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1

PRELIMINARY

1.1 Citation

This document may be cited as the Bundaberg Regional Aerospace & Aviation Precinct (BRAAP) Commercial-industry Estate Plan of Development—Preliminary Approval.

1.2 Land to which this plan of development applies

This plan of development applies to land referred to in this plan of development as the *plan area* and is—

- (1) situated at Airport Road, Bundaberg;
- (2) described as **part** of Lot 102 on SP219167; and,
- (3) shown in Appendix 1.

1.3 Purpose

- (1) This plan of development has been prepared for Bundaberg Regional Council under the provisions of section 242 of the *Sustainable Planning Act 2009 (SPA)* "Preliminary approval may affect a local planning instrument".
- (2) The plan of development is intended to advance the purpose of the SPA in seeking to achieve ecological sustainability by—
 - (a) identifying assessable and exempt development; and
 - (b) providing a basis for assessing development applications in the plan area.

1.4 Preliminary approval

This preliminary approval varies the effect of the planning scheme, the Bundaberg City Plan, to the extent stated in this plan of development and subject to any conditions of the approval—

- (1) Map 3.3 – Local Area 2 – Southern Industrial Area;
- (2) Development Assessment Table for Local Area 2—Southern Industrial on levels of assessment and applicable codes;

- (3) Development Assessment Table for Bundaberg Airport Overlay on levels of assessment and applicable codes;
- (4) land use codes included in section 4.2; and
- (5) general codes included in section 4.3.

1.5 Development included in this approval

1.5.1 Approved uses and conflicting provisions

- (1) This approval varies the effect of the planning instruments so that the assessment table contained in this plan of development is the applicable assessment table and the codes in this plan of development are the applicable codes.
- (2) If this preliminary approval conflicts with any provisions of the Bundaberg City Planning Scheme local laws or policies the preliminary approval prevails (SPA s242(6)).
- (3) If any provision of the Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code conflicts with any other code the Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code prevails.

1.5.2 Approved reconfiguring

The approval incorporates the following reconfiguring components –

- (1) the creation of lots; and,
- (2) the dedication of new road.

1.5.3 Approved works

The following works are associated with the development and are incorporated in this preliminary approval and require a development permit before being carried out –

- (1) roadworks and drainage;
- (2) provision of water supply and sewerage systems;
- (3) the modification of the detention basin;
- (4) the construction of buildings to accommodate the proposed uses; and
- (5) other utilities (i.e. electrical, communication etc).

1.6 Commencement and relevant period

The relevant period of this approval is 15 years from the date the approval takes effect.

1.7 Conditions of approval

All development on the subject land is to comply with this plan of development and the conditions of approval.

1.8 Explanatory background

- (1) This section of the plan of development is advisory and does not have a direct role in development assessment.
- (2) This plan of development is –
 - (a) an integral part of a preliminary approval;
 - (b) includes a development assessment table applicable within the plan area; and
 - (c) identifies applicable codes.
- (3) Given that the proposed commercial-industry estate would abut the Bundaberg Regional Airport, owners would potentially be able to develop industrial and business premises on freehold land that has direct airside access.
- (4) The proximity of the airport and the ability to directly access it is likely to be attractive to aviation-related development that would benefit from direct access to the airport's aprons, taxiways and runways but that does not necessarily require an “on airport” location.
- (5) This plan of development provides for the future development of various forms of commercial, industrial, and other uses within the plan area.

2

INTERPRETATION

2.1 Definitions

2.1.1 Defined terms in the SPA

All terms that are defined in the SPA have the same meaning as in the SPA.

2.1.2 Defined uses in planning scheme

Unless otherwise defined in this plan of development, all terms that are defined in the Bundaberg City Plan have the same meaning as in the Bundaberg City Plan.

2.1.3 Defined uses in this plan of development

In this plan of development—

Aviation Related Business means any commercial, industry, office or business use that predominately serves the aviation activities;

Aviation Related Industry means any industry—

- (1) that serves, administers, or has a dominant functional relationship with the aviation or air transport industry; or
- (2) is involved in the design, manufacture, maintenance, or operation of aircraft;

that requires direct access for aircraft, accredited personnel and vehicles to the airports aprons and taxiways.

