



Part 7 Codes

Division 3 Constraint Codes

Chapter 1 Gold Coast Airport and Aviation Facilities

1.0 Purpose

This code is complementary to the provisions of relevant Commonwealth legislation and the Gold Coast Airport Master Plan.

The purpose of this code is:

- to regulate development that may have an effect on the operational efficiency of Gold Coast Airport at Coolangatta and the Airservices Australia aviation facilities in Gold Coast City;
- to minimise incompatible development within public safety areas adjacent to the airport; and
- to minimise the adverse impacts of airport noise on residential and other noise sensitive land uses in the vicinity of the airport.

The code will achieve these purposes by:

- ensuring that buildings and other structures will not exceed the maximum allowable height within the area designated as the airport's 'prescribed airspace' pursuant to the **Airports (Protection of Airspace) Regulations 1996**, as shown in the mapping of the Obstacle Limitation Surface (OLS) and the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surface. These surfaces, as at the date of this planning scheme, are shown respectively in **Overlay Map OM8a Gold Coast Airport – Obstacle Limitation Surface** and **Overlay Map OM8b Gold Coast Airport – PANS-OPS Surface**;
- ensuring that buildings and other structures do not encroach into the sensitive areas around aviation facilities pursuant to International Civil Aviation Organisation (ICAO) principles and **Air Services Act 1996**, as shown on the **Overlay Map OM9 – Airservices Australia Aviation Facilities**;
- ensuring that operation of artificial lighting sources will not exceed the maximum light source intensities imposed by the Gold Coast Airport Master Plan and the Civil Aviation Safety Authority. The lighting zones, as at the date of this planning scheme, are shown in **Overlay Map OM8d – Gold Coast Airport – Lighting Zone**. Lights in the vicinity of an airport can cause glare and affect a pilot's vision, and artificial lighting may cause confusion if arranged in a similar pattern to approach or runway lighting;
- minimising potential hazards to safety of aircraft operations brought about by bird or bat strikes. Most bird and bat activity is within 1,000 metres of the ground, so potential conflict by birds and bats with aircraft will most often occur at a crucial stage of a flight, during take-off or landing. Major off-airport developments likely to influence bird activity include creation of wetlands, artificial food sources and feeding activities, rubbish dumps and roosting habitats;
- minimising potential hazards to safety of aircraft operations resulting from the emission of smoke, dust or other particulate matter, or creation of air turbulence. Emissions can affect visibility, while high velocity or high temperature discharges (such as from smoke stacks) can cause potential threats to aircraft safety through turbulence;
- minimising potential hazards to safety of airport operations resulting from reflection of sunlight, another potential cause of temporary interference with pilot vision;
- ensuring that new development within the public safety area of the airport does not significantly increase numbers of people or the use and storage of hazardous materials within this area; and
- minimising potential impacts on residential and other noise-sensitive development in close proximity to the airport, by ensuring that new development is appropriately acoustically treated pursuant to **AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction**, according to noise contours shown in the latest ANEF Mapping for Gold Coast Airport. The ANEF Contours, as at the date of this planning scheme, are shown in **Overlay Map OM8c Gold Coast Airport – Noise Exposure Contours**.



2.0 Application

- 2.1 This code applies to development, including any building work, operational work or material change of use, indicated as self, code or impact assessable in the Table of Development in the domain or Local Area Plan (LAP) precinct within which the development is proposed to occur, where the land:
- is within the 'prescribed airspace' of Gold Coast Airport, as shown in the current Obstacle Limitation Surface (OLS) and/or Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surface; and/or
 - is within the 'Airport Environs' as shown in **Overlay Map OM7 – Airport Environs**; or
 - is within the sensitive area of the aviation facilities shown in **Overlay Map OM9 – Aircservices Australia Aviation Facilities**.
- 2.2 The applicable mapping which is to be given effect in relation to control of development which may impact on the operation of Gold Coast Airport is the most recent mapping approved by the Minister for Transport and Regional Services (from time to time), showing OLS and PANS-OPS surfaces, ANEF noise contours and restricted lighting zones. The maps included in the overlays forming part of this planning scheme are the most up-to-date versions of the airport mapping at the time of adoption of this planning scheme. However, these maps may be superseded from time to time by amended mapping approved by the Minister for Transport and Regional Services.
- 2.3 Performance Criteria PC1-PC9 apply to all code and impact assessable development referred to in this code. For development identified as self assessable, the acceptable solutions to Performance Criteria PC1-PC6 apply.

