8.2.8 Airport environs overlay code

8.2.8.1 Application

This code applies to accepted development subject to requirements and assessable development:

(a) subject to the Airport environs overlay shown on the overlay maps contained within Schedule 2 (Mapping); and

(b) identified as requiring assessment against the Airport environs overlay code by the tables of assessment in Part 5 (Tables of assessment).

8.2.8.2 Purpose

The purpose of the Airport environs overlay code is to protect and maintain the operational efficiency and safety of the Roma Airport and aviation facilities and avoid land use conflicts.

8.2.8.3 Overall Outcomes

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

- the safety of aircraft operating within the airport's operational airspace is maintained and enhanced;

  Note: Operational airspace includes the areas and vertical dimensions of an airport's obstacle limitation surface (OLS).

- sensitive land uses and other incompatible activities are appropriately located and designed to ensure that these uses and activities do not adversely impact airport operations;
- the risk of public safety being compromised by incidents in the take-off and landing phases of aircraft operations is minimised;
- development protects aviation facilities including navigation, communication and surveillance facilities from incompatible land uses, buildings, structures and works.

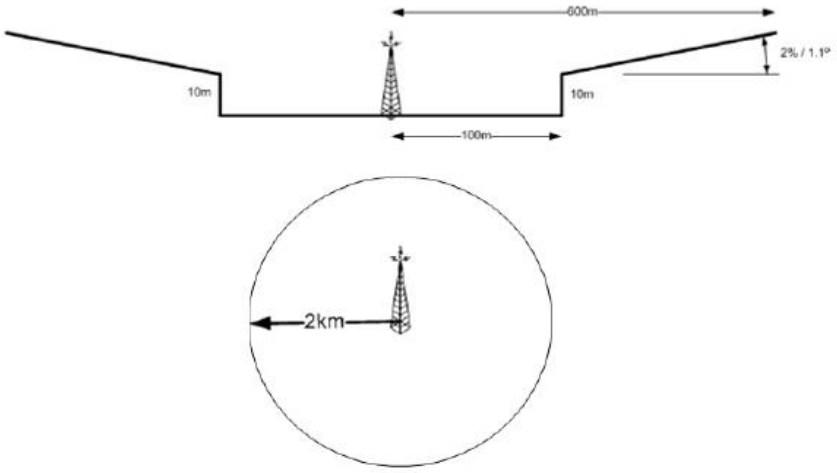
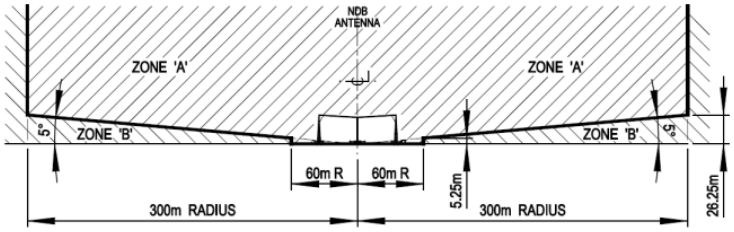
8.2.8.4 Assessment benchmarks

Table 8.2.8.4.1: Benchmarks for accepted development subject to requirements and assessable development

AIRPORT ENVIRONS OVERLAY CODE

for areas within an area of interest of the SPP strategic airport and aviation facilities mapping.