2.1.4 Administrative definitions for this plan of development

In this plan of development the following defines particular words –

Hangar means a building or part of a building used, or intended, for the storage, maintenance or manufacturing of aircraft or parts on airside access lots (airside access lots are shown in Appendix 1);

plan area—see section 1.2;

principal road frontage, for lots that have two road frontages, the principal road frontage is Airport Road.

2.2 Roads, watercourses and reclaimed land

To remove any doubt this plan of development does not vary the effect of section 1.2.1 of the Bundaberg City Plan.

3

ASSESSMENT CATEGORIES

3.1 Development assessment table

- (1) This part contains a development assessment table for the plan area.
- (2) The development assessment table identifies –
 - (a) the assessment category applicable to development stated in the table; and
 - (b) the applicable assessment criteria for code assessable development.

3.2 Applicability of overlays in the planning scheme

To remove any doubt, Table 3.13—Development Assessment Table for the Bundaberg Airport Overlay does not apply to development within the plan area.

3.3 Assessment table for the plan area

- (1) Table 1 below is the development assessment table for the plan area.
- (2) A shaded area within the development assessment table identifies impact assessable development that is to be inconsistent with this plan of development or the Bundaberg City Plan.

Table 1 Development Assessment Table—Bundaberg Regional Aviation and Aerospace Precinct

Defined Use	Airside Access	General Business	Southern Commercial	Applicable codes
Agriculture	Impact	Impact	Impact	
Aviation Related Business	Self	Self	Self	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code Commercial Activity Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code
Aviation Related Industry	Self	Impact	Impact	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code General Industry Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code
Animal Husbandry	Impact	Impact	Impact	
Caretaker's Residence	Code	Code	Code	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code House Code
Commercial Activity A if for a medical or dental centre	Impact	Impact	Impact	

A s s e s s m e n t c a t e g o r i e s

Defined Use	Airside Access	General Business	Southern Commercial	Applicable codes
Commercial Activity A if not for a medical or dental centre	Impact	Code	Code	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code Commercial Activity Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code
Commercial Activity B if for a shop	Impact	Impact	Impact	
Commercial Activity B if not for a shop	Impact	Code	Code	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code Commercial Activity Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code
Commercial Activity C if for a department store, major shopping complex or supermarket	Impact	Impact	Impact	
Commercial Activity C if not for a department store, major shopping complex or supermarket	Impact	Code	Code	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code Commercial Activity Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code

A s s e s s m e n t c a t e g o r i e s

Defined Use	Airside Access	General Business	Southern Commercial	Applicable codes
Community Activity	Impact	Impact	Code	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code Community Activity Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code
Community Infrastructure	Code	Code	Code	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code Community Activity Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code
Industry – Food related	Impact	Code	Impact	
Industry – General	Impact	Code	Impact	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code General Industry Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code

A s s e s s m e n t c a t e g o r i e s

Defined Use	Airside Access	General Business	Southern Commercial	Applicable codes
Industry – Light	Impact	Code	Impact	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code General Industry Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code
Industry – Service	Impact	Code	Code	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code General Industry Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code
Industry – Noxious, Offensive or Hazardous	Impact	Impact	Impact	
Recreation Indoor	Impact	Impact	Impact	
Recreation Outdoor	Impact	Impact	Impact	
Residential Single Unit	Impact	Impact	Impact	
Residential Display Home	Impact	Impact	Impact	
Residential Dual Occupancy	Impact	Impact	Impact	

A s s e s s m e n t c a t e g o r i e s

Defined Use	Airside Access	General Business	Southern Commercial	Applicable codes
Residential Multi Unit if for a Backpackers hostel or Motel	Impact	Impact	Code	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code Medium Density Residential Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code
Residential Special	Impact	Impact	Impact	
Special Use	Impact	Impact	Impact	
Utilities	Code	Code	Code	Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code Community Activity Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code
All other uses	Impact	Impact	Impact	

4

ASSESSMENT CRITERIA

4.1 Introduction

The plan of development contains the Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code.

4.2 Planning Scheme Outcomes

- (1) To remove any doubt, the desired environmental outcomes contained in section 1.1 of the planning scheme continue to have effect.
- (2) This plan of development seeks to achieve the following levels of outcomes—
 - (a) overall outcomes—stated as the purpose for each code;
 - (b) performance criteria—for the Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code; and
 - (c) solutions—for performance criteria.

