

AIRPORT SPECIAL USE AREA

Description

The Airport Special Use Area includes the Rockhampton Airport which is approximately 355 hectares in size and other flood prone land, located approximately 4 kilometres to the west of Rockhampton's CBD. The land is bound by Lion Creek and the corresponding boundary with the former Fitzroy Shire Council to the north; the South Rockhampton Rural Area to the west and south; and the Wandal Residential Area and The Range – North Residential Area to the east.

The land is flat and the majority of the land in this Area is identified as severely flood prone, by its designation as "Floodway High Hazard". Otherwise, some land on the eastern fringe of the Area is designated as either "Floodway Low Hazard" or "Flood Fringe Low Hazard". Only a small portion of land located in this Area is not flood prone.

Due to the low-lying nature of the Area, the Area is characterised by a number of lagoons, which are significant ecological assets to the City. There are two (2) significant lagoons located in this Area. The largest is Murray Lagoon, which is located within the boundaries of the Airport site, and the other is known as Yeppen Yeppen Lagoon. The Lagoons are separated from residential development by a number of recreational and sporting facilities, including Rockhampton Golf Course, Rugby Union Grounds, the former Athelstane Bowls Club, Tennis Courts, Croquet Greens and the Botanic Gardens.

The Area has a mixed-use character of residential, commercial, industrial and recreational uses, with some land used for grazing purposes. However, much of the Area is not developed, with a number of vacant allotments dispersed throughout.

Intent

The intent for the Airport Special Use Area is to provide for the ongoing operation of the Airport and supporting or ancillary uses, while at the same time protecting the Airport from incompatible development, including the impacts or consequences of incompatible development. Defence related uses are consistent with the intent of this Area and are expected to operate not only within the Airport grounds, but also on other land in the Area. The intent of this Area is also to protect environmental and recreational assets, as well as cultural heritage assets that exist or are likely to exist in the Area.

Saint Aubin's Historic Village located on Canoona Road is one identified cultural asset in the Area that is registered under the *Queensland Heritage Act 1992*. It is significant because of the two storey brick colonial house constructed on the site, the remnant garden and driveway /carriageway, and the fact that the first brickworks in town was established on the site. The ongoing use and intensification of this site as a tourist attraction and nursery, with tearooms, gifts,



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curios and a blacksmith is consistent with the intent of this Area. The use of this site for short-term accommodation as another means of supporting this historic site is not inconsistent with the intent of this Area, provided the accommodation is not subject to flooding, and inappropriate levels of aircraft noise (excluding the use of an existing building registered under the *Queensland Heritage Act 1992*). Any new development on the site should also be consistent in scale and character with existing development on the site, and in the Area.

The Rockhampton Botanic Gardens are also registered under the *Queensland Heritage Act 1992*, as well as the *National Estate*. This is due to the Garden's historic role in the early development of the City. It is intended that this cultural and recreational asset of the City will continue to be used as it has been in the past. Any new uses that provide recreational, entertainment, or educational opportunities to the Rockhampton community and also visitors to the City are consistent with the intent of the Area, provided that they do not compromise the historical integrity of the Gardens and do not have a detrimental impact on the amenity of residents in adjoining residential Planning Areas.

Lagoons located within this Area are also considered to be cultural assets to the City, given their known association with the local Darumbal aboriginal people, as well as their environmental and recreational value to the City. The lagoons actually represent segments of previous river channels and currently support waterbirds and other wildlife. They are also important to the visual amenity of the City.

The dominant land use in the Area is, and will continue to be, the Rockhampton Airport. The impacts associated with aircraft noise, in association with the high susceptibility of the Area to flooding, makes the Area inappropriate for further residential development. Consequently, only minor extensions to existing residential development will be consistent with the intent of this Area, including the construction of an additional room, carport, verandah, etc.

In the future, it is intended that land within this Area will be investigated for its potential to be developed for industrial uses that are airport or defence related. This is to the exclusion of other industrial uses that are more appropriately located within other identified industrial Areas throughout the City. Investigations will also take place for other uses of a more commercial nature that are airport or defence related, such as car hire / storage, secretarial, or administrative support services, temporary office accommodation for persons visiting the City, communication support services and the like. Any investigation will, however, need to resolve the issue of flooding, as well as other issues such as aircraft noise and heavy vehicle access routes. In the interim, any proposal to develop land for one of the aforementioned uses will need to demonstrate that measures to mitigate aircraft noise and flooding can be implemented on the site in question, to satisfy the purpose of the relevant codes in this City Plan.

There are currently some existing uses located within this Area which are not consistent with the intent of this Planning Area. Consequently, uses which are not consistent with the planning intent will be limited to minor extensions and alterations only, that do not constitute a material change in the intensity or scale of the use.



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Whilst the Airport is well placed in terms of its proximity to the CBD and the Rockhampton Base Hospital, access to the Airport can only be gained via the residential suburbs of Rockhampton, (excluding rural areas within the adjoining former Fitzroy Shire that are constrained and restricted), which is a less than ideal situation, leading to some loss of amenity in these residential Areas. Consequently, alternative access to the airport is to be investigated. A more direct access road to the Gracemere-Stanwell Industrial Corridor and, therefore, the Capricorn Highway may be appropriate.

