixed aviation zone (cont.)**

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

Table 5.5.2. Mixed aviation zone (cont.)

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

**Table 5.5.2. Mixed aviation zone (cont.)**

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

Table 5.5.2. Mixed aviation zone (cont.)

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



Table 5.5.2. Mixed aviation zone (cont.)

Use	Level of assessment	Assessment criteria
Utility installation	<b>Self assessment</b> If it does not include the erection and operation of any building or structure having a gross floor area greater than 200m <sup>2</sup> .	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Mixed aviation zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Veterinary Services	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Mixed aviation zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Warehouse	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Mixed aviation zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Other uses</b>		
Any other use not listed in this table	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Mixed aviation zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Any use listed in the table and not complying with the criteria in the level of assessment column (other than Core airport infrastructure <sup>14</sup> )	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Mixed aviation zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Any other undefined use	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Mixed aviation zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>

<sup>14</sup> 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	<b>Exempt</b> If for the safe and efficient landing, taxiing or parking of aircraft, being fixed wing and non-fixed wing.	
	<b>Self assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Temporary use	<b>Exempt</b>	
Utility installation	<b>Self assessment</b> If it does not include the erection and operation of any building or structure having a gross floor area greater than 200m <sup>2</sup> .	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Movement zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Other Uses</b>		
Any other use not listed in this table	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Movement zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Any use listed in the table and not complying with the criteria in the level of assessment column (other than Core airport infrastructure <sup>15</sup> )	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Movement zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Any other undefined use	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Movement zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>

<sup>15</sup> 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
<b>Air services</b>	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Child care centre</b>	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Club</b>	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Core airport infrastructure</b>	<b>Exempt</b>	
<b>E-commerce distribution centre</b>	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>

Table 5.5.4. Terminal business zone (cont.)

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

Table 5.5.4. Terminal business zone (cont.)

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

Table 5.5.4. Terminal business zone (cont.)

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

**Table 5.5.4. Terminal business zone (cont.)**

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

Table 5.5.4. Terminal business zone (cont.)

Use	Level of assessment	Assessment criteria
Short-term accommodation	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Temporary use	<b>Exempt</b>	
Tourist attraction	<b>Self assessment</b> 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"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Transport depot	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Utility installation	<b>Self assessment</b> 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 <sup>2</sup> .	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>



Table 5.5.4. Terminal business zone (cont.)

Use	Level of assessment	Assessment criteria
Veterinary services	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Warehouse	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Other Uses</b>		
<b>Any other use not listed in this table</b>	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Any use listed in the table and not complying with the criteria in the level of assessment column (other than Core airport infrastructure<sup>16</sup>)</b>	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Any other undefined use</b>	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Airport general use code</li> <li>• Landscaping code</li> <li>• Terminal business zone code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>

<sup>16</sup> 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*.

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

**Table 5.7.1. Building work (cont.)**

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

Table 5.8.1. Operational Work (cont.)

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

<sup>17</sup> 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
<b>Potential Acid sulfate soils overlay</b>		
<b>All Operational work and building work</b> if: (a) excavating or filling on land identified on <b>OM-001-Potential Acid sulfate soils overlay</b> ; and (b) involving land at or below five metres Australian Height Datum where: (i) removing 100m <sup>3</sup> or more of soils or sediment; or (ii) filling of land involving 500m <sup>3</sup> or more of material at an average depth of 0.5m or greater.	<b>Exempt</b> If for Minor building work.	
	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>Potential Acid sulfate soils overlay code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>Potential Acid sulfate soils overlay code</li> </ul>
<b>Coastal management and biodiversity overlay</b>		
<b>All material change of use, operational work and building work</b> if: (a) within the Storm tide inundation area – High hazard area identified on <b>OM-002-Coastal management and biodiversity overlay – Storm tide inundation</b> ; or (b) within the Erosion prone area identified on <b>OM-003-Coastal Management and Biodiversity Overlay – Erosion prone area</b> ; or (c) within areas of State environmental significance identified on <b>OM-004 – Coastal management and biodiversity overlay – Matters of State environmental significance</b> .	<b>Exempt</b> If for: (a) Core airport infrastructure; or (b) Minor building work	
	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>Coastal management and biodiversity overlay code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>Coastal management and biodiversity overlay code</li> </ul>
<b>Flood management overlay</b>		
<b>All material change of use, operational work and building work</b> if within the Flood management area identified on <b>OM-005-Flood management overlay</b> .	<b>Exempt</b> If for: (a) Core airport infrastructure; or (b) Minor building work	
	<b>Self assessment</b> If complying with the self-assessable acceptable outcomes of the applicable code(s).	<ul style="list-style-type: none"> <li>Flood management overlay code</li> </ul>
	<b>Code assessment</b> If not otherwise specified.	<ul style="list-style-type: none"> <li>Flood management overlay code</li> </ul>

## 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 the Emergency response – second airport access;
    - (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 Ellie Point and Redden Island 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) an Emergency response – secondary airport access point is provided for in the in the Green space zone near Greenbank Road. Such infrastructure and services are designed as low impact and operated to maintain public safety and environmental health;
  - (g) development maintains the scenic values and landscape character of the Green space zone, particularly Ellie Point, as well as views to prominent ridgelines, escarpments and significant landmarks;
  - (h) 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; and
  - (i) 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*.



## 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) 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;
  - (b) 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).
  - (c) development enhances the overall visual character of the airport as a gateway to Cairns and the Far North Queensland region by:
    - (i) reinforcing key vistas and Airport Avenue which is an important contributor to the arrival experience;
    - (ii) providing articulated built form and frontages;
    - (iii) providing canopy tree planting;
    - (iv) providing high quality street furniture; and
    - (v) providing shade and weather protection such as awnings over footpaths.
  - (d) development adjoining or containing a waterway maintains vegetation along the bed or banks of the waterway; and
  - (e) inconsistent development as identified in Schedule 3 is not established in the Mixed aviation zone.

### Aviation enterprise precinct

- (3) The overall outcomes of the Aviation enterprise precinct are:
  - (a) the Aviation enterprise precinct provides for the establishment of Commercial general and regional aviation uses, other aeronautical services and industrial development. Such uses may include freighting, charter operators, aeromedical operators, agricultural aviation businesses, fire and search and rescue services, training and aerial work such as aerial photography and surveying. It also includes private, business, recreation and sports aviation activity and supporting businesses such as maintenance providers;
  - (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) 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) the Aviation enterprise precinct provides for the establishment of emergency services where direct access by road to runway 15/33 can be provided including:
  - (i) Aviation Rescue and Fire Fighting facility;
  - (ii) Royal Flying Doctor Service;
  - (iii) Emergency Management Queensland Headquarters; and
- (f) 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 Captain Cook Highway and will include E-commerce distribution centres, retail warehouses, shopping centres, showrooms and other uses that are attracted by the logistics offered by the airport;
  - (b) development on the western periphery of Cairns Airport ensures the safe and effective operation of the State-controlled road network;
  - (c) 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;
  - (d) 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
  - (e) 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.

## 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 runway 15/33;
    - (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) runway buffers (i.e. public safety areas) at the end of the main runway (15/33) are provided to maximise public safety and minimise risk to aircraft in the highest accident risk zone; and
  - (i) development preserves the lines of sight and signals for the air traffic control tower, fire station, aviation navigational aids and meteorological equipment.

### **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 ability for a second runway to be constructed in the eastern portion of Cairns Airport.

## 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 passenger terminals and to support expanding airline operations, including but not limited to check-in and baggage handling.
- (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) inconsistent development as identified in **Schedule 3** is not established in the Terminal business zone;
  - (c) development achieves a high level of accessibility by providing convenient access to terminals, business areas, public transport facilities and car parks;
  - (d) short and long term car parking areas are located west of Mick Borzi Drive providing consolidated access to the terminal;
  - (e) internal road networks provide connections between precincts for both vehicles and cyclists;
  - (f) development provides opportunities to improve the public transport interface to the terminal by ensuring that interchanges are conveniently located, clearly identified and comfortable;
  - (g) development supports pedestrian movement by incorporating footpaths, walkways and other spaces intended for pedestrians to be sheltered from excessive sunlight and rain;
  - (h) development preserves the lines of sight and signals for the air traffic control tower, aviation navigational aids and meteorological equipment; and
  - (i) development enhances the overall visual character of the terminal as a gateway to Cairns and the Far North Queensland region by:
    - (i) providing articulated built form and frontages that have a high standard of visual design;
    - (ii) reinforcing key vistas, including the view to the Whitfield Ranges 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.

## 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 Potential 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 Potential 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 Potential 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.

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

Performance outcome	Acceptable outcomes
<p><b>PO1</b> Development:</p> <p>(a) does not disturb Potential Acid sulfate soils; or</p> <p>(b) is managed to avoid or minimise the release of acid and metal contaminants, where disturbance of Potential Acid sulfate soils is unavoidable.</p>	<p><b>AO1.1</b> The disturbance of Potential Acid sulfate soils is avoided by:</p> <p>(a) not excavating or otherwise removing soil or sediment identified as containing Potential Acid sulfate soils;</p> <p>(b) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated Potential Acid sulfate soils;</p> <p>(c) not undertaking filling on land at or below 5 metres AHD that results in:</p> <p>(i) actual Potential Acid sulfate soils being moved below the water table; or</p> <p>(ii) previously saturated Potential Acid sulfate soils being aerated; and</p> <p>(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><b>PO1</b> Development:</p> <p>(a) does not disturb Potential Acid sulfate soils; or</p> <p>(b) is managed to avoid or minimise the release of acid and metal contaminants, where disturbance of Potential Acid sulfate soils is unavoidable.</p>	<p><b>AO1.1</b> The disturbance of ASS 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 Australian Standard 4969;</p> <p>(b) neutralising existing acidity and preventing the generation of acid and metal contaminants using strategies documented in the <i>Soil Management Guidelines</i><sup>18</sup>; and</p> <p>(c) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment.</p>

<sup>18</sup> 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;
  - (d) development does not create an adverse impact on existing properties in the Barron River delta and the values of the delta are protected; and
  - (e) development maintains public access to the coast consistent with maintaining airport security, public safety and conserving coastal resources.



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

Performance outcomes	Acceptable outcomes
<b>Coastal hazards</b>	
<p><b>PO1</b> Development and infrastructure is located, designed and constructed to ensure it is able to function during and after a storm tide event.</p>	<p><b>AO1.1</b> Development within an area prone to storm tide inundation as identified on <b>OM-002 – Storm tide inundation</b> is located in an area that is above RL 2.51 metres AHD<sup>19</sup> and has freeboard above that level of 300mm.</p> <p><b>AO1.2</b> 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: (a) located above RL 2.8 metres AHD; or (b) designed and constructed to exclude storm-tide intrusion/infiltration.</p> <p><b>AO1.3</b> Emergency services, shelters and associated facilities are above RL 2.5 metres AHD.</p> <p><b>AO1.4</b> Structures used for the manufacture or storage of hazardous materials in bulk are located above RL 2.5 metres AHD and have a freeboard above that level of 300mm.</p> <p><b>AO1.5</b> Development provides at least one evacuation route located above RL 2.5 metres AHD that remains passable for emergency evacuations during a storm-tide event.</p>
<b>Wetlands of High ecological significance</b>	
<p><b>PO2</b> Development protects the physical condition, ecological health, environmental values and water quality of wetlands.</p>	<p><b>AO2.1</b> Development is not located within a High ecological significance wetland.</p>
<b>Riparian values</b>	
<p><b>PO2</b> Development adjoining a waterway does not adversely affect the integrity of the waterway or riparian corridor.</p>	<p><b>AO3.1</b> Development, excluding Core airport infrastructure, is setback a minimum distance of 25 metres from the top of the high bank of Little Barron Creek, Hamliff Creek and Saltwater Creek.</p>

<sup>19</sup> Footnote - – RL 2.44 metres AHD is the level of which a storm surge will overtop the bund/levee protection walls for Cairns Airport.

Table 7.2.2.3.2. Criteria for assessable development.

Performance outcomes	Acceptable outcomes
<b>Coastal hazards - erosion</b>	
<p><b>PO1</b> Development mitigates any increase in risk to people and property from adverse coastal erosion impacts.</p>	<p><b>AO1.1</b> Development within an erosion prone area as identified on <b>OM-003 - Erosion prone area:</b></p> <ul style="list-style-type: none"> <li>(a) installs and maintains coastal protection works to mitigate adverse impacts to people and property from coastal erosion at the location; or</li> <li>(b) locates, designs and constructs relevant buildings or structures to withstand coastal erosion impacts.</li> </ul>
<p><b>PO2</b> Development in an erosion prone area is required to:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(b) maintain physical coastal processes outside the development footprint for the development, including longshore transport of sediment along the coast; and</li> <li>(c) not increase risk of shoreline erosion for areas adjacent to the development footprint unless the development is an erosion control structure.</li> </ul>	<p><b>AO2.1</b> If the development involves reclamation, the development:</p> <ul style="list-style-type: none"> <li>(a) does not alter or otherwise minimises impacts on the physical characteristics of dune systems, including dune crest height and sand volume;</li> <li>(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;</li> <li>(c) is located outside the active sediment transport area or otherwise maintains sediment transport processes as close as possible to their natural state;</li> <li>(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.</li> </ul> <p><i>Editor's 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>

**Table 7.2.2.3.2. Criteria for assessable development (cont.)**

Performance outcomes	Acceptable outcomes
<b>Matters of State Environmental Significance</b>	
<p><b>PO3</b> 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><b>AO3.1</b> Development within areas of State environmental significance as identified on <b>OM-004 Matters of State environmental significance</b> 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><b>AO3.2</b> 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>
<b>Coastal Protection Work</b>	
<p><b>PO4</b> Development that is coastal protection work is: (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>	<p>No acceptable outcome specified.</p>
<p><b>PO5</b> 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: (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>	<p>No acceptable outcome specified.</p> <p><i>Editor's 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>

Table 7.2.2.3.2. Criteria for assessable development (cont.)

Performance outcomes	Acceptable outcomes
<b>Scenic amenity</b>	
<p><b>PO6</b> 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>	No acceptable outcome specified.
<b>Public access</b>	
<p><b>PO7</b> 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>	No acceptable outcome specified.

## 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><b>PO1</b> Development and infrastructure responds to flooding potential and maintains personal safety at all times.</p>	<p><b>AO1.1</b> New buildings are designed with habitable floor levels with a freeboard 300mm above the highest peak 1% AEP<sup>20</sup> water level shown for the building's location on <b>Figure AO1.1. Peak internal flood levels (1% AEP Event)</b>.</p> <p><b>AO1.2</b> 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> <ol style="list-style-type: none"> <li>(a) located 300mm above the highest peak 1% AEP water level shown for the building's location on <b>Figure AO1.1. Peak internal flood levels (1% AEP Event)</b>; or</li> <li>(b) designed and constructed to exclude storm-tide intrusion/infiltration.</li> </ol> <p><b>AO1.3</b> 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><b>AO1.4</b> Signage is provided onsite:</p> <ol style="list-style-type: none"> <li>(a) indicating the position and path of all safe evacuation routes off the site; and</li> <li>(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.</li> </ol>

<sup>20</sup> Footnote – Average Exceedance Probability.

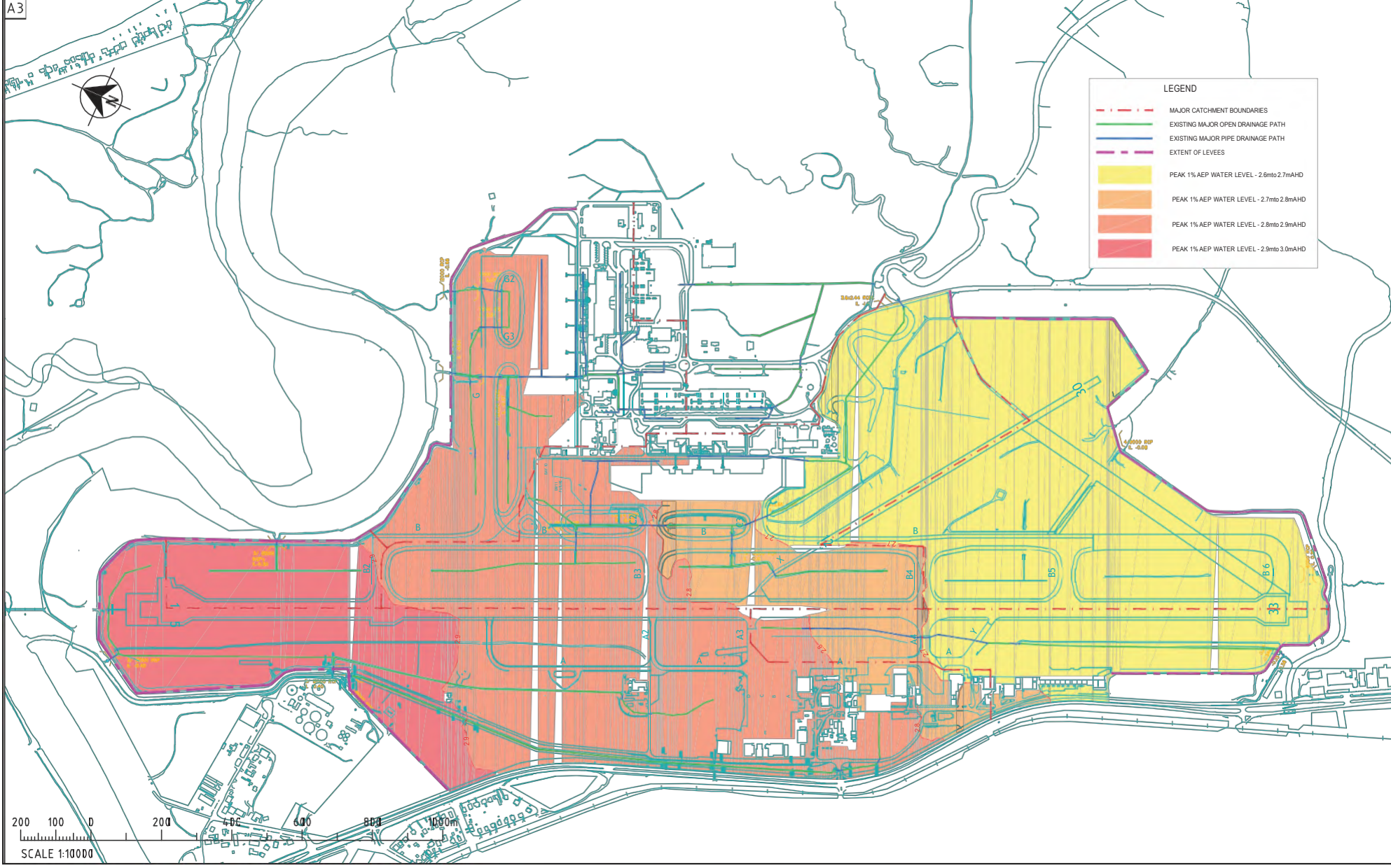
Table 7.2.3.3.1. Criteria for self-assessable and assessable development (cont.)

Performance outcomes	Acceptable outcomes
<p><b>PO2</b> Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding.</p>	<p><b>AO2.1</b> 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><b>PO3</b> Development avoids the release of hazardous materials into floodwaters.</p>	<p><b>AO3.1</b> Structures used for the manufacture or storage of hazardous materials in bulk are located 300mm above the highest peak 1% AEP water level shown for the building's location on <b>Figure AO1.1. Peak internal flood levels (1% AEP Event).</b></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><b>PO1</b> Development siting and layout responds to flooding potential and maintains personal safety at all times.</p>	<p><b>AO1.1</b> New buildings are provided with clear and direct pedestrian and vehicle evacuation routes off the site.</p> <p><b>AO1.2</b> Road and/or pathway layout provides a safe and clear evacuation path:</p> <ul style="list-style-type: none"> <li>(a) by locating entry points above the flood level, if possible, and avoiding cul-de-sac or other non-permeable layouts; or</li> <li>(b) by direct and simple routes to main carriageways.</li> </ul>
<p><b>PO2</b> 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><b>PO3</b> Community infrastructure is able to function effectively during and immediately after flood events.</p>	<p>No acceptable outcome specified.</p>

Figure AO1.1.1. Peak internal flood levels (1% AEP Event).