4.3 Compliance with a code

Assessable development complies with a code if it is consistent with the probable solutions and performance criteria for that code.

4.4 Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code

4.4.1 Purpose of the code

The purpose of the Bundaberg Regional Aviation and Aerospace Commercial-industry Estate Code is to ensure that development within the plan area—

- (1) contributes to an efficient, effective and functionally-integrated business and industry precinct, that takes advantage of the Bundaberg Airport and its facilities; and,

Assessment criteria

- (2) contributes to a high quality streetscape and an appealing business environment; and,
- (3) preserves and contributes to regional identity; and,
- (4) helps establish uses and works that –
 - (a) form an attractive city entrance or ‘gateway’; and,
 - (b) are sensitive to their regional and local context; and,
 - (c) achieve visual harmony between the buildings and their surroundings; and
- (5) contributes to a healthy living environment; and
- (6) avoids adversely affecting the existing or future safety and efficiency of the airport’s operational airspace.

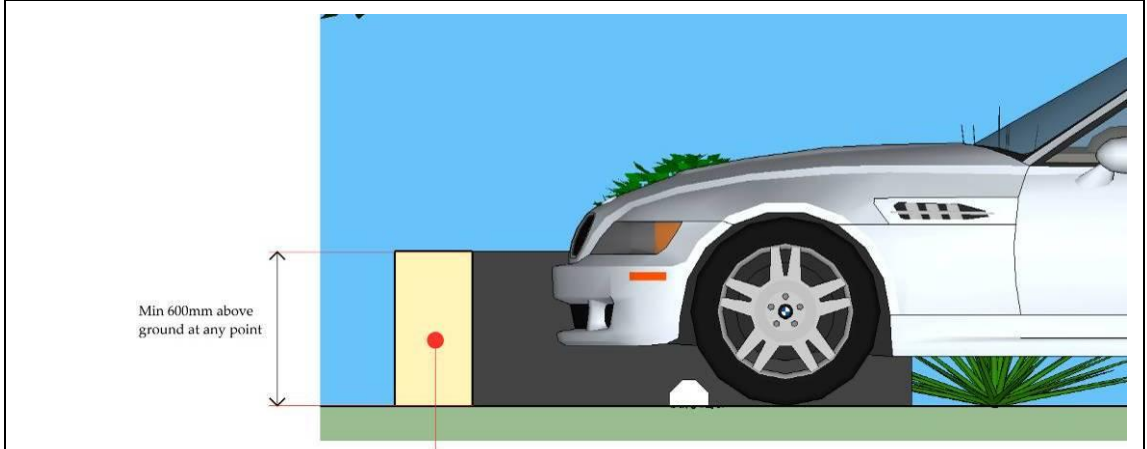
4.4.2 Performance criteria and acceptable/probable solutions

PERFORMANCE CRITERIA	SOLUTIONS
The purpose of the code may be achieved if the following criteria are satisfied.	SELF-ASSESSMENT – Acceptable Solutions (illustrate how compliance with the Performance Criteria is to be achieved) CODE ASSESSMENT – Probable Solutions (illustrate how compliance with the Performance Criteria may be achieved).
General	
P1. Uses located on Lots with direct access to the airport must have a function or business need to locate adjacent to an airport and require access to a taxiway.	S1.1 Airside Access lots are only developed with uses that have – <ol style="list-style-type: none"> i. a functional or business need to locate adjacent to an airport; and, ii. require access to a taxiway.
P2. Development is designed to minimise complaints about aircraft noise from occupants, both from existing operations and future operations.	S2.1 The development achieves the indoor design sound level set out in Table 2.
P3. Development and use of premises does not compromise the safety of existing aircraft operations or future operations.	S3.1 Lighting complies with the guidelines in Lighting in the Vicinity of Airports - Advice to Designers (Civil Aviation Safety Authority) and does not exceed the maximum intensity of light sources shown on Map 4.2 of the Bundaberg City Planning Scheme Airport Code, or distract pilots; S3.2 Uses involving the disposal of putrescible wastes introduce site management practices designed to eliminate the attraction of flying vertebrates, ie birds and bats;