<table>
<tr><th>PERFORMANCE OUTCOMES</th><th>ACCEPTABLE OUTCOMES</th></tr>
<tr><td colspan="2">PLANNING</td></tr>
<tr><td colspan="2">USE, DENSITY AND BUILT FORM</td></tr>
<tr><td>PO 1 Height - OLS
Development does not cause an obstruction or hazard to the safe movement of aircraft by any temporary or permanent intrusion of physical structures into the airport's operational airspace.</td><td>AO 1.1
The Obstacle Limitation Surface (OLS) of the airport is not intruded upon by:
(a) buildings;
(b) structures (both freestanding or attached to buildings, including signs, masts or antennae); or,
(c) vegetation; or
(d) any temporary structures or equipment associated with the development construction.
Note: Any development that may infringe the OLS of the airport, either during or post construction, will require referral to Airservices Australia and/or CASA for assessment. It is recommended to consult Airservices Australia and CASA prior to lodgement of any development application to determine how compliance with performance outcome PO1 can be achieved.</td></tr>
<tr><td>PO 2 Height – Communications
Development ensures that temporary or permanent physical structures located within an aviation facility's building restricted area do not interfere with the safe and continued functioning of the aviation facility.</td><td>AO 2.1
Buildings, structures, trees, fences or any other physical obstructions (including overhead power and telecommunications cables) located in the building restricted area.
<table>
<tr><th>Building restricted area</th><th>Description</th><th>Action required</th></tr>
<tr><td>Zone A</td><td>If development is located:
(a) within 100m of the VHF antenna
OR
(b) between 100-600 m from the centre of the VHF antenna and the development will cross the zone boundary (defined as an elevation angle of 2 degrees starting at 10mAGH).</td><td>All applications must be referred to Airservices Australia for assessment. Applications should be assessed against the relevant provisions of the SPP code.</td></tr>
<tr><td>Zone B</td><td>If development is located between 100-600 m from the centre of the VHF antenna and the development will not cross the zone boundary.</td><td>No requirements. Airservices Australia should be advised of proposals for large obstructions.</td></tr>
<tr><td>Area of interest</td><td>If development is located between 600-2000m from the antenna</td><td>No requirements. Airservices Australia should be advised of proposals for large obstructions.</td></tr>
</table>
General guidance:
• The propagation distance for VHF signals is governed by the line of sight from the antenna at the transmitting site. Generally, the antenna is mounted so that it is clear of obstructions such as trees, buildings and hills.
• Substantial structures are generally prohibited within Zone A.</td></tr>
</table>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
	Figure 8.2.2A  **AO 2.2** Buildings, structures, trees, fences or any other physical obstructions (including overhead power and telecommunications cables) located in the building restricted area of the Roma Airport non-directional beacon (NDB) facility: (a) do not penetrate into 'Zone A' as identified in Figure 8.2.2B (Roma Airport NDB facility building restricted area); and (b) are wholly contained within 'Zone B' as identified in Figure 8.2.2B. **Figure 8.2.2B Roma Airport NDB facility building restricted area**  **AO 2.3** For all other aviation facilities—no acceptable outcome provided.
PO 3 Buffers Development does not cause an obstruction or hazard to the safe movement of aircraft within the airport's operational airspace through the attracting of wildlife, in particular flying vertebrates such as birds or bats, in significant numbers.	**AO 3.1** Uses involving the bulk handling or disposal of putrescible waste, such as landfill and waste transfer facilities located within a wildlife hazard buffer zone (ie. within 13 km of an airport's runway), include measures to reduce the potential to attract birds and bats. **AO 3.2** Uses involving the following activities are not located within 3 km of an airport's runway: (a) aquaculture, except where using a recirculating aquaculture system contained within sheds; (b) intensive animal industry; (c) animal keeping, involving a wildlife or bird sanctuary; and (d) industrial uses, where involving food processing plants or stock handling or slaughtering.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
	AO 3.3 Where outdoor recreation and entertainment activities, or uses or activities listed in AO 3.2 (above) are located between 3 and 8 km of an airport's runway: (a) potential food and waste sources are covered or otherwise secured so they do not present a food source for domestic or other wildlife; and (b) development includes measures to reduce the potential to attract birds and bats. **AO 3.4AO** Landscaping and drainage works (including artificial waterbodies) forming part of development located within 3 km of an airport's runway are designed and installed to minimise bird and bat attracting potential (such as avoidance of fruiting and/or flowering plant species).
AVOIDING NUISANCE	
PO 4 Lighting Development does not cause an obstruction or hazard to the safe movement of aircraft within the airport's operational airspace through the installation of external lighting that could distract or interfere with a pilot's vision or confuse the visual identification of the runway, approach or navigational lighting from the air.	**AO 4.1** Outdoor lighting (including street lighting and security lighting) located within a lighting area buffer zone (ie. within 6 km of an airport's runway), does not involve: (a) lighting that shines, projects or reflects above a horizontal plane; (b) coloured, flashing or sodium lighting; (c) flare plumes; or (d) configurations of lights in straight parallel lines greater than 500 m in length.
PO 5 Particulate release Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's operational airspace through the emission of particulates, gases or other materials that may cause air turbulence, reduce visibility or affect the aircraft engine performance.	**AO 5.1** Development does not release the following emissions into operational airspace: (a) gaseous plumes with a velocity exceeding 4.3 m per second; (b) smoke, dust, ash or steam; or (c) emissions with depleted oxygen content.
PO 6 Noise emissions Development and land uses that are sensitive to noise interference or noise nuisance: (a) avoid noise affected areas surrounding the airport; or (b) are sited, designed and constructed to mitigate noise nuisance to acceptable levels.	**AO 6.1** The following uses, or the creation of additional lots to accommodate these uses, are not located on land subject to the nominated Australian noise exposure forecast (ANEF) contour: (a) permanent forms of residential accommodation within the 20 ANEF contour (or greater); (b) visitor or temporary accommodation uses including hotel, short-term accommodation and tourist park within the 25 ANEF contour (or greater); (c) community uses including child care centre, community care centre, community use, educational establishment, health care services and place of worship within the 20 ANEF contour (or greater);

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
	(d) business or entertainment uses including food and drink outlet, function facility, service industry, shop, shopping centre, showroom and tourist attraction within the 25 ANEF contour (or greater); (e) industry uses including low impact industry and research and technology industry within the 30 ANEF contour (or greater). **OR** Development located within the ANEF contours mentioned above is designed and constructed to attenuate aircraft noise in accordance with *Australian Standard AS 2021:2015 Acoustics Aircraft noise intrusion - Building siting and construction*. Note: *AS 2021:2015* considers aircraft noise impacts on indoor spaces only. Noise impacts on outdoor use areas will require a separate assessment to determine whether noise levels can be mitigated to be within acceptable limits.
SAFETY AND RESILIENCE TO HAZARDS	
PO 7 Public safety Development within the public safety areas located at the end of airport runways avoids: (a) a significant increase in the number of people living, working or congregating in those areas; and (b) the use or storage of hazardous materials.	**AO 7.1** Development within a public safety area does not introduce or intensify: (a) residential, business, entertainment, industrial, community or recreation activities; or (b) any uses involving the production, manufacture or bulk storage of flammable or hazardous goods or materials.