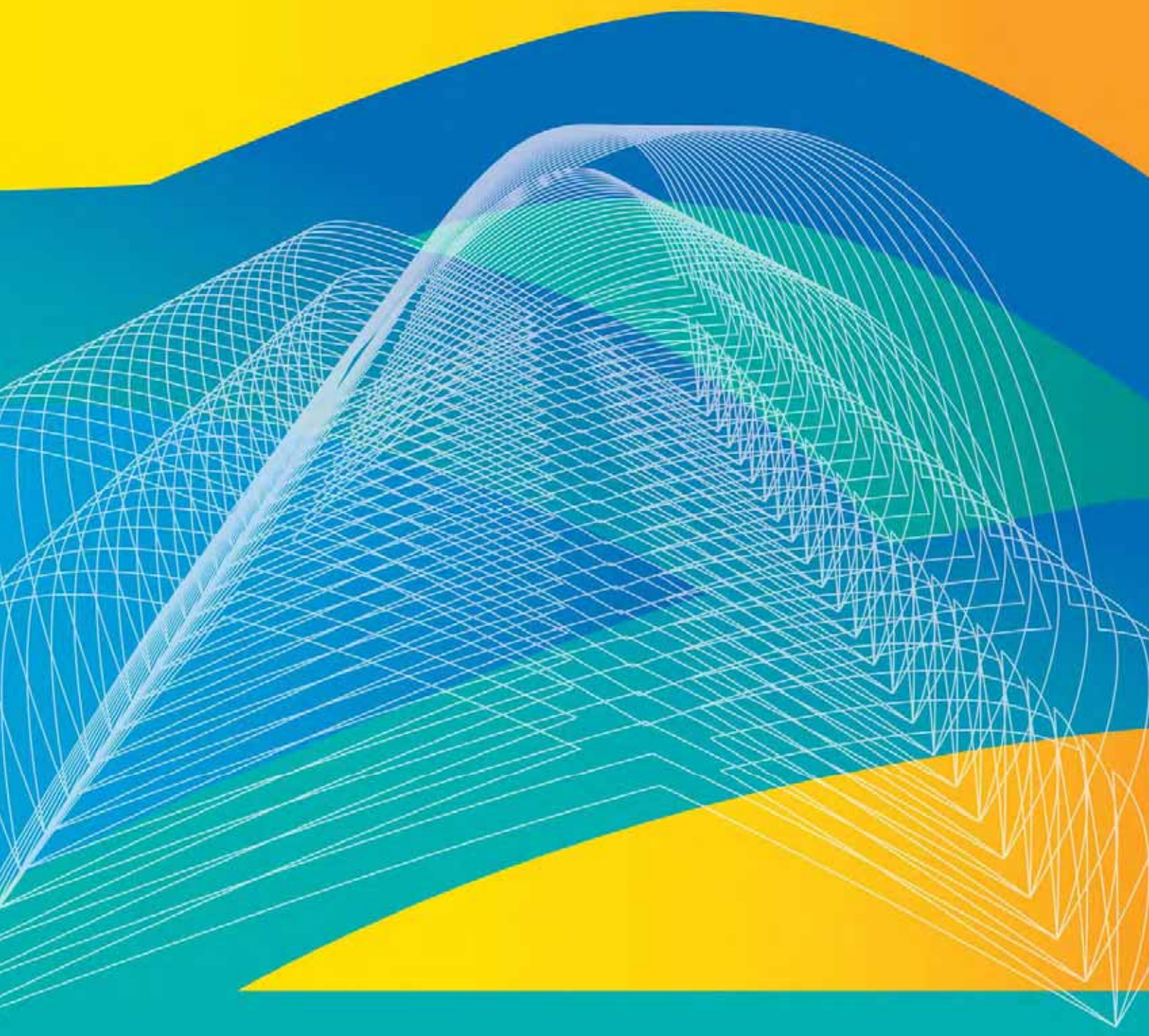


draft land use plan

airport assets (restructuring and disposal) act 2008 [Qld]

december 2010



Pursuant to Section 33 of AAA08 the airport lessee must prepare a land use plan within two years of the sale date.

Pursuant to Section 37 of AAA08 the airport lessee must provide a copy of the land use plan to the following entities at the same time it is released to the public:

- the local government; and
- Queensland Minister for Planning.

Mackay Airport Pty Ltd, as airport lessee, hereby releases to the public the Draft Land Use Plan for Mackay Airport.

CITATION AND COMMENCEMENT

This land use plan may be cited as Mackay Airport Land Use Plan (LUP).

A notice was published in the Government Gazette No. <#> on <day> <month>, <year> for the land use plan for Mackay Airport Pty Ltd (MAPL) as airport lessee.

The commencement date for the LUP was <day> <month>, <year>.

CORPORATE VISION



Our Vision is to be a valued partner in Northern Queensland's progress & development.

Our mission

Our mission for our company & people is to be respected members of our community who deliver a positive memorable gateway experience to passengers, superior financial returns to our shareholders and contribute to the economic growth of our stakeholders.

STRATEGIC VISION

The strategic vision is a non-statutory component of the LUP. MAPL offers the following as their strategic vision:

Ensure the safe operation of the airport;

Enhance the operational and commercial viability of the airport;

Respond to continued demand for Airport facilities, including passenger, freight and business/commercial activities;

Balance promotion of recreational / mixed aviation and aviation capacities and mixed peak hour demands;

Respond to the useability requirements of passengers and other users of the airport;

Advance the airport towards ecological sustainability, balancing economic, social and ecological factors in planning and development;

Maximise the use of available airport land and provide for flexibility in future expansion while ensuring environmental impacts are minimised;

Reflect the national aviation reform¹ policy direction;

Encourage the development of mixed business, retail and light industrial areas in appropriate locations; and

Incorporate best-practice management into airport planning, development maintenance and operation.

¹ AAA08 – Section 36

SUBMISSIONS

As required under the relevant sections of the *Airport Assets (Restructuring and Disposal) Act 2008* [Qld] MAPL has prepared this **Draft Land Use Plan (LUP)** for Mackay Airport.

As part of the public consultation phase for the process of preparing the final Mackay Airport Land Use Plan members of the public are invited to review this LUP and lodge written submissions. A submission is a written statement that explains why you support or oppose what MAPL is proposing. Official submissions should:

- be in writing and signed by each person who made the submission;
- state the name and address of each person who made the submission so MAPL may provide written feedback if appropriate (a contact phone number may also be appropriate to provide feedback);
- if appropriate, state the specific chapter/s or section/s of the Draft LUP the submission refers to;
- state what aspects of the Draft LUP are supported or opposed, why and what led to this view;
- be addressed to Project Manager, Mackay Airport Land Use Plan Submissions Mackay Airport Pty Ltd PO Box 5806, Mackay Mail Centre Qld 4741.
- be received by Mackay Airport Pty Ltd on or before the public consultation period closes, i.e. received no later than close of business (4:30pm) on **Friday 18 February 2011**.

DISCLAIMER

Whilst all care has been taken in the preparation of this LUP:

- it is based on a series of forecasts and assumptions and MAPL makes no claim as to the exactness of any of the information contained herein, or the likelihood of any future matter;
- it should not be relied upon by any other party for any purpose other than requirements under the *Airport Assets (Restructuring and Disposal) Act 2008* [Qld]; and
- it does not commit MAPL to any development.

PREPARED BY:

This LUP has been prepared by Everson Town Planning on behalf of and for the exclusive use of the airport-lessee company, Mackay Airport Pty Ltd (MAPL).

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foreword



This Draft LUP 2010 represents the second public consultation phase in North Queensland Airport's current planning review for Mackay Airport. It follows the Statement of Proposals released for public consultation in May 2010.

Mackay Airport is integral to North Queensland's prosperity. On its completion the Land Use Plan 2010 will become the single most important planning document to take Mackay Airport, our city and our region, into the future.

Through this review we aim to identify the best uses for Mackay Airport lands that will help to further North Queensland's progress and development.

Mackay Airport services the region's mining, primary production, tourism, service and other industries and provides the local population with a well serviced aviation link to the rest of Australia and the world.

The airport has a broad range of stakeholders including airlines, airport tenants and associated businesses, all levels of government, those involved in the mining, agriculture, tourism and service industries as well as members of the local community.

NQA invites all our stakeholders to review this Draft LUP 2010 and we welcome your feedback which will inform the final document.

On behalf of NQA I thank you for your interest and any input you may provide into this important planning process.

Yours sincerely

A handwritten signature in black ink, appearing to read "S. Gregg".

Stephen Gregg
Chief Executive Officer

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chapter one about the land use plan



1.1 Introduction

- 1) Mackay Airport Land Use Plan (**LUP**) has been prepared in accordance with the *Airport Assets (Restructuring and Disposal) Act 2008 [Qld] (AAA08)* as a framework for managing development in a way that advances the purpose of the Act.
- 2) In seeking to achieve this purpose, the LUP sets out MAPL's intention for the future development on the airport, over the next eight years.
- 3) While the LUP has been prepared with an eight year horizon, it will be reviewed periodically in accordance with the AAA08 to ensure that it responds appropriately to the changes of the airport community at a regional and international level.

1.2 Land Use Plan Elements

The LUP comprises the following elements:

- a) Desired Environmental Outcomes;
- b) Priority Infrastructure Interface Plan;
- c) The following zones:
 - Mixed Aviation Zone
 - Terminal Business Zone
 - Movement Zone
 - Green Space Zone;
- d) The following precincts:
 - Airport Central Precinct
 - Commercial Precinct
 - Movement Expansion Precinct;
- e) Local areas have not been designated in the LUP;
- f) The following overlays:
 - Airport Protection Overlay
 - Acid Sulfate Soils Overlay
 - Coastal Management Overlay
 - Flood Management Overlay
 - Sustainable Development Overlay
 - Wetlands in Great Barrier Reef Catchments Overlay.

1.3 Definitions

- 1) The dictionary in **Schedules 1 and 2** defines particular terms used in this instrument.
- 2) Terms not defined in **Schedules 1 and 2** have the meaning given in the Planning Act, AAA08 or the local government planning scheme.
- 3) Terms not referred to in 1.3(2) above, have their common meaning.

1.4 Relationship with the Planning Act

- 1) Pursuant to Section 47 of the AAA08, airport land is not subject to a local planning instrument.
- 2) Pursuant to Section 48 of the AAA08:
 - i) the Planning Act applies for development on airport land; and
 - ii) if there is an inconsistency between the Planning Act and Chapter 3, Part 2 of the AAA08, the AAA08 prevails.
- 3) In accordance with Section 49 of the AAA08, the LUP states that:
 - i) development on airport land that is consistent with the LUP and is not identified in (ii) to (iv) below is exempt development, self-assessable development, or assessable development under the Planning Act;
 - ii) development that is a material change of use for core airport infrastructure and is consistent with the LUP is either exempt development or self-assessable development;
 - iii) self-assessable development prescribed under the Planning Act, Section 232(1) is self-assessable development for the LUP; and
 - iv) prescribed development (being development that, under a regulation under the Planning Act, section 232(2), is exempt from assessment against a planning scheme) is exempt from assessment, under the Planning Act, against the LUP.
- 4) To the extent the LUP is inconsistent with 1.4(3)(ii) to (iv) above, the LUP is of no effect.

1.5 Consistency with Land Use Plan

- 1) The following rules apply in determining whether development is consistent development.
- 2) Development is inconsistent development with the LUP if:
 - a) the development is listed in Schedule 3 – Inconsistent Uses; and/or
 - b) the development does not comply with the acceptable outcomes of the Airport Protection Overlay Code; and/or
 - c) the development is not listed in the tables of assessment.

1.6 Categories of Development

- 1) The LUP states the category of development for all development on the airport.
- 2) In accordance with the AAA08, the categories of development are:
 - a) exempt development
 - b) self-assessable development
 - c) assessable development².
- 3) For the purposes of the Land use plan the categories of development are called levels of assessment.
- 4) For the purposes of the LUP the categories of development include '*inconsistent development*'.

1.7 Compliance with the Land Use Plan

- 1) The following rules apply in determining compliance with the code/s for self-assessable development:
 - a) development must wholly comply with the acceptable outcomes of the applicable code/s;
 - b) where development does not comply with the acceptable outcomes of the applicable code/s the development becomes assessable development.³
- 2) The following rules apply in determining compliance with a code/s for code assessable development:
 - a) development complies with the code if it complies with the purpose of the code;
 - b) development which complies with the code's overall outcomes complies with the purpose of the code;

² Requiring: code or impact assessment.

³ For the purpose of overlay triggers and contributions the relevant category of development is per the Table of Assessment (TOA) for self-assessment only.

- c) development which complies with the performance outcomes complies with the code's overall outcomes and the purpose of the code;
 - d) where acceptable outcomes are identified for performance outcomes, development which complies with the acceptable outcomes complies with the performance outcomes, the code's overall outcomes and the purpose of the code.
- 3) Despite subsection 1.5(2) above, a LUP may state in the purpose of a code that certain provisions may vary the rules in subsection 1.5(2).
 - 4) Where there is conflict between provisions within the LUP, the following rules apply:
 - a) the desired environment outcomes prevail over all other elements to the extent of the inconsistency;
 - b) overlays prevail over all other elements (other than the desired environment outcomes) to the extent of the inconsistency; and
 - c) zones prevail over other codes in Chapter 8 to the extent of the inconsistency.

1.8 Building Work Regulated under the Land Use Plan

- 1) Section 86 of the Planning Act provides that a planning scheme⁴ 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*.
- 2) The building assessment provisions are listed in Section 30 of the *Building Act 1975*.
- 3) The following building assessment provisions have been included in this LUP in accordance with Sections 32 and 33 of the *Building Act 1975*⁵:
 - designate, for the Building Code of Australia as amended from time to time (BCA) or the Queensland Development Code as amended from time to time (QDC), matters prescribed under a regulation under the *Building Act 1975* (Section 32); and
 - 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.

1.9 Waterways and Reclaimed Land

Where a waterway or reclaimed land on the airport is not covered by a zone the following applies:

- a) if adjoined on both sides by land in the same zone / precinct — the 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 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 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.

1.10 Relationship with the AAA08

- 1) The LUP has been prepared in accordance with Section 35 of the *Airport Asset (Restructuring and Disposal) Act 2008 [Qld] (AAA08)*, which will outline:
 - i) details of the airport land - the current and intended uses of the airport land;
 - ii) coordinate and integrate the core matters relevant to the LUP;
 - iii) identify desired environmental outcomes (**DEO**) for the airport land and measures that will help achieve the DEOs;
 - iv) a priority infrastructure interface plan (PIIP) and reference to an infrastructure charges schedule (**ICS**) the local government may levy for infrastructure provided by the local government; and
 - v) a level of assessment for development, i.e. exempt, self-assessable, assessable development requiring code assessment.
- 2) In addition the LUP also:

⁴ The LUP is not a planning scheme.

⁵ Sections 32 and 33 of the Planning Act apply to planning schemes and local planning instruments. The LUP does not fall within this category.

- i) states that particular development is consistent or inconsistent with the LUP;
- ii) states that part of the airport land is intended to remain undeveloped land or part of a buffer precinct; and
- iii) include details of any additional land proposed to become part of the airport land.

I.11 Background & New Requirements⁶

The current Mackay Airport LUP is the primary planning instrument for airport land and the local government planning scheme does not apply. It is described as the 'First Land Use Plan' under the *Airport Assets (Restructuring and Disposal) Act 2008 [Qld]*.

The AAA08 was assented to on 12 September 2008 for the purpose of facilitating disposal of particular airport businesses, i.e. Mackay and Cairns Airports, to facilitate the restructure or disposal of those airport entities, and to make provision about land use planning and control, after disposal.

The First Land Use Plan 2008 for Mackay Airport was adopted following the sale of the airport in December 2008.

There is a statutory requirement under the AAA08 to review the First Land Use Plan within two years of its gazettal⁷.

Airport land use planning deals with a limited range of land uses, primarily focused on aviation, transport and infrastructure related development having regard to synergies that come from co-location of uses, proximity to movement areas, airside / secure access and ground transport access.

By their nature airport land use plans, being mechanisms for controlling and managing impacts, also need to address the protection of ecological values, interfaced with the adjoining lands and community benefits.

⁶ For information purposes only - included for the public consultation phase only.

⁷ AAA08 Section 33.



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- Cadastre**
- ▬ Airport Boundary
 - ▬ Airport Lots

Note: Aerial photo flown June 2009

DATE: 03/11/2010	DATUM: Geocentric Datum of Australia 1994 (GDA94) (Zone 55)	N ↑
SCALE: Approx Scale @ A4 1:15,000		

**MACKAY AIRPORT
LAND USE PLAN 2010
MACKAY AIRPORT LOCALITY
MAP 1.1**

chapter two

state planning instruments



2.1 Regional Plan

There was no regional plan relevant to the LUP area on commencement of the planning scheme.

2.2 State Planning Policies

The Minister has identified that the following parts of the listed state planning policies are appropriately reflected in the LUP:

- State Planning Policy 1/02: Development in the Vicinity of Certain Airports and Aviation Facilities;
- State Planning Policy 2/02: Planning and Managing Development Involving Acid Sulfate Soils;
- State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide (Floods Only);
- *Sustainable Planning Act 2009* section <list the relevant aspects reflected> (Provisions applying for State-controlled roads);
- Temporary SPP 1/10 – Protecting Wetlands of High Ecological Significance in Great Barrier Reef Catchments; and
- Draft SPP Coastal Protection 2009.

2.3 Standard Planning Scheme Provisions

The Minister has identified that the Queensland Planning Provisions Version 1.0 dated 18 December 2009 are appropriately reflected in the LUP.

chapter three desired environmental outcomes



3.1 Core Matters

- 1) Chapter 3 of LUP:⁸
 - coordinates and integrates the core matters relevant to the LUP;
 - identifies desired environmental outcomes (**DEO**) for the airport land and measures that will help achieve the DEOs; and
 - include details of any additional land proposed to become part of the airport land.
- 2) The *Airport Assets (Restructuring and Disposal) Act 2008* [Qld] describes the core matters⁹ to be addressed in the LUP, which include:
 - i) land use and development;
 - ii) core airport infrastructure; and
 - iii) valuable features.
- 3) **Land use and development** for an area includes each of the following:
 - the location of and the relationships between (**refer Chapter 3 - DEO**) the land uses in the area (**refer Map 3.1**);
 - the current effects of land use in the area;
 - the likely effects of any proposed development of the airport land (**refer Chapter 4 – Zones and Chapter 6 – Overlays**); and
 - the accessibility to, and within, the airport land.
- 4) **Valuable features** of the airport include *each* of the following, whether terrestrial or aquatic (**refer Chapter 3 – DEO and relevant overlay maps in Schedule 4**):
 - Resources or areas that are of ecological significance;
 - areas contributing significantly to amenity;
 - areas or places of cultural heritage significance; and
 - Resources or areas that are of economic value.
- 5) **Core airport infrastructure** is defined in **Schedule 1** of this LUP¹⁰. Core airport infrastructure is Generally facilities on the airport land directly connected with the operation of an airport.