PERFORMANCE CRITERIA	SOLUTIONS
	<p>S3.3 Uses involving outdoor dining, food handling or food consumption have potential food or waste sources covered and collected so that they are not accessible to wildlife.</p>
<p>P4. Development does not to interfere with existing aircraft operations or future operations.</p>	<p>S4.1 Building works do not protrude into the Obstacle Limitation Surface for Bundaberg Airport (Refer to Map 4.3);</p> <p>S4.2 Physical intrusions such as discharge plumes with velocities exceeding 4.3m per second with depleted oxygen content, or of high particulate concentration, should not pass through operational airspace.</p>
Form of development	
<p>P5. The design, scale and siting of buildings and other works –</p> <ul style="list-style-type: none"> i. creates a high quality and visually appealing form; and ii. results in buildings that are visually compatible with and of a similar physical character to adjoining and nearby buildings within the plan area; and iii. manipulate the built environment to reduce crime through defensible space and "crime prevention through environmental design" principles. 	<p>S5.1 All external walls of buildings (other than hangers and non-structural feature walls, shade devices and other similar architectural enhancements) are constructed from tilt up slab, brick, masonry, ceramic cladding, tiles, stone, block, or similar;</p> <p>S5.2 Buildings incorporate office, display windows, entrance foyers and building forecourts at ground level oriented toward the road frontage;</p> <p>S5.3 Buildings are not more than 12 m high for 90% of the area of the site and are not more than 15 m high at any point;</p> <p>S5.4 Buildings are set back at least 6 m from the road frontage, of if the site has more than one frontage, 6 m from the principal road frontage and 3 m from another frontage.</p>
Streetscape	
<p>P6. The design, scale and siting of buildings and other works –</p> <ul style="list-style-type: none"> i. are appropriate for a visually prominent and city-entrance location; and ii. are visually appealing; and iii. contribute positively to the streetscape in; and iv. results in buildings with street-facing facades that incorporate changes in setback, variations in 	<p>S6.1 The total site coverage does not exceed 75%;</p> <p>S6.2 Buildings –</p> <ul style="list-style-type: none"> a. have front walls with a maximum unbroken length of 15 m; and b. incorporate office, display windows, entrance foyers and building forecourts oriented or opening toward the street; and c. locate office and administrative

PERFORMANCE CRITERIA	SOLUTIONS
<p>parapet design, variation in roof heights and slopes; and,</p> <p>v. do not appear as excessively bulky in proportion to their respective lot; and</p> <p>vi. have front facades that incorporate variations in setback, parapet design, roof heights and slopes.</p>	<p>activities so as to face the street; and</p> <p>d. only provide openings from the office to the street; and</p> <p>e. incorporate signage to direct users into and around the site.</p>
<p>P7. The design, scale and siting of buildings and other works –</p> <p>i. contribute to the urban character of the local area; and</p> <p>ii. add visual interest to the streetscape; and</p> <p>iii. avoid stark or austere appearance.</p>	<p>S7.1 The building design and materials are visually integrated with the prevailing or likely character of the area;</p> <p>S7.2 Indentations or window openings articulate the building façade;</p> <p>S7.3 The space between road frontage and the front of the building is not enclosed by fencing;</p> <p>S7.4 Outdoor display areas are setback a minimum of 3.0 metres from any street frontage and are screened from the frontage by a painted masonry or stone wall, with associated landscaping. Such wall is to be not less than 600 mm high as illustrated in Figure 1 below;</p> <p>S7.5 Outdoor storage areas, loading and unloading areas, and non-passenger vehicle parking areas –</p> <p>a. for lots fronting Airport Road – are located to the side or rear of the building and are setback a minimum of 15 metres from any street frontage and are screened by the building, a masonry wall, or by dense landscaping so as not to be visible from any street; and</p> <p>b. on other sites – outdoor storage areas, loading and unloading areas, and non-passenger vehicle parking areas are located and screened so as not to be visible from any street;</p> <p>S7.6 Buildings have articulated street elevations that incorporate recesses or projections of not less than two metres as shown in Figure 2 below.</p>

PERFORMANCE CRITERIA	SOLUTIONS
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S7.7
Figure 1: Masonry or stone wall sectional



Figure 2: Building with an articulated street elevation incorporating projections or recesses of two metres or more