## 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 Cairns 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
<b>Airport protection</b>	
<p><b>PO1</b> Development does not create a permanent or temporary obstruction in the airport's operational airspace.</p>	<p><b>AO1.1</b> Buildings and structures do not exceed the height limits identified on <b>OPM-003 - OPM-006 Structure Height</b>.</p> <p><b>AO1.2</b> Cranes or other equipment used during construction do not encroach into the airport's operational airspace.</p> <p><b>AO1.3</b> Landscaping does not include vegetation that at maturity will encroach into the airport's operational airspace.</p> <p><b>AO1.4</b> Buildings and other structures are not located within 150 metres of any runway centre line.</p>
<p><b>PO2</b> 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><b>AO2.1</b> Development does not include any of the following types of outdoor lighting:</p> <ul style="list-style-type: none"> <li>(a) straight parallel lines of lighting 500 metres to 1000 metres long;</li> <li>(b) flare plumes;</li> <li>(c) upward shining lights;</li> <li>(d) flashing lights;</li> <li>(e) laser lights;</li> <li>(f) sodium lights; and</li> <li>(g) reflective surfaces.</li> </ul> <p><b>AO2.2</b> Lighting is designed and constructed by a suitably qualified person<sup>21</sup> 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><b>PO3</b> Emissions do not significantly increase air turbulence, reduce visibility or compromise the operation of aircraft engines in the airport's operational airspace.</p>	<p><b>AO3.1</b> Development does not emit smoke, dust, ash or steam into the airport's operational airspace.</p> <p><b>AO3.2</b> 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><b>AO3.3</b> 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>

<sup>21</sup> Footnote - Compliance statements prepared by a suitably qualified person are submitted to Cairns 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
<b>Airport protection</b>	
<p><b>PO4</b> Development does not attract wildlife, in particular flying vertebrates such as birds and bats, into operational airspace in significant numbers</p>	<p><b>AO4.1</b> Development does not incorporate landscaping that involves ponds, lakes or permanent water sources.</p> <p><b>AO4.2</b> 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><b>AO4.3</b> 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><b>AO4.5</b> Aquaculture is undertaken in accordance with a <i>Wildlife Hazard Management Plan</i> prepared by a suitably qualified person<sup>22</sup> that includes measures to reduce the potential to attract birds and bats, such as ensuring that potential food or waste sources are covered and collected.</p>
<p><b>PO5</b> Development does not interfere with the function of aviation facilities.</p>	<p><b>AO5.1</b> Development located within the building restricted area of an aviation facility as depicted by <b>OPM-008 Navigational Aids and Figures AO5.1 - AO5.7</b>, 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><b>AO5.2</b> 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>

<sup>22</sup> Footnote - Compliance statements prepared by a suitably qualified person are submitted to Cairns 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.)

Airport protection	
<p><b>PO6</b></p> <p>Development does not increase the risk to public safety.</p>	<p><b>AO6.1</b></p> <p>Development within the public safety area (as depicted on <b>OPM-009 – Public Safety Area</b>) does not involve:</p> <ul style="list-style-type: none"> <li>(a) a significant increase in the number of people living, working or congregating in the area;</li> <li>(b) the manufacture, use or storage of flammable, explosive, hazardous or noxious materials.</li> </ul>
<p><b>PO7</b></p> <p>Development involving a sensitive land use is appropriately located and designed to prevent adverse impacts from aircraft noise.</p>	<p><b>AO7.1</b></p> <p>Development within the 20–40 ANEF contour is consistent with <b>Table AO7.1. Building Site Acceptability based on ANEF Zones</b> and <b>OPM-007-Airport Noise Exposure Forecast</b>.</p> <p>OR</p> <p><b>AO7.2</b></p> <p>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</i> as demonstrated by a suitably qualified person<sup>23</sup>.</p>
Sensitive land uses	
<p><b>PO8</b></p> <p>Sensitive land uses are not exposed to noise, odour, air or lighting nuisances that impact on human health, amenity or wellbeing.</p>	<p><b>AO8.1</b></p> <p>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 person<sup>24</sup>.</p> <p><b>AO8.2</b></p> <p>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 person<sup>25</sup>.</p>
<p><b>PO9</b></p> <p>Sensitive land uses are not exposed to unacceptable levels of soil contaminants.</p>	<p><b>AO9.1</b></p> <p>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 person<sup>26</sup>.</p>
Siting and design of buildings	
<p><b>PO10</b></p> <p>The siting and scale of buildings:</p> <ul style="list-style-type: none"> <li>(a) is compatible with the desired character of the area;</li> <li>(b) contributes to the existing and desired amenity of the airport; and</li> <li>(c) incorporates sustainable building principles.</li> </ul>	<p><b>AO10.1</b></p> <p>Buildings and structures comply with the setbacks and site coverage requirements in <b>Table AO10.1. Setbacks and site coverage</b>.</p>
<p><b>PO11</b></p> <p>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><b>AO11.1</b></p> <p>The site has a minimum area, dimensions and access as set out in <b>Table AO11.1. Site suitability</b>.</p>

<sup>23, 24, 25, 26</sup> Footnote - Compliance statements prepared by a suitably qualified person are submitted to Cairns 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
<b>Short term accommodation</b>	
<p><b>PO12</b> 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><b>AO12.1</b> Open space is provided:</p> <ul style="list-style-type: none"> <li>(a) at the minimum rate of 1.5m<sup>2</sup> per bed; and</li> <li>(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.</li> </ul> <p>Balconies, verandas, covered walkways or other parts of the building/s shelter are part of this area.</p>
<b>Vegetation management</b>	
<p><b>PO13</b> Development retains existing significant vegetation, and integrates the vegetation within the site layout and landscape concept.</p>	<p><b>AO13.1</b> Development is located and designed to minimise the clearing of regulated vegetation.</p> <p><b>AO13.2</b> Where removal or damage to regulated vegetation is unavoidable, it is replaced with vegetation of a similar height and structure as listed in <b>Table AO2.1. Recommended species for ornamental use of the Landscaping code.</b></p> <p><b>AO13.3</b> Development will seek to retain vegetation along Airport Avenue to reinforce the scenic route and arrival experience into Cairns.</p>

**Table AO7.1. 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 <sup>27</sup>	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 <sup>27</sup>	Acceptable in all ANEF zones		

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

Editor's notes:

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

<sup>27</sup> Footnote – refer to Schedule SC1.2.1 for defined activity groups

Table AO10.1. Setbacks and site.

Activities <sup>28</sup>	Road Frontage Setbacks	Side and Rear Boundary Setbacks	Maximum Site Coverage
<b>Development within the Terminal business zone and Aviation enterprise precinct</b>			
<b>All activities and development (including Core airport infrastructure)</b>	None specified <sup>29</sup>	None specified <sup>29</sup>	N/A
<b>Development within all other zones and precincts</b>			
<b>Accommodation activities</b>	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%
<b>Business activities</b>	Buildings - 4 metres	None specified <sup>29</sup>	90%
<b>Industrial activities</b>	Buildings: (i) primary street frontage - 4 metres; and (ii) secondary street frontage - 3 metres. (iii) primary State-controlled road frontage (excluding a service road) - 8 metres; (iv) secondary State-controlled road frontage (excluding a service road) - 4 metres.	Buildings: (i) 1.5 metres; or (ii) ¼ of the height of the building, whichever is the greater	N/A
<b>Service station</b>	(i) Buildings - 4 metres (ii) All facilities - 3 metres	Buildings and facilities (including carparking) – 3 metres.	N/A
	Fuel Pumps - 7.5 metres		
	Liquid Petroleum Gas Tanks - 7.5 metres		
<b>All other activities and development (including Core airport infrastructure)</b>	None specified <sup>29</sup>	None specified <sup>29</sup>	N/A

<sup>28</sup> Footnote – refer to Schedule SC1.2.1 for defined activity groups.<sup>29</sup> Footnote – refer to the Building Code of Australia.



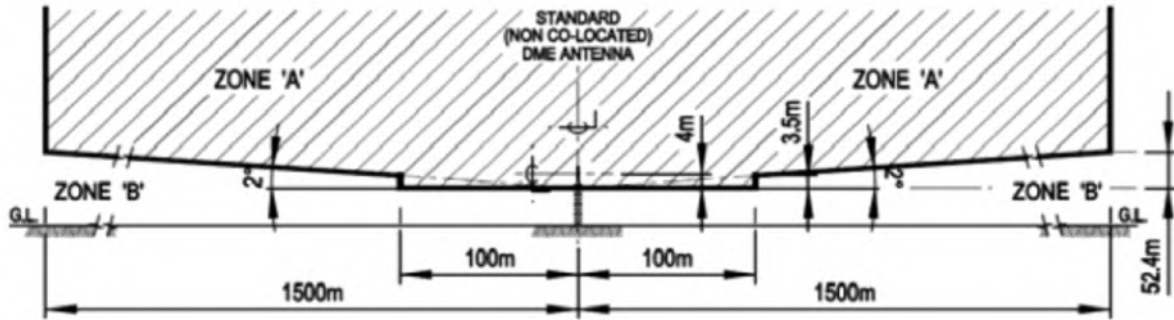
**Table AO11.1. Site suitability.**

Uses	Site Area (Minimum)	Allotment Frontage (Minimum)	Access
<b>Service Station</b>	1,500m <sup>2</sup>	<ul style="list-style-type: none"> <li>• 40 metres; or</li> <li>• Multi street frontages – 30 metres each.</li> </ul>	<p>Access arrangements are designed in accordance with <i>AS 2890.1 Parking facilities - Off-street car parking</i> and <i>AS 2890.2 Parking facilities - Off-street commercial vehicle facilities</i>.</p> <p>AND</p> <p>Where a site has frontage to a State-controlled road and another road, access to the site is not provided from the State-controlled road.</p>
<b>Short-term accommodation</b>	800m <sup>2</sup>	15 metres	
<b>All Uses (other than listed above)</b>	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
<b>Zone A</b>	If development is located: a. within 100 m of the DME antenna and above a horizontal plane located 4 m below the centre of the DME antenna  OR 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).	All applications must be referred to Airservices Australia for assessment.
<b>Zone B</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:**

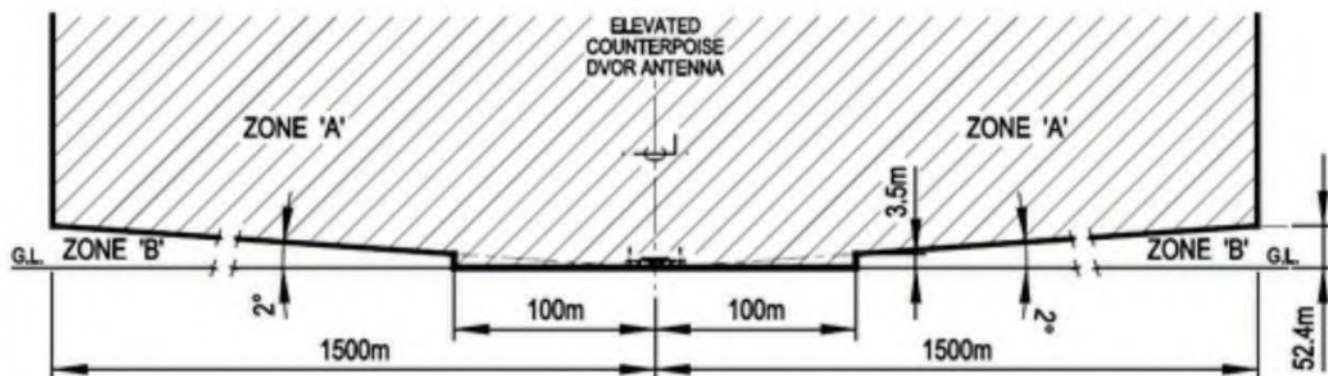
- Generally no obstacles within 100 m of the DME antenna above a horizontal plane located 4 m below the centre of the DME antenna.
- High voltage overhead power lines, 33 kV or greater, which cross the zone boundary should be at least 300 m from the DME antenna.
- If the DME antenna is collocated with 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 AO5.2. DVOR site (State Planning Policy – state interest guideline – Strategic airports and aviation facilities).

Elevated counterpoise DVOR

NOT TO SCALE



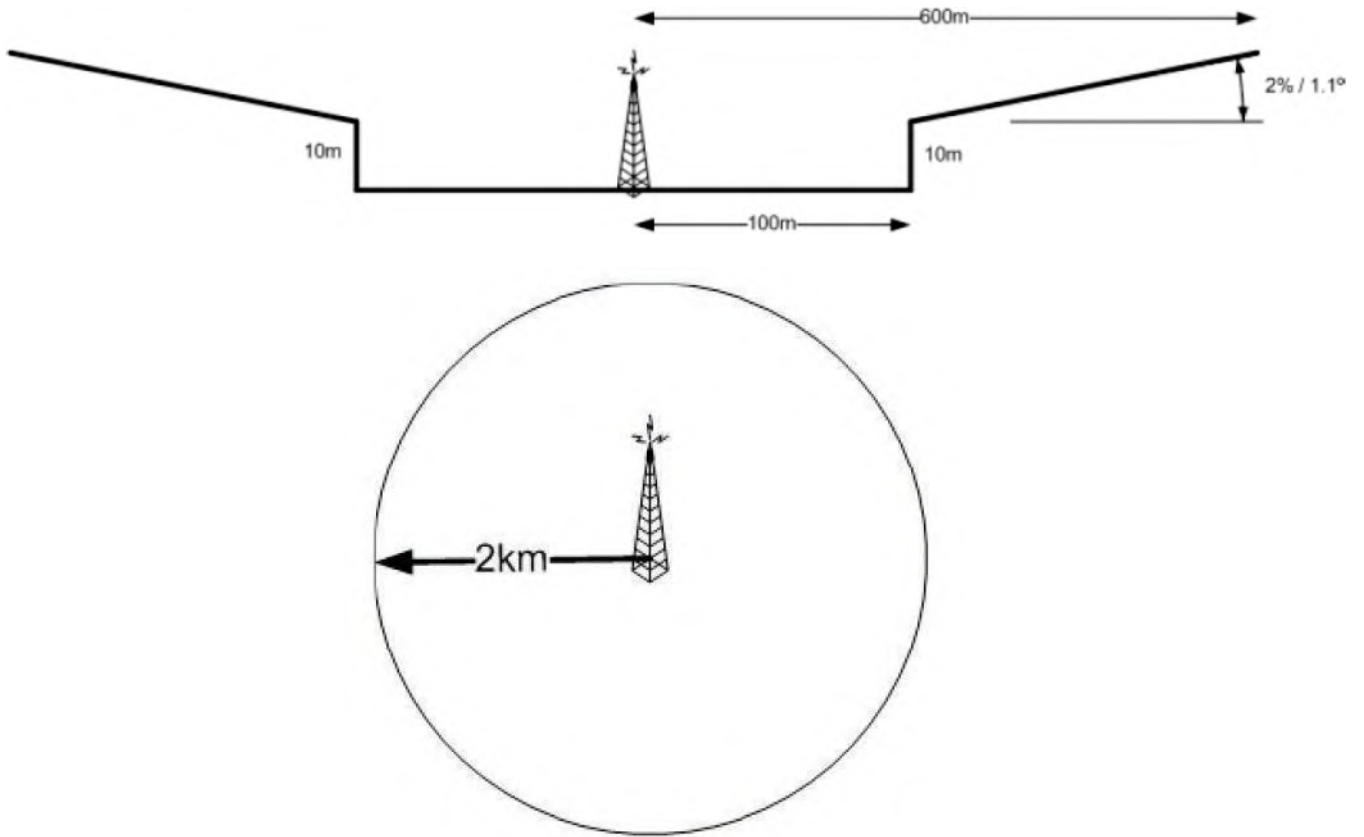
DVOR Building restricted area	Description	Action required
<b>Zone A</b>	If development is located: a. within 100 m of the DVOR antenna OR b. Between 100–1500 m from the centre of the DVOR antenna and the development will cross the zone boundary (defined as an elevation angle of 2° from ground level at the centre of the DVOR antenna).	All applications must be referred to Airservices Australia for assessment.
<b>Zone B</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:**

- 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.

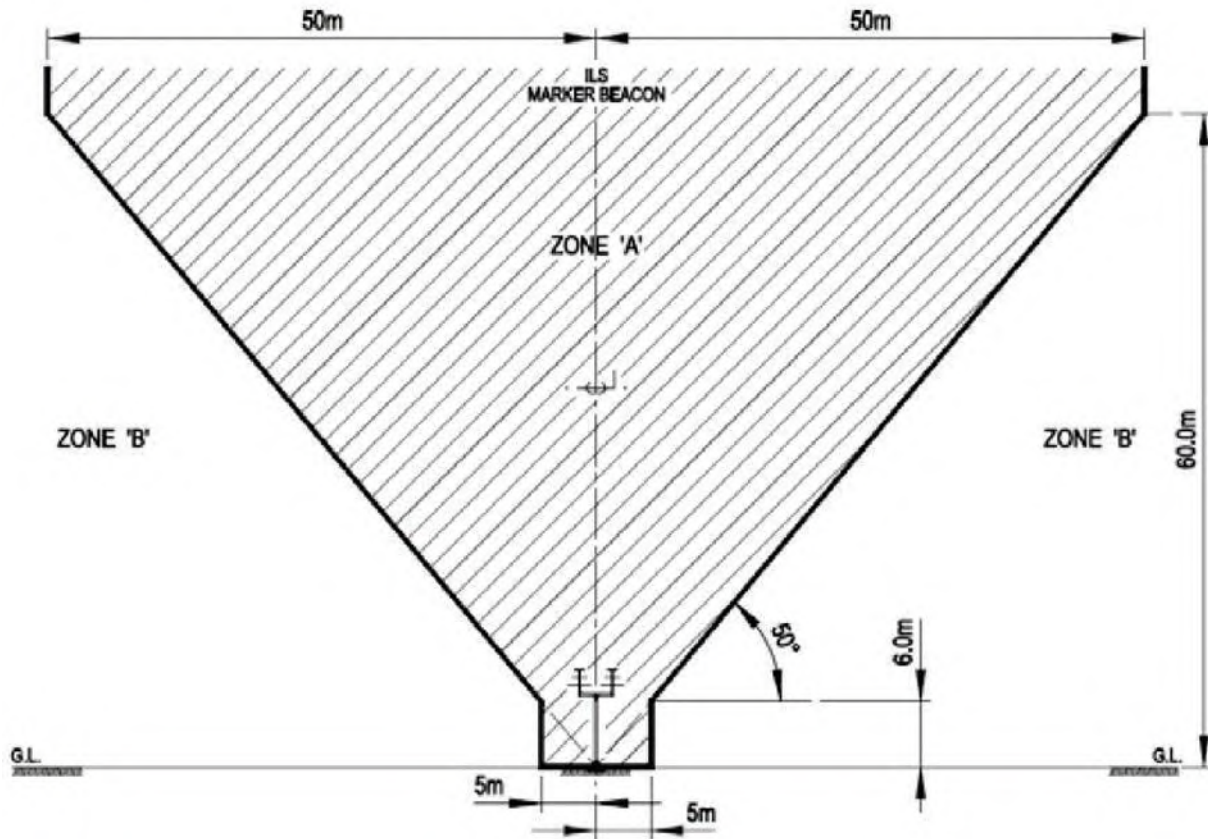
**Figure AO5.3. VHF communication facilities (State Planning Policy – state interest guideline – Strategic airports and aviation facilities).**



VHF Building restricted area	Description	Action required
<b>Zone A</b>	If development is located: a. within 100 m of the VHF antenna OR b. between 100–600m from the centre of the VHF antenna and the development will cross the zone boundary (defined as an elevation angle of 2° starting at 10 m AGH).	All applications must be referred to Airservices Australia for assessment.
<b>Zone B</b>	If development is located between 100–600 m from the centre of the VHF antenna and the development will not cross the zone boundary.	No requirements. Airservices Australia should be advised of proposals for large obstructions.
<b>Area of interest</b>	If development is located between 600–2000 m from the VHF antenna.	No requirements. Airservices Australia should be advised of proposals for large obstructions.
<b>General guidance:</b>		
<ul style="list-style-type: none"> <li>The propagation distance for VHF signals is governed by the line of sight from the antenna at the transmitting site. Generally, the antenna is mounted so that it is clear of obstructions such as trees, buildings and hills.</li> <li>Substantial structures are generally prohibited within Zone A.</li> </ul>		

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

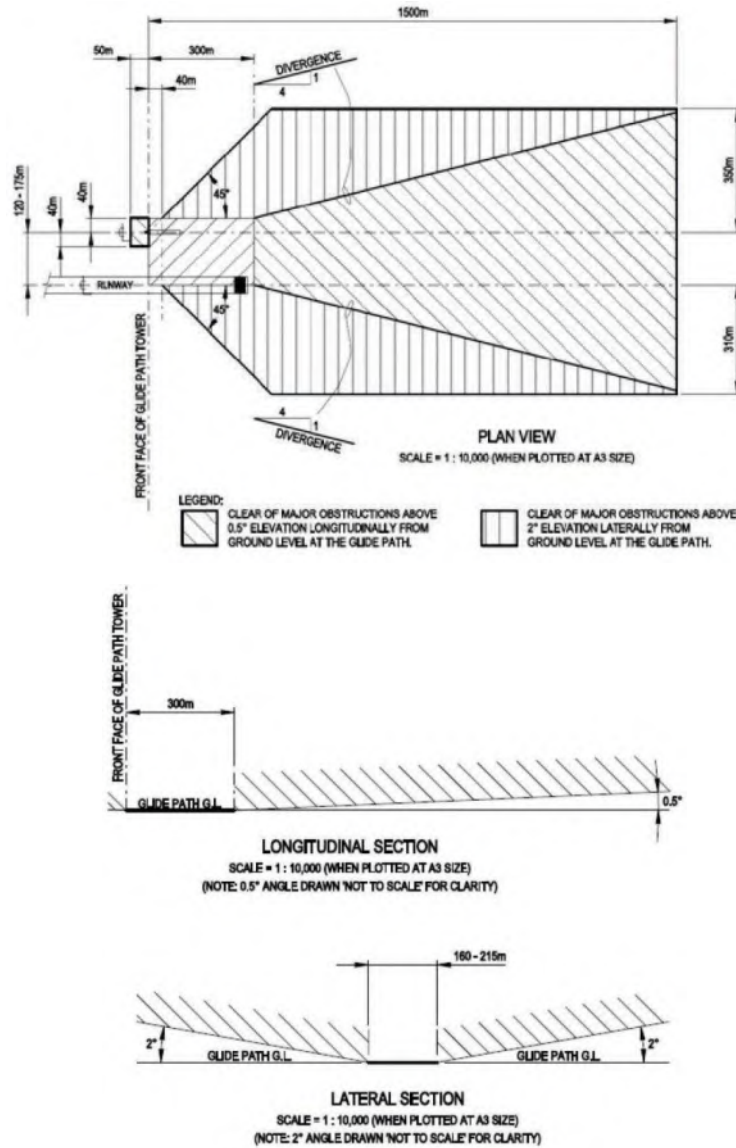
Figure AO5.4. Middle and outer marker beacon (State Planning Policy – state interest guideline – Strategic airports and aviation facilities).