3.2 Preliminary

- 1) The DEO of this LUP sets the policy direction for the LUP and forms the basis for ensuring appropriate development occurs within the airport for the life of the LUP.
- 2) The DEO are structured into themes and measures (**refer Figure 3.1 – DEO Structure**), that is:
 - i) the strategic outcome/s sought for development on the airport for each theme;
 - ii) the element/s that refine and further describe the strategic outcome/s;

⁸ AAA08 – Section 35.

⁹ AAA08 – Section 30.

¹⁰ AAA08 – Schedule 2.

- iii) the specific outcomes sought for each or a number of elements;
 - iv) where appropriate, the land use strategies for achieving these outcomes.
- 3) The DEO are to be read in their entirety as the policy direction for the LUP.
- 4) Mapping for DEO is included in **Schedule 4 (mapping)**.

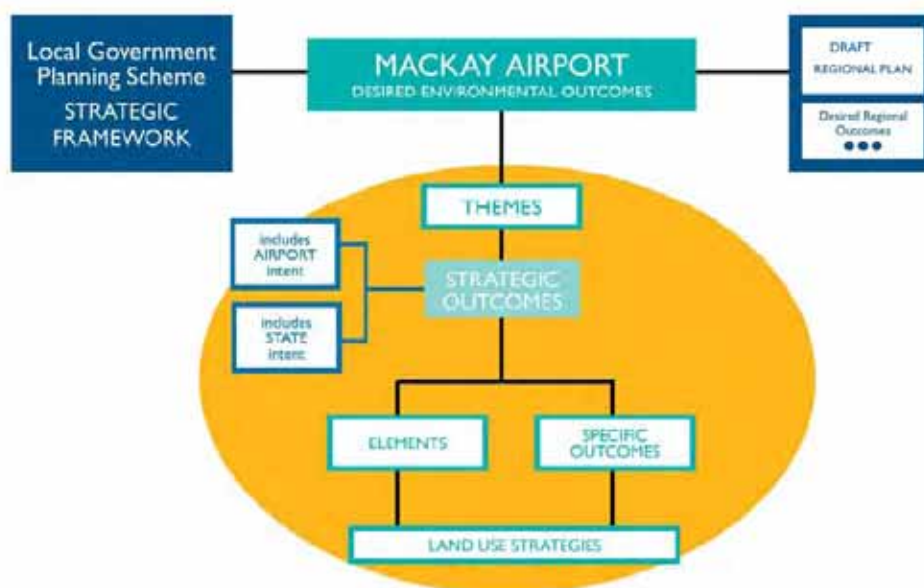


3.3 Themes

The DEO are grouped into seven (7) themes as follows:

- Theme 1:** Aviation
- Theme 2:** Airport Viability
- Theme 3:** Economic Development
- Theme 4:** Infrastructure
- Theme 5:** Access + Mobility
- Theme 6:** Natural Environment
- Theme 7:** Landscape Values

FIGURE 3.1 – DEO Structure



Theme I Aviation

STRATEGIC OUTCOMES

- 1) *Aviation* will remain the planning focus for development on airport.
- 2) *Core Airport Infrastructure (CAI)* is generally facilities on the airport land directly connected with the operation of an airport on the land (described in Schedule 2 of the AAA08) is coordinated and integrated into development on airport land.
- 3) Maximise the use of existing assets and ensure the capacity and provision of core airport infrastructure is commensurate with the forecast growth in passenger and aircraft movements.
- 4) Airport planning assists in the timely provision of core airport infrastructure such as alternative areas for mixed aviation, freight and helicopter precincts.
- 5) Development options advance recreational aviation facilities on airport.
- 6) Land use provisions should:
 - i) Ensure the safety and efficiency of aircraft operations;
 - ii) Preserve the lines of sight and signals for the air traffic control tower, fire station, aviation navigational aids and meteorological equipment;
 - iii) Provide adequate area for inactive aircraft parking positions;
 - iv) Provide adequate area for aircraft maintenance facilities including hangars and workshops; and
 - v) Promote and accommodate aviation related administrative and commercial facilities including flight training, car parking, maintenance and servicing areas.
- 7) A more effective approach to reducing the consequences associated with disasters (such as floods and storms) and hazards (such as major traffic accidents, aircraft emergencies and fire) is considered through appropriate design, development and management of different land uses on airport.
- 8) Development is located and managed to maintain or enhance air quality and the acoustic environment, to maintain the health and wellbeing of the adjacent community and the natural environment.

Theme I - Aviation	SPECIFIC OUTCOMES
ELEMENT (I) – AVIATION FORECASTS	
E01 Airport planning development parameters are based on future assumptions for forecast peak hour demands for runways, terminals, aircraft apron parking and ground transport infrastructure.	S01.1 Augmentation of the aircraft movement system is undertaken, only after all demand capacity and other options have been exhausted.
Land Use Strategies	
<p>L01.1 The Mackay region is one of the fastest growing in Queensland, with a population at June 2008 of over 112,000 and an average annual growth rate of 3.2% (2003-2008). Looking to the future, strong growth is forecast, with a projected regional population reaching 190,000 people by 2031.</p> <p>The region's growth is fuelled by the boom in the mining industry in the Bowen Basin, resurgence in agribusiness, growth in tourism and an emerging marine sector. The region hosts much of the engineering, manufacturing and mining services industries supporting the regional economy.</p> <p>In order for MAPL to deliver its objectives of increasing airport traffic, a comprehensive Aviation Development Plan has been implemented. This plan identifies the key opportunities that provide a suitable fit to Central Queensland key markets and airline partners, and outlines strategies for future growth markets. MAPL also works collaboratively with its tourism partners to deliver coordinated marketing and communications strategies.</p> <p>MAPL's targeted forecast passenger numbers for 2015 is 1.3million with the majority of passengers coming from the domestic market. The majority of the passenger traffic is business both mining and agricultural, followed by government, visiting friends and relatives and a small but growing percentage of domestic and international tourists.</p>	

Theme 1 - Aviation		SPECIFIC OUTCOMES	
ELEMENT (2) - STRATEGIC ACQUISITION			
E02	Key sites, corridors and buffer areas for current and future core airport infrastructure are identified, preserved, protected and where appropriate, proactively acquired and managed.	S02.1	Expand airport land holdings via the investment of adjacent lands which are strategic in nature to ensure future safety and efficiency of core airport infrastructure, operations and functions.
		S02.2	Acquisition does not facilitate aircraft movements on such lands; rather ensures the safe and efficient operations and function of aircraft instruments and systems.
		S02.3	Preserve the existing strategic land acquisitions program considered by the previous operators as necessary to ensure the future safety and efficiency of core airport infrastructure.
Land Use Strategies			
L02.1	To meet long term expansion and forecasts, including potential international processing and further development of landside roads, car parking and a JOSFF in the terminal precinct, an acquisition area of approximately 9.2ha south of Boundary Road may be necessary.		
L02.2	The Public Safety Area (PSA) for the northern approach of runway 14/32 encompasses the adjacent Barbour Park sporting fields. To protect the airport's long term operational efficiency, security and safety, growth of these uses has been limited for safety purposes. Relocation of the uses may be long term options for the local and/or State governments. Should this area be vacated, it would be MAPL's intention to maintain the PSA as an undeveloped green buffer (other than for minor core airport infrastructure).		
ELEMENT (3) - FUTURE AIRPORT PLANNING			
E03	Land use planning protects the ultimate growth and capacity of the airport.	S03.1	Development sites and layouts designs are chosen cognisant of the long term objective and planning:
		i)	to extend the main runway (14/32) south to an ultimate length up to 2,550m;
		ii)	to increase/ maintain the current capacity of runway 14/32, a full parallel taxiway system should be considered;
		iii)	to protect the longevity of the airport's operation and function, the existing air traffic control tower and ARFF facilities in the Commercial Precinct may require relocation; and
		iv)	to reserve a 300m flight strip for the main runway (14/32).
Land Use Strategies			
L03.1	The Movement Expansion Precinct gives longevity to the historic land reservation specifically identified for a runway extension (not anticipated to be required within the 20 year planning horizon).		
L03.2	The key objective for developing a runway extension is to increase the overall capacity and to facilitate futuristic services to international ports such as key Asian and Trans-Tasman destinations from Mackay Airport. Recommendations for the main runway (14/32) augmentation include:		
i)	extension to a length of 2,550m with no diversion of Bridge Road; or		

Theme 1 - Aviation	SPECIFIC OUTCOMES
<p>ii) an intermediate extension of 2,150m will facilitate more long distant operations, requiring less reclamation works.</p> <p>L03.3 Regardless of the chosen extension length, environmental issues that will require further investigation in this regard include:</p> <ul style="list-style-type: none"> • stormwater management; • acid sulfate soils; • hydrology and coastal processes; • water quality; • vegetation; • fauna; • fisheries; and • cultural heritage. <p>L03.4 The primary environmental impacts of the runway extension will be:</p> <ul style="list-style-type: none"> • The loss of fisheries habitat in the Shellgrit Creek estuary; and • The loss of a migratory wader staging area on a sand spit on the southern side of the mouth of Shellgrit Creek. <p>L03.5 Obstacle Limitation Surfaces (OLS) infringement currently occurs in the eastern general aviation area. Long term this infringement requires rectification, i.e. intruding structures demolished and a 300m wide flight strip protected pursuant to CASA standards.</p> <p>L03.6 A reservation for a new bulk aviation fuel storage facility Jointly Operated/ Owned Storage Fuel Facility (JOSFF), with direct airside access and good landside road access from Boundary Road is protected.</p>	
ELEMENT (4) - PROMOTION OF MIXED AVIATION	
<p>E04 MAPL supports the continued preservation of recreational, regional and mixed aviation operations on airport; albeit potentially in an altered form and location.</p>	<p>S04.1 Future airport planning will consolidate fixed-winged aviation-related industries on the south-western side of the cross runway within and around the existing general aviation apron on the cross runway (05/23).</p> <p>S04.2 Existing key aviation industries including aircraft maintenance facilities, emergency services, border protection, transport and logistics are supported through provision of suitable land and area on airport.</p> <p>S04.3 Opportunities to expand air freight and helicopters / non-fixed-winged enterprises are identified.</p> <p>S04.4 MAPL will promote the ongoing facilitation of recreational aviation on airport.</p>
Land Use Strategy	
<p>L04.1 Alternative locations for the Airport Rescue & Fire Fighting Services (ARFF) and air traffic control tower facilities, being core airport infrastructure will be required within the short to medium period within five years.</p> <p>L04.2 Long term the existing location of the regional and recreational aviation area in the eastern general aviation area, being the historical terminal site and focus of aviation on airport, is not conducive to aviation expansion resultant in development constraints which inhibit expansion i.e. - new aviation standards and civil infrastructure congestion.</p>	

Theme 1 - Aviation		SPECIFIC OUTCOMES	
ELEMENT (5) - ENVIRONMENTAL CONSIDERATIONS			
E05	An acceptable balance between the development of the airport for aviation purposes and mitigation of environmental impact is achieved (including aircraft noise).	S05.1	New core airport infrastructure avoids areas at risk from flooding, storm surge or cyclone damage or are designed and constructed to mitigate the risk.
		S05.2	Development maintains and enhances appropriate buffers from adjoining environmental areas, and protects the ecological values of these areas from the impacts of core airport infrastructure.
Land Use Strategies			
L05.1			
Environmentally sensitive areas are only developed when all other siting capacity management options have been exhausted.			
ELEMENT (6) - AIRCRAFT NOISE			
E06	Development considers noise mitigation measures to minimise aircraft noise impacts.	S06.1	The Australian Noise Exposure Forecast (ANEF) contours as mapped (refer Map 5.5(A)), are provided to identify noise sensitive lands and allow compatible land use planning.
		S06.2	MAPL will utilise information which best reflects current and future noise exposure expectations for the airport to inform land use planning on airport.
Land Use Strategies			
L06.1			
The ANEF is not a compulsory noise management tool pursuant to the AAA08. Nonetheless MAPL adopts an ANEF.			
L06.2			
An up to date ANEF will be produced for the local government's inclusion in their planning scheme. This analysis is anticipated to be completed by early 2011, in a timely manner for the local government scheme review in approximately 2013.			
L06.3			
The only current authoritative regime for land use planning control of development in relation to aircraft noise is set out in <i>Australian Standard AS2021 – Acoustics - Aircraft Noise Intrusion – Building Siting and Construction</i> . Compliance with the requirements of AS2021 is currently required by the Mackay Regional Council Planning Scheme's "Development in the vicinity of Mackay Airport Overlay Code".			
L06.4			
State Planning Policy 1/02 <i>Development in the Vicinity of Certain Airports and Aviation Facilities (Queensland Transport, 2002a)</i> sets out the State's interest concerning development in the vicinity of airports and aviation facilities considered essential for the State's transport infrastructure. The policy specifically applies in the vicinity of designated airports and aviation facilities. State Planning Policy 1/02 applies to Mackay Airport; this LUP reflects the SPP where appropriate.			
E07	Aircraft noise abatement procedures and routine aircraft noise monitoring reflects appropriate land use planning options.	S07.1	MAPL land is not affected by SPP1/02 but airport development will adopt AS2021 as a standard to ensure the amenity of airport employees and users.
		S07.2	Management plans and operational tools complement development outcomes to mitigate noise impacts.

Theme 1 - Aviation	SPECIFIC OUTCOMES	
Land Use Strategies		
<p>L07.1 Mackay Airport is not subject to any curfew restrictions. MAPL sponsors active community and political support for aviation growth; continued non curfew operations; and alternative aircraft noise abatement procedures if deemed necessary.</p>		
ELEMENT (7) – PROTECTION OF THE AIRSPACE		
<p>E08 Protection of the airspace on, and in the immediate vicinity of the airport ensures the safe operation of aircraft.</p>	<p>S08.1 Development ensures the safe operation of aircraft by restricting building heights, hazardous lighting, wildlife attracting facilities and interference with aviation navigational aids.</p> <p>S08.2 Future land use planning for Mackay Airport protects a 300m wide flight strip and rectifies the existing OLS intrusions on the north-eastern side of runway 14/32.</p>	
Land Use Strategies:		
<p>L08.1 The Queensland State Planning Policy (SPP) 1/02 – <i>Development in the Vicinity of Certain Airports</i>, is a planning tool to assist in the protection of the airspace on, and in the immediate vicinity of the airport and has been appropriately reflected as an overlay in this LUP.</p> <p>L08.2 SPP1/02 identifies the airport as requiring a Public Safety Area (PSA). The PSA is intended to remain undeveloped other than for minor core airport infrastructure.</p> <p>L08.3 Under the Civil Aviation Act 1988 (Cth), the Civil Aviation Safety Authority (CASA) exercises powers to protect operational airspace around licensed airports. There are no proposed changes to the declaration of airspace at Mackay Airport.</p>		
ELEMENT (8) - Hazards + Disasters		
<p>E09 Identify and prevent environmental risks associated with development and incorporate measures to prevent, control or reduce adverse impacts.</p>	<p>S09.1 Aviation and industrial development, or development constituting a safety risk or hazard, should demonstrate it can meet acceptable safety standards.</p> <p>S09.2 Transport planning considers the risk of major catastrophic events, such as cyclones or floods, and transport infrastructure is located and designed to avoid or minimise the impact of such events.</p>	
Land Use Strategies		
<p>L09.1 Sensitive land uses on and off airport, should be buffered from hazardous activities at risk through aviation accidents, fire, explosion or chemical release.</p>		

Theme 2 Airport Viability

STRATEGIC OUTCOMES

- 1) Mackay Airport must protect its fundamental role as one of the key drivers of economic growth in the Mackay, Hinterland & Whitsunday (**WHAM**) region ensuring the long term capacity of the airport by securing flexibility in its future land use options on airport.
- 2) Continued growth at the airport is ensured and realised through new commercial opportunities for mutual benefit and reward of the airport and the Mackay community.
- 3) The airport continues to support a vibrant economy and meets the community and tourist needs and expectations by provision of an affordable and efficient transport infrastructure hub.
- 4) Mackay Airport is intrinsically linked to tourism and working in partnership with associated tourism marketing bodies is essential for successful aviation development strategies.
- 5) Airport viability is considered in two parts:
 - a) Statutory land use planning - aircraft and passenger operations and facilitations; and
 - b) Non-statutory – aviation business promotion.
- 6) Valuable features of economic value (whether terrestrial or aquatic) are coordinated and integrated into development on airport land.

Theme 2 - Airport Viability		SPECIFIC OUTCOMES
ELEMENT (1) - REGIONAL SIGNIFICANCE OF MACKAY AIRPORT		
E01	The primacy of core airport infrastructure ensures the economic value of the airport to the region is protected.	<p>S01.1 Efficient and effective air transport continues to encourage future economic development of the Mackay region.</p> <p>S01.2 The quality of life for people living in the WHAM region is assured through an air transport network to connect the wider community with goods, services, employment and tourism.</p>
Land Use Strategies		
L01.1	Land use planning prevents the encroachment of incompatible land uses into areas fundamental to airport operations. The identified land use designations provide flexibility to the new owners/lessees to grow and expand their business by providing certainty through various financial funding options.	
L01.2	MAPL maintains efficient and safe road access to the airport, recognising the contribution of the airport to regional and global mobility.	
L01.3	Mackay has no natural airport competition within one-hour's drive. Mackay does however compete with two other regional airports, Whitsunday Coast (Proserpine), and Great Barrier Reef (Hamilton Island). In recent years, Mackay has experienced the most growth of the three airports in terms of passenger movements.	
L01.4	Mackay, as the only urban catchment of any size within four-hour's drive of the city, serves as a regional centre and administrative base for the Mackay-Whitsunday region. It acts as a gateway to the nearby Bowen Basin coal mining area, and designated points for the fly-in/ fly-out market.	
E02	MAPL promotes employment growth by diversifying revenue streams through the establishment of various development and types.	S02.1 Compatible land uses, such as light industry, commercial, retail and other employment-intensive activities are located on airport.

