

Pine Rivers Shire Council

Planning Scheme Policy

PSP19 Demonstrating Compliance with the Operational  
Airspace and Aviation Facilities Overlay Code



## Planning Scheme Policy for Pine Rivers Shire

### PSP19 Demonstrating Compliance with the Operational Airspace and Aviation Facilities Overlay Code

#### ADOPTION

Pine Rivers Shire Council adopted this planning scheme policy on 19 June 2006.

#### COMMENCEMENT

This planning scheme policy took effect from 15 December 2006.

I, Ray Burton, Chief Executive Officer, of the Pine Rivers Shire Council, hereby  
certify that this document is a true copy of the original.

Ray Burton  
Chief Executive Officer



## PSP19 - DEMONSTRATING COMPLIANCE WITH THE OPERATIONAL AIRSPACE AND AVIATION FACILITIES OVERLAY CODE

### HEAD OF POWER

This policy is a document that supports the planning scheme for the Shire and has been made by Council using the process prescribed in Chapter 2, Part 1, Division 5 of the *Integrated Planning Act 1997*.

The obligation to make the policy is imposed by *State Planning Policy 1/02 – Development in the vicinity of certain Airports and Aviation Facilities*.

### OBJECTIVE

Any application for one or more of those forms of development identified in the “Policy Statements” of this policy will need to demonstrate compliance with the applicable specific outcomes of the Operational Airspace and Aviation Facilities Overlay Code. The purpose of this policy is to assist in identifying the basic details which will need to be provided as part of any development application triggered by the Operational Airspace and Aviation Facilities Overlay Code to demonstrate compliance with the applicable specific outcomes of that code. Where these details are not supplied when the development application is made, they will be the subject of an information request under IDAS.

### DEFINITIONS/APPLICATION

#### Application

This policy applies to development having a prescribed assessment category in Table 1 or 2 within the Operational Airspace and Aviation Facilities Overlay Code as code assessable.

#### Definitions

Unless otherwise indicated in this policy, all terms used have the meanings prescribed in Chapter 7 of the Planning Scheme for the Shire.

### POLICY STATEMENT

#### (1) Information Required in Relation to the Siting and Height of Buildings, Structures and Other Objects

- (a) Operational Airspace – Specific outcome SO 1 requires that:-

“Temporary<sup>1</sup> and permanent buildings, structures and other objects do not adversely affect the operation of aircraft within operational airspace<sup>2</sup>.”

Any development application triggered by the Operational Airspace and Aviation Facilities Overlay Code because of the height limitations imposed under that code in relation to operational airspace will need to be supported by the following details of the impacting buildings, structures and other objects:-

- (i) the precise location of the objects, both horizontally and vertically, in relation to property boundaries, the “Obstacle Limitation Surfaces” (OLS)<sup>3</sup> for Brisbane Airport and the “Procedures for Air Navigation Services – Aircraft Operations Surfaces (PANS-OPS) for Brisbane Airport;
- (ii) the height of the object above Australian Height Datum<sup>4</sup> (AHD);
- (iii) the length of time that the object is intended to remain in place;

<sup>1</sup> For purposes of this provision, temporary structures are those structures which project into operational airspace for a period of 3 months or less.

<sup>2</sup> “Operational airspace” has the meaning given in State Planning Policy 1/02 “Development in the Vicinity of Certain Airports and Aviation Facilities”. (See Overlay Code Map 5.13 in the planning scheme for the extent of the operational airspace footprint.)

<sup>3</sup> Precise details of the OLS and PANS-OPS can be obtained from Brisbane Airport Corporation Limited.

<sup>4</sup> Contact the Queensland Department of Natural Resources, Mines and Energy for the location and elevation of the nearest permanent survey mark.

- (iv) the size and form of construction of the object;
  - (v) measures to be incorporated to make the object conspicuous to air traffic; and
  - (vi) the extent of shielding provided by existing objects in terms of aircraft movement patterns.
- (b) Aviation Facilities – Specific outcome SO 2 requires that :-
- “Temporary and permanent buildings, structures and other objects do not adversely affect the operation of aviation facilities<sup>5</sup>.”