Middle and outer beacon Building restricted area	Description	Action required
<b>Zone A</b>	If development is located: a. within 5 m of the marker beacon antenna OR b. between 5–50 m of the marker beacon antenna and the development will cross the zone boundary (defined as an elevation angle of 50° from ground level at the marker beacon antenna).	All applications must be referred to Airservices Australia for assessment.
<b>Zone B</b>	If development is located between 5–50 m of the marker beacon antenna and the development will not cross the zone boundary.	No requirements.
<b>General guidance:</b>		
<ul style="list-style-type: none"> <li>Within 5 m of the marker beacon, grass and other vegetation should be less than 60 cm tall.</li> </ul>		

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

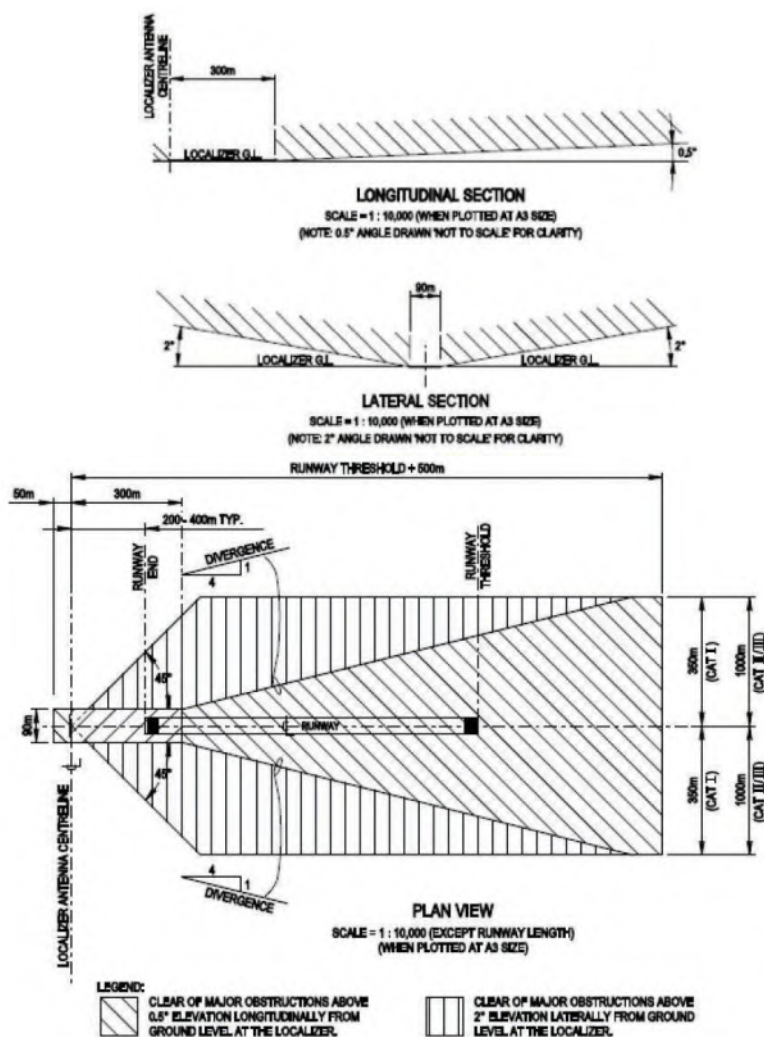
Figure AO5.5. Glide path (State Planning Policy – state interest guideline – Strategic airports and aviation facilities).



Glide path Building restricted area	Description	Action required
<b>Zone A</b>	<p>If development is located:</p> <ol style="list-style-type: none"> <li>within the area defined as greater than 0.5° elevation longitudinally and 2° elevation laterally from the edges of the vehicle critical area (runway) (measured from the ground level at the glide path antenna tower)</li> </ol> <p>AND</p> <ol style="list-style-type: none"> <li>within 40 m either side of the extended glide path centreline to a distance of 50 m behind the glide path antenna tower.</li> </ol>	All applications must be referred to Airservices Australia for assessment.
<b>Zone B</b>	All other areas not described by Zone A.	No requirements.

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

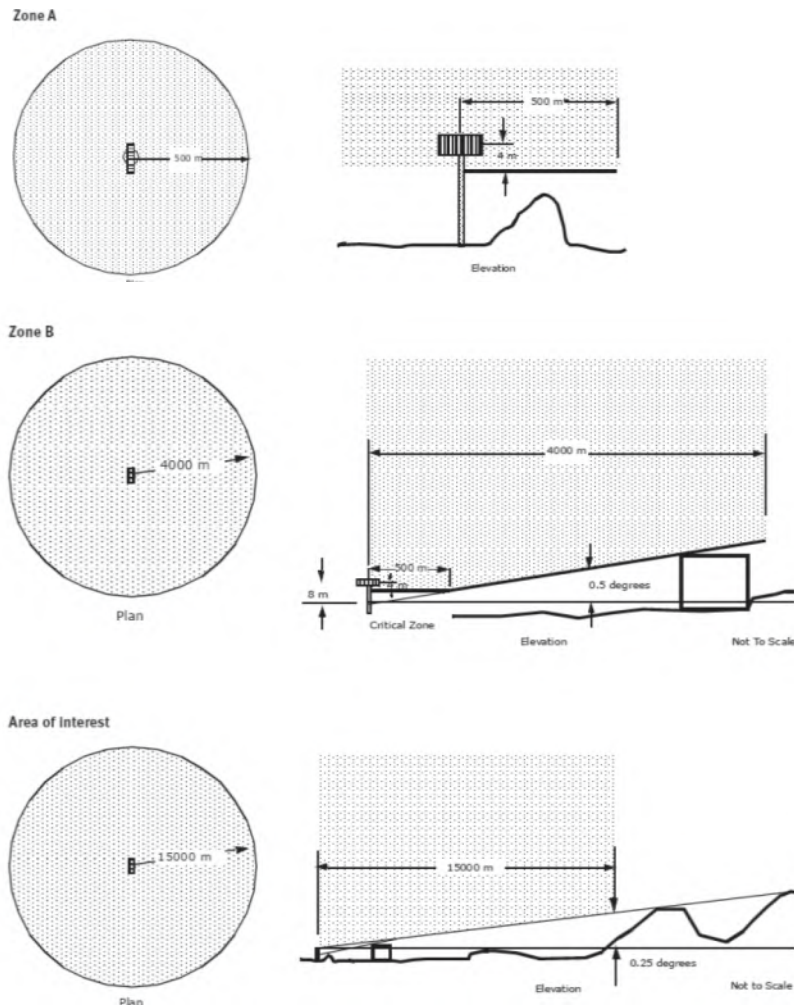
Figure AO5.6. Localiser (State Planning Policy – state interest guideline – Strategic airports and aviation facilities).



Localiser Building restricted area	Description	Action required
<b>Zone A</b>	If development is located: <ol style="list-style-type: none"> <li>with the area defined as greater than 0.5° elevation longitudinally and 2° elevation laterally from the edges of the vehicle critical area (runway) measured from the ground level at the localiser antenna)</li> </ol> AND <ol style="list-style-type: none"> <li>within 45 m either side of the extended runway centreline to a distance of 50 m behind the localiser antenna.</li> </ol>	All applications must be referred to Airservices Australia for assessment.
<b>Zone B</b>	All other areas not described by Zone A.	No requirements.
<b>General guidance:</b>		
<ul style="list-style-type: none"> <li>All buildings within 1000 m of the runway centreline, which have a vertical wall facing the runway that exceeds 2000m in area and a height more than 20 m above the localiser ground level (e.g. hangers/office blocks) will require assessment by Airservices Australia.</li> </ul>		

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

Figure AO5.7. Primary and Secondary Surveillance Radar (PSR and SSR) (State Planning Policy – state interest guideline – Strategic airports and aviation facilities).



Primary and Secondary Surveillance Radar (PSR and SSR) Building restricted area	Description	Action required
<b>Zone A</b>	If development is located: a. within 500 m of the antenna AND b. above a horizontal plane located 4 m below the base of the antenna.	All applications must be referred to Airservices Australia for assessment.
<b>Zone B</b>	If development is located: a. within 4000 m of the antenna AND b. the development will cross the zone boundary (defined as an elevation angle of 0.5° measured from 8 m below the height of the radar antenna)	All applications must be referred to Airservices Australia for assessment.
<b>Area of interest</b>	If development is located: a. within 15 km of the antenna AND b. the height of the development will cross the zone boundary (defined as an angle of elevation of 0.25° measured from the height of the antenna)	All applications must be referred to Airservices Australia for assessment.

**General guidance:**

- No temporary or permanent obstructions should infringe on Zone A or Zone B.
- Any sharp discontinuity protruding into the area of interest such as single metal light towers, power pylons and city buildings, will impact on performance and should be avoided where possible.

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



**Table 8.2.1.3.2. Criteria for assessable development.**

Performance outcomes	Acceptable outcomes
<b>Siting and design of buildings</b>	
<p><b>PO1</b> The siting and scale of buildings:</p> <ul style="list-style-type: none"> <li>(a) is compatible with the desired character of the area;</li> <li>(b) contributes to the existing and desired amenity of the airport; and</li> <li>(c) incorporates sustainable building principles.</li> </ul>	<p><b>AO1.1</b> Buildings are designed to address the primary street frontage of the site.</p> <p><b>AO1.2</b> 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><b>AO1.3</b> Development is sited to respond to local climatic conditions and is energy and water efficient.</p>
<b>Design for safety</b>	
<p><b>PO2</b> The design and layout of the premises enhances community safety through discouraging crime and anti-social behaviour.</p>	<p><b>AO2.1</b> Doorway and other recesses in the building facades are not of a depth or configuration that will conceal a person.</p> <p><b>AO2.2</b> 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><b>AO2.3</b> 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><b>AO2.4</b> Where fencing is provided (excluding where provided in accordance with the Cairns Airport's Transport Security Program), it achieves the following standards:</p> <ul style="list-style-type: none"> <li>(a) views of entrances and exits to buildings are not inhibited; and</li> <li>(b) at least 50% of the fence is 1.2 metres or below in height.</li> </ul> <p><b>AO2.5</b> Any fencing of a car park provides clear visibility into the site, except where adjoining land in a non-industrial precinct.</p>

Table 8.2.1.3.2. Criteria for assessable development (cont.)

Performance outcomes	Acceptable outcomes
<b>Air, noise and odour emissions</b>	
<p><b>PO3</b> Sensitive land uses that could compromise the existing or future industrial activities are not established in the Aviation enterprise precinct.</p>	No acceptable outcome specified.
<p><b>PO4</b> Development is not exposed to potential impacts from noxious and hazardous industry that will affect human health, wellbeing, amenity or human safety.</p>	No acceptable outcome specified.

## 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><b>PO1</b> 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><b>AO1.1</b> Advertising devices visible from a State-controlled road are sited, designed and illuminated in compliance with the Department of Transport and Main Roads <i>Guide to the Management of Roadside Advertising</i>.</p> <p><b>AO1.2</b> A maximum of one (1) self standing advertising device (billboard) is located per 500 metres of road frontage.</p> <p><b>AO1.3</b> Advertising devices are not located within 8 metres of the State- controlled road reserve of Captain Cook Highway.</p>
<p><b>PO2</b> The visual character of the airport is protected and enhanced.</p>	<p><b>AO2.1</b> Advertising devices: (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> <p><b>AO2.2</b> Advertising devices are not located within the Green space zone.</p>
<p><b>PO3</b> Advertising devices are constructed to an appropriate and safe standard.</p>	<p><b>AO3.1</b> Advertising devices do not exceed the height limits indicated on <b>OPM-003 to OPM-006 Structure Height</b>.</p>

**Table 8.3.1.2.2. Criteria for assessable development.**

Performance outcomes	Acceptable outcomes
<p><b>PO1</b> Advertising devices are compatible with the streetscape and circulation networks.</p>	<p><b>AO1.1</b> Advertising devices do not distract drivers in close proximity to intersections, traffic signals, and vehicle merging and weaving situations.</p> <p><b>AO1.2</b> Advertising devices are designed so as to not cause confusion with traffic control devices.</p>
<p><b>PO2</b> The visual character of the airport is protected and enhanced.</p>	<p><b>AO2.1</b> Advertising devices integrate with the building design to maintain a continuity of scale and proportion of the built form.</p> <p><b>AO2.2</b> 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><b>PO3</b> Advertising devices are constructed to an appropriate and safe standard.</p>	<p><b>AO3.1</b> 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 Cairns Airport, presents a legible and attractive 'face' to the street, and enhances the continuity of landscaping in the streets, particularly along Airport Avenue, 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 Cairns;
  - (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
<b>Landscape design</b>	
<p><b>PO1</b> Development provides for landscaping to:</p> <ol style="list-style-type: none"> <li>(a) soften the built form of development and enhance its appearance;</li> <li>(b) retain and improve the streetscapes to create an attractive airport area;</li> <li>(c) contribute to a comfortable environment by providing shade; and</li> <li>(d) provide entry statements.</li> </ol>	<p><b>AO1.1</b> Landscaping is provided along road frontages, particularly Airport Avenue, consistent with the building setbacks nominated in <b>Table AO10.1. Setbacks and site coverage of the Airport general use code.</b></p> <p><b>AO1.2</b> Landscaping is provided along retaining walls and along building walls that are greater in length than 10 metres and unbroken.</p> <p><b>AO1.3</b> 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 <b>OPM-003 - OPM-006 Structure Height.</b></p>

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

Performance outcomes	Acceptable outcomes									
	<p><b>AO1.4</b> Development provides a minimum area of onsite landscaping as indicated in <b>Table AO1.4. Onsite landscaping.</b></p> <p><b>Table AO1.4. Onsite landscaping.</b></p>									
	<table border="1"> <thead> <tr> <th>Development</th> <th>Minimum Onsite Landscaping</th> <th>Onsite Landscape Strip - Front</th> </tr> </thead> <tbody> <tr> <td>Core airport infrastructure</td> <td>5%</td> <td>None specified.</td> </tr> <tr> <td>Other</td> <td>7.5%</td> <td>3 metres average.</td> </tr> </tbody> </table>	Development	Minimum Onsite Landscaping	Onsite Landscape Strip - Front	Core airport infrastructure	5%	None specified.	Other	7.5%	3 metres average.
	Development	Minimum Onsite Landscaping	Onsite Landscape Strip - Front							
	Core airport infrastructure	5%	None specified.							
Other	7.5%	3 metres average.								
<b>Plant selection</b>										
<p><b>PO2</b> Development provides for landscaping which incorporates plant species that:</p> <ul style="list-style-type: none"> <li>(a) are well matched to the required landscape function and height limits;</li> <li>(b) do not attract birds and wildlife;</li> <li>(c) are not poisonous or dangerous;</li> <li>(d) have a form and structure typical of the species, free from structural or root system faults, diseases and nutritional deficits;</li> <li>(e) minimises water consumption; and</li> <li>(f) are of appropriate hardiness for the intended location.</li> </ul>	<p><b>AO2.1</b> Plants used for landscaping:</p> <ul style="list-style-type: none"> <li>(a) comply with the height limits shown on <b>OPM- 003- OPM-006 Structure Height</b>; and</li> <li>(b) are in accordance with <b>Table AO2.1. Recommended species for ornamental use</b> of the Landscaping code.</li> </ul>									
<b>Services</b>										
<p><b>PO3</b> Development provides for all landscaping to be located a safe distance from electricity and underground services.</p>	<p><b>AO3.1</b> Trees and large shrubs are located a minimum of:</p> <ul style="list-style-type: none"> <li>(a) 5 metres from electricity poles and pillars;</li> <li>(b) 4 metres from street lights and landscape pole top lights;</li> <li>(c) 2 metres from stormwater catchment pits; and</li> <li>(d) 1 metre from underground services and utilities.</li> </ul> <p><b>AO3.2</b> 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"> <li>(a) within 5 metres of an electric line; or</li> <li>(b) within 5 metres of a substation boundary.</li> </ul> <p>OR</p> <p><b>AO3.3</b> 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
<b>Screening</b>	
<p><b>PO4</b> Development provides for complete or partial landscape screening of built form elements, car parks, fences, utilities and storage areas.</p>	<p><b>AO4.1</b> Screen tree planting is spaced at a maximum of 750 mm measured from the centres of trees.</p> <p><b>AO4.2</b> Where screen planting is used along the side or rear boundary of a site, it consists of:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) shrubs capable of growing to a height of 3 metres within two years of planting (where consistent with the recommend species list – see <b>Table AO2.1. Recommended species for ornamental use</b>).</li> </ul> <p><b>AO4.3</b> Waste storage, loading/unloading and outdoor storage areas are:</p> <ul style="list-style-type: none"> <li>(a) screened from public view by landscaping with a minimum width of 2 metres, fencing, or buildings onsite; and</li> <li>(b) located no closer than 5 metres to a road frontage.</li> </ul>
<b>Safety and Security</b>	
<p><b>PO5</b> Landscape design enhances community safety and reduces the potential for crime and anti-social behaviour.</p>	<p><b>AO5.1</b> Planting along pathways consists only of:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) low ground covers less than 0.75m in height, which are spaced at a minimum of 1.2 metres between horizontal centres.</li> </ul> <p><b>AO5.2</b> 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><b>AO5.3</b> Any solid fence/wall is protected from graffiti by landscaping, creepers, murals, or vandal resistant paint.</p> <p><b>AO5.4</b> 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
<b>Construction and maintenance</b>	
<p><b>PO6</b> 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><b>AO6.1</b> Permanent, automatic systems are installed for key landscaped areas that incorporate the following:</p> <ul style="list-style-type: none"> <li>(a) long-life at-grade, pop-up sprinkler heads (or underground drippers);</li> <li>(b) backflow devices installed, tested and registered by a suitably qualified person<sup>30</sup>; and</li> <li>(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.</li> </ul> <p><b>AO6.2</b> 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><b>PO7</b> Bed widths and grades ensure plant viability, adequate water infiltration, and ease of maintenance.</p>	<p><b>AO7.1</b> 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><b>AO7.2</b> Planting pits for trees in car parks are to provide a minimum of 4.0m<sup>3</sup> for root zone development, at no greater depth than 1 metre.</p>
<p><b>PO8</b> Landscaping protects and maintains stormwater management.</p>	<p><b>AO8.1</b> Opportunities for water infiltration onsite are maximised by (wherever practical):</p> <ul style="list-style-type: none"> <li>(a) the use of permeable surfaces in preference to hard surfaces; and</li> <li>(b) draining any hard surfaced area towards permeable surfaces.</li> </ul>
<b>Surface treatment</b>	
<p><b>PO9</b> Development provides for all pavements used in landscaping to be safe, resilient and appropriate to the tropical climate.</p>	<p><b>AO9.1</b> Development provides for all pavements used in landscaping to be:</p> <ul style="list-style-type: none"> <li>(a) hard wearing;</li> <li>(b) non-slip;</li> <li>(c) shaded or coloured to reduce glare and heat reflection; and</li> <li>(d) finished with surface treatments that require minimal cleaning or ongoing maintenance.</li> </ul>

<sup>30</sup> Footnote - Compliance statements prepared by a suitably qualified person are submitted to Cairns Airport Pty Ltd and the assessment manager (if not the same entity).