Theme 2 - Airport Viability	SPECIFIC OUTCOMES
Land Use Strategies	
<p>L02.1 Development options should promote further employment opportunities on airport – currently MAPL directly employs approx 23 staff and the airport directly supports approximately 100 employees.</p>	
ELEMENT (2) - FUNDING FUTURE CORE AIRPORT INFRASTRUCTURE	
<p>E03 Appropriate sequencing of development is essential for orderly and efficient land use and infrastructure delivery.</p>	<p>S03.1 MAPL continues to source appropriate funding to promote the construction and development of additional core airport infrastructure, mainly for the movement and airside secured areas which are capital intensive.</p> <p>S03.2 Future land use designations are endorsed through zoning and levels of assessment in this land use plan providing certainty for capital expenditure on airport in this eight-year planning cycle.</p> <p>S03.3 Funding of core airport infrastructure must address whole-of-life costs to ensure equity between current and future beneficiaries and users.</p>
Land Use Strategies	
<p>L03.1 An estimated \$13million capital expenditure is programmed in the eight year planning period to develop aviation and airside facilities prior to the first structure being constructed in this new location as follows:</p> <ul style="list-style-type: none"> • airfield lighting upgrade \$1million • runway (14/32) overlay \$5.7million • airfield drainage augmentation \$3.6million • internal terminal redevelopment \$3.7million • long term car park upgrade \$1.25 million <p>L03.2 Mackay Airport is no longer State-owned and must operate within commercial guidelines such as achieving an acceptable rate of return on investment.</p>	
<p>E04 Land use planning for a privatised airport is driven by a cost-conscious culture, whilst proactively managing risk within an efficient governance framework.</p>	<p>S04.1 Mackay Airport continues to be a good corporate citizen facilitating initiatives which inherently foster a process whereby the organisation considers the triple bottom line (environment, economic, social) in its operations and decision making.</p>
Land Use Strategies	
<p>L04.1 The economic bottom line should not dominate decisions on airport; however as a privatised entity MAPL must balance its responsibilities.</p> <p>L04.2 MAPL continues to be a significant economic driver in the Mackay-Whitsunday economy by contributing:</p> <ul style="list-style-type: none"> • approx \$460,000 over two years in funding support for regional economic development organisations; • approx \$1,500 in sponsorship for the Mackay Tourism Awards; and • approx \$2,000 in sponsorship for the Mackay Regional Council Festival of Arts. 	

Theme 2 - Airport Viability		SPECIFIC OUTCOMES
ELEMENT (3) - DIVERSIFY REVENUE STREAMS		
E05	MAPL must protect its airport asset from the fluctuating aviation industry by diversifying revenue streams, as well as capitalising on the aviation compatible development and commercial potential of the airport site.	S05.1 Diversifying revenue streams has a primary intent to develop the airport and its environments for the benefit of the community as a whole.
Land Use Strategies		
L05.1	Commercial, retail and industrial land use designations are promoted in the Commercial Precinct.	
L05.2	New development safeguards (where possible), the local government's city-wide centres hierarchy.	
L05.3	Development (for uses other than core airport infrastructure) is appropriately analysed under land use plan provisions and other relevant legislation.	

Theme 3 Economic Development

STRATEGIC OUTCOMES

- 1) The economic development of Mackay Airport facilitates the planning and development of core airport infrastructure, associated aviation services and facilities and high quality amenities for visitors and airport employees.
- 2) Development optimises flexibility to accommodate new business opportunities which add value to the public transport hub.
- 3) Mackay Airport continues to be of regional economic significance as an important employment hub.
- 4) The airport promotes major opportunities for companies seeking a strategic airport location for their business.
- 5) New development should value-add to the existing industrial land uses in the locality where a direct nexus with the airport is evident.

Theme 3 – Economic Development		SPECIFIC OUTCOMES
ELEMENT (1) - VALUE ADDING		
E01	Compatible development is encouraged, adding value to the economic viability of the airport asset.	S01.1 Adequate land area should be allocated for commercial land uses which would benefit from the conveyance of passengers, location within the airport and close proximity to the public transport kerbside interface.
Land Use Strategies:		
L01.1	Development maximises the economic potential of the available land, whilst acknowledging adherence to impediments such as the obstacle limitation surfaces, ground transport networks, existing core airport infrastructure, flood management and minimising noise impacts.	
L01.2	MAPL continues to support the historic notion of facilitating on-site accommodation catering for the fly-in/ fly-out market and expanding business travellers. The LUP identifies this designation as the Airport Central Precinct within the Terminal Business Zone. The designation promotes new quality convention and event capabilities on airport, complemented by increased hotel capacity and airline seat availability into the city.	
ELEMENT (2) - ACTIVITY CENTRES AND EMPLOYMENT		
E02	MAPL advocates growth in its employment base and economic diversity by promoting activity centres on airport.	S02.1 Opportunities for promoting high-level skilled employment nodes in master-planned business parks are encouraged where public ground transport networks can be adequately augmented. S02.2 Appropriate land use provisions protect, where possible, the centres hierarchy and settlement pattern of the local government planning scheme and regional plans.
Land Use Strategies:		
L02.1	Development on airport will promote an activity centre of more than 10,000m ² of gross floor area to the market based on an intra-catchment level of service, secondary to the regional activity centres of the Mackay CBD (including Canelands) and the Sub-Regional Centre at Mt Pleasant north of the CBD. The activity centre should be complementary to the commercial area in West Mackay (Nebo/ Bridge Road intersection).	

Theme 3 – Economic Development		SPECIFIC OUTCOMES
E03	Local areas ¹¹ should be identified on airport where the desired land use pattern seeks to consolidate like uses with similar impacts and target markets.	S03.1 Local areas will be developed according to demand.
Land Use Strategies:		
L03.1 A master planned development should: <ul style="list-style-type: none"> • plan out the OLS infringement issues (if applicable); • consider alternative locations for the ARFF and air traffic control tower facilities; • consider purpose built structures to meet current standards and needs of all users; and • analyse, plan and mitigate the impacts and effects on the ground transport networks. 		
L03.2 The ultimate development of local areas will be dependant on the timely delivery of upgraded infrastructure (e.g. sewerage, water supply etc).		
E04	Development is sustainable and responsive to the city’s tropical climate.	S04.1 Development features high quality built form and architectural design principles to promote potential iconic commercial values, a sense of place and prominence in building aesthetics.
Land Use Strategies:		
L04.1 Development adopts effective energy efficiency and sustainability provisions to ensure that resource consumption is minimised.		
ELEMENT (3) - INDUSTRIAL SYNERGIES		
E05	Land use designations on airport should take advantage of synergies with adjacent industrial land uses.	S05.1 New industrial development is designed to a high function and visual standard to attract operators that sponsor minimal impacts on the environment and amenity.
Land Use Strategies:		
L05.1 Zone designations and setbacks optimise, protect and reserve buffers between potentially incompatible land uses and promote a logical transition in scale between land uses on and off airport.		

¹¹ “Local Areas” (refer DIP: QPP template) and associated codes have not been developed for Mackay Airport at this time. These planning instruments may be drafted following detailed master planning associated with the MAPL Strategic Development Plan - a non statutory process.

Theme 4 Infrastructure

STRATEGIC OUTCOMES

- 1) Infrastructure is proactively planned, coordinated and provided to support passenger forecasts and desired airport development potential in an efficient and effective manner.
- 2) Desired regional growth is supported by coordinating, planning and sequencing trunk infrastructure required to interface with the airport through a priority infrastructure interface plan.
- 3) Core airport infrastructure and trunk infrastructure planning minimises the airport's contribution to the causes of climate change and assists with mechanisms to build resilience to the impacts of climate change and improve the environmental footprint.
- 4) Environmentally sustainable development principles are fostered in development.

Theme 4 - Infrastructure		SPECIFIC OUTCOMES
ELEMENT (1) - PIIP		
E01	Significant cost and service efficiencies are achieved by improving coordination between government trunk infrastructure providers (i.e. local and State) and MAPL's infrastructure and land use.	S01.1 Interface infrastructure planning ensures local government and State agencies align their trunk infrastructure and service priorities with the airport. S01.2 Interface infrastructure planning strategically focuses core airport infrastructure investment supporting the preferred pattern of development for the airport.
Land Use Strategies:		
L01.1 Pursuant to the AAA08 Mackay Airport has prepared a Priority Infrastructure Interface Plan (PIIP) and Infrastructure Charges Schedule (ICS) as part of the LUP.		
ELEMENT (2) - FUNDING		
E02	Airport specific funding and charging mechanisms for trunk infrastructure for airport development are efficient, appropriate and transparent.	S02.1 Airport land use planning considers the interface with State and local trunk infrastructure to ensure that the costs of core airport infrastructure and other development that support projected passenger growth and trunk infrastructure costs are met.
Land Use Strategies:		
L02.1 Core airport infrastructure continues to be exempt from infrastructure charges levied to the local government recognising the airport as 'significant public infrastructure' for essential transport.		
ELEMENT (3) – GENERAL SERVICES		
E03	Water is acknowledged as a valuable and finite regional resource that needs to be managed on a total water cycle basis, balancing the use of water and its role in the environment.	S03.1 Water quality meets human use standards and environmental requirements.
L03.1 Opportunities for water harvesting and storage on site are supported in new development.		

Theme 4 - Infrastructure	SPECIFIC OUTCOMES
<p>E04 Long-term planning is essential to ensure that the airport's electricity needs can be met and on a basis which guarantees increased supply.</p>	<p>S04.1 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.</p> <p>S04.2 Energy efficient principles are included in the design and layout of new developments.</p>
<p>Land Use Strategies:</p> <p>L04.1 MAPL recognises the need to manage and reduce greenhouse gas emissions through cleaner energy production and enhanced energy efficiency to achieve a sustainable energy sector for the benefit of all airport users.</p>	
<p>ELEMENT (4) - STORMWATER MANAGEMENT</p>	
<p>E05 Urban stormwater is managed within a total water cycle management framework that includes enhanced recycling, water sensitive urban design in development, use of stormwater for water supply and avoiding or minimising contaminated stormwater release to receiving waters.</p>	<p>S05.1 Recycled water and stormwater are used as alternatives to potable water where appropriate and on a fit-for-purpose basis. Greywater reuse is provided for, having regard to the protection of water quality and public health.</p>
<p>Land Use Strategies:</p> <p>L05.1 Pollution of airport waterways and the adjacent reef is reduced through stormwater quality improvement devices and litter prevention and management.</p>	
<p>ELEMENT (5) - HAZARDS + DISASTERS</p>	
<p>E06 Hazards and disasters, either natural or synthetic, are planned for, mitigated and controlled.</p>	<p>S06.1 Land use allocation is cognisant of the existing and possible future locations of the airport's levee banks that provide flood/ storm surge immunity to the airport.</p> <p>S06.2 Adequate land is designated to buffer and control hazards such as floods, storms, major accidents and fire.</p>
<p>Land Use Strategies:</p> <p>L06.1 Development should consider an integrated stormwater management strategy which includes water sensitive urban design measures, overland flow paths and identify where waterways can provide positive outcomes for the environment and the community.</p>	

Theme 5 Access + Mobility

STRATEGIC OUTCOMES

- 1) Existing and new development on airport integrates with local, State and national ground transport systems to ensure improved accessibility for Airport users and efficient transportation of goods to and from the airport.
- 2) Development of alternative transport modes such as public transport, cycling and walking are supported.

Theme 5 – Access & Mobility		SPECIFIC OUTCOMES
ELEMENT (1) - CONNECTEDNESS		
E01	The vitality of Mackay Airport and the greater WHAM region is assured by provision of ground transport connections with other regions.	S01.1 Ensure adequate road and public transport access corridors are provided in and between zones and precincts on airport, as well as the interface with the local government area.
Land Use Strategies:		
L01.1	In conjunction with trunk infrastructure providers, facilitate the provision of stronger external linkages to the airport, specifically in the context of managing traffic generation from either the Terminal Business Zone and/ or Commercial Precincts.	
L01.2	Future master planning for the Commercial and Airport Central Precincts should consider inter-precinct road access to minimise additional traffic generation on Boundary Road and Milton Street. Internal road networks in this area are cognisant of the operational requirement of the cross runway (05/23).	
ELEMENT (2) - TRANSIT ORIENTED DEVELOPMENT		
E02	MAPL promotes transit oriented development.	S02.1 Transit oriented development is encouraged by reducing congestion pressures through: <ol style="list-style-type: none"> a) shorter more localised trips because of greater self-containment; b) more trips by walking and cycling; c) increased public transport usage; and d) an increased variety of services and facilities located closer to where people work.
Land Use Strategies:		
L02.1	Mackay Airport as a public transport node has the greatest potential for facilitating transit oriented development as it already serves as an interchange for existing public transport services, taxi, bus and air travel.	
ELEMENT (3) - ROAD HIERARCHY		
E03	Airport land use developments and trunk infrastructure planning ensures the existing and future planned expansion of the local road network in the vicinity of Mackay Airport is not compromised.	S03.1 Airport road access and the internal road network should be cognisant of the local government's future road and transport options for Boundary Road/ Milton Street and associated service corridors in and adjacent to the Commercial and Airport Central Precincts.
Land Use Strategies:		
L03.1	Any development in the Commercial and Airport Central Precincts coordinates with possible intersections upgrades and carriageway widening of Boundary Road/ Milton Street.	

<i>Theme 5 – Access & Mobility</i>		SPECIFIC OUTCOMES
ELEMENT (4) - INTEGRATED TRANSPORT		
E04 An efficient integrated transport system is promoted to meet the needs of the airport and general community, maintaining efficiencies as a transport hub connecting Mackay within the WHAM region and beyond.	S04.1 The airport's road network has good street connectivity, both within airport zones and to the surrounding area.	S04.2 Airport streets are carefully planned to provide facilities that equitably address the needs of pedestrians, cyclists, public transport and vehicles.
Land Use Strategies:		
L04.1 Appropriate end-of-trip facilities, including bicycle parking, showers and change rooms, are incorporated into developments.		
L04.2 Ensure development is designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles , i.e. community facilities and public spaces are safe, accessible, conveniently located and include linkages to pedestrian and cycleway networks, on airport and externally.		
ELEMENT (5) - PUBLIC TRANSPORT		
E05 Planning for all modes of public transport is integrated with planning for core airport infrastructure.	S05.1 Promote and encourage public transport services by provision of efficient and cost effect transit facilities proximate to the arrival and departures areas.	
Land Use Strategies:		
L05.1 MAPL will promote connections to external public transport networks, if and when they are made available by State transport providers.		

Theme 6 Natural Environment

STRATEGIC OUTCOMES

- 1) The quality of the natural environment on airport, its ecological processes and biodiversity values are conserved, enhanced or restored.
- 2) The ecological integrity and processes, reverse biodiversity decline and increased resilience to the expected impacts of climate change are maintained.
- 3) The impacts of development on the Great Barrier Reef lagoon are minimised through appropriate mitigation measures.
- 4) Valuable **features** of ecological significance and places of cultural heritage significance (whether terrestrial or aquatic) are coordinated and integrated into development on airport land.
- 5) Development is planned to reduce the risk of loss of life, injury, property damage resulting from flooding, cyclones and other emergencies or disasters.
- 6) A sustainable balance between development for core airport infrastructure and conservation needs to be realised.

Theme 6 - Natural Environment		SPECIFIC OUTCOMES
ELEMENT (I) BIODIVERSITY		
E01	The impacts of airport development upon areas of ecological significance are managed.	<p>S01.1 The terrestrial and aquatic natural assets located in and adjacent to the airport, are protected and enhanced to increase their resilience to the impacts of climate change.</p> <p>S01.2 Airport development in or adjacent to an area of high ecological significance is located, designed and operated to avoid impacts on ecological values, or impacts are offset so there is a net gain of the impacted values.</p> <p>S01.3 Essential core airport infrastructure is only advanced in areas presenting valuable features (i.e. coastal, estuarine, flora and fauna), where all other demand capacity options have been exhausted.</p>
Land Use Strategies:		
L01.1	Development must take account of all levels of statutory protected valuable features; apply the precautionary principle; and avoid if practicable, or otherwise lessen any adverse environmental effects of development.	
L01.2	The only remaining native vegetation within, and adjacent to, the airport boundaries is associated with the Shellgrit Creek estuary around and beyond the south-eastern end of the main runway 14/32. This habitat should be maintained (unless for core airport infrastructure).	
L01.3	Some important migratory shorebirds species of special conservation significance are found in the vicinity of the airport. The most abundant species are the Bar-tailed Godwit, Eastern Curlew, Red-necked Stint, Greater Sand Plover, Whimbrel, Great Knot, Grey-tailed Tattler and Pacific Golden Plover. Development should be cognisant of these species.	
L01.4	In the Shellgrit Creek estuarine system the mangrove communities are not particularly diverse and the biomass and annual litter fall are estimated to be at the low end of the range for tropical mangroves. The estuarine and tidal banks provide important habitat for at least 42 bird species of special conservation providing significant feeding and nursery habitat. This habitat should be maintained (unless for core airport infrastructure).	

Theme 6 - Natural Environment		SPECIFIC OUTCOMES	
ELEMENT (2) - ECOLOGICAL SUSTAINABLE DEVELOPMENT			
E02	MAPL will implement sustainable building and development outcomes through land use plan provisions and sustainability initiatives.	S02.1	Ecologically Sustainable Development (ESD) is encouraged to protect ecological processes and natural systems, the presence of diverse, efficient, resilient and strong economies and the maintenance of cultural, economic, social and physical wellbeing.
Land Use Strategies:			
L02.1 Core airport infrastructure projects within Mackay Airport should seek to:			
a) manage ecologically significant sites and conserve the habitat of endangered flora and fauna;			
b) reduce impacts on flora, fauna and dependent ecosystems through appropriate and practical measures, including minimising vegetation clearance for infrastructure works and undertaking revegetation and restoration works; and			
c) where practicable, to enhance connectivity and reduce the barrier effect of infrastructure corridors on the safe passage of animals and responding to changes in habitat preferences contributed to by climate change and other causal factors.			
L02.2 MAPL promotes sustainable development by code and policy.			
ELEMENT (3) - COASTAL MANAGEMENT			
E03	Development ensures possible adverse environmental impacts are mitigated as a result of the airport's location in a coastal area.	S03.1	The tidal areas on airport are managed to allow for natural fluctuations - 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.
		S03.2	Coastal development is designed and located to minimise interactions with protected marine wildlife.
Land Use strategies:			
L03.1 Development is consistent with the zoning plans and management plans for the Queensland Great Barrier Reef Coast Marine Park and the Commonwealth Great Barrier Reef Marine Park.			
E04	Development on the coast should ensure it is not subsequently threatened by natural coastal processes.	S04.1	Areas with high probability of acid sulfate soils are identified and development complies with the requirements and management measures in the State Planning Policy 2/02 <i>Planning and Managing Development Involving Acid Sulfate Soils</i> .
Land Use strategies:			
L04.1 SPP2/02 is appropriately reflected in the overlays of this LUP.			
ELEMENT (4) - CULTURAL HERITAGE			
E05	Land use planning ensures cultural heritage matters are appropriately recognised and maintained.	S05.1	The known valuable features being areas or places of cultural heritage significance are protected; and the sites managed in accordance with applicable legislative requirements.