Light	
<p>P8. Lighting within the development site avoids—</p> <ul style="list-style-type: none"> i. glare and light spill beyond the premises is minimised to reduce any adverse intrusion; and ii. it is not a hazard to aircraft or airport operations. 	<p>S8.1 Illumination levels at a distance of 1.5 metres outside the premises do not exceed 8 lux in either the vertical or horizontal plane for a height of 10 metres above ground level;</p> <p>S8.2 Lighting is designed and installed in compliance with the CASA Guideline - Lighting in the vicinity of aerodromes: Advice to lighting designers.</p>
Pedestrian environment	
<p>P9. Pedestrians are provided with a safe</p>	<p>S9.1 Pedestrians have access via defined</p>

PERFORMANCE CRITERIA	SOLUTIONS
and convenient environment.	<p>walkways to the building entrances from the road frontage and parking areas;</p> <p>S9.2 Buildings have entrances that are visible from the principal road frontage;</p> <p>S9.3 Landscaping is designed to minimise perceived danger to personal safety and security;</p> <p>S9.4 Walkways are provided with lighting during opening/operating hours after dusk;</p> <p>S9.5 Signage directs users into and around the site.</p>
Loading Bays/Service Area	
P10. Facilities for the loading and unloading of goods and the general servicing of the building meet the needs of the development and do not compromise pedestrian safety.	S10.1 Servicing and delivery areas are – <ul style="list-style-type: none"> a. provided at the side or rear of the building; and b. readily accessible by vehicle; and c. clearly separated from customer access areas by landscaping, fencing or other building works.
Refuse Storage	
P11. Refuse storage areas are designed and located to provide convenient access for collectors, while being screened from view and positioned to avoid nuisance to customers and neighbouring uses.	<p>S11.1 The refuse storage area is accessible by vehicles;</p> <p>S11.2 The refuse storage area is enclosed within a building; OR</p> <p>S11.3 The refuse storage area is screened from the road frontage, driveways, parking areas and areas of pedestrian access routes by fencing, walls, or a planted mound; and <ul style="list-style-type: none"> a. the screening is at least 1.8m in height; and b. the bin enclosure is enclosed on three sides with the fourth side being for access and not facing the street frontage. </p>
Noise	
P12. All buildings, plant and equipment are designed, constructed, operated and placed to avoid environmental nuisance as defined in the <i>Environmental Protection Act 1994</i> .	<p>S12.1 Mechanical equipment, including air conditioning plants, is incorporated within a building; OR</p> <p>S12.2 Mechanical equipment, including air conditioning plant, is housed external to the principal building and is – <ul style="list-style-type: none"> a. contained within a solid structure; and </p>

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PERFORMANCE CRITERIA	SOLUTIONS
	<p>b. located no closer than 1.5 metres to any site boundary;</p> <p>S12.3 Noise from premises does not exceed the noise levels set out in the <i>Environmental Protection Regulation 1998</i>.</p>
Air Contaminants	
<p>P13. Air contaminants including dust and particulate matter does not cause environmental harm or nuisance to sensitive uses in the locality.</p>	<p>S13.1 Dust or particulate matter does not result in dust deposits exceeding 120 milligrams per square metre per day, in accordance with the AS 3580.10.1 (1991);</p> <p>S13.2 Concentrations of air contaminants do not exceed air quality goals in the Environmental Protection (Air) Policy 1997;</p> <p>S13.3 Any industry that produces emissions to the atmosphere incorporates control equipment to mitigate dust or air contaminants, including mechanical collectors, wet scrubbers, cyclones, baghouses, condensers, absorbers, electrostatic precipitator or the like, to achieve the Environmental Protection Policy (Air) standards;</p> <p>S13.4 Any industry that involves the storage of materials on site that are capable of generating air contaminants either by wind or when disturbed are managed by—</p> <p>a. being wholly stored in storage bins that are enclosed on the sides and rear as a minimum; or</p> <p>b. with a watering program in place so material cannot become airborne.</p>