**Table AO2.1. Recommended species for ornamental use.**

[SOURCE: CAPL ENVIRONMENTAL DEPARTMENT]

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

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

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

### 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 lots<sup>31</sup> 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			
<b>Lot size</b>				
<b>PO1</b> Development provides for the size, dimensions and orientation of lots to: <ol style="list-style-type: none"> <li>(a) be compatible with the preferred character of the precinct in which the lot is situated;</li> <li>(b) provide suitable building envelopes and safe pedestrian, bicycle and vehicular access;</li> <li>(c) provide for the efficient use of land;</li> <li>(d) take account of and respond sensitively to site constraints; and</li> <li>(e) enable the efficient provision of infrastructure services.</li> </ol>	<b>AO1.1</b> Lot size and dimensions are consistent with the following <b>Table AO1.1. Lot dimensions.</b>			
	<b>Table AO1.1. Lot dimensions.</b>			
	<b>Precinct/Zone</b>	<b>Minimum Area (m<sup>2</sup>)</b>	<b>Minimum Frontage (metres)</b>	
	<b>Aviation enterprise precinct</b>	200	10	
	<b>Commercial enterprise precinct</b>	800	20	
	<b>Terminal business zone</b>	800	20	
<b>Industrial lots (all zones)</b>	1,000	20		
			<b>AO1.2</b> Each lot has its own road frontage or where access is provided by easements no more than three lots utilise such access.	

<sup>31</sup> 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
<b>Street and lot layout</b>	
<p><b>PO2</b></p> <p>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"> <li>(a) water supply;</li> <li>(b) sewage disposal;</li> <li>(c) drainage; and</li> <li>(d) electricity and telecommunications.</li> </ul>	<p><b>AO2.1</b></p> <p>Lots are connected to:</p> <ul style="list-style-type: none"> <li>(a) the reticulated water supply infrastructure network;</li> <li>(b) the reticulated sewerage infrastructure network;</li> <li>(c) stormwater drainage network;</li> <li>(d) the reticulated electricity infrastructure network; and</li> <li>(e) telecommunications infrastructure network.</li> </ul>
<p><b>PO3</b></p> <p>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><b>AO3.1</b></p> <p>The road network is consistent with the design guidelines set out in the <i>FNQROC Development Manual</i>.</p>
<p><b>PO4</b></p> <p>Land adjoining a major road is capable of being adequately buffered from the adverse impacts of the road.</p>	<p><b>AO4.1</b></p> <p>Development is designed and constructed to mitigate the noise and visual impacts of road infrastructure in accordance with the <i>FNQROC Development Manual</i>.</p>
<p><b>PO5</b></p> <p>Access to lots is safe and ensures the efficiency of the road network is maintained.</p>	<p><b>AO5.1</b></p> <p>Access is consistent with the design guidelines set out in the <i>FNQROC Development Manual</i>.</p>
<p><b>PO6</b></p> <p>The location and design of intersections is safe, convenient and adequately accommodates the expected traffic volumes.</p>	<p><b>AO6.1</b></p> <p>The location and design of intersections is consistent with the design guidelines set out in the <i>FNQROC Development Manual</i>.</p>
<b>Tropical character</b>	
<p><b>PO7</b></p> <p>The street and lot layout facilitates the siting of buildings to:</p> <ul style="list-style-type: none"> <li>(a) have appropriate solar orientation;</li> <li>(b) take advantage of prevailing breezes;</li> <li>(c) minimise cut and fill; and</li> <li>(d) avoid fragmenting remnant vegetation or creating edge effects.</li> </ul>	<p>No acceptable outcome specified.</p>
<b>Public transport</b>	
<p><b>PO8</b></p> <p>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><b>AO8.1</b></p> <p>Routes for regular bus services are consistent with design guidelines set out in the local government's planning scheme policy.</p>

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

Performance outcomes	Acceptable outcomes
<b>Pedestrian and cycle facilities</b>	
<p><b>PO9</b> Development provides for the establishment of a network of pedestrian and bicycle paths that:</p> <ul style="list-style-type: none"> <li>(a) provides a high level of permeability and connectivity;</li> <li>(b) is attractive and convenient and maximises opportunities to link employment areas and public transport;</li> <li>(c) incorporates safe street crossings with adequate sight distances, pavement markings, warning signs and safety rails; and</li> <li>(d) is well lit and located where there is casual surveillance.</li> </ul>	<p><b>AO9.1</b> Sealed pathways for pedestrians and bicycles are provided in accordance with the design guidelines set out in <i>Austrroads: Guide to Road Design Part 6A: Pedestrian and Cycle Paths</i>.</p> <p><b>AO9.2</b> 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
<b>Access</b>	
<p><b>PO1</b> 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"> <li>(a) the road hierarchy indicated in <b>OPM-002 Ground transport network</b>;</li> <li>(b) the amount and type of vehicular traffic;</li> <li>(c) the type of development (e.g. long-stay, short-stay, regular, casual);</li> <li>(d) road frontage traffic conditions;</li> <li>(e) the nature and extent of future road or intersection improvements;</li> <li>(f) current and future on-street parking arrangements;</li> <li>(g) the capacity of the adjacent road system; and</li> <li>(h) the available sight distances.</li> </ol>	<p><b>AO1.1</b> Access points are designed and constructed by a suitably qualified person<sup>32</sup> 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><b>AO1.2</b> Where sites have frontage to more than one road, access is provided, where possible, from the lowest order road.</p>

<sup>32</sup> Footnote - Compliance statements prepared by a suitably qualified person are submitted to Cairns 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
<b>Parking</b>	
<p><b>PO2</b> 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> <p>(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>	<p><b>AO2.1</b> Onsite parking is provided in accordance with <b>Table AO2.1. Minimum Number of Car Parking Spaces</b> of this code.</p> <p><b>AO2.2</b> Core airport infrastructure provides 50% of the car parking requirement in <b>Table AO2.1 Minimum Number of Car Parking Spaces</b> in a communal car parking area off-site utilising reciprocal use rights with surrounding premises.</p> <p><b>AO2.3</b> Parking spaces are designed and constructed by a suitably qualified person<sup>33</sup> 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><b>AO2.4</b> Parking areas are kept and used exclusively for car parking.</p>
<p><b>PO3</b> Car parking areas are appropriately signed.</p>	<p><b>AO3.1</b> 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><b>AO3.2</b> Signage is designed and constructed by a suitably qualified person<sup>34</sup> 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><b>PO4</b> Car parking areas have appropriate lighting for activities that operate at night.</p>	<p><b>AO4.1</b> Lighting is designed and constructed by a suitably qualified person<sup>35</sup> in accordance with <i>AS1158 – Road Lighting</i> and <i>AS1158 – Public Lighting Code</i>.</p> <p><b>AO4.2</b> Where car parks are not required at night, entry to the car parking area is physically restricted.</p>

33,34,35

Footnote - Compliance statements prepared by a suitably qualified person are submitted to Cairns 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
<b>Road design and construction</b>	
<p><b>PO5</b></p> <p>Roads are designed and constructed to:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(b) accommodate public utility services and drainage systems;</li> <li>(c) create a safe and attractive environment that is consistent with the character of the area; and</li> <li>(d) provide for the safe and efficient movement of vehicles, pedestrians and cyclists.</li> </ul>	<p><b>AO5.1</b></p> <p>Roads are designed and constructed by a suitably qualified person<sup>36</sup> to ensure:</p> <ul style="list-style-type: none"> <li>(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);</li> <li>(b) a driveway crossover is provided to each lot in accordance with the guidelines set out in the <i>FNQROC Development Manual</i>;</li> <li>(c) the design of the road network is consistent with the design guidelines set out in the <i>FNQROC Development Manual</i>;</li> <li>(d) all roads are provided with street lighting designed and installed in accordance with the provisions of <i>AS1158 Road Lighting</i>; and</li> <li>(e) kerb and channel is constructed in accordance with the design guidelines set out in the <i>FNQROC Development Manual</i>.</li> </ul>
<b>Vehicle manoeuvring</b>	
<p><b>PO6</b></p> <p>Vehicle manoeuvring areas, including loading areas, are safe, functional and provide effective drainage.</p>	<p><b>AO6.1</b></p> <p>Onsite driveways, vehicle manoeuvring, parking and loading/unloading areas are designed and constructed by a suitably qualified person<sup>37</sup> to ensure:</p> <ul style="list-style-type: none"> <li>(a) aisles within car parks comply with <i>AS2890.1 - Parking Facilities: Off-Street Car Parking</i>;</li> <li>(b) sight distances at car park accesses comply with <i>AS2890.1 - Parking Facilities: Off-Street Car Parking</i>;</li> <li>(c) surfaces are imperviously sealed and comply with <i>AS2890.1 - Parking Facilities: Off-Street Car Parking</i> and <i>AS 2890.2 - Parking Facilities (Off-street Parking): Commercial Vehicle Facilities</i>;</li> <li>(d) turning circles comply with the design guidelines set out 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>;</li> <li>(e) all vehicles are able to enter and leave the site in forward gear; and</li> <li>(f) all surfaces drain to the existing kerb and channel and do not flow directly into waterways.</li> </ul> <p><b>AO6.2</b></p> <p>Development is provided with loading facilities that are contained wholly within the premises.</p>

<sup>36, 37</sup> Footnote - Compliance statements prepared by a suitably qualified person are submitted to Cairns 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						
<b>Sustainable transport</b>							
<p><b>PO7</b> Development encourages workers to access the site by bicycle.</p>	<p><b>AO7.1</b> Development provides onsite bicycle parking spaces at the minimum rates specified in <b>Table AO2.1. Minimum Number of Car Parking Spaces</b> of this code and designed and constructed by a suitably qualified person<sup>38</sup> to meet requirements included in <i>Austroads: Guide to Road Design Part 6A: Pedestrian and Cycle Paths</i>.</p> <p><b>AO7.2</b> Sealed access pathways for cyclists are designed and constructed by a suitably qualified person<sup>39</sup> in accordance with the provisions of <i>AS2890.3 - Parking facilities - Bicycle parking facilities</i>.</p> <p><b>AO7.3</b> 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 person<sup>40</sup> in accordance with the provisions of <i>AS 1742 - Manual of Uniform Traffic Control Devices</i>.</p>						
<p><b>PO8</b> Footpaths of an appropriate standard and which enhance the streetscape of the locality are provided along the frontages of sites.</p>	<p><b>AO8.1</b> Pathways are safe, convenient and are designed and constructed by a suitably qualified person<sup>41</sup> in accordance with the <i>Austroads: Guide to Road Design Part 6A: Pedestrian and Cycle Paths</i>.</p>						
<b>Landscaping in car parks</b>							
<p><b>PO9</b> Landscaping provides for safe, legible and comfortable conditions within parking areas.</p>	<p><b>AO9.1</b> Shade trees are provided in car parking areas in accordance with <b>Table AO9.1. Shade tree requirements</b>.</p> <p>Table AO9.1. Shade tree requirements.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #4a69bd; color: white;">Parking Arrangement</th> <th style="background-color: #4a69bd; color: white;">Ratio of Shade Trees to Car Parking Spaces</th> </tr> </thead> <tbody> <tr> <td>Double sided, angle or parallel bays</td> <td>1 tree per 8 bays</td> </tr> <tr> <td>Single sided, angle or parallel bays</td> <td>1 tree per 5 bays</td> </tr> </tbody> </table>	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
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						

<sup>38, 39, 40, 41</sup> Footnote - Compliance statements prepared by a suitably qualified person are submitted to Cairns 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
<b>Sustainable transport</b>	
<p><b>PO1</b> Safe and convenient pedestrian and cyclist routes are provided in locations which are consistent with existing or likely future movement desire lines.</p>	<p><b>AO1.1</b> The alignment of footpaths and cycle ways allows for the retention of trees and other significant views, landmarks, and other features.</p> <p><b>AO1.2</b> Pedestrian paths and cycleways are well lit and located where there is casual surveillance.</p> <p><b>AO1.3</b> 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><b>AO1.4</b> 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><b>AO1.5</b> Pedestrian, cycle and public transport facilities are protected against weather conditions including direct summer sun and heavy rain.</p>
<p><b>PO2</b> An efficient and convenient network of public transport routes is provided taking account of:</p> <ul style="list-style-type: none"> <li>(a) projected travel demand;</li> <li>(b) distribution of likely demand;</li> <li>(c) characteristics of travellers;</li> <li>(d) travel time;</li> <li>(e) operating characteristics; and</li> <li>(f) cost and timing of providing the service.</li> </ul>	<p><b>AO2.1</b> Direct pedestrian access is provided to public transport stops from shopping centres or the business area that they serve.</p> <p><b>AO2.2</b> The location of bus stops and bus transit centres are clearly identified.</p> <p><b>AO2.3</b> Bus stops and bus transit centres are protected against weather conditions including direct summer sun, prevailing wind and heavy rain.</p>
<p><b>PO3</b> Development incorporates design measures to ensure the safe movement of people and vehicles associated with the development.</p>	<p><b>AO3.1</b> Development in the Commercial enterprise precinct incorporates:</p> <ul style="list-style-type: none"> <li>(a) an internal road to link adjacent and related facilities; and</li> <li>(b) pedestrian links between adjoining development sites and between adjacent and related facilities.</li> </ul>

**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"> <li>Hangars - 1 space per 150m<sup>2</sup> of GFA; and</li> <li>Office - 1 space per 50m<sup>2</sup> of GFA.</li> </ul>	1 per 800m <sup>2</sup> GFA
Core airport infrastructure – car parking facilities	<ul style="list-style-type: none"> <li>Office - 1 space per 50m<sup>2</sup> of GFA; and</li> <li>1 space per 10m<sup>2</sup> GFA plus the provision of truck loading, unloading and manoeuvring space onsite as required by the use.</li> </ul>	1 per 750m <sup>2</sup> GFA over 1,000m <sup>2</sup>
Core airport infrastructure –services	<ul style="list-style-type: none"> <li>Catering Facility - 1 space per 100m<sup>2</sup> of GFA; and</li> <li>Office - 1 space per 50m<sup>2</sup> of GFA; and</li> <li>Storage - 1 space per 150m<sup>2</sup> of GFA; and</li> <li>Training Facility - 1 space per 2 staff; 1 space per 10 students.</li> </ul>	1 per 800m <sup>2</sup> GFA
Core airport infrastructure – support	<ul style="list-style-type: none"> <li>Office - 1 space per 50m<sup>2</sup> of GFA; and</li> <li>Storage - 1 space per 150m<sup>2</sup> of GFA; and</li> <li>Training Facility – N/A.</li> </ul>	1 per 800m <sup>2</sup> GFA
Core airport infrastructure – terminal	<ul style="list-style-type: none"> <li>In accordance with IATA Airport Development Reference Manual<sup>42</sup></li> </ul>	1 per 750m <sup>2</sup> gross floor area over 1,000m <sup>2</sup>
Core airport infrastructure – terminal facilitation	<ul style="list-style-type: none"> <li>In accordance with IATA Airport Development Reference Manual<sup>43</sup></li> </ul>	N/A
<b>Business activities</b> (excluding Health care services & Veterinary services)	<ul style="list-style-type: none"> <li>1 space per 50m<sup>2</sup> of GFA</li> </ul>	1 per 750m <sup>2</sup> GFA over 1,000m <sup>2</sup>
<b>Industry activities</b>	<ul style="list-style-type: none"> <li>1 space per 90m<sup>2</sup> of GFA; or</li> <li>2 spaces for a self storage facility</li> </ul>	1 per 800m <sup>2</sup> GFA
<b>Health care services</b>	<ul style="list-style-type: none"> <li>1 space per 20m<sup>2</sup> of GFA; and</li> <li>1 space per 2 equivalent full time employees; and</li> <li>1 space for ambulance pick-up and set down.</li> </ul>	

<sup>42,43</sup> Footnote – refer to [www.iata.org](http://www.iata.org)

**Table AO2.1. Minimum Number of Parking Spaces (cont.)**

Use	Minimum number	
	Car Parking Spaces	Bicycle Parking Spaces
<b>Hotel</b>	Refer <b>Table AO2.1(B). Licensed facilities car parking spaces.</b>	N/A
<b>Service station</b>	<ul style="list-style-type: none"> <li>1 space per 2 employees;</li> <li>1 space per 25m<sup>2</sup> of retail GFA;</li> <li>Queuing spaces within the site for 3 vehicles using/ awaiting use of each car washing bay.</li> </ul>	N/A
<b>Veterinary services</b>	<ul style="list-style-type: none"> <li>1 space per 25m<sup>2</sup> of GFA</li> </ul>	N/A
<b>Any other use</b>	<ul style="list-style-type: none"> <li>Sufficient spaces to accommodate the amount of vehicle traffic likely to be generated by the particular use</li> </ul>	

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

Licensed Facilities (1 or all applicable components)	Car Parking Spaces/m <sup>2</sup>
Hotel - Bar, lounge, beer garden, etc	1 spaces per 10m <sup>2</sup> of public area
Food and drink outlet - Bulk liquor sales area/s (i.e. liquor barn, etc)	1 spaces per 50m <sup>2</sup> of floor space
Food and drink outlet - Bottle shop (drive through)	12 vehicle queuing lane/s
Food and drink outlet	1 space per 50m <sup>2</sup> of GFA
Club - unlicensed club rooms	1 space per 45m <sup>2</sup> of NLA
Club - licensed club rooms	1 space per 15m <sup>2</sup> 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
<b>Services</b>	
<b>PO1</b> Development is provided with the full range of urban services necessary to meet current and future needs.	<b>AO1.1</b> The site is connected to: <ol style="list-style-type: none"> <li>(a) the reticulated water supply system;</li> <li>(b) the reticulated sewerage system;</li> <li>(c) the stormwater network;</li> <li>(d) underground electricity supply network; and</li> <li>(e) telecommunications network.</li> </ol> <b>AO1.2</b> Development is provided with waste collection, storage and removal services.
<b>Stormwater</b>	
<b>PO2</b> Drainage paths on premises are maintained free of obstruction to permit unimpeded flow of stormwater.	<b>AO2.1</b> 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.

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

Performance outcomes	Acceptable outcomes
<b>Earthworks</b>	
<p><b>PO3</b> Excavation or filling aims to control impacts on the amenity or privacy of adjoining premises.</p>	<p><b>AO3.1</b> Earthworks batters on premises:</p> <ul style="list-style-type: none"> <li>(a) are no greater than 1.8 metres in height;</li> <li>(b) are stepped with a minimum width 2 metre berm; and</li> <li>(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.</li> </ul> <p><b>AO3.2</b> Retaining walls, earthworks batters or any structure used for the supporting of filled or excavated areas do not exceed 1.8 metres in height.</p>
<b>Public utilities</b>	
<p><b>PO4</b> Development and works maintain the efficient functioning of public utility mains, services or installations.</p>	<p><b>AO4.1</b> 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><b>AO4.2</b> Public utility mains, services and installations are altered or repaired by a suitably qualified person<sup>44</sup> and satisfy the design guidelines set out in the <i>FNQROC Development Manual</i>.</p> <p><b>AO4.3</b> 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
<b>Stormwater management</b>	
<p><b>PO1</b> The design and construction of major and minor stormwater drainage systems are founded on accepted principles and current design practice.</p>	<p><b>AO1.1</b> Major and minor stormwater drainage systems are designed and constructed in accordance with the <i>FNQROC Development Manual</i>.</p> <p><b>AO1.2</b> An underground drainage system is constructed to convey stormwater from the premises to the local government's drainage system in accordance with the <i>FNQROC Development Manual</i>.</p>

<sup>44</sup> Foot note - Compliance statements prepared by a suitably qualified person are submitted to Cairns Airport Pty Ltd and the Assessment manager (if not the same entity).