Theme 6 - Natural Environment	SPECIFIC OUTCOMES
<p>Land Use strategies:</p> <p>L05.1 The airport's land has cultural heritage values associated with past Aboriginal use of the area, but traditional owner groups do not regard these values as being an impediment to properly managed airport development. Because the lands are held in freehold tenure, no Native Title issues have been considered.</p>	
<p>ELEMENT (5) - WATER QUALITY</p>	
<p>E06 The physical condition, ecological health, environmental values and water quality of surface water and the groundwater systems are protected and improved.</p>	<p>S06.1 Development is planned, designed, constructed and managed in accordance with best practice environmental management to protect environmental values and meet water quality objectives of the <i>Environmental Protection Policy 1997 (EPP Water)</i> for surface water, groundwater and wetlands.</p>
<p>Land Use strategies:</p> <p>L06.1 The Queensland Water Quality Guidelines (EPA, 2006b) are technical guidelines for the protection of aquatic ecosystems. They complement the National Water Quality Strategy and include locally and regionally relevant water quality data for fresh, estuarine and marine waters.</p> <p>L06.2 Water quality is maintained as it is critical to the ecological health of the region's waters, including the Great Barrier Reef lagoon. Vegetated areas along waterways and wetlands are enhanced and maintained, playing a vital role in filtering sediment and nutrient run-off, maintaining water quality.</p>	
<p>ELEMENT (6) - ENVIRONMENTAL GOVERNANCE</p>	
<p>E07 A robust framework is created which empowers MAPL to consider the triple bottom line (environment, economic, social) through operational and decision making processes.</p>	<p>S07.1 The Airport Environmental Strategy 2010¹² outlines the strategic approach for environmental management of the airport for the next five (5) years and provides a framework for making sound decisions, managing risk and facilitating good corporate governance.</p>
<p>Land Use strategies:</p> <p>L07.1 MAPL is a privately owned entity and therefore must comply with local, State and Federal legislation.</p>	

¹² Mackay Airport has no statutory obligation to publish an Airport Environment Strategy (AES). An AES has been identified by Mackay Airport management as a non statutory tool which will provide direction and context to Mackay Airport with the aim of improving environmental performance across all facets of the business.

Theme 7 Landscape Values

STRATEGIC OUTCOMES

- 1) The airport's landscape values are identified, protected and managed through an integrated planning approach.
- 2) Natural resources on and adjacent to the airport are safeguarded.
- 3) Development ensures it does not prejudice the valuable features of national and international significance, terrestrial or aquatic, having significant scenic/ visual appeal.

Theme 7 - Landscape Values	SPECIFIC OUTCOMES
ELEMENT (1) - SCENIC AMENITY	
E01 The visual amenity of the airport's natural landscape and seascapes is protected and enhanced.	S01.1 The region's tropical outdoor lifestyle is valued, protected and managed to continue these experiences of the airport enhancing the amenity and liveability of the greater Mackay area.
<p>Land Use Strategies:</p> <p>L01.1 Backdrops and vistas are integrated into development:</p> <ol style="list-style-type: none"> a) the adjacent Shellgrit Creek provides a unique visual buffer and natural setting to the east/ seaward from the airport; b) the adjacent cane fields and agricultural land provide a visually attractive backdrop to the south west; and c) the airport infrastructure itself provides 'reference points' or 'visual markers' when viewed from the external road network. <p>L01.2 Landscaping treatments reflect the tropical climate of Mackay. Where landscaping is to be provided in prominent locations, it complements the airport's important gateway function.</p>	

chapter four zones



4.1 Preliminary

- 1) Zones organise the airport in a way that facilitates the location of compatible land uses.
- 2) Zones are mapped and included in **Schedule 4** (mapping).
- 3) The levels of assessment for development in a zone are in Chapter 4—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. Precinct provisions are contained in the zone code.
- 6) Each zone code identifies the following:
 - a) the purpose of the code;
 - b) the overall outcomes that achieve the purpose of the code; and
 - c) the performance outcomes that achieve the overall outcomes and the purpose.
- 7) Pursuant to Section 35 of the AAA08 the LUP:
 - provides detail of the current and intended uses of the airport land (Chapters 4 and 5); and
 - states that part of the airport land is intended to remain undeveloped land or part of a buffer precinct (Chapter 4).

4.2 Zone Codes

- 1) The following are the zone codes for the LUP:
 - a) **Mixed Aviation Zone**
 - b) **Terminal Business Zone**
 - c) **Movement Zone**
 - d) **Green Space Zone**
- 2) The following are the precincts that further define the relevant zone code:
 - i) **Commercial Precinct** (within the Mixed Aviation Zone)
 - ii) **Airport Central Precinct** (within the Terminal Business Zone)
 - iii) **Movement Expansion Precinct** (within the Movement Zone).

4.3 Mixed Aviation Zone Code

PURPOSE

The purpose of the Mixed Aviation Zone Code is to facilitate development and expansion of the airports' major aviation support area and mixed aviation area, as well as provide land to facilitate business diversification.

Mixed Aviation Zone	
OVERALL OUTCOMES	PERFORMANCE OUTCOMES
<p>O1 The zone forms the recreational and regional aviation expansion area of the airport in that it has the greatest portion of vacant land.</p>	<p>P01.1 The zone consists of aviation related businesses which may or may not require direct passenger facilitation but where the commercial operations rely on the airport.</p> <p>P01.2 Development accommodates existing general aviation and new regional/recreational aviation aprons, parking, maintenance and servicing areas.</p> <p>P01.3 Development facilitates airside access to aviation support facilities.</p> <p>P01.4 Development ensures the safety and efficiency of aircraft operations.</p> <p>P01.5 Future development in this precinct is reliant on landside stormwater augmentation and management and relocation of the ARFF & air traffic control tower.</p>
<p>O2 Land continues to be allocated to airport support and operational uses such as the air traffic control tower, fire and rescue services, the Royal Flying Doctors Service.</p>	<p>P02.1 The existing air traffic control tower and the airport operations centre are protected.</p> <p>P02.2 Development preserves the lines of sight and signals for the air traffic control tower, aviation navigational aids and meteorological equipment.</p> <p>P02.3 Redevelopment options of the current ARFF site incorporates alternative locations for the facility within the zone.</p>
<p>O3 The impacts of developments on adjoining properties are minimised.</p>	<p>P03.1 The amenity of nearby residential areas is maintained by appropriate built form and road networks are provided to individual sites and the zone.</p> <p>P03.2 The reverse impacts of the State government's adjacent sports stadium on Casey Street are considered in future land uses on airport.</p>
<p>O4 Development accommodates aircraft and helicopter support and maintenance facilities proximate to taxiways.</p>	<p>P04.1 Development caters for the growth and expansion of helicopter and freight operations.</p> <p>P04.2 Where sites have not been fully developed at one time, the layout allows for later development to be carried out in an orderly and efficient manner.</p>

Mixed Aviation Zone	
OVERALL OUTCOMES	PERFORMANCE OUTCOMES
	<p>P04.3 An aerospace maintenance logistics hub encourages symbiotic warehousing and distribution facilities.</p> <p>P04.4 Mandatory airside access is not required for all development but maintenance facilities will have a nexus with aviation and aerospace activities.</p>
<p>O5 Environmentally sustainable development principles and non statutory Airport Environment Strategy (AES) targets are fostered in development, where feasible.</p>	<p>P05.1 Natural features such as creeks, gullies, waterways, wetlands and habitat vegetation are retained, enhanced and buffered from the impacts of development through the location, design, operation and management requirements.</p> <p>P05.2 Land reclamation works are minimised.</p>
IN THE COMMERCIAL PRECINCT	
<p>O6 Development creates a future commercial employment node supported by public transport and provision of convenience needs for airport employees.</p>	<p>P06.1 Usage and forecast demands of the existing air traffic control tower and ARFF services dictates the alternative use of this area as the Commercial Precinct.</p> <p>P06.2 The precinct accommodates shopping facilities which provide for day-to-day needs of airport employees and visitors, as well as major weekly/fortnightly retail shopping trips.</p> <p>P06.3 The gross lettable area of the precinct is more than 10,000m².</p> <p>P06.4 Where expansion or a change to a current use is proposed, development is commensurate with the future planning of the precinct.</p> <p>P06.5 Development continues to allocate priority to aeronautical activities where available land in other precincts is limited in the short term.</p> <p>P06.6 Development complements the functionality of the local centre's hierarchy.</p>
<p>O7 The neighbourhood character of surrounding areas is protected through well designed development ensuring appropriate relationships between off airport spaces, the streetscape, surrounding off airport development and other activity centres.</p>	<p>P07.1 A non-aviation enclave may incorporate 'main street' and other urban design/master planning elements to promote a sense of place.</p> <p>P07.2 Consistent non-motorised linkages and shared open spaces throughout the activity centre will help foster an important sense of place, and promote social interactions between neighbouring tenants, staff and visitors to the precinct.</p> <p>P07.3 The activity centre will embrace the large tenancy trend where exposure is beneficial and associated car parking can create convenient services for consumers.</p>

Mixed Aviation Zone	
OVERALL OUTCOMES	PERFORMANCE OUTCOMES
	<p>P07.4 Airport related business and commercial facilities (which may or may not require direct passenger contact but where the commercial operations rely on the airport) are accommodated in this zone.</p>
<p>O8 Development incorporates the existing visual character of the area.</p>	<p>P08.1 Development maintains the overall visual character of the airport specifically the low-rise terminal buildings and views to the canfields to the south.</p> <p>P08.2 Public use car parks are landscaped (in accordance with the Airport Protection Overlay Code) to avoid undue prominence.</p>
<p>O9 Development is provided with a high level of accessibility and mobility.</p>	<p>P09.1 Future traffic generation of new development onto Milton Street and Casey Avenue ensures the safe and effective operation of the local road networks.</p> <p>P09.2 Vehicular access into this precinct requires a new access road off Milton Street; currently proposed to be opposite Archibald Street.</p> <p>P09.3 Development will consider and analyse its affect on the current road network and transport system to support the increased number of people expected.</p> <p>P09.4 Development encourages public transport use, walking and cycling.</p> <p>P09.5 Future internal road networks may consider intra-connections between precincts/quadrants being mindful of existing aviation operating conditions and infrastructure.</p>
<p>O10 The eastern aviation area (EGA) off Casey Avenue supports companies seeking a strategic airport location for their businesses.</p>	<p>P10.1 Future development in this area incorporates works to improve flood immunity.</p> <p>P10.2 Future development may present a nexus with the proposed sports stadium on adjacent Council land to the north.</p> <p>P10.3 A local planning exercise should consider the future sites for aviation support facilities, i.e. the relocation of the air traffic control tower, or expansion of aviation navigational aids.</p> <p>P10.4 Demolition of the existing structures in the eastern aviation area occurs:</p> <p>a) when deemed necessary to facilitate increased aviation capacity of the main runway 14/32 to provide a 300m flight strip without OLS infringements; and</p>

Mixed Aviation Zone	
OVERALL OUTCOMES	PERFORMANCE OUTCOMES
	<p>b) poses a safety and environmental risk and hazard to users and visitors to the area.</p> <p>P10.5 The existing fuelling and related services and support facilities are accommodated in this zone until an alternative location is developed.</p>
<p>O11 Development is sympathetic to the adjoining land uses.</p>	<p>P11.1 Industrial uses are located, designated and managed to maintain safety to people, avoid significant impacts on the natural environment and minimise adverse impacts on adjacent non-industrial premises.</p> <p>P11.2 Development of a light industrial nature is encouraged, taking advantage of the precinct's excellent access to the aviation transport network.</p> <p>P11.3 Development forms a buffer and transition area between the adjoining land uses immediately to the west.</p> <p>P11.4 Industrial developments provide a high functional and visual standard with minimal impacts on the environment and amenity.</p>

4.4 Terminal Business Zone Code

PURPOSE

The purpose of the Terminal Business Zone Code is to provide functional, accessible and multi-use terminal facilities, and land for development that has a nexus with the safe and orderly facilitation of passengers.

Terminal Business Zone Code	
OVERALL OUTCOMES	PERFORMANCE OUTCOMES
<p>O1 The Terminal Business Zone allows for continued development of the domestic terminal to meet the forecasted demand over the next twenty years (to 2030).</p>	<p>P01.1 The terminal is preserved as the public face of the airport being a key tourist and business gateway to the WHAM region.</p> <p>P01.2 Development provides safe, efficient and economic handling of passengers, freight and related support activities.</p> <p>P01.3 Construction and development will have minimal disruption to ongoing airport operations.</p> <p>P01.4 Development should maintain the overall visual character of the airport: a) specifically the low-rise terminal buildings; and b) the view to the canfields to the south and the coastal wetlands to the east.</p> <p>P01.5 Land is reserved for airport support and operational uses such as ARFF and the Royal Flying Doctors Service.</p>
<p>O2 Within the terminals, airport related business and retail facilities can continue to expand and change with the fluctuating passenger terminal markets.</p>	<p>P02.1 Internal development caters for the convenience, relaxation and business needs of passengers.</p>
<p>O3 Core airport infrastructure contributes to the safe and efficient facilitation of passengers.</p>	<p>P03.1 Staff and long term vehicle parking areas are located further from the terminals to promote shorter walking distances for short stay passengers and visitors.</p>
<p>O4 A reservation for a new bulk aviation fuel storage, Jointly Operated/ Owned Storage Fuel Facility (JOSFF) is accommodated in this zone.</p>	<p>P04.1 Any bulk aviation fuel storage facility has direct airside access and good landside road access to the external road network to accommodate the appropriate vehicles.</p> <p>P04.2 Strategic acquisition of external lands may be required to facilitate this development in this zone.</p>
<p>O5 Environmentally sustainable development principles are fostered in development.</p>	<p>P05.1 Appropriate land use mix and location will vary to reduce dependence on private car travel.</p> <p>P05.2 Development continues to improve the public transport interface to the terminal.</p>

Terminal Business Zone Code	
OVERALL OUTCOMES	PERFORMANCE OUTCOMES
IN THE AIRPORT CENTRAL PRECINCT	
<p>O6 A commercial hub supporting the terminals and adjacent aviation operations ensures a continued strong business focus in this zone attracting high quality facilities and services.</p>	<p>P06.1 Airport related business and commercial facilities (which may or may not require direct passenger contact but where the commercial operations rely on the airport) are accommodated in this zone.</p> <p>P06.2 Development shall provide convenient and efficient facilities and services commensurate of the tourist and Business markets both in the terminal and at landside developments.</p>
<p>O7 Development is provided with a high level of accessibility and mobility.</p>	<p>P07.1 Future internal road networks may consider intra-connections between precincts/quadrants being mindful of existing aviation operating conditions and infrastructure. Ongoing traffic planning discussions with the Mackay Regional Council will be undertaken.</p> <p>P07.2 A buffer to the existing general aviation area adjacent runway 05/23 should be provided to minimise the potential for conflict with aviation and non-aviation uses.</p>
<p>O8 Development shall provide convenient and efficient facilities and services for the fly-in/fly-out market.</p>	<p>P08.1 Hotels and commercial buildings should be landmark/iconic buildings and worthy statements as part of the gateway area to Mackay and the Whitsundays and Hinterland regions.</p> <p>P08.2 Ancillary convenience services and facilities as well as retail and commercial premises on airport will provide staff and travellers with easier access to convenience goods and services.</p> <p>P08.3 Being a noise sensitive use, developers and operators will comply with, if deemed appropriate, the regulations and encumbrance of the ANEF.</p>

4.5 Movement Zone Code

PURPOSE

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, both fixed wing and non fixed wing.

Movement Zone Code	
OVERALL OUTCOMES	PERFORMANCE OUTCOMES
<p>O1 The zone accommodates the aircraft movement areas, including runways, the EGA aprons, taxiways and runway end safety areas (RESA).</p>	<p>P01.1 Access shall be strictly controlled and airside secured from adjacent precincts where applicable, with appropriate security perimeter fencing incorporating access control measures, including surveillance monitoring as necessary.</p> <p>P01.2 Aircraft movement areas shall be designed to maximise the capacity of the existing terminal infrastructure.</p> <p>P01.3 Adjoining uses to the Green Space Zone respect both the primary green space values of that zone; and also the role of green space in providing visual and spatial relief from areas of built form.</p> <p>P01.4 Land is reserved for airport support and operational uses such as aviation navigational aids, ARFF and the air traffic control tower.</p>
<p>O2 Adequate area is allocated for the forecast growth in passengers to 2030.</p>	<p>P02.1 Development and airport planning is commensurate with the anticipated forecast fleet mixes.</p> <p>P02.2 Sufficient area is provided to accommodate a range of aircraft sizes and types.</p> <p>P02.3 Development ensures the safety and efficiency of aircraft operations.</p>
<p>O3 Land and buffer areas are allocated to ensure continued effective operations of the air navigational facilities.</p>	<p>P03.1 Development preserves the lines of sight and signals for the air traffic control tower, fire station, aviation navigational aids and meteorological equipment.</p>
<p>O4 Allocated public safety zones minimise the risk to aircraft, people and property near the airport.</p>	<p>P04.1 Runway buffers i.e. Public Safety Area (PSA) at the end of both runways (14/32 and 05/23) are provided in accordance with SPPI/02 to maximise public safety and minimise risk to aircraft in the highest accident risk zone.</p>
<p>O5 Environmentally sustainable development principles and appropriate environmental controls are fostered in development.</p>	<p>P05.1 Development shall be cognisant of the overall drainage program for the airport.</p> <p>P05.2 The taxiways, aprons, aircraft parking and engine run-up facilities shall be configured to minimise aircraft noise and environmental impacts generally.</p>

Movement Zone Code	
OVERALL OUTCOMES	PERFORMANCE OUTCOMES
In the Movement Expansion Precinct	
<p>O6 The precinct reserves land to accommodate the future expansion of the airport by reservation for an extension to the main runway (14/32).</p>	<p>P06.1 The long term aviation capacity of the airport is protected against encroachment of land uses, being aviation or otherwise, that may jeopardise the ability for runway 14/32 to be extended to an ultimate length of 2,550m towards the south-east portion of the airport.</p> <p>P06.2 The runway extension reservation provides for associated manoeuvring areas, including taxiways, airfield and access to any future terminal expansion to the south.</p> <p>P06.3 Strategic acquisition immediately adjacent the precinct boundary to the south (<i>refer Map I.3</i>) may be required to accommodate the terminal expansion and a runway capable of facilitating Code E aircraft types.</p>
<p>O7 Development minimises disturbance to the natural environment.</p>	<p>P07.1 Road access to the precinct is provided via an extension to Boundary Road.</p>
<p>O8 Overwhelming aviation need and demand drives the development of the precinct being cognisant of the environmental significance of this portion of the airport.</p>	<p>P08.1 Concept planning for the runway extension will be dictated by aviation demand, however, not anticipated within a 20 year planning horizon.</p> <p>P08.2 A runway extension to an ultimate length of 2,550m specifically caters for international routes.</p> <p>P08.3 Development in this precinct is subject to:</p> <ul style="list-style-type: none"> i) all other demand and capacity management strategies being exhausted; and ii) detailed planning for additional Regulated Public Transport (RPT) apron and terminal reconfiguration/ augmentation to cater for international operations.