Any development application triggered by the Operational Airspace and Aviation Facilities Overlay Code because of the height limitations imposed under that code in relation to aviation facilities will need to be supported by the following details of the impacting buildings, structures and other objects:-

- (i) the precise location of the objects, both horizontally and vertically, in relation to property boundaries and the communications masts/towers on Special Lease 27/34463, portion 80 within State Forest 809, Parish of Dundas, County of Stanley;
- (ii) the height of the object above Australian Height Datum (AHD);
- (iii) the length of time that the object is intended to remain in place; and
- (iv) the size and form of construction of the object.

## **(2) Information Required in Relation to Transient/Intermittent Activities within Operational Airspace**

Specific outcome SO3 requires that:-

“Dynamic activities which involve movement of objects through airspace are undertaken in a manner which does not adversely affect the operation of aircraft within operational airspace.”

Any development application triggered by the Operational Airspace and Aviation Facilities Overlay Code because the proposed activity involves transient/intermittent activities in operational airspace will need to be supported by the following details of the activity:-

- (a) the extent to which the activity could intrude into operational airspace;
- (b) the length of time that the activity will remain in operational airspace and the frequency of the activity;
- (c) the precise location of any possible intrusion, both horizontally and vertically, in relation to the OLS and the PANS-OPS for Brisbane Airport;
- (d) the size and make-up of any object which could intrude into operational airspace as part of the activity; and
- (e) measures to be incorporated to make the objects conspicuous to air traffic.

## **(3) Information Required in Relation to Emission Standards**

Specific outcome SO 4 requires that:-

“Emissions resulting from development processes do not significantly increase air turbulence within operational airspace or adversely affect, to a significant extent, visibility or engine operation of aircraft travelling within operational airspace.”

Any development application triggered by the Operational Airspace and Aviation Facilities Overlay Code because of an emission produced will need to be supported by the following details of the activity:-

- (a) the precise location of the emission point, both horizontally and vertically, in relation to property boundaries, the OLS for Brisbane Airport and the PANS-OPS for Brisbane Airport. (The height of the point of emission should be expressed as AHD);
- (b) the frequency of the emission and the length of time over which the emission could take place;
- (c) the velocity of the emission at the discharge point;
- (d) the quantity and physical characteristics of the emission. (The physical characteristics in this context should address issues which may affect visibility and engine operation in operational airspace);
- (e) modelling of the effects of normal weather conditions on the emissions; and
- (f) critical details of any models used in terms of their applicability for the use to which the model is put and demonstrated reliability of the model.

## **(4) Information Required in Relation to Wildlife Impacts**

Specific outcome SO 5 requires that:-

<sup>5</sup> “Aviation Facilities” has the meaning given in State Planning Policy 1/02 “Development in the Vicinity of Certain Airports and Aviation Facilities”. (See Overlay Code map 5.13 in the planning scheme for the location of the only “aviation facility” currently impacting on development within the Shire.)



“Development is undertaken in a manner which does not attract wildlife, particularly flying vertebrates, in significant numbers, into operational airspace.”

Any development application triggered by the Operational Airspace and Aviation Facilities Overlay Code because of potential wildlife impacts on operational airspace will need to be supported by:-

- (a) the precise location of the activity in relation to property boundaries, the OLS for Brisbane Airport and the PANS-OPS for Brisbane Airport;
- (b) the size of the activity in terms of area of land covered and quantities of materials likely to attract wildlife which is produced or processed;
- (c) the type of materials produced or processed;
- (d) measures to be put in place to avoid attracting wildlife to the site and potentially into operational airspace; and
- (e) documented evidence that the measures to be put in place to avoid attracting wildlife to the site have proven to be effective in other similar situations.

## REVIEW TRIGGERS

This policy is reviewed internally for applicability, continuing effect and consistency with planning scheme and other legislative provisions when any of the following occurs:-

- (1) the planning scheme is amended;
- (2) the planning scheme is replaced by a new planning scheme;
- (3) amendments which affect the allowable scope and effect of a planning scheme policy are made to the Integrated Planning Act 1997; and
- (4) other circumstances as determined from time to time by a resolution of Council.

## RESPONSIBILITY

This policy is to be:-

- (1) implemented by the Manager, Development Services; and
- (2) reviewed and amended in accordance with the “Review Triggers” by the Manager, Strategic Direction in consultation with the Manager, Development Services.