8.2.2 Airport environs overlay code

8.2.2.1 Application

1. This code applies to assessing development in the Airport environs overlay, if:
2. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
3. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
4. impact assessable development.
5. Land in the Airport environs overlay is identified on the Airport environs overlay maps and is included in the following sub-categories:
6. Obstacle Limitation Surfaces (OLS) sub-categories:
7. approach and departure limitation surface boundary and contours sub-category;
8. conical limitation surface contours sub-category;
9. horizontal limitation surface boundary sub-category;
10. transitional surface sub-category;
11. runway centreline sub-category.
12. Procedures for Air Navigation Services–Aircraft Operational Surfaces (PANS-OPS) sub-categories:
13. procedures for air navigation surfaces (PANS) sub-category.
14. Bird and bat strike zone sub-categories:
15. distance from airport 0-3km sub-category;
16. distance from airport 3-8km sub-category;
17. distance from airport 8-13km sub-category.
18. Public safety area sub categories:
19. public safety area sub-category;
20. airport runway sub-category.
21. Light intensity sub-categories;
22. Zone A - 0 candela - 600m wide 1000m from runway strip sub-category;
23. Zone B - 50 candela - 900m wide 2000m from runway strip sub-category;
24. Zone C - 150 candela - 1200m wide 3000m from runway strip sub-category;
25. Zone D - 450 candela - 1500m wide 4500m from runway strip sub-category;
26. within 6km - Max intensity of light sources 3 degrees above horizon sub-category.
27. Aviation facilities sub-categories:
28. aviation facilities sub-category;
29. glidepath - 1500m at 30 degrees sub-category;
30. distance from NDB - 500m sub-category;
31. distance from radar - 4,000m sub-category;
32. distance from VHF - 500m sub-category;
33. distance from VOR - 1000m sub-category;
34. distance from outer marker - 50m sub-category.
35. Australian Noise Exposure Forecast (ANEF) contour sub-categories:
36. ANEF 40-45 sub-category;
37. ANEF 35-40 sub-category;
38. ANEF 30-35 sub-category;
39. ANEF 25-30 sub-category;
40. ANEF 20-25 sub-category.
41. Height restriction zone sub-categories:
42. height restriction zone 15m sub-category;
43. height restriction zone 45m sub-category;
44. height restriction zone 90m sub-category.
45. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Editor’s note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

Editor’s note—Where this code includes performance outcomes or acceptable outcomes that relate to:

* Noise impact assessment, guidance is provided in the Noise impact assessment planning scheme policy.

8.2.2.2 Purpose

1. The purpose of the Airport environs overlay code is to:
2. Implement the policy direction in the Strategic framework, in particular:
3. Theme 1: Brisbane’s globally competitive economy and Element 1.2 – Brisbane’s industrial economy;
4. Theme 5: Brisbane’s CityShape and Element 5.1 – Brisbane’s City Centre and Element 5.2 – Brisbane’s Major Industry Areas.
5. Provide for the assessment of the suitability of development in the Airport environs overlay.
6. The purpose of the code will be achieved through the following overall outcomes:
7. Development protects the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports.
8. Development protects the functioning of aviation facilities from incompatible land uses, buildings, structures and works.
9. Development within the vicinity of the Brisbane and Archerfield airports is appropriately located to prevent exposure to very high levels of aircraft noise and designed to adequately attenuate expected aircraft noise to protect the health and wellbeing of occupants.
10. Development ensures that operational airspace of the Brisbane, Archerfield and Amberley airports is not put at risk from light sources or wildlife interference generated by development.
11. Development minimises potential hazards to the safety and functioning of airport operations resulting from emissions from smoke, dust or any other airborne particulate or the creation of air turbulence.
12. Development does not materially increase the number of people or the storage and handling of dangerous goods or combustible liquids within public safety areas.
13. Development minimises the potential hazard to safety of airport operators resulting from reflection of sunlight, and other potential threat of interference to pilot vision.
14. Development avoids increased risks to public safety near airport runways.