4.6 Green Space Zone Code

PURPOSE

The purpose of the Green Space Zone Code is to protect areas identified as supporting significant biodiversity and ecological integrity.¹³

Green Space Zone Code	
OVERALL OUTCOMES	PERFORMANCE OUTCOMES
O1 The zone preserves the existing ecologically sensitive areas from future core airport infrastructure developments.	<p>P01.1 Natural features such as creeks, gullies, waterways, wetlands and native vegetation are protected and appropriate buffers are established.</p> <p>P01.2 Natural processes and values of the foreshore are protected from inappropriate development.</p> <p>P01.3 Lands primarily accommodate Shellgrit Creek, wetlands and riparian corridors necessary for the efficient transportation of stormwater.</p>
O2 The diverse environmental, green space and recreational resources of the zone are protected and maintained.	P02.1 Development contributes to the scenic, landscaping and open space character of the airport and provides opportunities for passive recreation activities outside the secure areas.
O3 Where required to meet community needs, development is restricted to augmented safe access and essential management.	<p>P03.1 Where required to meet community needs, development may include instruments, shelters and infrastructure to support safe access and essential management.</p> <p>P03.2 Land is to remain undeveloped with the exception of the following, only where the environmental values of the zone will be maintained:</p> <ul style="list-style-type: none"> a) aviation navigational aids, measures and research instruments fencing; b) other ancillary, small scale and low key structures and uses; and c) minor airport infrastructure.
O4 The zone represents the primary buffer land of the airport.	P04.1 Development does not occur unless an overriding need for core airport infrastructure is established. Where development is deemed essential, the impacts on biodiversity and ecological integrity of the site are minimised.
O5 Shellgrit Creek continues to provide a natural backdrop to aircraft as they arrive and depart from Mackay Airport.	P05.1 Land identified with ecological values should remain free of structure; however such land may be required to assist the augmentation of airport stormwater drainage networks.

¹³ To support this zone intent, overlays are included in Chapter 6, which identify spatial areas within the LUP that reflect distinct themes that may be sensitive to the effects of development. Overlays are mapped where possible and included in Schedule 4 (mapping).

chapter five tables of assessment



5.1 Preliminary

- 1) The tables in this chapter identify the level of assessment and assessment criteria for development on the airport.
- 2) The LUP includes tables of assessment:
 - in Chapter 5 - for zones and precincts; and
 - in Chapter 6 for overlays.
- 3) Pursuant to Section 35 of the AAA08 the LUP:
 - identifies a level of assessment for development, i.e. exempt, self-assessable, assessable development requiring code assessment (Chapters 5 and 6); and
 - states that particular development is consistent or inconsistent with the LUP (Chapter 5).

5.2 Reading the Tables

The tables in Chapters 5 and 6 identify the following:

- 1) development that is – exempt, self-assessable or requires code assessment;
- 2) the level of assessment for development affected by:
 - a) a zone;
 - b) a precinct of a zone;
 - c) an overlay.
- 3) the assessment criteria as follows:
 - a) whether a zone code is an applicable code;
 - b) if there is an overlay, the assessment criteria which may be contained in an overlay code or provisions in a zone code;
 - c) any other applicable codes.
- 4) any variation (shown in the 'IF' column) that applies to the development for the level of assessment.

5.3 Interpreting the Tables

- 1) **Self-Assessment** - applicable acceptable outcomes identified in the Applicable Codes column relevant to self-assessable development should be taken to be mandatory solutions for that development, and must be complied with. The following rules apply to self assessment:
 - a) Self-assessable development that does not comply with the acceptable outcomes, default to code assessable.
 - b) The applicable codes are limited to those codes / sections identified in the relevant level of assessment in the Table of Assessment.
- 2) **Assessable Development** - is code and impact assessment only, and does not include self-assessable development¹⁴

¹⁴ Development that the LUP states to be assessable development is code assessable development, under Schedule 3 Part 1 Table 5 Item 7 of the *SP Regulations 2009*.

- 3) Where more than one item is listed in the 'IF' column, each item is read as an inclusive list connected by AND (unless expressly joined by OR).

5.4 Determining the Level of Assessment

The process for determining a level of assessment in Chapters 5 and 6 is:

- 1) for a material change of use¹⁵, establish the use by reference to the definitions in **Schedule 1 and 2**; and
- 2) for all development, identify the following:
 - a) whether the development is consistent development or inconsistent development;
 - b) the zone that applies to the premises, by reference to the zone maps in **Schedule 4**;
 - c) if a precinct applies to the premises by reference to the precinct maps in **Schedule 4**;
 - d) if an overlay applies to the premises by reference to the overlay maps in **Schedule 4**;
- 3) Determine the *initial level* of assessment by reference to the tables in this chapter.
 - a) a precinct of a zone may change the level of assessment and this will be shown in the 'IF' column of the tables in Chapters 5 and 6.
 - b) if an overlay applies refer to the tables in Chapter 6 — an overlay may change/increase the level of assessment.

5.5 Relationship: Planning Act, AAA08 & LUP

- 1) The LUP can not state¹⁶ that any of the following development is assessable development under the Planning Act:
 - a) development that:
 - i) is a material change of use for core airport infrastructure; and
 - ii) is consistent with the LUP; or
 - b) self-assessable development prescribed under the Planning Act
 - c) exempt development prescribed under the Planning Act.¹⁷
- 2) To the extent the LUP does not comply with subsection (1), it is of no effect.
- 3) The LUP therefore identifies a material change of use for core airport infrastructure in the tables of assessment as either exempt or self-assessable development – unless listed as inconsistent (refer to Section 5.6).

5.6 AAA08: "Inconsistent" Development

- 1) A LUP may state¹⁸ that a particular development is consistent or inconsistent with the LUP.
- 2) The LUP identifies inconsistent development by:
 - i) **Schedule 3 – Inconsistent Uses**; and/or
 - ii) where development does not comply with the acceptable outcomes (i.e. is not consistent with the mandatory provisions) of the Airport Protection Overlay Code in Chapter 6; and/or
 - iii) development that is not listed in the tables of assessment.
- 3) If development is determined to be inconsistent development by a trigger in 5.6(2) above:
 - i) the Planning Act Regulations states that a material change of use that is 'inconsistent' with the LUP is code assessable development and is required to be referred to the Minister of Transport as a concurrence agency;¹⁹ and
 - ii) For other inconsistent development, code assessment against the LUP is required.²⁰

¹⁵ Refer Planning Act- definitions for terms used in development - Section 10.

¹⁶ AAA08 Section 49(2).

¹⁷ AAA08 - Sections 49(3) and (4).

¹⁸ AAA08 Section 35(3)(a).

¹⁹ The Planning Act Regulations determine the referral trigger is only applicable where a *material change of use* for core airport infrastructure is inconsistent with the LUP.

²⁰ SP Regulations – Schedule 3 Part I Table 5 Item 7.

5.7 Other Development

TABLE 5.7A Level of Assessment for Inconsistent Development in the All Zones MATERIAL CHANGE OF USE & OTHER DEVELOPMENT

The following table identifies the levels of assessment for development in the following zones and associated precincts:

- Mixed Aviation Zone
- Terminal Business Zone
- Movement Zone
- Green Space Zone

Mixed Aviation Zone Terminal Business Zone Movement Zone Green Space Zone			
DEVELOPMENT		IF	APPLICABLE CODES²¹
<Code Assessment²²	All Development	Inconsistent Development involves: <ol style="list-style-type: none"> Schedule 3 – Inconsistent Uses; and/ or where development does not comply with the acceptable outcomes (i.e. is not consistent with the mandatory provisions) of the Airport Protection Overlay Code in Chapter 6; and/ or development that is not listed in the tables of assessment. 	<ul style="list-style-type: none"> • Zone Code • Airport General Use Code • Traffic Code • Works Code • Landscaping Code

CONSISTENCY CRITERIA

C01.1 Buildings and other structures or equipment do not exceed the height limits shown on Overlay Map 5.5, either upon completion of the development or during construction.

C01.2 Activities likely to be associated with a proposed use do not involve transient intrusion above the height limits shown on Overlay Map 5.5.

C02.1 None of the following is emitted from the development:

- a gaseous plume at a velocity exceeding 4.3m/s; or
- smoke, dust, ash or steam.

C03.1 Lighting complies with standards specified in Civil Aviation Safety Authority (**CASA**) Guidelines: *Lighting in the vicinity of aerodromes: Advice to lighting designers* (as amended).

C03.2 The development must not involve a road layout or other external lighting that creates straight parallel lines of lighting that is 500m to 1000m long.

C03.3 Buildings and structures must not contain reflective cladding, upwards shining lights or flashing or sodium lights.

C04.1 Land uses involving the disposal of putrescibles waste are not located on airport lands.

C04.2 The following uses are not located on airport lands:

- commercial animal keeping (except where ancillary to emergency services and protection agencies) involving the keeping or protection of beasts in outside enclosures;
- general industry involving food handling or processing; or;
- animal husbandry.

²¹ Including all other applicable overlay codes (Chapter 6) and PIIP (excluding exempt development below).

²² Development that the LUP states to be assessable development is code assessable development, under Schedule 3 Part 1 Table 5 Item 7 of the *Sustainable Planning Act 2009*. It is unclear how this provision interacts with Section 35(3)(c) of AAA08, under which a land use plan may state that inconsistent development is assessable development requiring impact assessment under the Planning Act. In any case, this LUP does not make any development impact assessable.

CONSISTENCY CRITERIA

C04.3 Development does not include any pond, lake or permanent water source.

C04.4 Where development is for the purpose of any of the following, potential food/ waste sources are covered and collected so that they are not accessible to wildlife:

- Food & drink outlet;
- Park;
- Shopping centre; or
- Restaurant.

C05.1 Plants used for landscaping:

- i) do not include species that are likely to grow above the height limits shown on Overlay Map 5.5; and
- ii) includes plant species listed in Table 8.5(B) in the Landscaping Code.²³

C06.1 Within the sensitive area of Mackay Airport NDB²⁴ site (as depicted on Overlay Map 5.5 (B)), no buildings, structures, trees, fences and physical obstructions or other works involving a change to, or a physical projection above, the base of the antenna if:

- a) located between 0 and 150m of the site; or
- b) located between 150 and 500m of the site and projecting 3 degrees above base of the antenna.

C06.2 Within the sensitive area of Mackay Airport DME²⁵ site (as depicted on Overlay Map 5.5 (B)), no building, structure or other works involving a change to, or a physical projection above, the base of the antenna if:

- a) located between 0 and 10m of the site.
- b) located between 10 and 1500m of the site and projecting 0.5 degrees above the base of the antenna.

C06.3 Within the sensitive area of Mackay Airport DVOR²⁶ site (as depicted on Overlay Map 5.5 (B)), no buildings, structures, trees, fences and physical obstructions or other works involving a change to, or a physical projection above, the base of the antenna if:

- a) located within 150m of the site; or
- b) the following are not located between 150 and 1000m of the site:
 - i) fences exceeding 17m in height;
 - ii) metallic structures exceeding 35m in height;
 - iii) overhead lines exceeding 52m in height and no closer than 300m;
 - iv) trees exceeding 70m in height; and
 - v) wooden structures exceeding 87m in height.

²³ Chapter 7 – Landscaping Code.

²⁴ Non Directional Beacon.

²⁵ Distance Measuring Equipment.

²⁶ VHF Omni Range.

5.8 Mixed Aviation Zone

The following table identifies the levels of assessment for development in the Mixed Aviation Zone and associated precincts.

TABLE 5.8B Level of Assessment for Consistent Development in the Mixed Aviation Zone²⁷
MATERIAL CHANGE OF USE

Mixed Aviation Zone			
MCU DEVELOPMENT	IF	APPLICABLE CODES ²⁸	
<Exempt>²⁹	CAI - Airfield	Within 10m adjacent zone	
	CAI - Services		
	CAI - Terminal Facilitation	In Commercial Precinct, and: <ul style="list-style-type: none"> • 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. 	
	CAI - Utility		
	Park		
	Utility Installation	If it does not include the erection and operation of any building or structure (other than a pole or mast supporting electricity or telecommunications lines) having a GFA ³⁰ greater than 20m ²	
<Self-assessment>	All Uses	<ul style="list-style-type: none"> • Not otherwise listed in this table • Minor building work only. 	<ul style="list-style-type: none"> • Airport General Use Code (A02.1, A09.2, A10.1, A011.1) • Traffic Code (A01.2)
	Shop	Located in Commercial Precinct only; and <ul style="list-style-type: none"> • An overall master plan has been approved for more than 16ha of the Commercial Precinct; • Where <2,500m² GFA is subject of the application; or • Involving only minor building work. 	
	CAI – Car parking Facilities		<ul style="list-style-type: none"> • Airport General Use Code (A02.1, A03.1, A06.3, A07.1, A09.2, A10.1, A011.1, A12.4) • Traffic Code (A01.2)
	Car Park		
	CAI - Support		
CAI - Airside		<ul style="list-style-type: none"> • Traffic Code (A01.1, A07.1, A08.1) 	
de Assessment	Low Impact Industry		<ul style="list-style-type: none"> • Zone Code

²⁷ SP Regulations - Schedule 3 Part 1 Table 2 Item 4.

²⁸ Including all other applicable overlay codes (Chapter 6) and PIIP (excluding exempt development below).

²⁹ Development must first be assessed for compliance with the acceptable outcomes of section 6.6 Airport Protection Overlay Code to determine whether the development is consistent or inconsistent development. Pursuant to Section 35(3) of the AAA08 the LUP makes development inconsistent if the applicable outcomes of the Airport Protection Overlay are not fully complied with.

³⁰ Gross Floor Area..

Mixed Aviation Zone			
MCU DEVELOPMENT	IF	APPLICABLE CODES²⁸	
Office		<ul style="list-style-type: none"> • Airport General Use Code • Traffic Code 	
Research and Technology Industry			
Service Industries			
Warehouse			
Temporary Use			
Core Airport Infrastructure	Not listed above, which is inconsistent with the LUP		
IN THE COMMERCIAL PRECINCT ONLY			
<Code Assessment>	Club		<ul style="list-style-type: none"> • Zone Code • Airport General Use Code • Traffic Code
	Food & Drink Outlet		
	Hardware And Trade Supplies		
	Outdoor Sales		
	Service Station		
	Shopping Centre	Located in Commercial Precinct only; and <ul style="list-style-type: none"> • An overall master plan has been approved/forms part of the application for more than 16ha of the Commercial Precinct; and • Where >2,500m² GFA is subject of the application. 	
	Showroom		
	Child Care Centre		
	Function Facility		
	Health Care Services		
	Hotel		
	Indoor Sport And Recreation		
	Place Of Worship		
	Medium Impact Industry		
High Impact Industry			
Veterinary Services			

³¹ SP Regulations - Schedule 3 Part 1 Table 5 Item 7.

5.9 Terminal Business Zone

The following table identifies the levels of assessment for development in the Terminal Business Zone.

TABLE 5.9B Level of Assessment for consistent development in the Terminal Business Zone²⁷
MATERIAL CHANGE OF USE

Terminal Business Zone			
MCU DEVELOPMENT	IF	APPLICABLE CODES ³²	
<Exempt>²⁹	CAI - Support	<ul style="list-style-type: none"> • Communication and air traffic control facilities 	
	CAI - Services	<ul style="list-style-type: none"> • All uses; and • Emergency services (may include ancillary animal keeping) 	
	CAI – Terminal Facilitation		
	CAI – Utility		
	CAI - Airfield	Within 5m adjacent zone	
	Utility installation	If it does not include the erection and operation of any building or structure (other than a pole or mast supporting electricity or telecommunications lines) having a GFA greater than 20m ² .	
	Park		
<Self-assessment>	CAI – Support		<ul style="list-style-type: none"> • Airport General Use Code (A02.1, A03.1, A06.3, A07.1, A09.2, A10.1, A011.1, A12.4) • Traffic Code (A01.2)
	CAI – Airside		
	CAI – Terminal		
	CAI –Car Parking Facilities		
	Car Park		
	All Uses	<ul style="list-style-type: none"> • Not otherwise listed in this table • Minor building work only 	<ul style="list-style-type: none"> • Airport General Use Code (A02.1, A09.2, A10.1) • Traffic Code (A01.2)
	Shop	Located in Commercial Precinct Only; and <ul style="list-style-type: none"> • An overall master plan has been approved for more than 30ha of the Commercial Precinct; • Where >2,500m² GFA³³ is subject of the application; or • Involving only minor building work. 	

³² Including all other applicable overlay codes (Chapter 6) and PIIP (excluding exempt development below).

³³ Gross Floor Area.