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Disposal of wastes	
P14. Disposal of wastewater does not result in harm to the environment of human health.	<p>S14.1 Wastewater is disposed of to Council’s sewerage system unless complying with S14.5 or S14.6;</p> <p>S14.2 Noise-generating equipment utilised to pre-treat liquid waste is acoustically baffled to comply with S14.1 to S14.3 of this Code;</p> <p>S14.3 Covers are provided over odour-generating industrial processes with odour stripping of waste air;</p> <p>S14.4 There is no discharge of liquid waste to local streams, natural wetlands, dry watercourses or Council’s stormwater system;</p> <p>S14.5 Liquid wastes that cannot be disposed of to the sewerage system in accordance with the <i>Sewerage and Water Supply Act</i> are to be disposed of off-site to an approved waste disposal facility;</p> <p>S14.6 Where industrial on-site treatment systems are provided, the associated off-site sludge disposal is to an approved waste disposal facility.</p>
P15. Solid waste disposal does not result in harm to the environment.	S15.1 Solid wastes are disposed of in accordance with the Environmental Protection (Waste) Policy 2000 and Environmental Protection (Waste Management) Regulations 2000.
Stormwater	
P16. Stormwater drainage discharge does not result in adverse water quality impacts in receiving waters or environments.	<p>S16.1 All stormwater from the site is conveyed by an underground piped system to outlet to the approved point of connection;</p> <p>S16.2 Each outlet has stormwater quality improvement devices fitted that remove sediment, grease and oils;</p> <p>S16.3 All drainage infrastructure is provided in accordance with the Queensland Urban Drainage Manual and the Bundaberg Engineering Design Planning Scheme Policy.</p>