It is intended that the Rockhampton Airport, which is the largest in Central Queensland, will continue to be utilised as the major aviation gateway for the Capricorn region for residents, tourists, and businesses alike. It is also an important facility for health purposes for the Capricorn region, for emergency and non-emergency transport to and from the Rockhampton Base Hospital. Whilst the Airport is not currently used on a regular basis for international flights, it has the capacity to be used for this purpose and in the case of emergencies.

A number of aviation and defence related uses are already located in this Area. These uses which include, for example, the Capricorn Helicopter Rescue Service; Rockhampton Aero Club; and maintenance / storage hangars for defence forces, providing storage of vehicles and equipment; are expected to continue in the Area in coming years. These facilities, including surrounding Commonwealth Government land, support national and international troops which come to Rockhampton for defence exercise logistics at Shoalwater Bay, on a regular basis. While the use of these facilities for defence related exercises is consistent with the intent of this Area, their use will not unduly compromise the liveability of the residential suburbs of Rockhampton City.

The Area contains a substantial number of the City's sporting and recreational infrastructure, including the Botanic Gardens. The continued provision and maintenance of this infrastructure is important to the health and wellbeing of the residents of Rockhampton. Consequently, it will be retained and enhanced for this purpose, for the benefit of future generations.

As previously stated, the Airport will be protected from incompatible development, including the impacts or consequences of incompatible development. This will be achieved by restricting and regulating the type or height of development in the following areas:

- Within the airport's 20 Australian Noise Exposure Forecast (ANEF) contour (shown on Airport Code Map 1);
- Beneath the airport's operational airspace (shown on Airport Code Map 2);
- Within public safety areas at the end of airport runways (shown on Airport Code Map 2); or
- Within and / or beneath the airport's Aviation Facilities Sensitive Areas (shown on Airport Code Map 3).



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Material Change of Use / Building Work

Development Type	Primary Code(s)
Self Assessable	
<p><i>The following uses are Self Assessable development only when complying with all of the relevant Acceptable Solutions contained within the Applicable Primary Code(s).</i></p>	
<ul style="list-style-type: none"> • Outdoor Sport and Recreation, on land designated as Public Open Space on the Airport Special Use Area Map and where not an ERA 	Sports and Recreation Code.
Code Assessable	
<p><i>For advice on all the codes applicable, refer to sections 5.1 to 5.3 of this Planning Scheme.</i></p>	
<ul style="list-style-type: none"> • Building work at a Heritage Place 	Heritage Place Code
<ul style="list-style-type: none"> • Building work for a Swimming Pool 	Swimming Pool Code
<ul style="list-style-type: none"> • Caretakers Residence, on land designated as Public Open Space on the Airport Special Use Area Map 	Caretakers Residence Code
<ul style="list-style-type: none"> • Farming 	Rural Use Code; and Flood Prone Land Code
<ul style="list-style-type: none"> • Stable 	Stables Code; and Flood Prone Land Code
<ul style="list-style-type: none"> • Transport Terminal 	Airport Code; and Industrial Use Code; and Flood Prone Land Code
Impact Assessable	
<ul style="list-style-type: none"> • Any other Material Change of Use and associated Building Work for what is not otherwise stated as Exempt, Self Assessable or Code Assessable Development. 	
<ul style="list-style-type: none"> • Building work for demolition of a Heritage Place. 	



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Operational Work / Reconfiguring a Lot

Development Type	Primary Code(s)
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Self Assessable

The following uses are Self Assessable development only when complying with all of the relevant Acceptable Solutions contained within the Applicable Primary Code(s).

- **Advertising Sign**, nominated as Group A in Schedule 1 of Planning Scheme Policy No. 9 – Signage for a Special Use Area that are not a Third Party Sign, a Flashing Sign or a Free Standing Sign. Part A of the Signage Code

Code Assessable

For advice on all the codes applicable, refer to sections 5.1 to 5.3 of this Planning Scheme.

- **Advertising Sign**, nominated as Group A in Schedule 1 of Planning Scheme Policy No. 9 – Signage for a Special Use Area that is; (a) not complying with all the relevant Acceptable Solutions listed in the Signage Code and is not a Third Party Sign or a Flashing Sign; or (b) a Freestanding Sign. Signage Code

- **Advertising Sign**, nominated as Group B in Schedule 1 of Planning Scheme Policy No. 9 – Signage for a Special Use Area that are associated with a use that was existing on the site prior to the commencement of the Planning Scheme and is not a Third Party Sign or a Flashing Sign. Signage Code

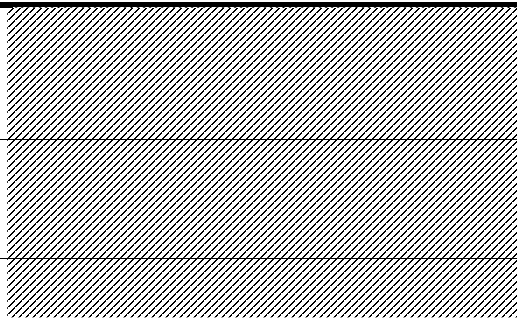
- **Operational work for excavation or filling** Filling or Excavation Code; and Steep or Unstable Land Code