Terminal Business Zone				
MCU DEVELOPMENT	IF	APPLICABLE CODES ³²		
IN THE AIRPORT CENTRAL PRECINCT ONLY				
<Code Assessment>	Child Care Centre		<ul style="list-style-type: none"> • Zone Code • Airport General Use Code • Traffic Code 	
	Club			
	Food & Drink Outlet			
	Function Facility			
	Health Care Services			
	Hotel			
	Indoor Sport and Recreation			
	Low Impact Industry			
	Office			
	Research and Technology Industry			
	Service Industries			
	Service Station			
	Shopping Centre			Where net total GFA within zone is <2.500m ²
	Short-Term Accommodation			
	Temporary Use			
Veterinary Services				
Warehouse				

5.10 Movement Zone

The following table identifies the levels of assessment for development in the Movement Zone and associated precincts.

TABLE 5.10B Level of Assessment for Consistent Development in the Movement Zone²⁷
MATERIAL CHANGE OF USE

Movement Zone			
MCU DEVELOPMENT	IF	APPLICABLE CODES ³⁴	
<Exempt>	CAI - Airfield		
	CAI - Airside	Heliports	
	CAI - Terminal Facilitation	Not in Movement Expansion Precinct	
	CAI - Utility	Not in Movement Expansion Precinct	
	Utility Installation	If it does not include the erection and operation of any building or structure (other than a pole or mast supporting electricity or telecommunications lines) having a GFA greater than 20m ² .	
<Self-Assessment>	CAI - Airside	<ul style="list-style-type: none"> • Aircraft Hangars; and • Within 5m of adjacent zone 	<ul style="list-style-type: none"> • Traffic Code (A01.1, A07.1, A08.1)
	CAI - Terminal	Minor building work	
	CAI - Services		
	CAI - Support	Not in Movement Expansion Precinct	<ul style="list-style-type: none"> • Airport General Use Code (A02.1, A03.1, A06.3, A07.1, A09.2, A10.1, A011.1, A12.4) • Traffic Code (A01.2)
<Code Assessment>	Core Airport Infrastructure	Not listed above, which is inconsistent with the LUP	

³⁴ Including all other applicable overlay codes (Chapter 6) and PIIP (excluding exempt development below).

5.11 Green Space Zone

The following table identifies the levels of assessment for development in the Green Space Zone.

TABLE 5.11B Level of Assessment for Consistent Development in the Green Space Zone²⁷
MATERIAL CHANGE OF USE

Green Space Zone			
MCU DEVELOPMENT		IF	APPLICABLE CODES ³⁵
<Exempt>²⁹	CAI - Services		
	Park		
<Code Assessment>³¹	All CAI	Development wholly within 5m of adjoining zone	<ul style="list-style-type: none"> • Zone Code • Airport General Use Code • Traffic Code
	Utility Installation	If it does not include the erection and operation of any building or structure (other than a pole or mast supporting electricity or telecommunications lines) having a GFA greater than 20m ² .	
	CAI - Utility		
	Core Airport Infrastructure	Not listed above, which is inconsistent with the LUP	

³⁵ Including all other applicable overlay codes (Chapter 6) and PIIP (excluding exempt development below).

5.12 Other Development

**TABLE 5.12C Level of Assessment for Consistent Development in All Zones
OTHER DEVELOPMENT**

The following table identifies the levels of assessment for development in the following zones and associated precincts:

- Mixed Aviation Aone
- Terminal Business Zone
- Movement Zone
- Green Space Zone

Mixed Aviation Zone Terminal Business Zone Movement Zone Green Space Zone			
OTHER DEVELOPMENT		IF	APPLICABLE CODES³⁶
<Exempt>²⁹	CAI - Operational Works	<ul style="list-style-type: none"> • Not in Movement Expansion Precinct; AND • In the Green Space Zone & within 5m of adjoining zone; AND • Only involving CAI: <ul style="list-style-type: none"> i) Airfield ii) Advertising Device 	
	Building Work	<ul style="list-style-type: none"> • Not in Movement Expansion Precinct; AND • In the Green Space Zone & within 5m of adjoining zone; AND • Minor Building Work; or • demolition or removal of a building 	
<Self-Assessment>	CAI - Operational Works	Not in Movement Expansion Precinct	Works Code
	CAI - Operational Works	<ul style="list-style-type: none"> • Not associated with a MCU; AND • Involving landscape works 	<ul style="list-style-type: none"> • Landscaping Code • Airport General Use Code (A07.1, A08.1, A09.2, A10.1, A11.1)
	Building Work	<ul style="list-style-type: none"> • Not in Movement Expansion Precinct; AND • other than demolition or removal, where not associated with a material change of use 	<ul style="list-style-type: none"> • Airport General Use Code (A02.1, A03.1)
	Operational Works	<ul style="list-style-type: none"> • Not in Movement Expansion Precinct; AND • excavating or filling premises by: <ul style="list-style-type: none"> i) >0.3m and <1.0m in depth (where more than 1.5m from a boundary) or; ii) >10m³ and <50m³ in volume 	<ul style="list-style-type: none"> • Works Code (Section 1); AND/ OR • Traffic Code
	Operational Works	Advertising Device	Advertising Devices Code

³⁶ In addition to applicable codes identified in the table of assessment for the relevant zone and overlays. Including all other applicable overlay codes (Chapter 6) (excluding exempt development below).

Mixed Aviation Zone Terminal Business Zone Movement Zone Green Space Zone			
OTHER DEVELOPMENT	IF	APPLICABLE CODES ³⁶	
<Code Assessment>³¹	All Development	Movement Expansion Precinct	
	Building Work	<ul style="list-style-type: none"> • Where not associated with CAI; and • Other than Minor building work 	Airport General Use Code (A02.1, A03.1, A6.3, A12.4)
	Operational Work	Where not associated with CAI; and (i) Excavating or otherwise removing 100m ³ or more of soil or sediment at or below 5m AHD where the natural ground level is less than 20m AHD; or (ii) Filling with 500m ³ or more of material with an average depth of 0.5m or greater where the natural ground level is at or below 5m AHD.	Works Code
	Reconfiguring a Lot³⁷		Reconfiguration Code Only
	Operational Work	Associated with Reconfiguring a Lot	Works Code

³⁷ The reconfiguration of a lot is exempt and cannot be made self-assessable or assessable by the LUP if the proposal is for development listed under Schedule 4 of the SP Regulations 2009.

chapter six overlays



6.1 Preliminary

- 1) Overlays identify spatial areas within the LUP that reflect distinct themes that may include all or one of the following:
 - a) be sensitive to the effects of development;
 - b) constrain land or development;
 - c) be subject to valuable resources; and
 - d) present opportunities for development.
- 2) Overlays are mapped where possible and included in **Schedule 4** (mapping).

6.2 Reading the Tables

- 1) The tables in this chapter identify the level of assessment and assessment criteria for overlays triggered for development on the airport.
- 2) The LUP includes tables of assessment:
 - in Chapter 5 - for zones and precincts; and
 - in Chapter 6 for overlays.
- 3) The tables in this chapter identify the following:
 - i) development that is:
 - a) exempt from assessment against the overlay;
 - b) requires self assessment against the overlay; and
 - c) requires code assessment against the overlay.
 - ii) the assessment criteria -whether an overlay code is an applicable code; and
 - iii) any variation (shown in the 'IF' column) that applies to the development for the level of assessment.

6.3 Overlay Codes

- 1) The following are the overlay codes for the LUP:
 - a) Airport Protection Overlay Code;
 - b) Acid Sulfate Soils Overlay Code;
 - c) Coastal Management Overlay Code;
 - d) Flood Management Overlay Code;
 - e) Sustainable Development Overlay Code; and
 - f) Wetlands within the Great Barrier Reef Catchment Overlay Code.

6.4 Overlay Interpretation

- 1) If development is identified as having a different assessment category under a zone or a precinct than an overlay, or under different overlays, the higher assessment category applies as follows:
 - a) code assessable prevails over self-assessable; and
 - b) impact assessable prevails over self-assessable or code assessable.

- 2) **Self Assessment** - applicable acceptable outcomes in the identified 'Applicable Codes' column relevant to self-assessable development should be taken to be mandatory solutions for that development, and must be complied with. Self-assessable development that does not comply with the acceptable outcomes, defaults to code assessable.
- 3) If 6.4(1) above is applicable i.e. development triggers a higher assessment category, the applicable overlay codes are limited to those overlay codes identified in the initial level of assessment in the Table of Assessment for that overlay.
- 4) Where development is identified as exempt in the tables of assessment for an overlay it is exempt only from the assessment criteria of that specific overlay.
- 5) All development must be assessed against each overlay.

6.5 Mandatory Airport Protection

- 1) All development must be assessed for consistency against the Airport Protection Overlay Code - including exempt development³⁸ identified in a table of assessment for a zone or precinct, i.e. development is inconsistent development if it does not comply with the acceptable outcomes in the Airport Protection Overlay Code.
- 2) The Airport Protection Overlay Code is designed fundamentally to protect matters of transport jurisdiction in accordance with the State Planning Policy (SPP) 1/02 *Development in the Vicinity of Certain Airports and Aviation Facilities*. In particular airport safety and operational integrity is relevant to core airport infrastructure as well as to any other development on the airport land.

³⁸ The intent of requiring compliance with the Airport Protection Overlay Code, as required previously by the FLUP, even for core airport infrastructure which would otherwise be exempt or self-assessable development, is that the *Sustainable Planning Regulations 2009* requires a material change of use that is 'inconsistent' with the LUP to be referred to the Minister of Transport as a concurrence agency.

6.6 Airport Protection Overlay Code³⁹

- l) The Airport Protection overlay consists of the following parts:
- i) **Table A** - level of assessment – Material Change of Use
 - ii) **Table B** - level of assessment – Other Development
 - iii) **Overlay Code**

TABLE 6.6 (A)

Airport Protection Overlay			APPLICABLE CODES ⁴⁰
MCU DEVELOPMENT		IF	
<Self-assessment>	Core Airport Infrastructure		Airport Protection Overlay Code
<Code Assessment>	All uses	Other than core airport infrastructure	

TABLE 6.6 (B)

Airport Protection Overlay			APPLICABLE CODES 40
OTHER DEVELOPMENT		IF	
<Self-assessment>	Core Airport Infrastructure	Development for/ associated with core airport infrastructure	Airport Protection Overlay Code
<Code Assessment>	All Development	Other than for core airport infrastructure	

³⁹ Development must first be assessed for compliance with the acceptable outcomes of section 6.6 the Airport Protection Overlay Code to determine whether the development is consistent or inconsistent development. Pursuant to Section 35(3) of the AAA08 the LUP makes development inconsistent if the applicable outcomes of the Airport Protection Overlay are not fully complied with.

⁴⁰ In addition to applicable codes identified in the table of assessment for the relevant zone.

6.6.1 Airport Protection Overlay Code

PURPOSE

The purpose of the Airport Protection Overlay Code is to ensure that development does not compromise the safe and efficient operation of the airport.⁴¹

OVERALL OUTCOMES

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

- 1) The current and long term safety and efficiency of operational airspace and the functioning of aviation facilities associated with Mackay Airport are not jeopardised.
- 2) Development not directly associated with the airport function and operation is protected from noise levels that may cause harm or undue interference.
- 3) There is no increase in the risk to public safety near the ends of the airport runways.

Airport Protection Overlay Code	
PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
(1) BUILDING HEIGHT – OBSTACLE LIMITATION SURFACES	
P01 Permanent or temporary physical obstructions do not adversely affect operational airspace.	A01.1 Buildings and other structures or equipment do not exceed the height limits shown on Overlay Map 5.5, either upon completion of the development or during construction. A01.2 Activities likely to be associated with a proposed use do not involve transient intrusion above the height limits shown on Overlay Map 5.5.
(2) PROTECTION OF OPERATIONAL AIR SPACE FROM EMISSIONS	
P02 Emissions do not affect air turbulence, visibility or engine operation in operational air space.	A02.1 None of the following is emitted from the development: <ol style="list-style-type: none"> i) a gaseous plume at a velocity exceeding 4.3m/s; or ii) smoke, dust, ash or steam.
(3) LIGHTING AND GLARE	
P03 External or street lighting does not cause interference by: <ul style="list-style-type: none"> • distracting or interfering with a pilot's vision; or • confusing a pilot because of similarities to runway lighting. 	A03.1 Lighting complies with standards specified in CASA Guidelines: <i>Lighting in the vicinity of aerodromes: Advice to lighting designers</i> (as amended). A03.2 The development must not involve a road layout or other external lighting that creates straight parallel lines of lighting that is 500m to 1000m long. A03.3 Buildings and structures must not contain reflective cladding, upwards shining lights or flashing or sodium lights.

⁴¹ Refer Section 6.5 of this chapter.

Airport Protection Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
(4) PROTECTION FROM BIRD AND WILDLIFE HAZARD	
<p>P04 Wildlife, particularly flying vertebrates, such as birds and wildlife are not attracted into operational airspace in significant numbers.</p>	<p>A04.1 Land uses involving the disposal of putrescibles waste are not located on airport lands.</p> <p>A04.2 The following uses are not located on airport lands:</p> <ol style="list-style-type: none"> a) commercial animal keeping (except where ancillary to Emergency Services and boarder protection agencies) involving the keeping or protection of animals in outside enclosures; b) general industry involving food handling or processing; or; c) Animal Husbandry. <p>A04.3 Development does not include any pond, lake or permanent water source.</p> <p>A04.4 Where development is for the purpose of any of the following, potential food/ waste sources are covered and collected so that they are not accessible to wildlife:</p> <ul style="list-style-type: none"> • Food & Drink Outlet; • Park; • Shopping Centre; or • Restaurant.
<p>P05 Plant species used in landscaping are those best suited to local conditions (which are known not to attract birds and wildlife)</p>	<p>A05.1 Plants used for landscaping:</p> <ol style="list-style-type: none"> i) do not include species that are likely to grow above the height limits shown on Overlay Map 5.5; and ii) includes plant species listed in Table 8.5(B) in the Landscaping Code.⁴²
(5) EFFECTS ON DEVELOPMENT ON AVIATION FACILITIES⁴³	
<p>P06 Development is located and designed to protect the function of the aviation facilities on and around Mackay Airport from physical obstructions, electrical or electro-magnetic interference and deflection of signals.</p>	<p>A06.1 Within the sensitive area of Mackay Airport NDB⁴⁴ site (as depicted on Overlay Map 5.5 (B)) no buildings, structures, trees, fences and physical obstructions or other works involving a change to, or a physical projection above, the base of the antenna if:</p> <ol style="list-style-type: none"> a) located between 0 and 150m of the site; or b) located between 150 and 500m of the site and projecting 3 degrees above base of the antenna.

⁴² Chapter 8 – Landscaping Code.

⁴³ Heights and angles mentioned in this section (unless specified otherwise) are measured from 1m below the base of the antenna independent of terrain (refer SPP Guideline 1/02 June 2002 p36).

⁴⁴ Non-Directional Beacon.

Airport Protection Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
	<p>A06.2 Within the sensitive area of Mackay Airport DME⁴⁵ site (as depicted on Overlay Map 5.5 (B)), no building, structure or other works involving a change to, or a physical projection above, the base of the antenna if:</p> <ul style="list-style-type: none"> a) located between 0 and 10m of the site. b) located between 10 and 1500m of the site and projecting 0.5 degrees above the base of the antenna. <p>A06.3 Within the sensitive area of Mackay Airport DVOR⁴⁶ site (as depicted on Overlay Map 5.5 (B)), no buildings, structures, trees, fences and physical obstructions or other works involving a change to, or a physical projection above, the base of the antenna if:</p> <ul style="list-style-type: none"> a) located within 150m of the site; or b) the following are not located between 150 and 1000m of the site: <ul style="list-style-type: none"> i) fences exceeding 17m in height; ii) metallic structures exceeding 35m in height; iii) overhead lines exceeding 52m in height and no closer than 300m; iv) trees exceeding 70m in height; and v) wooden structures exceeding 87m in height.
(6) PUBLIC SAFETY AREAS	
P07 Large quantities of flammable or hazardous materials are not made or kept on site.	No probable solution provided.
(7) NOISE MITIGATION	
P08 Noise levels are contained within reasonably acceptable limits to avoid long term human discomfort.	<p>A08.1 In accordance with Australian Standard AS2021 and Australian Standard AS/NZS 2107 (as amended), noise sensitive uses must be:</p> <ul style="list-style-type: none"> i) acoustically insulated to at least the minimum standards; ii) sited and designed to meet the minimum standards; and iii) sited in an acceptable ANEF zone outlined in TABLE A08.1C and Map 5.5 (A).

⁴⁵ Distance Measuring Equipment.

⁴⁶ VHF Omni Range.

TABLE A08.IC - Building Site Acceptability based on ANEF Zones

Building Type (Column 1)	Acceptable (Column 2)	Conditionally Acceptable (Column 3)	Unacceptable (Column 4)
School, university	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF
House, home unit, flat, caravan park	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF Zones		

[Source AS20210: TABLE 2.1]

6.7 Acid Sulfate Soils Overlay

- 1) The Acid Sulfate Soils Overlay consists of the following parts:
- i) **Table A** level of assessment – Material Change of Use
 - ii) **Table B** level of assessment – Other Development
 - iii) **Overlay Code**

TABLE 6.7 (A)

Acid Sulfate Soils Overlay			
MCU DEVELOPMENT		IF	APPLICABLE CODES ⁴⁷
<Exempt>	All use		N/A

TABLE 6.7 (B)

Acid Sulfate Soils Overlay			
OTHER DEVELOPMENT		IF	APPLICABLE CODES ⁴⁸
<Exempt>	Development	Other than listed below	N/A
	Building Work	<ul style="list-style-type: none"> • Minor Building Work; AND • Core airport infrastructure 	
<Code Assessment>	Operational Work	OR <ul style="list-style-type: none"> • All development (including core airport infrastructure); • Excavation or filling on land identified on Overlay Map 5.6; AND • Involving: <ol style="list-style-type: none"> i) removing of 100m³ or more of material; ii) filling of land involving 500m³ or more of material at an average depth of 0.5m or greater. 	Acid Sulfate Soils Overlay Code
	Building Work		

⁴⁷ In addition to applicable codes identified in the table of assessment for the relevant zone.

⁴⁸ In addition to applicable codes identified in the table of assessment for the relevant zone.

6.7.1 Acid Sulfate Soils Overlay Code

PURPOSE

The purpose of the Acid Sulfate Soils Overlay Code is to minimise leachate containing acid and metal contaminants caused by disturbing acid sulfate soils, so that it does not have significant adverse effects on the natural or built environments or human health.