**Table 8.3.5.3.2. Criteria for assessable development.**

Performance outcomes	Acceptable outcomes
<b>Stormwater management</b>	
<p><b>PO2</b> Stormwater runoff is contained, treated and managed so that it does not adversely affect:</p> <ul style="list-style-type: none"> <li>(a) in-stream and riparian values;</li> <li>(b) surface or underground water quality; and</li> <li>(c) the environment either upstream or downstream of the site.</li> </ul>	<p><b>AO2.1</b> The development includes:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul> <p>AND</p> <p><b>AO2.2</b> All stormwater leaving the site is treated or filtered to achieve the outcomes in <b>Table AO3.1. Stormwater Quality Criteria.</b></p> <p>OR</p> <p><b>AO2.3</b> Prepare a site-based stormwater quality management plan (SQMP) that:</p> <ul style="list-style-type: none"> <li>(a) is consistent with any local area stormwater management planning; and</li> <li>(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.</li> </ul>
<p><b>PO3</b> 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"> <li>(a) in-stream and riparian values; and</li> <li>(b) surface or underground water quality; and</li> <li>(c) the environment either upstream or downstream of the site.</li> </ul>	<p><b>AO3.1</b> 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 <b>Table AO3.1. Stormwater quality criteria.</b></p> <p><b>AO3.2</b> All stormwater leaving the site is treated or filtered to achieve the outcomes in <b>Table AO3.1. Stormwater quality criteria.</b></p>
<p><b>PO4</b> Development does not result in a significant adverse impact on the water flow of the adjoining premises.</p>	<p><b>AO4.1</b> 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><b>AO4.2</b> Excavation or filling on premises results in a no worsening flooding affect by more than 50mm on other premises both upstream and downstream.</p>

**Table 8.3.5.3.2. Criteria for assessable development (cont.)**

Performance outcomes	Acceptable outcomes
<p><b>PO5</b> 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><b>A05.1</b> Development incorporates stormwater flow control measures.</p> <p><b>A05.2</b> The construction and operational phases for the development include management of frequent flows, peak flows, and construction phase hydrological impacts.</p>
<b>Services</b>	
<p><b>PO6</b> Sewer connections are provided in a safe, cost-effective, coordinated and efficient manner that supports sustainable development practices.</p>	<p><b>A06.1</b> The design and construction of sewers, pumping stations, pressure mains and associated works are in accordance with the design guidelines set out in the <i>FNQROC Development Manual</i>.</p>
<b>Earthworks</b>	
<p><b>PO7</b> Excavation or filling aims to control impacts on the amenity or privacy of adjoining premises.</p>	<p><b>A07.1</b> All batters and berms are to be landscaped in accordance with the <i>FNQROC Development Manual</i>.</p> <p><b>A07.2</b> Design and construction of site earthworks are in accordance with <i>FNQROC Development Manual</i>.</p>
<p><b>PO8</b> Excavation or filling avoids contamination of land.</p>	<p><b>A08.1</b> No contaminated material is used as fill or is excavated or disturbed.</p>

**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

- 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

#### OTHER DEFINITIONS

- 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"> <li>• the sale, display or hire of printed or recorded matter (not of a sexually explicit nature); or</li> <li>• the sale or display of underwear or lingerie; or</li> <li>• the sale or display of an article or thing primarily concerned with or used in association with a medically recognised purpose.</li> </ul>
Air services	Premises used for any of the following: <ul style="list-style-type: none"> <li>• the arrival and departure of aircraft;</li> <li>• the housing, servicing, refuelling, maintenance and repair of aircraft;</li> <li>• the assembly and dispersal of passengers or goods on or from an aircraft;</li> <li>• any ancillary activities directly serving the needs of passengers and visitors to the use;</li> <li>• associated training and education facilities;</li> <li>• aviation facilities.</li> </ul>	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
Commercial general and regional aviation	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.		

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 /cont	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).		
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	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.  The use may include a resident support worker engaged or employed in the management of the residence.	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
Cropping	Premises used for growing plants or plant material for commercial purposes where dependant on the cultivation of soil.  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.	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	A residential use of premises for one household that contains a single dwelling.  The use includes out-buildings and works normally associated with a dwelling and may include a secondary dwelling.		Caretaker's accommodation, dual occupancy, hostel, short-term accommodation, student 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
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
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

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
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
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, outdoorsales 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	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: <ul style="list-style-type: none"> <li>potential for significant impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise;</li> <li>potential for significant offsite impacts in the event of fire, explosion or toxic release;</li> <li>generates high traffic flows in the context of the locality or the road network;</li> <li>generates a significant demand on the local infrastructure network;</li> <li>the use may involve night time and outdoor activities;</li> <li>onsite controls are required for emissions and dangerous goods risks.</li> </ul>	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



**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
Hospital	Premises used for medical or surgical care or treatment of patients whether or not residing on the premises. The use may include ancillary accommodation for employees and ancillary activities directly serving the needs of patients and visitors.		Health care services, residential care facility
Hostel	Premises used for the accommodation of more than one household where each resident: <ul style="list-style-type: none"> <li>• has a right to occupy one or more rooms;</li> <li>• does not have a right to occupy the whole of the premises in which the rooms are situated;</li> <li>• does not occupy a self-contained unit;</li> <li>• shares communal rooms, or communal facilities outside of the resident's room, with one or more of the other residents.</li> </ul> It may include: <ul style="list-style-type: none"> <li>• rooms not in the same building onsite; or</li> <li>• provision of a food or other service; or</li> <li>• onsite management or staff and associated accommodation.</li> </ul>	Boarding house, monastery, rooming accommodation, off-site student accommodation	Hospice, community residence, dwelling house, short-term accommodation, multiple dwelling
Hotel	Premises used primarily to sell liquor for consumption. The use may include short-term accommodation, dining and entertainment activities and facilities.	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	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.  The use includes the ancillary storage and packing of feed and produce.	Feedlots, piggeries, poultry and egg production	Animal husbandry, aquaculture, drought feeding, milking sheds, shearing sheds, weaning pens

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
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"> <li>negligible impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise;</li> <li>minimal traffic generation and heavy-vehicle usage;</li> <li>demands imposed upon the local infrastructure network consistent with surrounding uses;</li> <li>the use generally operates during the day (e.g. 7am to 6pm);</li> <li>offsite impacts from storage of dangerous goods are negligible;</li> <li>the use is primarily undertaken indoors.</li> </ul>	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
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"> <li>potential for noticeable impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise;</li> <li>potential for noticeable offsite impacts in the event of fire, explosion or toxic release;</li> <li>generates high traffic flows in the context of the locality or the road network;</li> <li>generates an elevated demand on the local infrastructure network;</li> <li>onsite controls are required for emissions and dangerous goods risks;</li> <li>the use is primarily undertaken indoors;</li> <li>evening or night activities are undertaken indoors and not outdoors.</li> </ul>	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"> <li>• business or professional advice;</li> <li>• service of goods that are not physically on the premises;</li> <li>• office based administrative functions of an organisation.</li> </ul>	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"> <li>• restaurants and bars;</li> <li>• meeting and function facilities;</li> <li>• sporting and fitness facilities;</li> <li>• transport facilities directly associated with the tourist facility such as a ferry terminal and air services.</li> </ul>	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

**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 industry	<p>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.</p>	<p>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</p>	<p>Small engine mechanical repair workshop, cabinet making, shop fitting, sign writing, tyre depot, low impact industry, medium impact industry, high impact industry, special industry</p>
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>		<p>Car wash</p>
Shop	<p>Premises used for the display, sale or hire of goods or the provision of personal services or betting to the public.</p>	<p>Hairdresser, liquor store, department store, discount department store, discount variety stores, betting agencies, supermarket, corner store</p>	<p>Adult shop, food and drink outlet, showroom, market</p>
Shopping centre	<p>Premises comprising two or more individual tenancies that is comprised primarily of shops, and that function as an integrated complex.</p>		
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>	<p>Motel, backpackers, cabins, serviced apartments, accommodation hotel, nature-based tourism, farm stay, resort complex, serviced apartment</p>	<p>Hostel, rooming accommodation, tourist park</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
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"> <li>• a large area for handling, display or storage;</li> <li>• direct vehicle access to the building by members of the public for loading and unloading items purchased or hired.</li> </ul>	Bulky goods sales, motor vehicles sales showroom, bulk stationary supplies	Food and drink outlet shop, outdoor sales
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"> <li>• potential for extreme impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise;</li> <li>• potential for offsite impacts in the event of fire, explosion or toxic release;</li> <li>• onsite controls are required for emissions and dangerous goods risks;</li> <li>• the use generally involves night time and outdoor activities;</li> <li>• the use may involve the storage and handling of large volumes of dangerous goods;</li> <li>• requires significant separation from non-industrial uses.</li> </ul>	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"> <li>• converting or transforming electrical energy from one voltage to another; or</li> <li>• regulating voltage in an electrical circuit; or</li> <li>• controlling electrical circuits; or</li> <li>• switching electrical current between circuits; or</li> <li>• a switchyard; or</li> <li>• communication facilities for "operating works" as defined under the <i>Electricity Act 1994</i>; and for workforce operational and safety communications.</li> </ul>	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>

**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
Temporary use	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.		
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"> <li>• supply or treatment of water, hydraulic power or gas;</li> <li>• sewerage, drainage or stormwater services;</li> <li>• transport services including road, rail or water;</li> <li>• waste management facilities;</li> <li>• network infrastructure.</li> </ul> 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

**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
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"> <li>• Resort complex</li> <li>• Short-term accommodation</li> </ul>
Business activities	<ul style="list-style-type: none"> <li>• Air services</li> <li>• Car wash</li> <li>• E-commerce distribution centre</li> <li>• Food and drink outlet</li> <li>• Hardware and trade supplies</li> <li>• Office</li> <li>• Outdoor sales</li> <li>• Parking station</li> <li>• Service station</li> <li>• Shop</li> <li>• Shopping centre</li> <li>• Showroom</li> <li>• Veterinary services</li> </ul>



**Table SC1.2.1.1. Defined activity groups (cont.).**

Column 1 Activity group	Column 2 Uses
Community activities	<ul style="list-style-type: none"> <li>• Child care centre</li> <li>• Club</li> <li>• Educational establishment</li> <li>• Emergency services</li> <li>• Health care services</li> <li>• Hospital</li> <li>• Place of worship</li> </ul>
Core airport infrastructure	<ul style="list-style-type: none"> <li>• <b>Refer to SC1.1</b></li> </ul>
Entertainment activities	<ul style="list-style-type: none"> <li>• Function facility</li> <li>• Hotel</li> <li>• Major sport, recreation and entertainment facility</li> </ul>
Industry activities	<ul style="list-style-type: none"> <li>• High impact industry</li> <li>• Low impact industry</li> <li>• Medium impact industry</li> <li>• Research and technology industry</li> <li>• Service industry</li> <li>• Special industry</li> <li>• Transport depot</li> <li>• Warehouse</li> </ul>
Recreation activities	<ul style="list-style-type: none"> <li>• Environment facility</li> <li>• Indoor sport and recreation</li> <li>• Park</li> </ul>

### 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
<b>Adjoining premises</b>	Premises that share all or part of a measurable common boundary.
<b>Advertising device</b>	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.
<b>Airside access</b>	Access to the Movement Area of the airport, adjacent terrain and buildings or portions thereof being the areas sign posted accordingly.
<b>Apron</b>	The part of an airport used: <ul style="list-style-type: none"> <li>• For the purpose of enabling passengers to board, or disembark from aircraft;</li> <li>• For loading cargo onto, or unloading cargo from, aircraft; and/or</li> <li>• For refuelling, parking or carrying out maintenance on aircraft.</li> </ul>
<b>Assessment manager</b>	Generally an entity prescribed under a regulation of the <i>Sustainable Planning Act 2009</i> (Qld) ( <b>SPA</b> ) to administer an application for development.
<b>Average width</b>	In regard to a lot, the distance between the midpoints of the side boundaries of the lot.
<b>Basement</b>	A storey substantially below ground level where no part of the floor level projects more than one metre above ground level.
<b>Boundary clearance</b>	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"> <li>• if the projection is a roof and there is a fascia – the outside face of the fascia; or</li> <li>• if the projection is a roof and there is no fascia – the roof structure.</li> </ul> The term does not include rainwater fittings or ornamental or architectural attachments.
<b>Building height</b>	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.

**Table SC1.3.1. Administrative definitions (cont.)**

Column 1 Term	Column 2 Definition
<b>Core matters</b>	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: i) Airport facilities; ii) Land use and development; and iii) Valuable features.
<b>Demand unit</b>	Demand units provide a standard of unit measurement to express demand on a trunk infrastructure network.
<b>Development footprint</b>	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.
<b>Engineering work</b>	Any work associated with constructing the water supply, wastewater/sewerage, movement network for motor vehicles, bicycles and pedestrians, drainage/ stormwater, energy and telecommunications network.
<b>Environmental management plan</b>	Means a document that may be required to be prepared to support development application, or as a condition of development approval, which describes, for the design, construction and operation of the premises and for emergency situations: i) What acceptable levels of environmental impact are intended to be achieved or maintained; ii) How it is proposed to avoid or minimise risks or serious or material environmental harm or nuisance; iii) Who is responsible for implementing the management measures; iv) What monitoring, reporting and reviews will be undertaken; and v) When actions will be taken.
<b>Gross floor area</b>	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: (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.
<b>Ground level</b>	The level of the natural ground or, where the level of the natural ground has been changed, the level as lawfully changed.
<b>Hazardous material</b>	A substance with potential to cause harm to persons, property or the environment because of 1 or more of the following— • 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.  Note—definition from the <i>Dangerous Goods Safety Management Act 2001</i> .

Table SC1.3.1. Administrative definitions (cont.)

Column 1 Term	Column 2 Definition
<b>Land use plan</b>	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> .
<b>Manoeuvring Area</b>	Those parts of an airport used for the take-off, landing and taxiing of aircraft, excluding aprons.
<b>Minor building work</b>	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.
<b>Minor electricity infrastructure</b>	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. This includes: <ul style="list-style-type: none"> <li>• augmentations/upgrades to existing powerlines where the voltage of the infrastructure does not increase;</li> <li>• 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.</li> </ul>
<b>Movement area</b>	The part of the airport that is used for the surface movement of aircraft; including manoeuvring areas and aprons.
<b>Net developable area</b>	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. Note—for the purpose of a priority infrastructure plan, net developable area is usually measured in hectares, net developable hectares (net dev ha).
<b>Outermost projection</b>	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.
<b>Overland flow path</b>	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.
<b>Planning assumptions</b>	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.
<b>Plot ratio</b>	The ratio of gross floor area to the area of the site.
<b>Primary street frontage</b>	Means: <ul style="list-style-type: none"> <li>• Where a lot is vacant, the frontage most commonly addressed by other buildings in the block as the front of the lot; or</li> <li>• Where a lot is not vacant, the frontage to which the front of the existing building addresses the street.</li> </ul>

**Table SC1.3.1. Administrative definitions (cont.)**

Column 1 Term	Column 2 Definition
<b>Priority infrastructure interface plan</b>	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.
<b>Rear lot</b>	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.
<b>Secondary street frontage</b>	Means the frontage of a lot which abuts a second street.
<b>Setback</b>	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.
<b>Sensitive land uses</b>	<p>Means each of the following uses:</p> <ul style="list-style-type: none"> <li>• Child care centre;</li> <li>• Community care centre;</li> <li>• Community residence;</li> <li>• Dual occupancy;</li> <li>• Dwelling house;</li> <li>• Educational establishment;</li> <li>• Health care services;</li> <li>• Hospital;</li> <li>• Hostel;</li> <li>• Multiple dwelling;</li> <li>• Office;</li> <li>• Relocatable home park;</li> <li>• Residential care facility;</li> <li>• Retirement facility;</li> <li>• Short-term accommodation; and</li> <li>• Tourist park.</li> </ul>
<b>Site</b>	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.
<b>Site cover</b>	<p>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.</p> <p>The term does not include:</p> <ul style="list-style-type: none"> <li>• any structure or part thereof included in a landscaped open space area such as a gazebo or shade structure;</li> <li>• basement car parking areas located wholly below ground level.</li> </ul>

Table SC1.3.1. Administrative definitions (cont.)

Column 1 Term	Column 2 Definition
<b>Storey</b>	<p>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:</p> <ul style="list-style-type: none"> <li>• a space that contains only: <ul style="list-style-type: none"> <li>– a lift shaft, stairway or meter room; or</li> <li>– a bathroom, shower room laundry, water closet, or other sanitary compartment; or</li> <li>– accommodation intended for not more than three vehicles; or a combination of the above;</li> </ul> </li> <li>• a mezzanine.</li> </ul> <p><i>Note—definition from the Building Code of Australia.</i></p>
<b>Streetscape</b>	<p>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.</p>
<b>Sustainable Planning Act 2009 (Qld) (SPA)</b>	<p>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.</p> <p>The SPA subordinate legislation is called <i>Sustainable Planning Regulation 2009</i>.</p>
<b>Use</b>	<p>As defined in the <i>Sustainable Planning Act 2009</i>.</p>
<b>Watercourse</b>	<p>As defined in the <i>Sustainable Planning Regulation 2009</i>.</p>
<b>Wetland</b>	<p>As defined in the <i>Sustainable Planning Regulation 2009</i>.</p>

## Schedule 2

### Mapping



## Schedule 2 Mapping

### MAPPING DISCLAIMER:

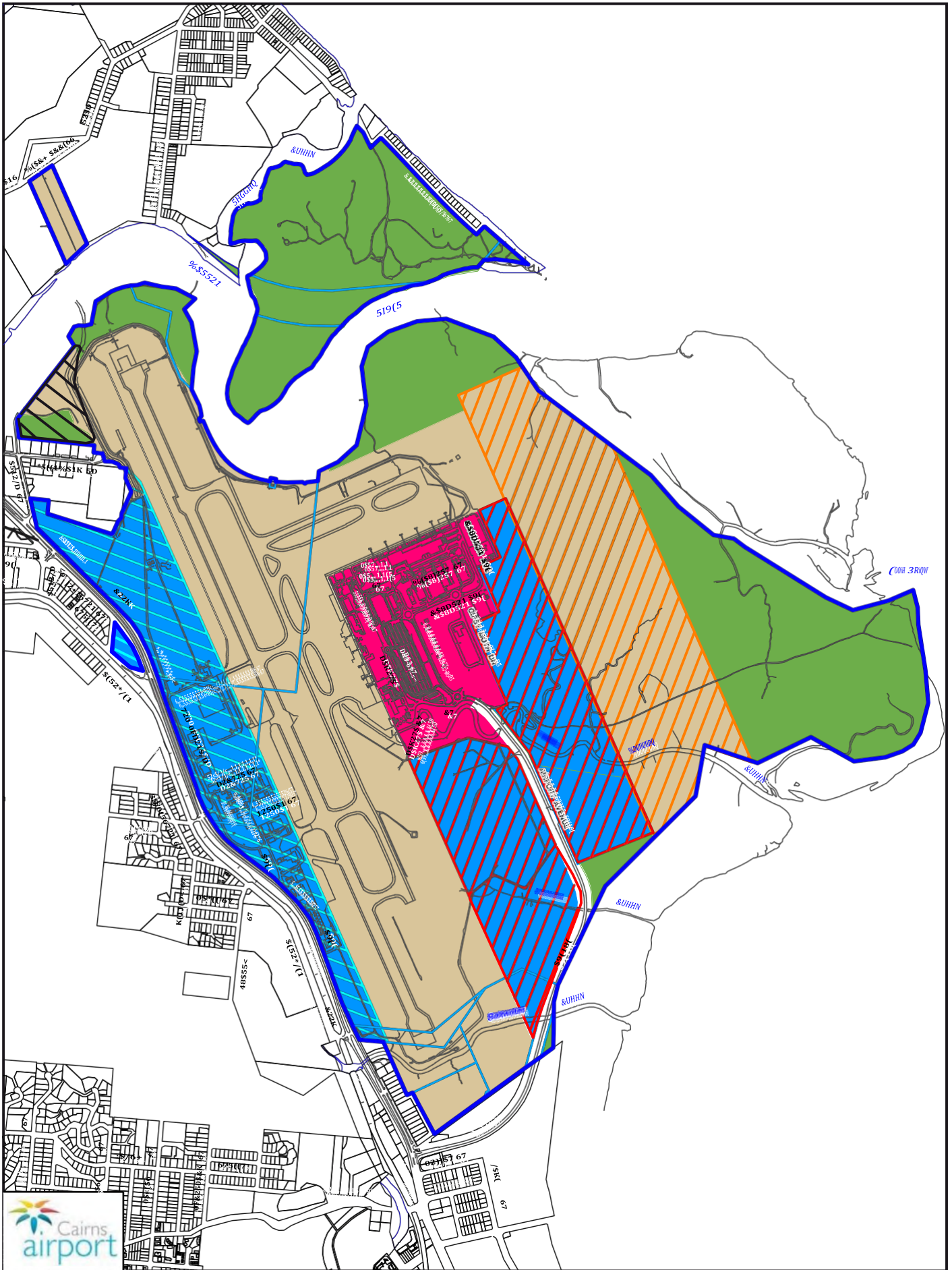
As indicated on the relevant maps in this schedule, the data has been sourced from the Queensland Government and Cairns Regional Council in some cases from large scale orthographic, satellite imagery and the like. The maps have not been ground-truthed by Cairns Airport Pty Ltd to be airport specific.