8.2.2.3 Performance outcomes and acceptable outcomes

Table 8.2.2.3.A—Performance outcomes and acceptable outcomes

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| Performance outcomes | Acceptable outcomes |
| Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories |
| General |
| PO1Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports. | AO1Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation.Editor's note— Where development intrudes into an airport’s OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought. |
| PO2Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or Amberley airports.Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought. | AO2Development does not emit into the OLS or height restriction zone:1. a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments;
2. smoke, dust, ash, steam or other airborne particulate.
 |
| Additional performance outcomes and acceptable outcomes if involving air service |
| PO3Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports. | AO3Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority. |
| Section B—If in the Bird and bat strike zone sub-categories |
| PO4Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations. | AO4.1Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats. |
| AO4.2Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats. |
| Section C—If in the Public safety area sub-categories |
| PO5Development does not expose or increase the risk to public safety. | AO5.1Development does not increase the number of people living, working or congregating in the Public safety area sub-categories. |
| AO5.2Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories. |
| Section D—If in the Light intensity sub-categories |
| PO6Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision. | AO6.1Development ensures that outdoor lighting:1. does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length;
2. does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories.

Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator. |
| AO6.2Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve:1. coloured flashing or sodium lighting; or
2. glare or upward shining lights; or
3. flare plumes.
 |
| Section E—If in the Aviation facilities sub-categories |
| PO7Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility.Note—Development complies with this performance outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the aviation facility. | AO7Development does not impair the functioning of an aviation facility by creating a permanent or temporary structure or any other physical line-of-sight obstruction between transmitting or receiving devices that:1. transmits an electromagnetic field that will interfere with the functioning of the aviation facility; or
2. contains a reflective surface that will interfere with the functioning of the aviation facility.

Note—Advice from Air Services Australia should be sought when proposing development within the Aviation facility sub-category. The SPP guidance: Strategic airports and aviation facilities identifies development likely to impact certain aviation facilities. |
| Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories |
| PO8Development adequately attenuates for aircraft noise in buildings to protect the health and wellbeing of occupants by complying with the internal noise criteria in Table 8.2.2.3.B.Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome. | AO8.1Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation located in the ANEF 20-25 sub-category:1. provides external windows and doors which are acoustically rated to a minimum of Rw 30:
2. ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45;
3. ensures that external walls are acoustically rated to a minimum of Rw 50.
 |
| AO8.2Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park located in the ANEF 25-30 sub-category:1. provides external windows and doors which are acoustically rated to a minimum of Rw 30;
2. ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45;
3. ensures that external walls are acoustically rated to a minimum of Rw 50.
 |
| AO8.3Development for an office is not located in the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category. |
| AO8.4No acceptable outcome is prescribed where development for a community use, detention facility, funeral parlour, place of worship, theatre or veterinary service. |
| AO8.5Development for a use not identified in AO8.1, AO8.2, AO8.3 or AO8.4 is not located in the ANEF 40-45 sub-category. |
| PO9Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise. | AO9.1Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation is not located within the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category. |
| AO9.2Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park is not located within the ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category. |

Table 8.2.2.3.B—Internal noise criteria

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| Use | Activity of internal space | LAMax 'S' time weighting |
| Caretaker's accommodationChildcare centreCommunity residenceDual occupancyDwelling houseDwelling unitMultiple dwellingRelocatable home parkResidential care facilityRetirement facilityRooming accommodation | Sleeping areas | 50dB(A) |
| Other habitable rooms | 55dB(A) |
| Resort complexRural workers' accommodationShort-term accommodationTourist park | Sleeping areas | 55dB(A) |
| Educational establishment | Libraries, study areas and sleeping areas | 50dB(A) |
| Teaching areas and other habitable rooms | 55dB(A) |
| Community care centreHealth care serviceHospital | Sleeping areas, wards, theatres, treatment and consulting rooms | 50dB(A) |
| Office | Private offices and conference rooms | 55dB(A) |
| Open offices, drafting | 65dB(A) |
| Typing, data processing | 70dB(A) |
| Other | Comply with AS 2021-2015 Acoustics—Aircraft noise intrusion—Building siting and construction, adopted 12 February 2015 |

Note—

* LAMax 'S’ time weighting is the A-weighted maximum sound pressure level of aircraft noise measured using the slow responsive time
* Rw: weighted sound reduction index
* dB(A): A-weighted decibels