OVERALL OUTCOMES

The purpose of the Acid Sulfate Soils Overlay Code will be achieved through the following overall outcomes:

- 1) Development adopts appropriate management techniques to minimise the potential for environmental harm resulting from the disturbance of land containing acid sulfate soils.
- 2) Management techniques protect corrodible assets from the impacts of acid sulfate soils.
- 3) Ensure possible adverse environmental impacts are mitigated where acid sulfate soils are likely to be disturbed as a result of excavation or filling or by lowering the water table (e.g. groundwater pumping).

Acid Sulfate Soils Overlay Code	
PERFORMANCE OUTCOME	ACCEPTABLE OUTCOMES
<p>P01 Works avoid disturbing acid sulfate soils or are managed to avoid the release of acid or metal contaminants.</p>	<p>A01.1 The disturbance of acid sulfate soils is avoided by:</p> <ol style="list-style-type: none"> i) not excavating or otherwise removing soil or sediment identified as containing acid sulfate soils; ii) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated acid sulfate soils; and iii) not undertaking filling that results in: <ul style="list-style-type: none"> • actual acid sulfate soils being moved below the water table; and • previously saturated acid sulfate soils being aerated. <p>OR</p> <p>A01.2 The disturbance of acid sulfate soils avoids the release of acid and metal contaminants by:</p> <ol style="list-style-type: none"> i) neutralising existing acidity and preventing the generation of acid and metal contaminants; and ii) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment.

6.8 Coastal Management Overlay⁴⁹

- l) The Coastal Management Overlay consists of the following parts:
- i) **Table A** - level of assessment – Material Change of Use
 - ii) **Table B** - level of assessment – Other Development
 - iii) **Overlay Code**

TABLE 6.8 (A)

Coastal Management Overlay			
MCU DEVELOPMENT		IF	APPLICABLE CODES ⁵⁰
<Exempt>	All Uses	Identified as Exempt in the table of assessment for the relevant zone.	N/A
	All CAI	Landward of highest astronomical tide (HAT) ⁵¹	
<Code Assessment>	All Uses	<ul style="list-style-type: none"> • Other than listed above; AND • Involving operational works assessable against the <i>Water Act 2000</i>; OR • Involving building work: <ol style="list-style-type: none"> i) that is the construction of a new/enlargement of premises with a gross floor area greater than 1,000m²; OR ii) Within the erosion prone areas on Map 5.7(C). 	Coastal Management Overlay Code

⁴⁹ This overlay is based on the Draft Queensland Coastal Plan Draft State Planning Policy Coastal Protection.

⁵⁰ In addition to applicable codes identified in the table of assessment for the relevant zone.

⁵¹ The HAT at Mackay Airport has not been mapped at the time of public consultation. MAPL, in conjunction with the local government will produce a map for this element prior to adopting the LUP.

TABLE 6.8 (B)

		Coastal Management Overlay	
OTHER DEVELOPMENT		IF	APPLICABLE CODES ⁵²
<Exempt>	All Uses		Identified as Exempt in the table of assessment for the relevant zone.
	Building Work		Assessable only against the <i>Building Act 1975</i>
	Reconfiguring A Lot		<ul style="list-style-type: none"> Associated with core airport infrastructure; AND Landward of HAT⁵¹
	Reconfiguring Lot⁵³	A	<ul style="list-style-type: none"> Not associated with core airport infrastructure; AND within the Storm Tide Inundation Area (STIA)⁵⁴ and would result in an increase in the number of lots and an increase in the number of people working on site
<Code Assessment>	Building Work		Not listed above
	Operational Work		<ul style="list-style-type: none"> Not listed above; AND Identified in Schedule 8, Part 1, Table 4, Item 5 of <i>Sustainable Planning Regulations 2009</i>; OR Involves: <ol style="list-style-type: none"> filling an area greater than 1,000m² within the STIA;⁵⁴ OR (ii) clearing vegetation in an area of high ecological value identified on Map 5.7(C).
	Reconfiguring a Lot		<ul style="list-style-type: none"> Not associated with core airport infrastructure; AND within the STIA⁵⁴ and would result in an increase in the number of lots and an increase in the number of people working on site.

⁵² In addition to applicable codes identified in the table of assessment for the relevant zone.

⁵³ The reconfiguration of a lot is exempt and cannot be made self-assessable or assessable by the LUP if the proposal is for development listed under Schedule 4 of the SP Regulations 2009.

⁵⁴ The STIA at Mackay Airport has not been mapped at the time of public consultation. The Airport, in conjunction with the local government will produce a map for this element prior to adopting the LUP.

6.8.1 Coastal Management Overlay Code⁵⁵

PURPOSE

The purpose of the Coastal Management Overlay Code is to protect the coastal resources in the coastal zone (which Mackay Airport lies wholly within) and to assist in the management of development including lands external to Mackay Airport below tidal waters.

OVERALL OUTCOMES

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

- 1) For core airport infrastructure, being government supported transport infrastructure⁵⁶;
 - a) Maintains the safety of people and minimises increases in damage to property from the effects of coastal hazards;
 - b) Minimises alterations to coastal landforms and allows 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 airports location and function; and
 - c) Provides for the natural effect of physical coastal processes to continue outside the development area.
- 2) Development avoids adverse effects on areas of high ecological significance or where adverse effects on areas of high ecological significance cannot be avoided those effects are minimised.
- 3) Where core airport infrastructure cannot be located outside of a high ecological significance (HES) wetland:
 - i) adverse effects on a HES wetland are avoided and minimised; and
 - ii) an environmental offset is provided for any remaining environmental impacts.
- 4) Development (core airport infrastructure or otherwise) manages impacts on a range of habitats including coastal habitations and riparian areas; whether located on or off the airport land.

TABLE 6.8C – Recommended Storm Tide Event Level/Defined Storm Tide Event

Minimum Building Floor Levels ⁵⁷	
Core airport infrastructure (i.e. MAPL & ASA Operated Operational Buildings)	AEP ⁵⁸ 1% Level + 300mm freeboard
Road (Main/ Arterial) Outside Levee	AEP 2% Level + 400mm freeboard
Other Buildings	
Road (Main/ Arterial) Inside Levee	AEP 2% Level
Roads (Others) & Car Parks	

Coastal Management Overlay Code	
PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
(I) COASTAL HAZARDS – STORM TIDE INUNDATION	
P01 Development maintains the safety of people and avoids increases in loss or damage to property from a defined storm tide event ⁵⁹ (DSTE).	A01.1 Development is designed and constructed to withstand hydrostatic and hydrodynamic forces as a result of inundation by a DSTE; and

⁵⁵ This overlay is based on the Draft Queensland Coastal Plan Draft State Planning Policy Coastal Protection.

⁵⁶ *Government supported transport infrastructure* means road transport infrastructure, rail transport infrastructure, air transport infrastructure, public marine transport infrastructure, port infrastructure, busway transport infrastructure, light rail transport infrastructure, and miscellaneous transport infrastructure that meets the definition of 'government supported transport infrastructure' under the *Transport Infrastructure Act 1994*.

⁵⁷ Contact MAPL Engineering Department for details on AHO levels.

⁵⁸ *Annual Exceedence Probability* - AEP 1% = 1:100 and AEP 2% = 1:50. Contact MAPL Engineering Dept for details on AHD levels.

⁵⁹ MAPL has determined the DSTE is not applicable to the airport; refer Table 6.8(C) in this code for flood immunity design levels which define the DSTE and RSTEL as the same level.

Coastal Management Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
	<p>A01.2 Development ensures:</p> <ul style="list-style-type: none"> i) a safe refuge is available for people within the development site during a DSTE; OR ii) there is at least one evacuation route that remains passable for emergency evacuations during a DSTE; OR <p>A01.3 Development is temporary, or can be relocated or abandoned.</p>
<p>P02 Development is able to function effectively during and immediately after a recommended storm tide event level (RSTEL).</p>	<p>A02.1 If the core airport infrastructure is located below the RSTEL (being levels in Table 6.8(C)) it can function effectively despite inundation as a result of a RSTEL.</p> <p>A02.2 All development is designed, located and operated to ensure infrastructure for essential services (e.g. on-site electricity, gas, water supply, sewerage & telecommunications) are able to function during and immediately after a DSTE.</p>
<p>P03 Development does not significantly increase the severity of storm tide related impacts for offsite property.</p>	<p>A03.1 Development involving reclamation of new lands avoids or, where avoidance is not possible, minimises alterations to the site that would result in:</p> <ul style="list-style-type: none"> a) acceleration or redirection of flows towards neighbouring infrastructure and development; b) increased local water levels; or c) increased breaking wave heights.
<p>P04 Mackay Airport being government supported transport infrastructure minimises disruption to natural fluctuations of the coast.</p>	<p>A04.1 Core airport infrastructure is:</p> <ul style="list-style-type: none"> a) located as far landward as possible to minimise the threat of erosion; OR b) designed to withstand the threat of coastal erosion.
(2) COASTAL PROCESSES AND COASTAL LANDFORMS	
<p>P05 Core airport infrastructure or coastal protection works provide for the natural effect of physical coastal processes to continue.</p>	<p>A05.1 The development is designed and located to not impede or isolate sediment transport; OR</p> <p>A05.2 The development is designed and located to:</p> <ul style="list-style-type: none"> a) minimise the potential for new structures to cause or exacerbate erosion problems for neighbouring properties; AND b) addresses any adverse effects on the net volume of sediment delivered to the coast or transported along the coast by suitably planned and implemented works.

Coastal Management Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
<p>P06 All coastal protection works are designed and located to minimise disruption to physical coastal processes and coastal landforms.</p>	<p>A06.1 Development can:</p> <ul style="list-style-type: none"> a) demonstrate that a hard protection structure is the only feasible option for protecting people, core airport infrastructure or existing permanent structures, that are not expendable, from coastal erosion; AND b) the hard protection structure: <ul style="list-style-type: none"> i) is located as far landward as possible; ii) for a seawall or similar structure, the top of the seawall is constructed wholly on reclaimed land where the hard protection structure is constructed to protect land; and iii) the design, location and construction of the proposed structure will not cause erosion or degradation of coastal landforms.
<p>P07 Reclamation of land below highest astronomical tide (HAT)⁶⁰ only occurs where it is:</p> <ul style="list-style-type: none"> a) necessary for the establishment of core airport infrastructure, being government supported transport infrastructure and there are no alternative sites available that do not require reclamation; b) necessary for maintaining physical coastal processes; or c) within an existing man-made waterway identified on Map 5.7(B). 	<p>A07.1 No Acceptable Outcome provided.</p>
<p>P08 Development, other than development referred to in Section (2) above, does not disrupt sediment transport processes that are critical to maintaining coastal landforms.</p>	<p>A08.1 Development is located outside the active sediment transport area.⁶¹; OR</p> <p>A08.2 For development that cannot be located outside active sediment transport area, the works are located as far landward as possible.</p> <p>A08.3 For building work, material excavated from land within the erosion prone area on Map 5.7(A) is placed on land seaward of the building or structure; or at another location within the erosion prone area; AND</p> <p>A08.4 The development will:</p> <ul style="list-style-type: none"> a) retain vegetation on the site; b) not alter physical characteristics of dune systems including dune crest height and sand volume;

⁶⁰ The HAT at Mackay Airport has not been mapped at the time of public consultation. MAPL, in conjunction with the local government, will produce a map for this element prior to adopting the LUP.

⁶¹ This area has not been mapped for the Mackay coastal management district.

Coastal Management Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
	<ul style="list-style-type: none"> c) ensure activities associated with the operation of the development preserve the structure and condition of the vegetation communities and avoid wind and water runoff erosion; AND d) not disrupt sediment transport processes. <p>A08.5 For all development, adverse effects on sediment transport processes will be remediated by suitably planned and implemented beach nourishment and rehabilitation works.</p>
(3) AREAS OF HIGH ECOLOGICAL SIGNIFICANCE⁶²	
<p>P09 For core airport infrastructure, being government supported transport infrastructure; development:</p> <ul style="list-style-type: none"> a) avoids adverse effects on the values of areas of high ecological significance (HES); OR b) where avoidance is not possible, development minimises adverse effects and an environmental offset is provided for any remaining environmental impacts on the area of HES. 	<p>A09.1 Development is located outside identified areas of HES on Maps 5.7(B) and 5.7(C) and is set back a sufficient distance to avoid adverse effects on the values of those areas.</p> <p>A09.2 Development that cannot feasibly be located outside areas of HES on Maps 5.7(B) and 5.7(C):</p> <ul style="list-style-type: none"> a) is located and designed to have the least adverse effects on the values and ecological processes of the area of HES; b) incorporates measures to protect from development, those areas of HES to be retained on the development site; c) avoids adverse effects on the area of HES during construction and operation by: <ul style="list-style-type: none"> i) sequencing any vegetation clearing towards the area of HES, to allow for the unimpeded and safe dispersal of fauna from areas being cleared; ii) rehabilitating undeveloped areas of the site immediately following practical completion of the development; iii) managing public access to avoid areas of HES through measures such as exclusion devices, signage and designated access points; iv) ensuring alterations to natural landforms, hydrology and drainage patterns on the development site do not significantly affect areas of HES; v) ensuring any loss of ecological values caused by the development are compensated by the provision of an environmental offset consistent with the policy principle of the Queensland Government Environmental

⁶² Refer all elements of the ecological values on Maps 5.7(A)-(C) and 5.10.

Coastal Management Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
	Offsets Policy 2008 and corresponding specific issue Offsets Policy (as amended).
(4) ECOLOGICAL VALUES	
<p>P10 The disposal of dredge material avoids significant adverse effects on ecological values.</p>	<p>A10.1 Disposal of dredge material development includes provision of an area for storing, drying or rehandling dredge material and the area is:</p> <ul style="list-style-type: none"> a) not in an area of HES on Maps 5.7(B) and 5.7(C); b) of sufficient size for the projected volume of dredge material from maintenance dredging; and c) protected from future development that would compromise the on-site treatment of dredged material.
<p>P11 Development of premises adjoining or containing a waterway must not adversely affect the integrity of the waterway or the riparian corridor.</p>	<p>A11.1 Development and infrastructure must not be located in a riparian corridor identified on Map 5.7(B), unless for core airport infrastructure.</p> <p>A11.2 Open space areas are:</p> <ul style="list-style-type: none"> a) located adjacent to riparian corridors; and b) located to provide connectivity between riparian corridors and areas of vegetation conservation value. <p>A11.3 Unless essential for core airport infrastructure, low intensity development is located adjacent to the riparian corridor.</p>
<p>P12 Development is designed, located, constructed and operated to avoid significant adverse effects on ecological values within and adjacent to the development site or where development cannot avoid these effects, the effects are minimised.</p>	<p>A12.1 For development in estuarine or marine coastal wetlands, development is:</p> <ul style="list-style-type: none"> a) not located within 100m of coastal wetlands identified on Map 5.10 (unless for core airport infrastructure); or b) is setback a sufficient distance from coastal wetlands to: <ul style="list-style-type: none"> i) maintain the integrity and functioning of wetland ecosystems and habitat values; ii) retain and allow for regeneration of coastal wetland vegetation, riparian vegetation and vegetation native to the locality; iii) maintain benefits of coastal wetland habitat for rare, threatened and migratory species; iv) safeguard natural fluctuations in size and location of the coastal wetland and the migration of coastal wetland vegetation as a result of natural hazards including drought, flood, storm tide inundation and sea level rise; and v) minimise the need for local government mosquito/biting midge control measures.

Coastal Management Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
	<p>AI2.2 For all development in the vicinity of a beach likely to support nesting turtles, development and its subsequent operational activities are compatible with the protection of turtles by ensuring:</p> <ol style="list-style-type: none"> a) artificial lighting as seen from a turtle nesting beach is not increased; and b) vehicle and pedestrian use of the turtle nesting beach is not increased during the turtle nesting season of October to April inclusive.
(5) NOISE, LIGHT AND VISUAL DISTURBANCE	
<p>P13 During construction and operation of development wetland fauna values are protected from impacts associated with noise, light or visual disturbance.</p>	<p>AI3.1 Visual disturbance is controlled to ensure it does not have an adverse effect on the wetland fauna values of a HES wetland, in accordance with expert ecological advice including but not limited to the following controls:</p> <ul style="list-style-type: none"> • Noise is managed (excluding aircraft noise); • Lighting is managed; • Exclusion of activities in certain areas (e.g. line of sight buffers, exclusion fencing, etc); and • The use of visual screens or similar during sensitive periods, such as breeding periods and roosting periods. <p>AI3.2 For all development in the vicinity of nesting shorebirds, development and its subsequent operational activities avoid disturbing identified shorebird habitat. In particular, development ensures that:</p> <ol style="list-style-type: none"> a) a vegetated buffer is provided and maintained to screen the habitat from development during construction and operation; and b) structures as a result of the development do not shade the shorebird site; and c) the current extent and quality of shorebird habitat is retained. <p>AI3.3 Development demonstrates that:</p> <ol style="list-style-type: none"> a) aside from areas directly affected by new permanent structures, the marine and estuarine habitats will naturally recover after construction is complete; and b) the operation and activities associated with the development will not have ongoing adverse effects on marine and estuarine habitats or the species they support.

Coastal Management Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
(6) PUBLIC ACCESS	
<p>P14 Development does not result in a net loss of public access to State coastal land (including the foreshore) and where possible provides enhanced opportunities for public access and is consistent with conserving coastal resources.</p>	<p>A14.1 Development is located and operated so that it retains or enhances existing access to the coast; or</p> <p>A14.2 Where loss of public access cannot be avoided development provides the same or a greater amount of new access opportunities in, or in close proximity to, the development site.</p> <p>A14.3 Development demonstrates that significant adverse effects on identified ecological values will be avoided by locating and designing public access to avoid disturbance of ecological values.</p>

6.9 Flood Management Overlay

- 1) The Flood Management Overlay consists of the following parts:
- i) **Table A** - level of assessment – Material Change of Use
 - ii) **Table B** - level of assessment – Other Development
 - iii) **Overlay Code**

TABLE 6.9 (A)

MCU DEVELOPMENT		IF	APPLICABLE CODES ⁶³
<Exempt>	Core Airport Infrastructure	On land above highest astronomical tide (HAT) ⁶⁴	
<Self Assessment>	Core Airport Infrastructure	On land below HAT	Flood Management Overlay Code
<Code Assessment>	All Uses	Other than listed above	Flood Management Overlay Code

⁶³ In addition to applicable codes identified in the table of assessment for the relevant zone.

⁶⁴ The HAT at Mackay Airport has not been mapped at the time of public consultation. MAPL, in conjunction with the local government will produce a map for this element prior to adopting the LUP.