3.0 Development Requirements

Performance Criteria	Acceptable Solutions
Development that is Self Assessable, Code Assessable or Impact Assessable	
Heights of Buildings and Other Structures	
<p>PC1</p> <p>The height of buildings or other structures must not affect the operational efficiency of Gold Coast Airport or create a hazard to the safe navigation or aircraft using the airport.</p> <p>Note 1: <i>The requirements associated with the heights of buildings are also applicable to temporary intrusions into prescribed airspace, such as cranes utilised during building construction.</i></p> <p>Note 2: <i>If the maximum allowable height is exceeded, the approval of the Secretary of the Department of Transport and Regional Services is required and if the height of a building or other structure exceeds 110 metres above ground level the approval of the Civil Aviation Safety Authority is required.</i></p>	<p>AS1</p> <p>The height of a building or other structure does not exceed the current maximum allowable height applicable to the subject site, as shown on the current OLS and PAN-OPS surface mapping for Gold Coast Airport.</p> <p>Note: <i>The current OLS and PAN-OPS surfaces as at the date of adoption of the planning scheme are as shown in Overlay Maps OM8a – Gold Coast Airport – Obstacle Limitation Surface and OM8b – Gold Coast Airport - PAN-OPS Surface.</i></p>
Acoustic Treatment to Buildings to Lessen the Impact of Aircraft Noise (on Land Within the Airport Environs)	
<p>PC2</p> <p>All development (other than extensions to existing buildings) on land inside the 20 ANEF contour, as shown on the latest approved ANEF plan for Gold Coast Airport, must be acoustically treated against the intrusion of airport noise.</p>	<p>AS2.1</p> <p>Development within the 20 ANEF contour is acoustically insulated to the applicable standard required by AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.</p>



Performance Criteria	Acceptable Solutions
<p>Note 1: <i>The current ANEF mapping for Gold Coast Airport as at the date of adoption of the planning scheme is shown in Overlay Map OM8c – Gold Coast Airport – Noise Exposure Contours.</i></p> <p>Note 2: <i>In respect of acoustic treatment of buildings to mitigate aircraft noise intrusion, it is acknowledged that many dwellings are already located in areas in close proximity to the airport that would not generally be regarded as being suitable for residential development because of the potential for aircraft noise. For the purposes of AS 2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, in certain circumstances the Council may only require the acoustic treatment of residential buildings to be to the standard required for the 20-25 ANEF Contour, irrespective of a higher noise level contour applying to the site upon which development is proposed to be carried out. In view of the current land use pattern and potential cost impacts, it may well be impractical to require a higher level of acoustic treatment as may be indicated by a higher noise level contour.</i></p> <p>Note 3: <i>The potential adverse effects of aircraft noise are not necessarily limited to land within the 20 ANEF contour, and the Council will take into consideration the question of aircraft noise in assessments of all applications under this code within the Aircraft Environs.</i></p>	