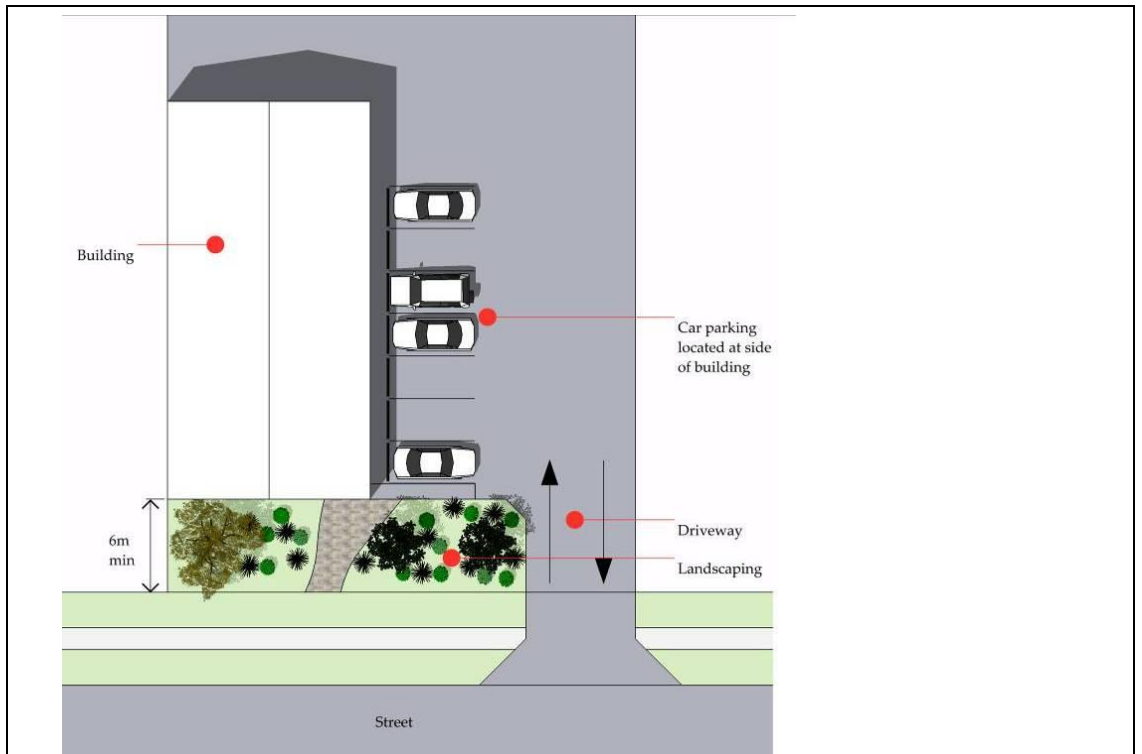


Figure 3 – Car parking located at the side or rear of the building

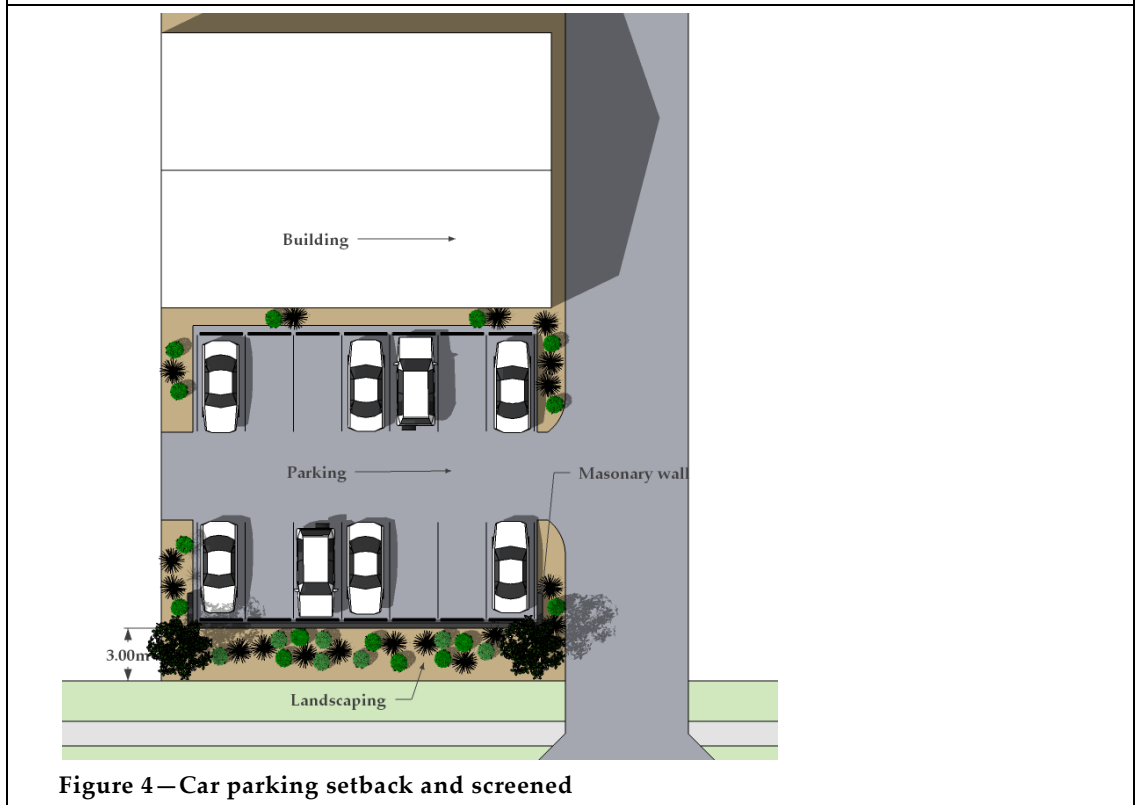


Figure 4 – Car parking setback and screened



Table 2 Desirable Indoor Design Sound Levels for Building Type and Activity

Building Type and Activity	Indoor Design Sound Level dB(A)
<i>Caretaker’s Residence, Hotels, motels and hostels</i>	
Relaxing, sleeping	55
Social activities	70
Service activities	75
<i>Schools and universities</i>	
Libraries, study areas	50
Teaching areas, assembly areas	55
Workshop, gymnasias	75
<i>Hospitals and Nursing Homes</i>	
Wards, theatres, treatment and consulting rooms	50
Laboratories	65
Service areas	75
<i>Public buildings</i>	
Churches, religious activities	50
Theatres, cinemas, recording studios	40
Court houses, libraries, galleries	50

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Building Type and Activity	Indoor Design Sound Level dB(A)
<i>Commercial buildings</i>	
Private offices, conference rooms	55
Drafting, open offices	65
Typing, data processing	70
Shops, supermarkets, showrooms	75
<i>Industrial</i>	
Inspection, analysis, precision work	75
Light machinery, assembly, bench work	80
Heavy machinery, warehouse, maintenance	85

Source: Derived from AS 2021

APPENDIX 1—LOCATION OF PLAN AREA