TABLE 6.9 (B)

OTHER DEVELOPMENT		Flood Management Overlay IF	APPLICABLE CODES ⁶⁵
<Exempt>	All Development	Identified as Exempt in the table of assessment for the relevant zone	
	Core airport infrastructure	<ul style="list-style-type: none"> • Not CAI - Operational Works; AND • On land above HAT⁶⁴ 	
<Self-Assessment>	CAI - Operational Works		Flood Management Overlay Code
	Building Work	<ul style="list-style-type: none"> • Other than for Core Airport Infrastructure; AND • Assessable only against the <i>Building Act 1975</i>. 	
<Code Assessment>	All Development	Other than listed above	Flood Management Overlay Code

⁶⁵ In addition to applicable codes identified in the table of assessment for the relevant zone.

6.9.1 Flood Management Overlay Code

PURPOSE

The purpose of this Flood Management Overlay Code is to ensure that all new development has flood immunity from the defined flood event.

OVERALL OUTCOMES

The purpose of this Flood Management Overlay will be achieved through the following overall outcomes:

- 1) Development will not cause significant adverse impacts on adjoining or other external premises.
- 2) Development does not adversely impact ecological functions including water quality or the hydraulic capacity of waterways or other drainage paths.
- 3) New development does not create an adverse impact on existing properties in the Barron River delta and the values of the delta are protected.

Flood Management Overlay Code	
PERFORMANCE OUTCOME	ACCEPTABLE OUTCOMES
<p>P01 An acceptable level of flood immunity must be provided for new development.</p>	<p>A01.1 Development satisfies the AEP⁶⁶ floor levels as outlined in Table 6.8 (C) in the Coastal Management Overlay Code.</p> <p>A01.2 Access to new development is in accordance with the Queensland Urban Drainage Manual.⁶⁷</p>
<p>P02 Drainage paths on premises are maintained free of obstruction to permit unimpeded flow of stormwater.</p>	<p>A02.1 Where premises contain a waterway (man-made or otherwise) as identified on Map 5.7(B), a drainage reserve or easement with a minimum width of 5.0m from the high bank of the waterway is provided.</p> <p>A02.2 Where development requires excavation or filling of drainage paths, or waterways (man-made or otherwise) identified on Map 5.7(B), equivalent underground drainage systems are to be provided.</p>
<p>P03 Development on premises does not result in a significant impact on other premises.</p>	<p>A03.1 Excavation or filling on premises results in a no worsening flooding affect by more than 50mm on other premises both upstream and downstream.</p>

⁶⁶ Annual Exceedance Probability.

⁶⁷ DERM: Volume 1 Second Edition 2007 (as amended).

6.10 Sustainable Development Overlay

- 1) The Sustainable Development Overlay consists of the following parts:
- i) **Table A** - level of assessment – Material Change of Use
 - ii) **Table B** - level of assessment – Other Development
 - iii) **Overlay Code**

TABLE 6.10 (A)

Sustainable Development Overlay			
MCU DEVELOPMENT		IF	APPLICABLE CODES ⁶⁸
<Exempt>	All Uses	Identified as Exempt in the table of assessment for the relevant zone	
<Self-Assessment>	All Uses	Involving only Minor Building Work	Sustainable Development Overlay Code (Sections 1-3)
<Code Assessment>	All Uses	Other than listed above	Sustainable Development Overlay Code

TABLE 6.10 (B)

Sustainable Development Overlay			
OTHER DEVELOPMENT		IF	APPLICABLE CODES ⁶⁸
<Exempt>	All Uses	Identified as Exempt in the in the table of assessment for the relevant zone	
<Self-Assessment>	All Development	Identified as self assessment in the in the table of assessment for the relevant zone	Sustainable Development Overlay Code
<Code Assessment>	All Development	Not listed above	

⁶⁸ In addition to applicable codes identified in the table of assessment for the relevant zone.

6.10.1 Sustainable Development Overlay Code

PURPOSE

The purpose of the Sustainable Development Overlay Code is to achieve a high standard of ecologically sustainable development on airport land, including improved resource efficiency and minimisation of negative impacts on the natural environment and community.

OVERALL OUTCOMES

The purpose of the Sustainable Development Overlay Code will be achieved through the following overall outcomes:

- 1) Development is appropriate to climatic conditions.
- 2) Development maximises opportunities for energy and water efficiency.
- 3) Development minimises emissions, waste and environmental impacts.
- 4) Development shall provide a high quality, safe environment for staff and visitors.
- 5) Development shall incorporate cost-effective solutions to achieve the desired outcomes.

Sustainable Development Overlay Code	
PERFORMANCE CRITERIA	ACCEPTABLE OUTCOMES
(1) GENERAL	
P01 Development achieves a high level of energy and water efficiency and minimises emissions and environmental impacts.	A01.1 Development and subsequent Building Work shall: <ol style="list-style-type: none"> i) comply with NQA Sustainable Buildings Policy⁶⁹; or ii) achieve a certified Green Star Rating.
(2) CLIMATE RESPONSIVE DESIGN	
P02 Development has a tropical character and incorporates passive design measures to maximise thermal comfort and reduce glare.	A02.1 Development includes the following passive design measures: <ol style="list-style-type: none"> i) buildings have roof overhangs with a minimum width of 450mm or 7.5% of the wall height, whichever is the greater; ii) all north and south facing glazing is shaded from the midday sun by eaves, awnings and other shading; and iii) dark colours⁷⁰ are not used on roofs and walls exposed to the sun. A02.2 Development includes the following passive design measures: <ol style="list-style-type: none"> i) east and west facing glazing is effectively shaded to protect from low angle sun; ii) highly reflective ground surfaces are not used externally, or are fully shaded from high angle sun to reduce glare; and iii) landscaping provides shade to exposed western walls, carparks and other solid surfaces.
P03 External lighting is energy efficient and does not project into the sky.	A03.1 All external lighting is energy efficient and is fitted with sensors to automatically turn off in daylight hours.

⁶⁹ Refer Schedule 6 in this LUP.

⁷⁰ Colours with a solar absorbance value of greater than 0.6.

Sustainable Development Overlay Code	
PERFORMANCE CRITERIA	ACCEPTABLE OUTCOMES
	A03.2 External lighting is projected onto the ground or a building surface, not into the night sky.
(3) INFRASTRUCTURE	
P04 Stormwater runoff is contained, treated and managed so that it does not adversely affect: i) in-stream and riparian values; and ii) surface or underground water quality; and iii) the environment either upstream or downstream of the site.	A04.1 The development includes: i) 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 ii) 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. ⁷¹ A04.2 All stormwater leaving the site in up to a 1-in-3 month storm event is treated or filtered to achieve the outcomes in Table A04.2 .
(4) OPERATIONAL WORKS	
P05 Works are planned and managed to avoid negative impacts on the environment.	A05.1 An Environmental Management Plan is prepared and approved by NQA prior to commencement on site, in accordance with the NQA Construction Environmental Management Plans Guidelines.

TABLE A04.2 - Stormwater Quality Criteria

Pollutant	Acceptable Level
Total Suspended Solids (TSS)	80
Total Phosphorus (TP)	60
Total Nitrogen (TN)	45
Gross Pollutants	90
Total Petroleum hydrocarbons *	90
Free oils ^{*72}	90

[Source: Concept Design Guidelines for Water Sensitive Urban Design; Published by Waterbydesign and SEQ Healthy Waterways Partnership, March 2009; Table 3, Page 8].

⁷¹ To be demonstrated by calculations in accordance with the Queensland Urban Drainage Manual or the Urban Stormwater Best Practice Management Guidelines.

⁷² These requirements only apply to developments that include more than 200m² of uncovered vehicle transit and parking areas.

6.11 Wetlands in Great Barrier Reef Catchments Overlay⁷³

- 1) The Wetlands in Great Barrier Reef Catchments Overlay consists of the following parts:
- i) **Table A** - level of assessment – Material Change of Use
 - ii) **Table B** - level of assessment – Other Development
 - iii) **Overlay Code**

TABLE 6.11(A)

Wetlands in Great Barrier Reef Catchments Overlay			APPLICABLE CODES ⁷⁴
MCU DEVELOPMENT		IF	
<Exempt>	All Uses	<ul style="list-style-type: none"> • Identified as Exempt in the table of assessment of the relevant zone; AND • Not identified as a Great Barrier Reef (GBR) Wetland Protection Area on Map 5.10;⁷⁵ OR • Identified as a GBR Wetland Protection Area on Map 5.10 and the use does not involve operational works being high impact earthworks 	
<Code Assessment>	All Uses	<ul style="list-style-type: none"> • Not listed above; AND • Identified as a GBR Wetland Protection Area on Map 5.10; AND • The use involves operational works being high impact earthworks⁷⁶ 	Wetlands in Great Barrier Reef Catchments Overlay Code

⁷³ This overlay is based on the Temporary State Planning Policy 1/10 Protecting Wetlands of High Ecological Significance in Great Barrier Reef Catchments.

⁷⁴ In addition to applicable codes identified in the table of assessment for the relevant zone.

⁷⁵ Map 5.10 – the areas identified as a Wetlands Management Area are relevant to referral agency triggers in the Sustainable Planning Regulations 2009 Schedule 7 and are not wetlands for the purposes of this overlay.

⁷⁶ Generally meaning: operational work that involves changing the form of land, or placing a structure on land, in a way that diverts water to or from a wetland; ... does not include operational work that is (a) necessary to maintain infrastructure including any core airport infrastructure, buildings, dams, fences, helipads, roads, stockyards, vehicular tracks, watering facilities and constructed drains other than contour banks, other than to source construction material; or - subject to the definition in Sustainable Planning Act 2009.

TABLE 6.11(B)

Wetlands in Great Barrier Reef Catchments Overlay			
OTHER DEVELOPMENT		IF	APPLICABLE CODES⁷⁴
<Exempt>	All Development	<ul style="list-style-type: none"> • Identified as Exempt in the table of assessment for the relevant zone; OR • Not listed below 	
<Code Assessment>	Reconfiguring Lot⁷⁷	A <ul style="list-style-type: none"> i) Identified as a GBR Wetland Protection Area on Map 5.10;⁷⁵ ii) The reconfiguration results in more than 6 lots, or if any of the resulting lots are less than 5 hectares; AND iii) The reconfiguration involves operational work being high impact earthworks 	Wetlands in Great Barrier Reef Catchments Overlay Code
	Operational Work	High impact earthworks	

⁷⁷ The reconfiguration of a lot is exempt and cannot be made self-assessable or assessable by the land use plan if the proposal is for development listed under Schedule 4 of the SP Regulations 2009.

6.11.1 Wetlands in Great Barrier Reef Catchments Overlay Code

PURPOSE

The purpose of this overlay code is to ensure that development in or adjacent to wetlands of high ecological significance is planned, designed, constructed and operated to minimise or prevent the loss or degradation of the wetlands and their values, or enhances these values.

OVERALL OUTCOMES

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

- 1) Development (other than CAI) is located outside high ecological significance (**HES**) wetlands (identified as a GBR Wetland Protection Area on **Map 5.10**)⁷⁸;
- 2) Where core airport infrastructure cannot be located outside of a HES wetland:
 - a) adverse effects on a HES wetland are avoided;
 - b) those effects are minimised; and
 - c) an environmental offset is provided for any remaining environmental impacts.
- 3) Development avoids adverse effects on HES wetlands, where possible.

Wetlands in Great Barrier Reef Catchments Overlay Code	
PERFORMANCE OUTCOME	ACCEPTABLE OUTCOME
(I) DEVELOPMENT POSITIONING	
P01 Development is not carried out in a HES wetland.	A01.1 Development is located outside: <ol style="list-style-type: none"> a) the mapped boundary of a HES wetland in a GBR wetland protection area identified on Map 5.10; or b) an alternative mapped boundary of the HES wetland: <ol style="list-style-type: none"> i) submitted as a part of the development application; ii) supported by a detailed assessment and site analysis of the wetland to delineate its extent in accordance with the Queensland Wetland Definition and Delineation Guidelines 2010 (as amended); and iii) the alternative assessment manager or concurrence agency agrees is a more accurate representation of the boundary.
P02 An adequate buffer to a HES wetland is provided.	A02.1 A buffer is provided surrounding a HES wetland identified as a GBR Wetland Protection Area on Map 7.10 (excluding the 'trigger area'): <ol style="list-style-type: none"> a) with a minimum width of 50m; OR b) An alternative buffer is provided, the width of which is supported by an evaluation of the values, functioning and threats to the wetland. A02.2 A buffer mentioned in A02.1 is maintained.

⁷⁸ Map 5.10 – the areas identified as *Wetlands Management Area* are relevant to referral agency triggers in the *Sustainable Planning Regulations 2009* Schedule 7 and are not wetlands for the purposes of this overlay.

Wetlands in Great Barrier Reef Catchments Overlay Code

PERFORMANCE OUTCOME	ACCEPTABLE OUTCOME
(2) HYDROLOGY AND WATER QUALITY	
<p>P03 The existing surface water hydrological regime of the GBR wetland protection area (including the HES wetland) is maintained or enhanced.</p>	<p>A03.1 Development does not change the existing surface water hydrological regime of a HES wetland including through channelisation, redirection or interruption of flows.</p> <p>A03.2 Where a change to the existing surface water hydrological regime of a HES wetland cannot be avoided, the extent of the change is minimised to ensure the wetland values and functioning are protected.</p> <p>A03.3 If neither AO3.1 nor AO3.2 can be achieved, the following apply⁷⁹ in relation to the development:</p> <ul style="list-style-type: none"> a) a net ecological benefit and improvement to the values and functioning of the wetland is to be achieved; AND b) development is limited to rehabilitating the existing hydrological regime or restoring the natural hydrological regime of the wetland to enhance the ecological functions and biodiversity values of the wetland. <p>A03.4 The water table and hydrostatic pressure within the GBR wetland protection area is not lowered or raised outside the bounds of variability under existing conditions; and is returned to its natural state.</p> <p style="text-align: center;">OR</p> <p>A03.5 Development does not result in the ingress of saline water into freshwater aquifers.</p>
<p>P04 During construction and operation of development:</p> <ul style="list-style-type: none"> a) a wetland is not used for stormwater treatment; and b) the buffer and water quality values of a HES wetland are protected from stormwater impacts⁸⁰ 	<p>A04.1 Development does not result in any measurable change to the quantity or quality of stormwater entering the HES wetland during construction or operation.</p> <p>A04.2 During construction and operation, erosion and sediment control practices including:</p> <ul style="list-style-type: none"> i) stormwater quality is managed in accordance with best practice environmental management; and

⁷⁹ Refer to the Wetlands Rehabilitation Guidelines for the Great Barrier Reef Catchment (2008).

⁸⁰ Refer Queensland Best Practice Environmental Management Guidelines – Urban Stormwater.

Wetlands in Great Barrier Reef Catchments Overlay Code

PERFORMANCE OUTCOME	ACCEPTABLE OUTCOME
	ii) approved proprietary products are designed, installed, constructed, maintained and monitored in accordance with local conditions and recommendations by suitably qualified persons/ professional.
(3) ECOLOGICAL VALUES	
P05 Development including the clearing of vegetation protects the biodiversity, ecological values and processes, and hydrological functioning of a HES wetland, including: <ul style="list-style-type: none"> • Water quality values; • Aquatic habitat values; • Terrestrial habitat values; and • Usage of the site by native wetland fauna species or communities, including threatened or near threatened species, and species of regional and local significance. 	A05.1 Development is undertaken outside of the HES wetland and buffer, so as to minimise the extent of vegetation clearing required.
(4) ECOLOGICAL CORRIDORS⁸¹	
P06 Development does not result in pest management impacts that pose a risk to the ecological value and processes of HES wetland.	A06.1 Development does not result in the introduction of any non-native fauna or pest species. A06.2 Exclusion fencing is provided: <ul style="list-style-type: none"> i) in appropriate locations to manage the threats of pest species to the HES wetland; and ii) does not result in a barrier or hazard to the movement of wetland fauna.
P07 Existing ecological corridors are protected or enhanced and have dimensions and characteristics that will: <ul style="list-style-type: none"> a) effectively link habitats on and/or adjacent to the site; and b) facilitate the effective movement of terrestrial and aquatic fauna accessing and/or using the site as habitat. 	A07.1 Existing ecological corridors are offset only to facilitate the following components of core airport infrastructure: <ul style="list-style-type: none"> • Airfield; • Airside; • Associated operational works; and • In the Commercial Precinct, a man- made drain or underground stormwater network. A07.2 If an ecological corridor is required to facilitate fauna movement, access or use the HES wetland, and is provided and maintained in accordance with the wetland rehabilitation guidelines for the Great Barrier Reef Catchment (2008) or other relevant guidelines (as amended): ⁸²

⁸¹ Refer all elements of the ecological values on Map 5.7 (A)-(C) and 5.10.

⁸² To support an ecological corridor of less than 100m, an ecological assessment should be prepared and submitted with the development application, or may be required through an information request for the application.

Wetlands in Great Barrier Reef Catchments Overlay Code

PERFORMANCE OUTCOME	ACCEPTABLE OUTCOME
	<ul style="list-style-type: none"> i) the ecological corridor has a minimum width of 100m, or ii) is sufficient to facilitate fauna movement, access or use of the HES wetland <p>OR</p> <p>A07.3 Unimpeded movement of fauna associated with and/or likely to use the HES wetland as a part of their normal life cycle is facilitated within and through the GBR wetland protection area, particularly along identified ecological corridors by:</p> <ul style="list-style-type: none"> i) ensuring the development (e.g. roads, pedestrian access, in-stream structures, etc) both during construction and operation, does not create barriers to the movement of fauna along or within ecological corridors; ii) providing wildlife movement infrastructure where necessary and directing fauna to locations where wildlife movement infrastructure has been provided to enable fauna to safely negotiate a development area; and iii) separating fauna from potential hazards (e.g. through fencing).
(5) ENVIRONMENTAL OFFSETS IN URBAN AREAS	
<p>P08 For development in a urban area where it is not possible to avoid adverse affects on HES wetlands:</p> <ul style="list-style-type: none"> a) development minimises adverse effects; and b) an environmental offset⁸³ is provided for any remaining environmental impacts on the HES wetlands. 	<p>A08.1 Any loss of ecological values caused by the development are compensated by the provision of an environmental offset consistent with the policy principle of the Queensland Government Environmental Offsets Policy 2008 and corresponding specific issue Offsets Policy (as amended).</p>

⁸³ Refer - State Government *Environmental Offsets Policy 2008* and corresponding specific issue offsets policy.