**Advertising Devices and Artificial Light Sources
(on Land Within the Gold Coast Airport Lighting Zone)**

<p>PC3</p> <p>Illuminated advertising devices or other artificial light sources, including street lighting and coloured lights, must not create a visual hazard for aircraft operation on approach to or take off from Gold Coast Airport.</p> <p>Note: <i>For advice on how to meet aviation safety requirements refer to CASA guidelines: Lighting in the Vicinity of Aerodromes – Advice to Lighting Designers.</i></p>	<p>AS3.1</p> <p>The illuminated advertising device or artificial light source does not exceed the maximum intensity of illumination within the respective light intensity zone, as identified on the Overlay Map OM8d – Gold Coast Airport – Lighting Zone.</p> <p>AS3.2</p> <p>Configurations of lights in straight parallel lines 500 metres to 1000 metres long (eg. sporting fields and large parking areas) are not located within the Outer Lighting Zone, as identified on the Overlay Map OM8d – Gold Coast Airport – Lighting Zone.</p> <p>AS3.3</p> <p>Glare or flashes (eg. sporting stadia), flare plumes, refineries, upward shining lights, flashing or sodium (yellow) lighting are not located within the Outer Lighting Zone, as identified on the Overlay Map OM8d – Gold Coast Airport – Lighting Zone.</p>
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Performance Criteria	Acceptable Solutions
Development Within Public Safety Areas	
<p>PC4</p> <p>New development must minimise the effects of aircraft accidents that may occur near runways in association with takeoff or landing and the following uses must not be located within the Public Safety Area for Gold Coast Airport, as identified on the Overlay Map OM8e – Gold Coast Airport – Public Safety Area and Bird/Bat Strike Zone:</p> <ol style="list-style-type: none"> indoor recreation facility; outdoor sport and recreation; shopping centre; places of worship; educational establishment; hospital; medical centre; attached dwelling; apartment building; aged persons accommodation; community care centre; childcare centre; and industrial or commercial uses involving a large number of workers or customers. 	<p>AS4</p> <p>Uses and works within the Public Safety Area for Gold Coast Airport, as identified on the Overlay Map OM8e – Gold Coast Airport – Public Safety Area and Bird/Bat Strike Zone do not:</p> <ul style="list-style-type: none"> ▪ introduce or intensify residential, community, commercial, industrial or other uses; or ▪ involve the manufacture or bulk storage of hazardous (explosive or noxious) or flammable materials.
Aviation Facilities	
<p>PC5</p> <p>Development in the area around the Airservices Australia's aviation facilities at Springbrook and Jacobs Well, as shown by Overlay Map OM9 – Airservices Australia Aviation Facilities, must not adversely impact on the functioning of these facilities.</p> <p>Note: <i>If development has the potential to adversely affect the functioning of the Springbrook VHF facility or the Jacobs Well VOR facility, approval is required from the Manager Operational Requirements and Services (Airservices Australia).</i></p>	<p>AS5.1</p> <p>Works or uses are not located within the sensitive area for the Springbrook VHF facility, as shown on Overlay Map OM9 – Airservices Australia Aviation Facilities that involve electrical or electromagnetic fields (eg. arc welding) or create a permanent or temporary physical line of sight obstruction between transmitting and receiving devices.</p> <p>AS5.2</p> <p>Works or uses are not located within the area adjoining the Jacobs Well VOR facility, as shown on Overlay Map OM9 – Airservices Australia Aviation Facilities that:</p> <ol style="list-style-type: none"> create a permanent or temporary physical line of sight obstruction; or involve overhead lines exceeding 5m in height; or involve metallic structures exceeding 8m in height; or involve trees and open lattice towers exceeding 10m in height; or involve wooden structures exceeding 13m in height.
Development that is Code Assessable or Impact Assessable	
Potential Bird or Bat Strike on Aircraft (on Land Within the Gold Coast Airport Bird/Bat Strike Zones)	
<p>PC6</p> <p>Development in the Gold Coast Airport's prescribed airspace must not create a potential visual hazard for aircraft operation to the Gold Coast airport due to reflective roof materials.</p>	<p>AS6.1</p> <p>Roofs of buildings are of non-reflective materials within the respective light intensity zones identified on the Overlay Map OM8d – Gold Coast Airport – Lighting Zone.</p>



Performance Criteria	Acceptable Solutions
<p>PC7 Development in the bird/bat strike zones of Gold Coast Airport, as shown on Overlay Map OM8e – Gold Coast Airport – Public Safety Area and Bird/Bat Strike Zone must not exacerbate the potential for bird or bat strike on aircraft.</p>	<p>AS7.1 In locations within the Central Airport Environs, as shown on Overlay Map OM7 – Airport Environs, where planting as part of a development could result in increased attraction of birds or bats, with the possibility of creating a hazard for aircraft operations, plant species should be selected which are not subject to heavy flowering or fruiting. Note: <i>The operator of Gold Coast Airport maintains a preferred plant species list that is available for the assistance of development proponents, if required.</i></p> <p>AS7.2 In the case of any development within the Central Airport Environs, as shown on Overlay Map OM7 – Airport Environs, with the potential to create or increase a hazard of bird or bat strike on aircraft, evidence is provided that the concurrence of the operator of Gold Coast Airport has been obtained.</p> <p>AS7.3 Uses that attract birds and bats within 13km of the airport runway are avoided or correctly manage waste: a) Putrescible waste disposal sites are avoided within 13km of the airport runway. b) Commercial fish processing, bird/wildlife sanctuaries and fauna reserves, aquaculture, turf farming, winery's, piggeries, fruit farming and food processing plants are avoided within 3km of the airport runway. c) Where the uses in b) are located between 3km and 8km of the airport runway, measures that prevent waste and other food sources attracting wildlife are included in development proposals (eg. covering of potential food/ waste sources and wildlife deterrence measures). d) Riding schools, racetracks, fairgrounds, outdoor theatres or drive-in restaurants are avoided within 3km of the airport runway unless measures are included in the development proposal to manage waste disposal (eg. covering of food/ waste sources). Note: <i>Where exceptional circumstances justify approval of a) or b) above within 13km and 3km, respectively, of the airport runway, rigorous wildlife management measures to avoid attracting wildlife should be incorporated in the development proposal.</i></p>