### SC2.1 Map Index

Table SC2.1.1 – Map Index.

Map Number	Map title	Gazettal date
<b>Zone Maps</b>		
ZM-001	Cairns Airport Land use plan - Zone and precinct plan	
<b>Overlay Maps</b>		
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	
<b>Other plans maps</b>		
OPM-001	Cairns Airport land and context	
OPM-002	Ground Transport Network	
OPM-003	Structure Height	
OPM-004	Structure Height (Sheet 1)	
OPM-005	Structure Height (Sheet 2)	
OPM-006	Structure Height (Sheet 3)	
OPM-007	Airport Noise Exposure Forecast	
OPM-008	Navigational Aids	
OPM-009	Public Safety Area	





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**Airport Zones**

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

**Precincts**

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

**Cadastre**

- Airport Boundary
- Airport Lots

Note: Cairns Airport Pty Ltd datasets.

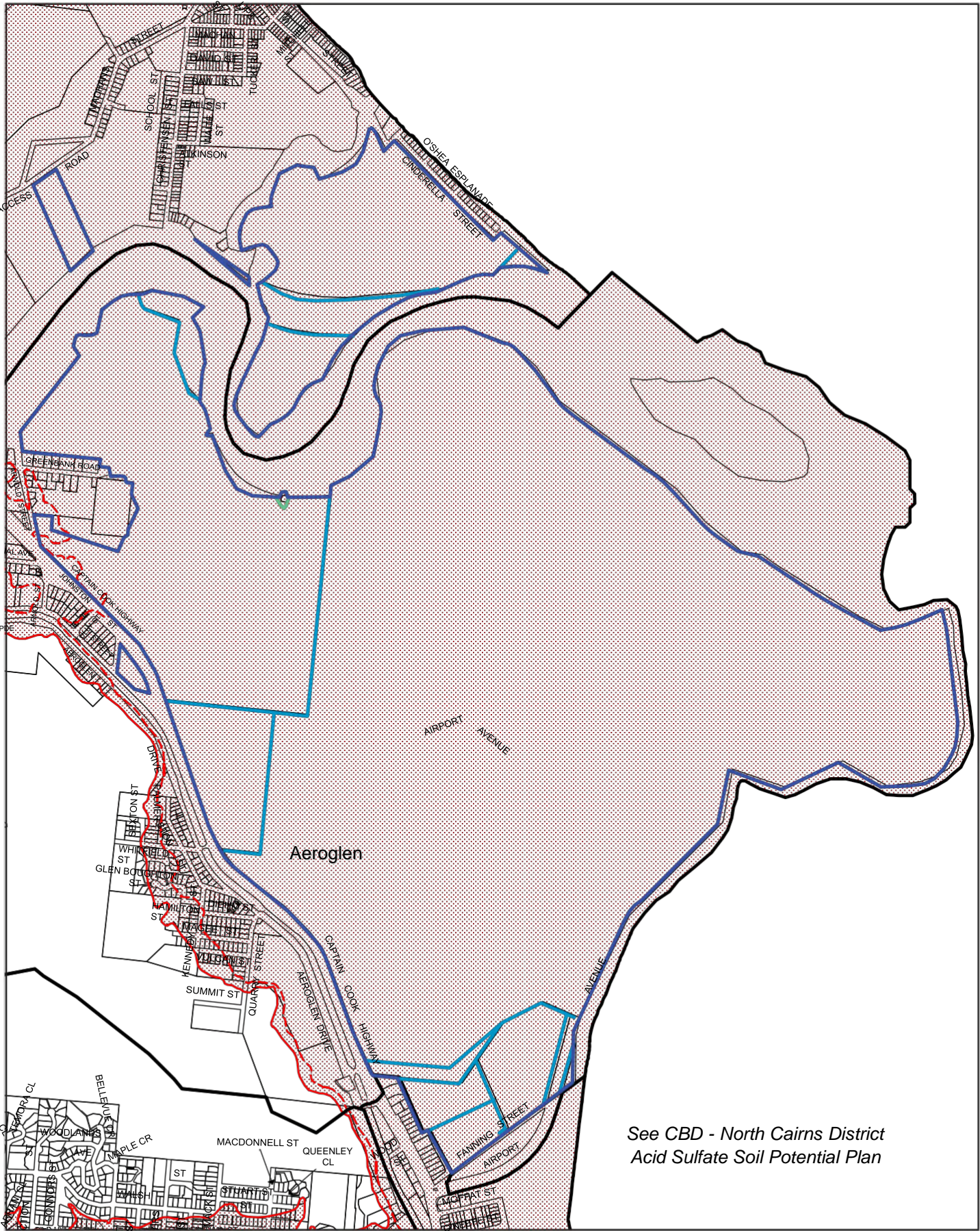
- Emergency Response - Second Airport Access

DATE: 07/05/12	DATUM: Geocentric Datum of Australia 1994 (GDA94 - Zone 55)
SCALE: Approx Scale @ A4 size = 1:22,500	

**CAIRNS AIRPORT  
LAND USE PLAN 2015**

**ZM-001 ZONE AND  
PRECINCT PLAN**

CairnsAirport\_Aerialphoto.WOR








See CBD - North Cairns District  
Acid Sulfate Soil Potential Plan



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- 3RWHQWIDO \$FIG 6XOIDWH 6RIOV**
-  < 20 metre AHD
  -  5 metre AHD contour
  -  20 metre AHD contour
- Cadastre**
-  Airport Boundary
  -  Airport Lots

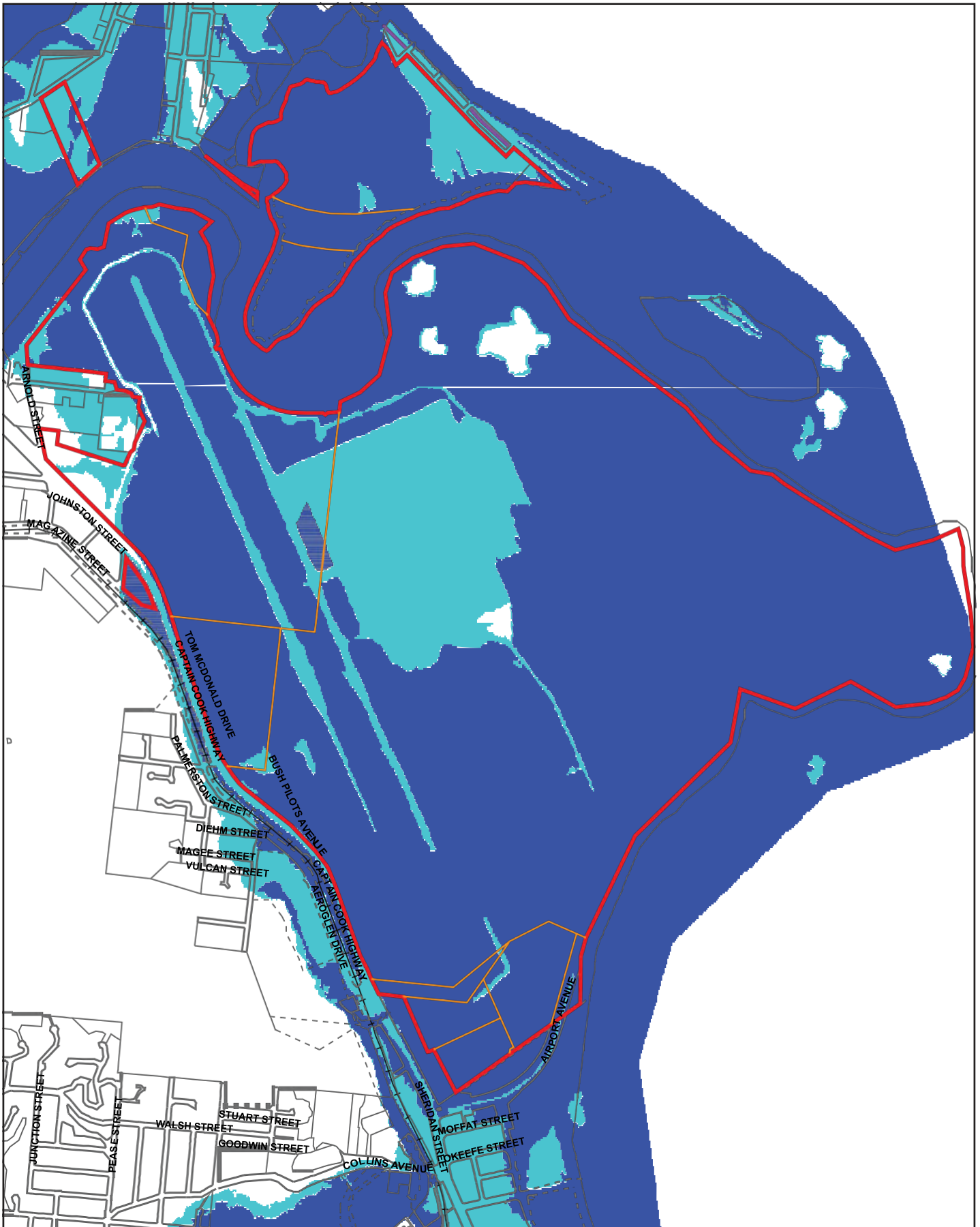
Source: CairnsPlan March 2009

DATE: 08/05/12	DATUM: Geocentric Datum of Australia 1994 (GDA94 - Zone 55)	
SCALE: Approx Scale @ A4 size = 1:22,500		
		

**CAIRNS AIRPORT  
LAND USE PLAN 2015**

**OM-001 POTENTIAL ACID  
SULFATE SOILS OVERLAY**

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**Storm Tide Inundation Area**

- 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 1.5 m HAT in South East Queensland regional planning area and 2m HAT for the remainder of Queensland is used where projected storm tide inundation levels have not been determined locally.

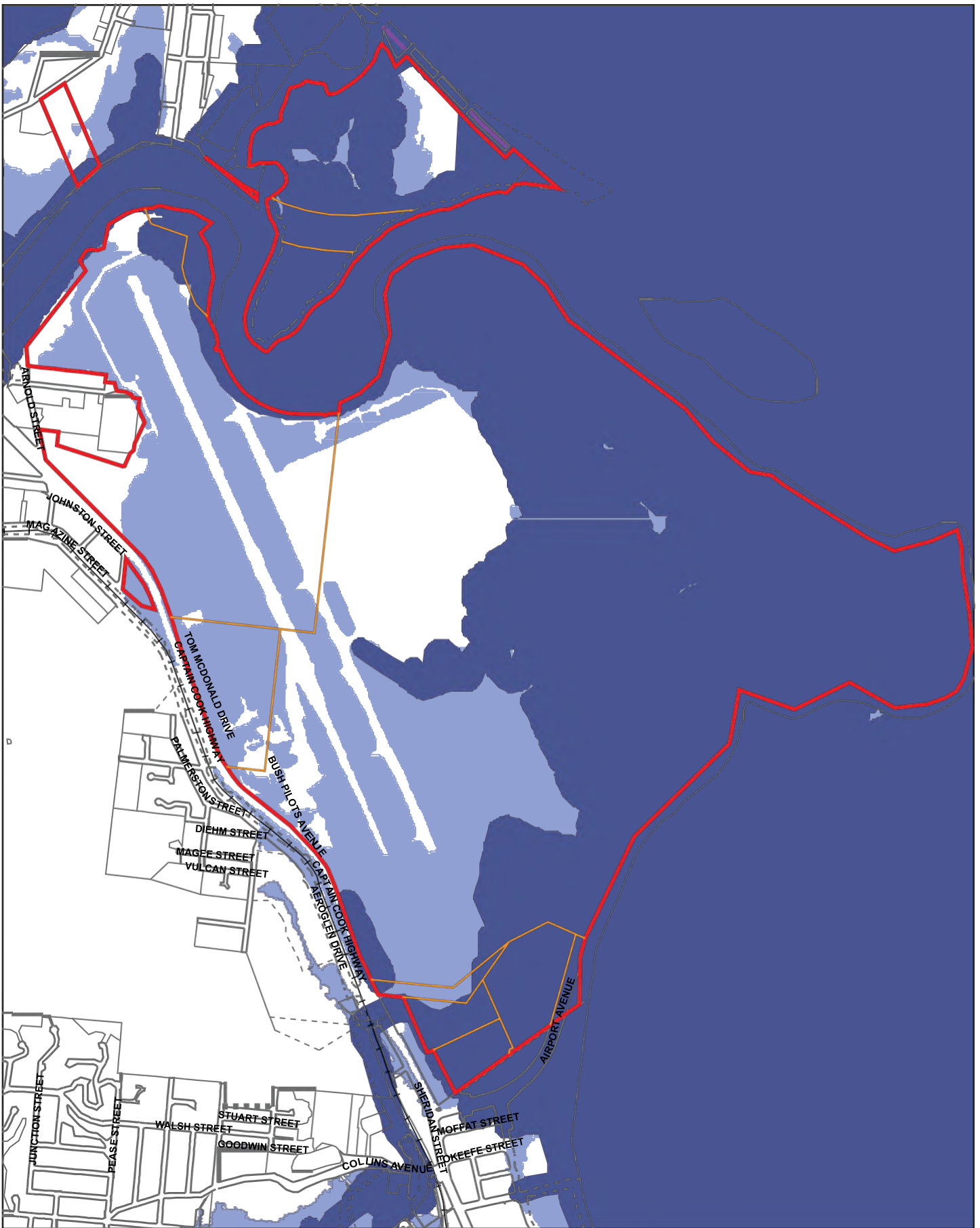
2. The high hazard area may coincide with the area of permanent inundation - refer to the Erosion Prone Area map.

2. The map should be used as a guide only. Field surveys are recommended to verify feature boundaries.

Version 4 - July 2015

<b>DATE:</b> 18/9/15	<b>DATUM:</b> Geocentric Datum of Australia 1994 (GDA94 - Zone 55)
<b>SCALE:</b> Approx Scale @ A4 size = 1:20,000	

**CAIRNS AIRPORT  
 LAND USE PLAN 2015  
 OM-002 COASTAL MANAGEMENT  
 & BIODIVERSITY OVERLAY  
 - STORM TIDE INUNDATION**



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**Indicative Erosion Prone Area**

- Erosion due to storm impact and long term trends of sediment supply deficit and channel migration
- Erosion from permanent tidal inundation due to sea level rise

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.ehp.qld.gov.au](http://www.ehp.qld.gov.au)

Version 5 - July 2015.

DATE:  
18/9/15

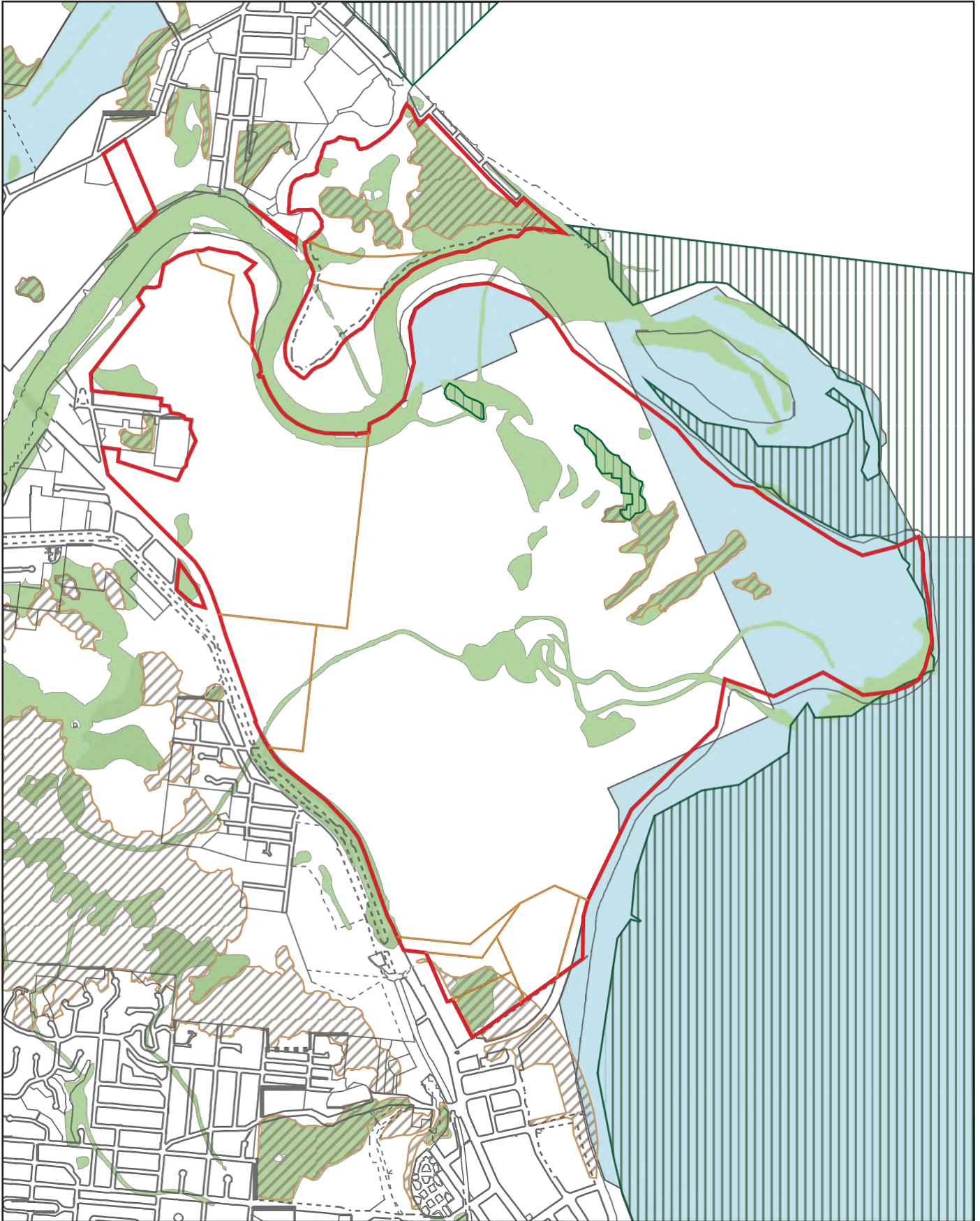
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(GDA94 - Zone 55)



SCALE: Approx Scale @ A4 size = 1:20,000



**CAIRNS AIRPORT  
LAND USE PLAN 2015  
OM-003 COASTAL MANAGEMENT  
& BIODIVERSITY OVERLAY  
- EROSION PRONE AREA**








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**Matters of State Environmental Significance (MSES)**

-  Declared Fish Habitat Areas
-  Wildlife Habitat
-  Regulated Vegetation
-  Regulated Vegetation (intersecting a watercourse)
-  High Ecological Significance