- **Operational work for Reconfiguring a Lot** Reconfiguring a Lot Code; and External Works and Servicing Code

- **Reconfiguring a Lot**, where no additional allotments are created or where additional allotments are created, all resulting allotments have an area of 1000m² or more. Reconfiguring a Lot Code

Impact Assessable

- **Reconfiguring a Lot**, where additional allotments are created and one or more resulting allotments is less than 1000m²
- **Advertising Sign**, not nominated as Group A or B in Schedule 1 of Planning Scheme Policy No. 9 – Signage for a Special Use Area.
- **Advertising Sign**, being a Third Party Sign or a Flashing Sign.



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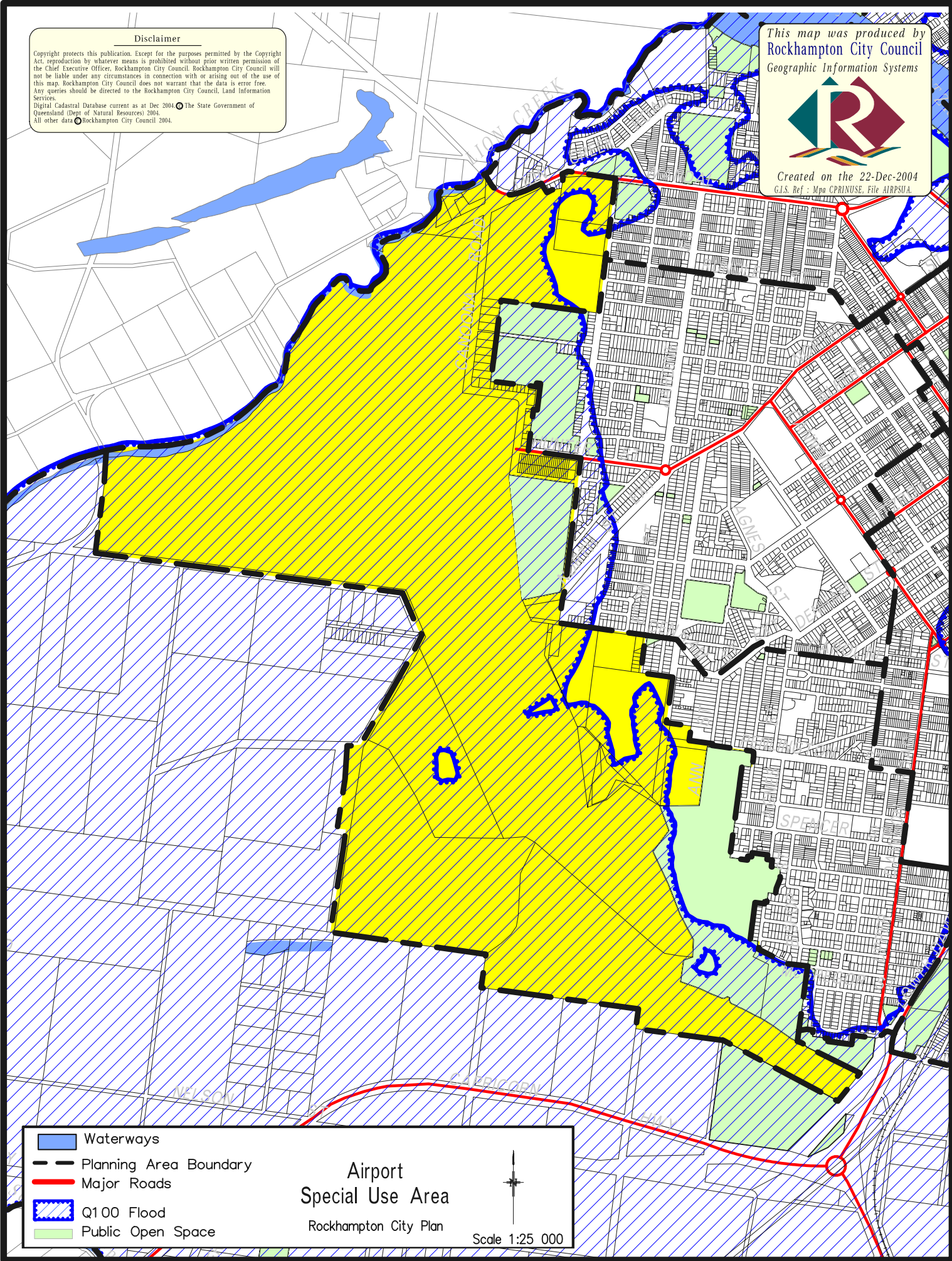
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Created on the 22-Dec-2004
G.I.S. Ref : Mpa CPRINUSE, File AIRPSUA.



-  Waterways
-  Planning Area Boundary
-  Major Roads
-  Q100 Flood
-  Public Open Space

**Airport
Special Use Area**

Rockhampton City Plan



Scale 1:25 000