Reflective Roof Materials, Emission of Particulate Matter and Air Turbulence (on Land Within the Airport Environs)

<p>PC8 Development in the Gold Coast Airport's prescribed airspace must not create a potential visual hazard for aircraft operation to the Gold Coast Airport due to reflective roof materials or emission of smoke, steam or other particulate matter or air turbulences.</p> <p>Note 1: <i>The Gold Coast Airport's 'Prescribed Airspace' is indicated by the OLS and the PANS-OPS on Overlay Map OM8a – Gold Coast Airport – Obstacle Limitation Surface and Overlay Map OM8b – Gold Coast Airport – PANS-OPS Surface.</i></p> <p>Note 2: <i>If development has the potential to cause a hazard to aircraft operations through the emission of particulate matter, approval of the operator of Gold Coast Airport is required.</i></p>	<p>AS8.1 Roofs of buildings are of non-reflective materials within the respective light intensity zones identified on the Overlay Map OM8d – Gold Coast Airport – Lighting Zone.</p> <p>AS8.2 The development will not cause a potential hazard to the operation of aircraft through the emission of smoke, steam, dust or other particulate matter.</p> <p>AS8.3 The development will not cause a potential hazard to the operation of aircraft through the emission of a gaseous plume at a velocity exceeding 4.3m per second.</p>
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Performance Criteria	Acceptable Solutions
Transient Aviation Activities	
<p>PC9 Development must not adversely impact on the Gold Coast Airport's prescribed airspace.</p> <p>Note: <i>The Gold Coast Airport's 'Prescribed Airspace' is indicated by the OLS and the PANS-OPS on Overlay Map OM8a – Gold Coast Airport – Obstacle Limitation Surface and OM8b – Gold Coast Airport – PANS-OPS Surface.</i></p>	<p>AS9 Activities involving transient intrusions such as parachuting, hot air ballooning or hang gliding are not located below the Gold Coast Airport's prescribed airspace.</p>

4.0 Other Relevant Requirements

4.1 Commonwealth Legislation

4.1.1 Preamble

Applications to Gold Coast City Council for approval under the planning scheme should include evidence that the requisite applications have been made to the Department of Transport and Regional Services under relevant Commonwealth legislation.

4.1.2 Airports Act and Airports (Protection of Airspace) Regulations 1996

The airspace of Gold Coast Airport is 'prescribed airspace', pursuant to a declaration on 23 March 2001 under **Sub-regulation 5(1)** of the **Airports (Protection of Airspace) Regulations 1996**. The prescribed airspace is that which is above any part of the OLS and PANS-OPS surfaces for Gold Coast Airport.

The effect of the declaration is to bring into effect the provisions of **Part 12** of the **Airports Act 1996** which are implemented through the **Airports (Protection of Airspace) Regulations 1996**.

4.1.3 Civil Aviation Regulations

Civil Aviation Regulations 1998 are applicable to development in Gold Coast City. Pursuant to this, development applications may be referred to the Civil Aviation Safety Authority (CASA).

4.2 Gold Coast Airport Master Plan

The Gold Coast Airport Master Plan is directly relevant to development of land within the airspace of Gold Coast Airport and in the 'airport environs'.

The current Master Plan for Gold Coast Airport was approved by the Minister for Transport and Regional Services on 14 August 2001. Pursuant to the **Airports Act 1996**, the plan has statutory effect for a period of 20 years, but is to be reviewed every 5 years, with the approval of the Minister required for each new master plan.

Under the terms of the **Airports Act 1996**, development for aviation and other purposes may be carried out within the boundaries of the airport without the need for approval of Gold Coast City Council or the State of Queensland. However, the Commonwealth Ministerial approval process under the **Airports Act 1996** involves a public consultation phase for major development.

4.3 State Planning Policy

State Planning Policy 1/02 is applicable to **Development in the Vicinity of Certain Airports and Aviation Facilities in Queensland**. The Council will take into consideration the provisions of this policy, or any amended policy, in the assessment of applications in the vicinity of Gold Coast Airport.