**Cadastre**

-  Airport Boundary
-  Airport Lots

Source: SPP Interactive Mapping System

DATE:  
31/10/14

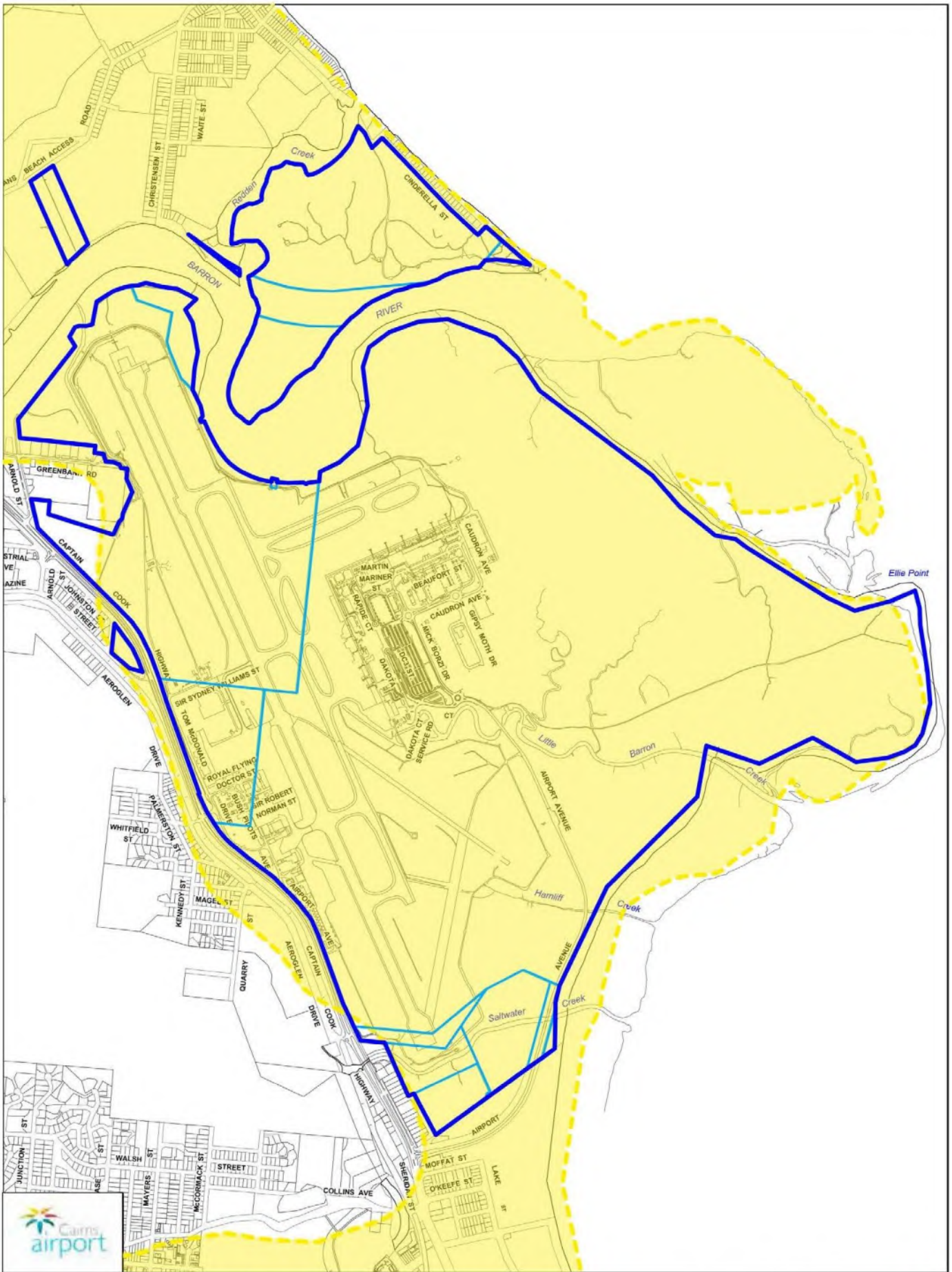
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Geocentric Datum of Australia 1994  
(GDA94 - Zone 55)



SCALE: Approx Scale @ A4 size = 1:22,500



**CAIRNS AIRPORT  
LAND USE PLAN 2015  
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 (ORA Supply) Barron River Sub-basin

DATE: 31/10/14

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



SCALE: Approx Scale @ A4 size = 1:22,500



**CAIRNS AIRPORT  
 LAND USE PLAN 2015  
 OM-005 FLOOD MANAGEMENT  
 OVERLAY**



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**Cadastre**

— Airport Boundary

— Airport Lots

Note: Aerial photo flown August 2011.  
Source: Google Earth 2012.

DATE:  
07/05/12

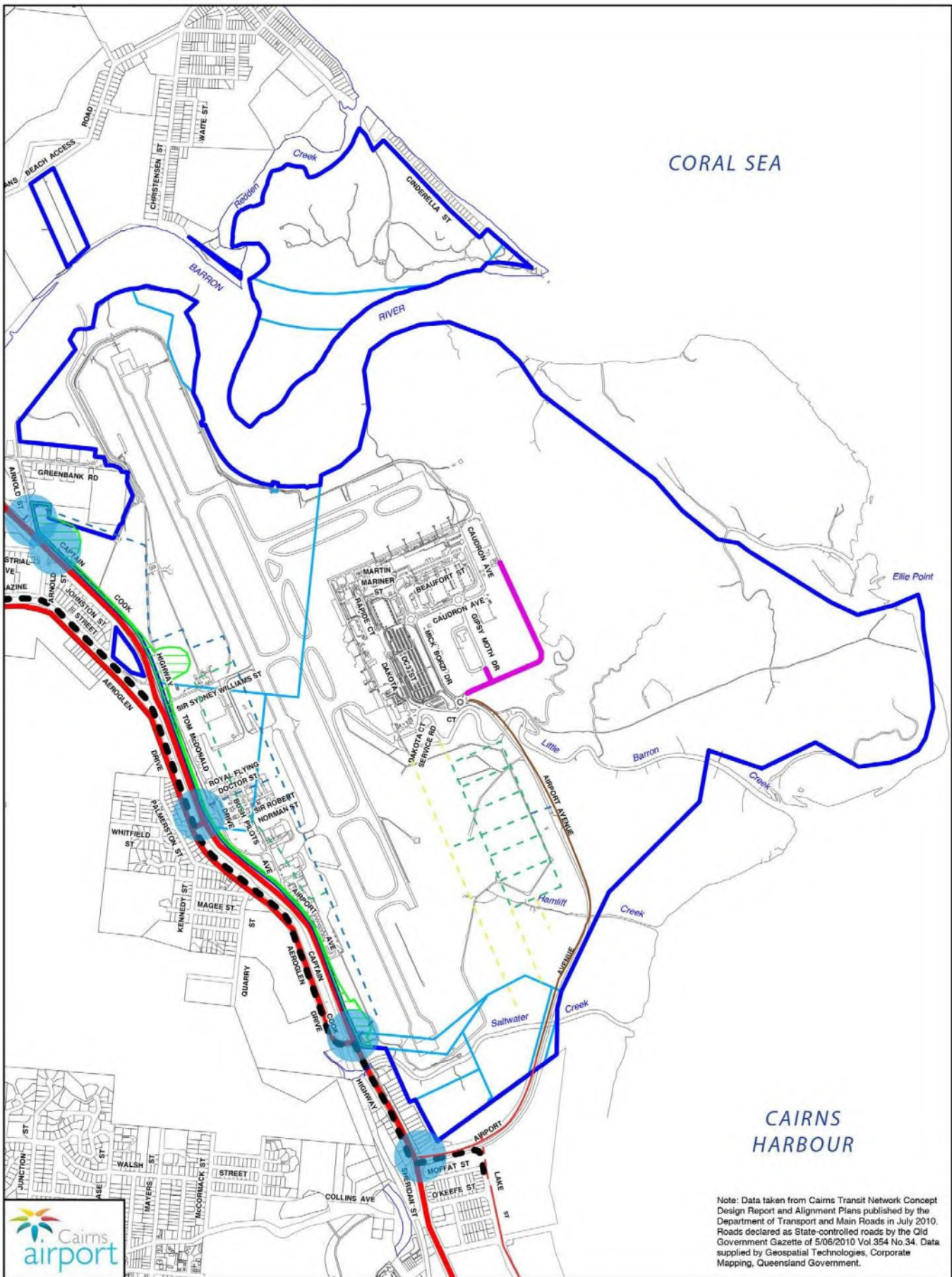
DATUM:  
Geocentric Datum of Australia 1994  
(GDA94 - Zone 55)



SCALE: Approx Scale @ A4 size = 1:22,500  
0 175 350 700 Metres

**CAIRNS AIRPORT  
LAND USE PLAN 2015**

**OPM-001 CAIRNS AIRPORT  
LAND AND CONTEXT**



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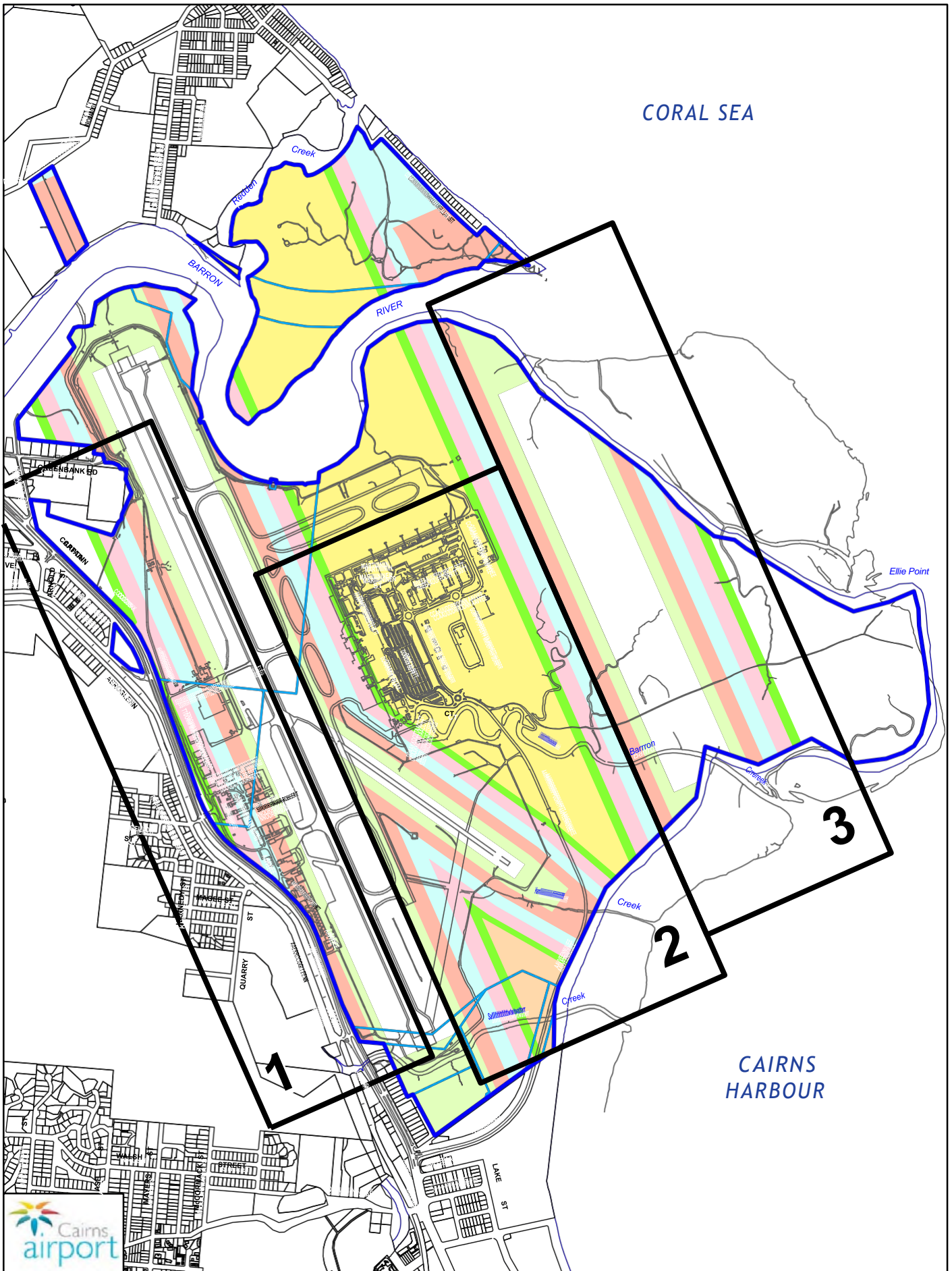
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Cairns Transport Network	Cadastre
● ● Proposed Busway location	— Airport Boundary
<b>Formal Road Declaration Plan</b>	— Airport Lots
— State Controlled Road	— Sub Arterial Road
— Proposed DTMR road resumptions	- - - Future Sub Arterial Road
— Proposed Internal Roads	- - - Future Collector Road
● Intersection Investigation Area	- - - Future Access/Industrial Access Street
	- - - Future Access Place
	— Other Roads (Not CCC/DOT)

DATE: 07/05/12	DATUM: Geocentric Datum of Australia 1994 (GDA94 - Zone 55)	
SCALE: Approx Scale @ A4 size = 1:22,500		
<b>CAIRNS AIRPORT LAND USE PLAN 2015</b>		
<b>OPM-002 GROUND TRANSPORT NETWORK</b>		

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**Obstacle Limitation Surfaces**

- Structures 2.8 - 10m AHD
- Structures 10 - 20m AHD
- Structures 20 - 30m AHD
- Structures 30 - 40m AHD
- Structures 40 - 46m AHD
- Structures 46m Max AHD

**Cadastre**

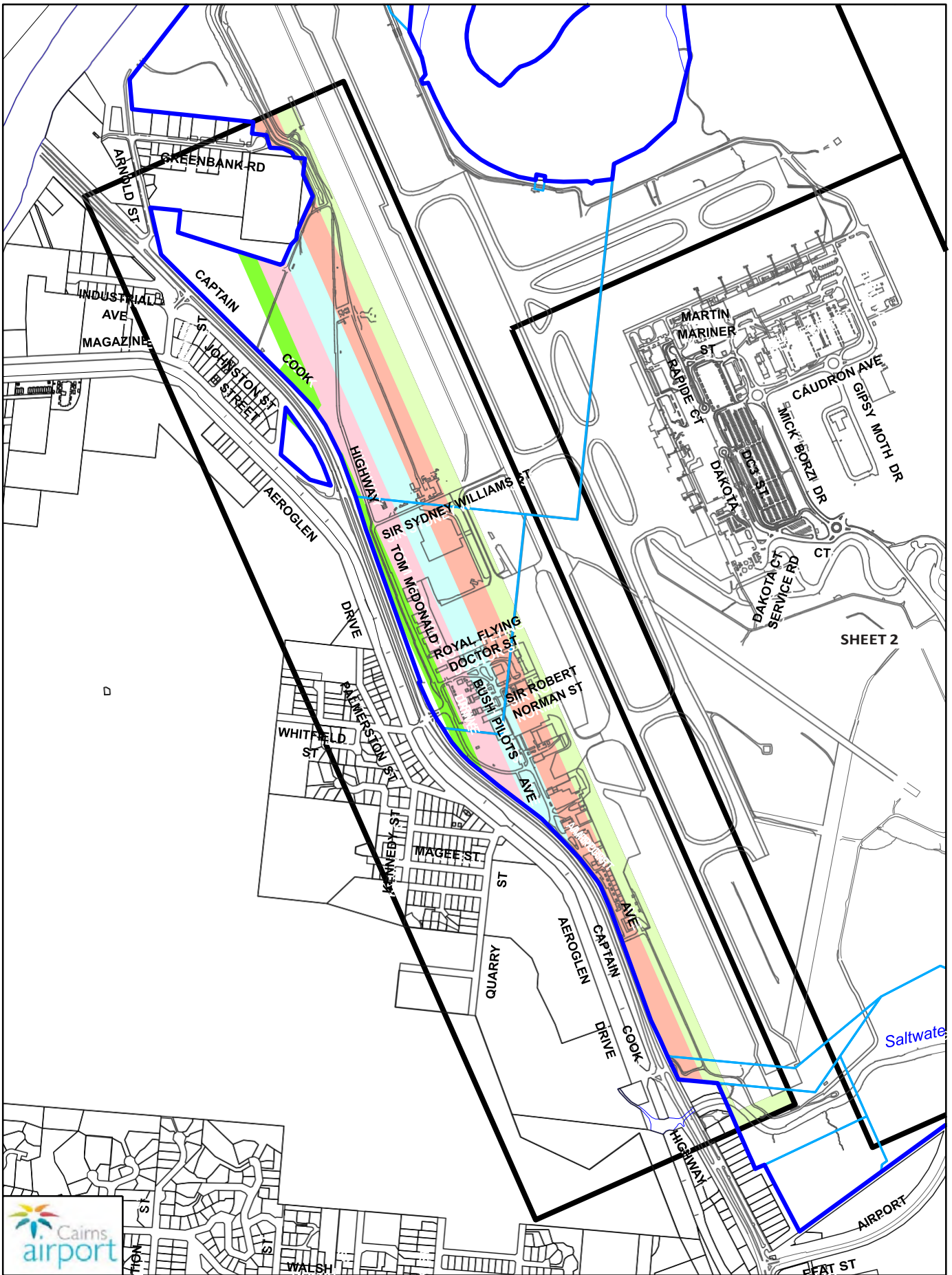
- Airport Boundary
- Airport Lots

DATE: 31/10/14	DATUM: Geocentric Datum of Australia 1994 (GDA94 - Zone 55)	
SCALE: Approx Scale @ A4 size = 1:22,500		

**CAIRNS AIRPORT  
LAND USE PLAN 2015**

**OPM-003 STRUCTURE HEIGHT**

Note: Cairns Airport Pty Ltd dataset.  
Runway 15-33 OLS based on 300m runway strip.  
Runway 12-30 OLS based on 80m runway strip.



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**Obstacle Limitation Surfaces**

	Structures 2.8 - 10m AHD
	Structures 10 - 20m AHD
	Structures 20 - 30m AHD
	Structures 30 - 40m AHD
	Structures 40 - 46m AHD
	Structures 46m Max AHD

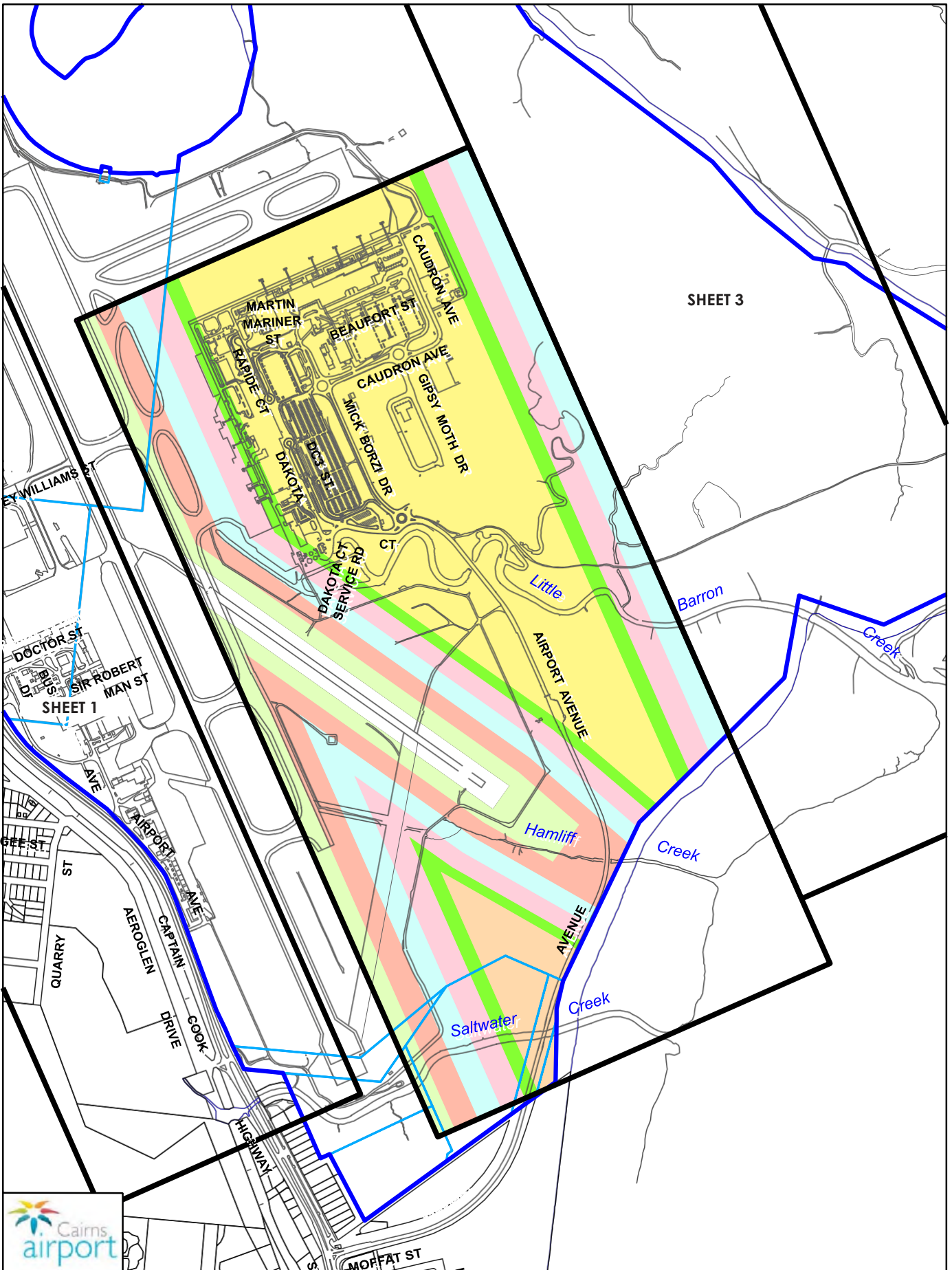
**Cadastre**

	Airport Boundary
	Airport Lots

Note: Cairns Airport Pty Ltd dataset.  
Runway 15-33 OLS based on 300m runway strip.  
Runway 12-30 OLS based on 80m runway strip.

DATE: 31/10/14	DATUM: Geocentric Datum of Australia 1994 (GDA94 - Zone 55)
SCALE: Approx Scale @ A4 size = 1:22,500	

**CAIRNS AIRPORT  
LAND USE PLAN 2015  
OPM-004 STRUCTURE HEIGHT  
(SHEET 1)**



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**Obstacle Limitation Surfaces**

- Structures 2.8 - 10m AHD
- Structures 10 - 20m AHD
- Structures 20 - 30m AHD
- Structures 30 - 40m AHD
- Structures 40 - 46m AHD
- Structures 46m Max AHD

**Cadastre**

- Airport Boundary
- Airport Lots

Note: Cairns Airport Pty Ltd dataset.  
Runway 15-33 OLS based on 300m runway strip.  
Runway 12-30 OLS based on 80m runway strip.

DATE: 31/10/14

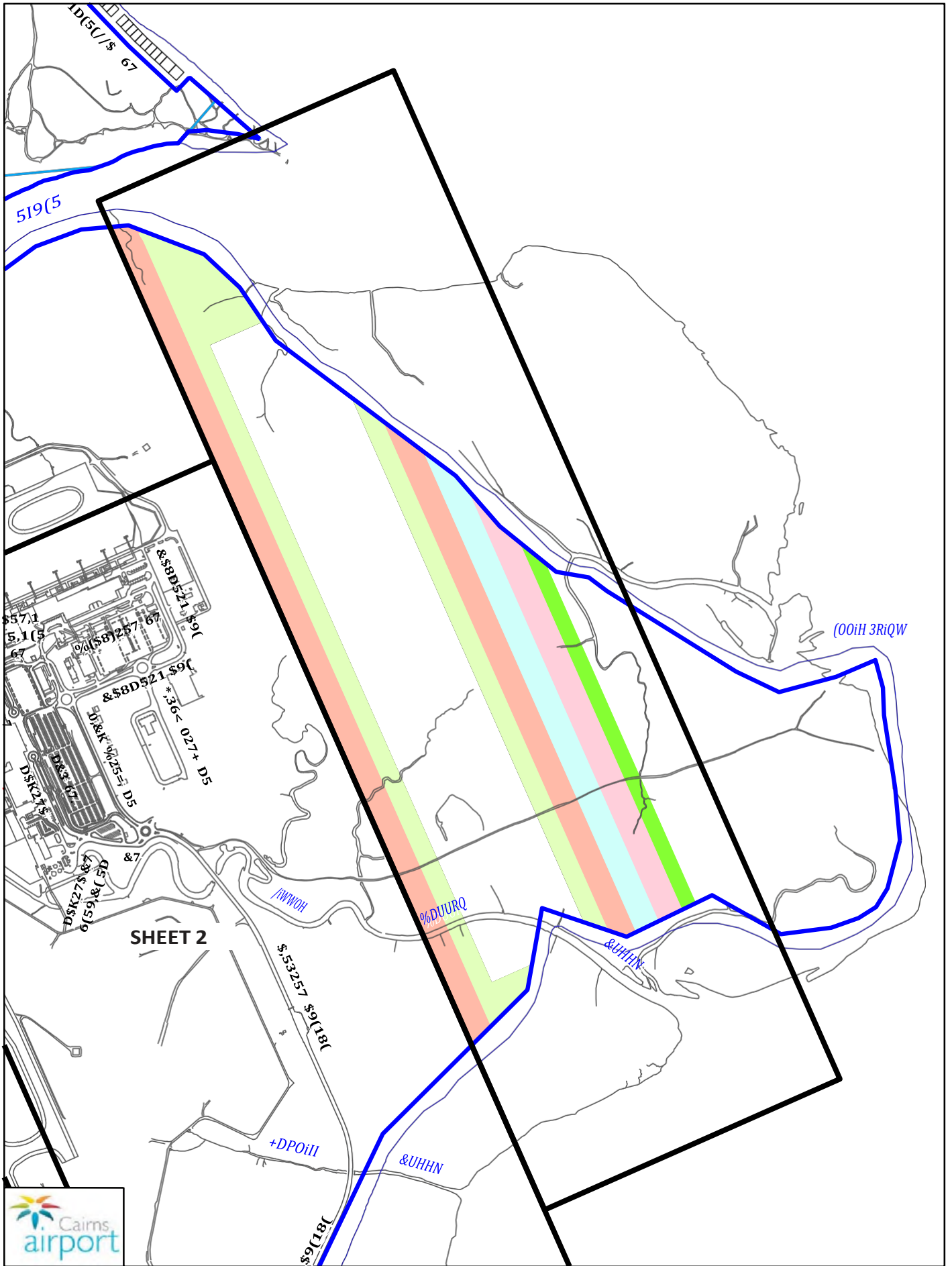
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SCALE: Approx Scale @ A4 size = 1:22,500

0 175 350 700 Metres

**CAIRNS AIRPORT  
LAND USE PLAN 2015  
OPM-005 STRUCTURE HEIGHT  
(SHEET 2)**



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**Obstacle Limitation Surfaces**

- Structures 2.8 - 10m AHD
- Structures 10 - 20m AHD
- Structures 20 - 30m AHD
- Structures 30 - 40m AHD
- Structures 40 - 46m AHD
- Structures 46m Max AHD

**Cadastre**

- Airport Boundary
- Airport Lots

Note: Cairns Airport Pty Ltd dataset.  
Runway 15-33 OLS based on 300m runway strip.  
Runway 12-30 OLS based on 80m runway strip.

DATE: 07/05/12

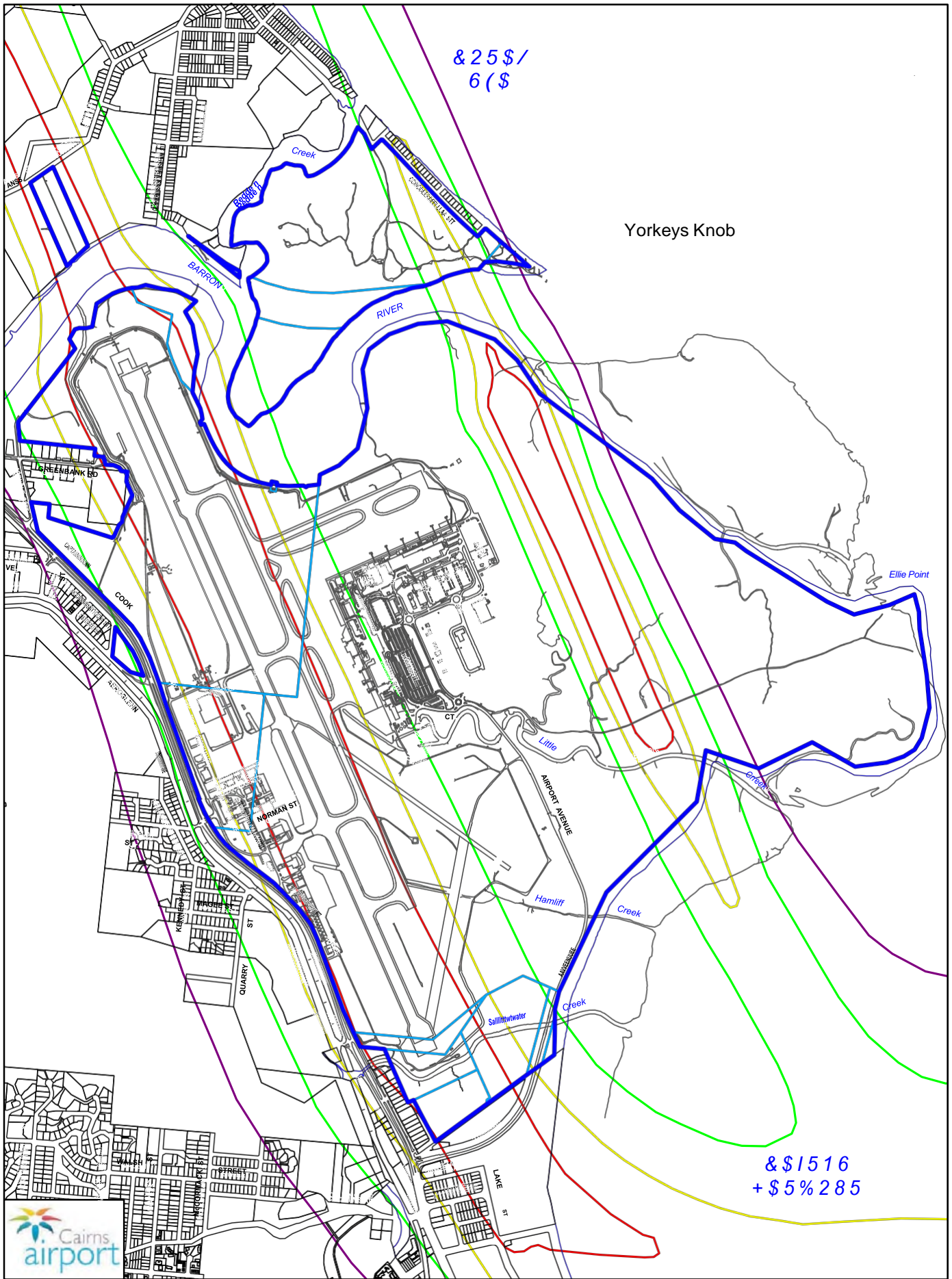
DATUM: Geocentric Datum of Australia 1994 (GDA94 - Zone 55)



SCALE: Approx Scale @ A4 size = 1:22,500  
0 175 350 700 Metres

**CAIRNS AIRPORT  
LAND USE PLAN 2015**

**OPM-006 STRUCTURE HEIGHT  
(SHEET 3)**



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**Airport Noise Exposure Forecast**

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

**Cadastre**

- Airport Boundary
- Airport Lots

Note: Cairns Airport Pty Ltd dataset.

DATE:  
31/10/14

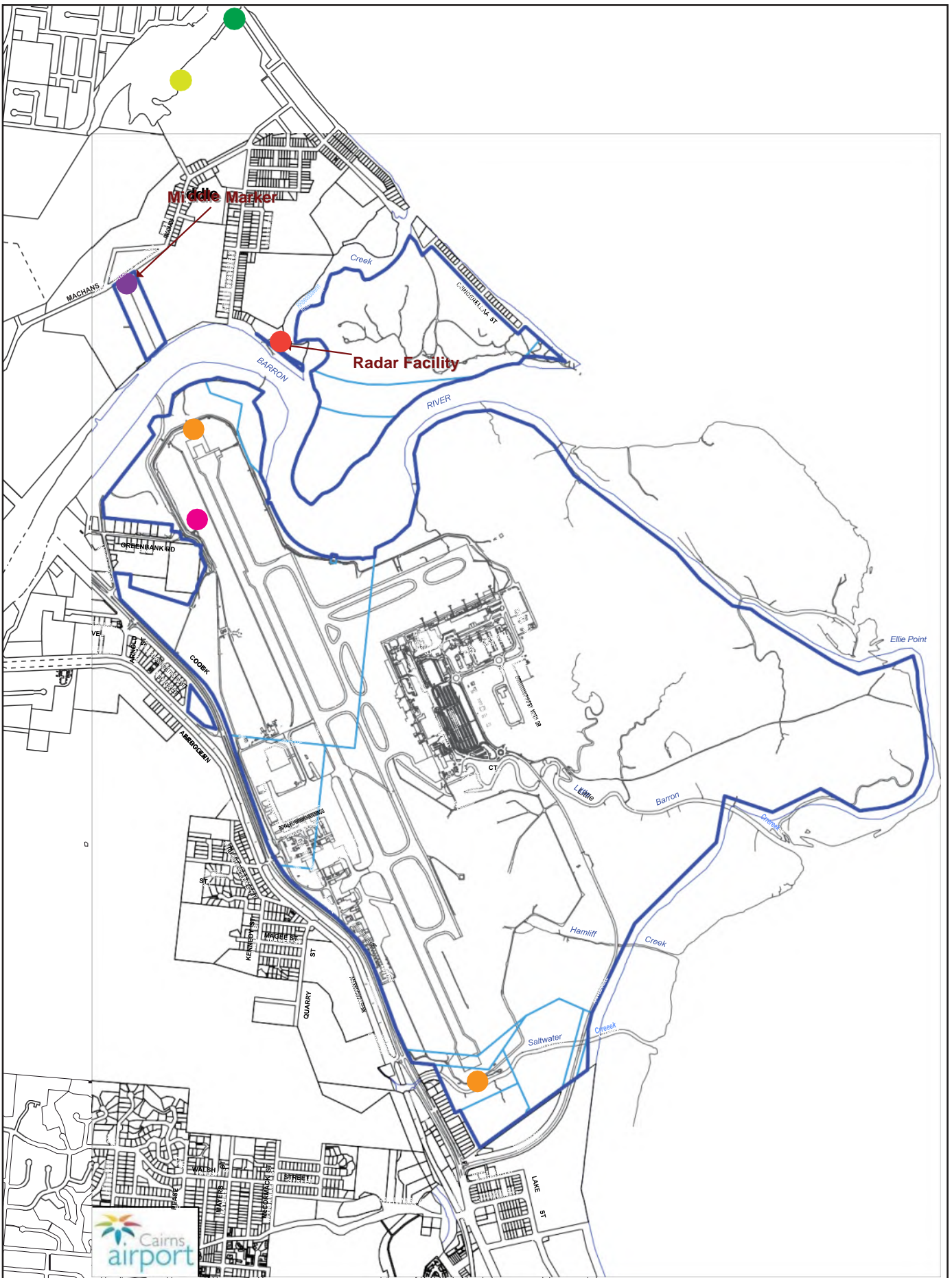
DATUM:  
Geocentric Datum of Australia 1994  
(GDA94 - Zone 55)



SCALE: Approx Scale @ A4 size = 1:22,500



**CAIRNS AIRPORT  
LAND USE PLAN 2015  
OPM-007 AIRPORT NOISE  
EXPOSURE FORECAST (2005)**



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**Navigational Aids - Sensitive Areas**

- DME 0-1500m
- ILS Localiser 0-1000m
- Middle Marker 0-50m
- Radar 0-4000m
- 925 0-1500m
- ILS Glide Path 0-1500m

**Cadastre**

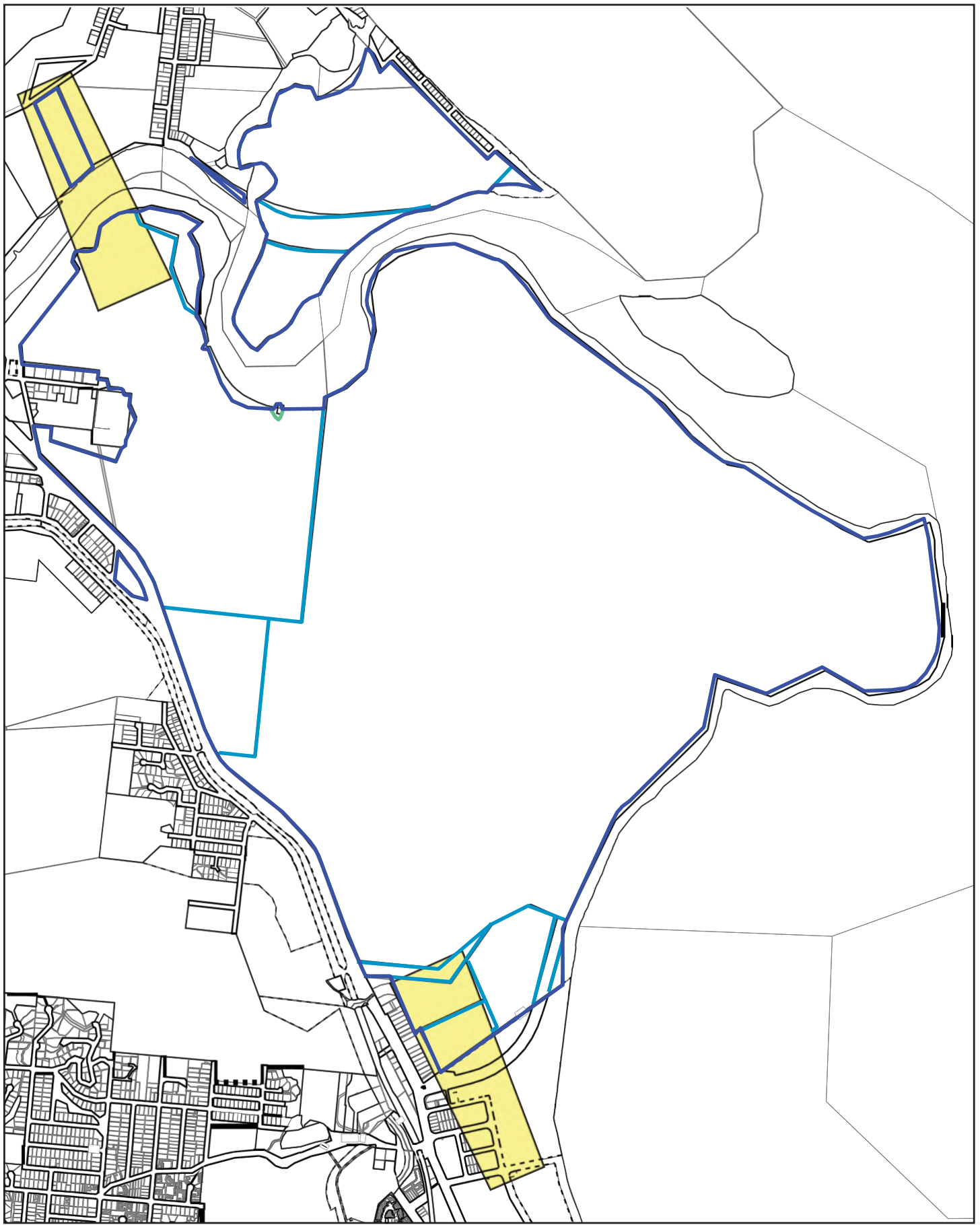
- Airport Boundary
- Airports Lots

Cairns Airport Pty Ltd dataset.

DATE: 07/05/12	DATUM: Geocentric Datum of Australia 1994 (GDA94 - Zone 55)
SCALE: Approx Scale @ A4 size = 1:22,500	




**CAIRNS AIRPORT  
LAND USE PLAN 2015**



**OPM-008 NAVIGATIONAL AIDS**



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-  Public Safety Area
- Cadastre**
-  Airport Boundary
-  Airport Lots

DATE: 10/09/15	DATUM: Geocentric Datum of Australia 1994 (GDA94 - Zone 55)	
SCALE: Approx Scale @ A4 size = 1:22,500		
		

**CAIRNS AIRPORT  
LAND USE PLAN 2015**

**OPM-009 PUBLIC SAFETY AREA**

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

