



B2

VOLUME B: AIRPORT AND SURROUNDS
Land Use and Planning

CONTENTS

2.1 Introduction	17
2.2 Methodology	17
2.2.1 Legislative Approvals	17
2.2.2 Planning Policies	17
2.2.3 Land Use and Tenure	17
2.2.4 Assessment of Impacts	17
2.3 Land Use and Zoning	19
2.3.1 Area of Interest	19
2.3.2 Runway Heading Corridor	23
2.3.3 Pump-Out and Pipeline Corridor	24
2.3.4 Land Tenure and Native Title Implications	24
2.4 State Planning - Establishing the State Significance of Brisbane Airport	27
2.5 State Planning Policies (SPPs)	27
2.5.1 SPP 1/02 Development in the Vicinity	28
2.5.2 SPP 2/02 Planning and Managing Development Involving Acid Sulfate Soils	28
2.5.3 SPP 1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landslide	30
2.6 State Coastal Management Plan and South East Queensland Regional Coastal Management Plan	31
2.7 Regional Planning – South East Queensland Regional Plan 2005 -2026	32
2.7.1 Introduction	32
2.7.2 Recognition of Brisbane Airport	32
2.8 Local Planning Framework	41
2.8.1 Government Planning Schemes	41

FIGURES AND TABLES**Figures****Figure 2.2:** Planning Hierarchy**Figure 2.3a:** Areas of Interest Showing Runway Heading Corridor and Dredge Pipeline Corridor**Figure 2.3b:** Zoning Under Relevant Planning Schemes in the Area of Interest and Showing the Runway Heading Corridor and Dredge Pipeline Corridor**Figure 2.3c:** Land Tenure**Figure 2.5:** Public Safety Areas at Brisbane Airport (Source: Brisbane Airport Master Plan 2003)**Tables****Table 2.5a:** Applicable State Planning Policies**Table 2.6:** State Coastal Management Plan and Outcomes Relevant for New Parallel Runway**Table 2.7:** Regional Plan Policies that Support the Airport**Table 2.8:** Planning Schemes within the Area of Interest

2.1 Introduction

This Chapter documents the baseline or background describing the land use planning arrangements relative to the New Parallel Runway (NPR) and then assesses the effects of this framework for the proposed NPR.

2.2 Methodology

The key considerations addressed in this Chapter include state and local legislative requirements, relevant policy, land use planning and tenure associated with the NPR project.

2.2.1 Legislative approvals

A review of the statutory planning framework that affects the regulation of development in Queensland and how it affects regulation of development associated with the NPR was undertaken. This included:

- *Integrated Planning Act 1997* (and associated regulation/s);
- *Environmental Protection Act 1994* (and associated regulation/s);
- *Environmental Protection Policies*;
- *Coastal Protection and Management Act 1995* and coastal management plans;
- *Fisheries Act 1994* (and associated regulation/s);
- *Transport Infrastructure Act 1994* (and associated regulation/s);
- *Transport Operations (Marine Safety) Act 1994* (and associated regulation/s);
- *Aboriginal Cultural Heritage Act 2003*; and
- *Nature Conservation Act 1992* and conservation plans.

Approvals required under these statutes for development activities associated with Airport and Surrounds are outlined in the Environmental Management Framework (EMF) in Chapter B14.

2.2.2 Planning policies

A review of the state, regional and local planning policy framework, which the project supports or is inconsistent with, was undertaken. **Figure 2.2** shows a conceptual diagram of the planning framework in Queensland.

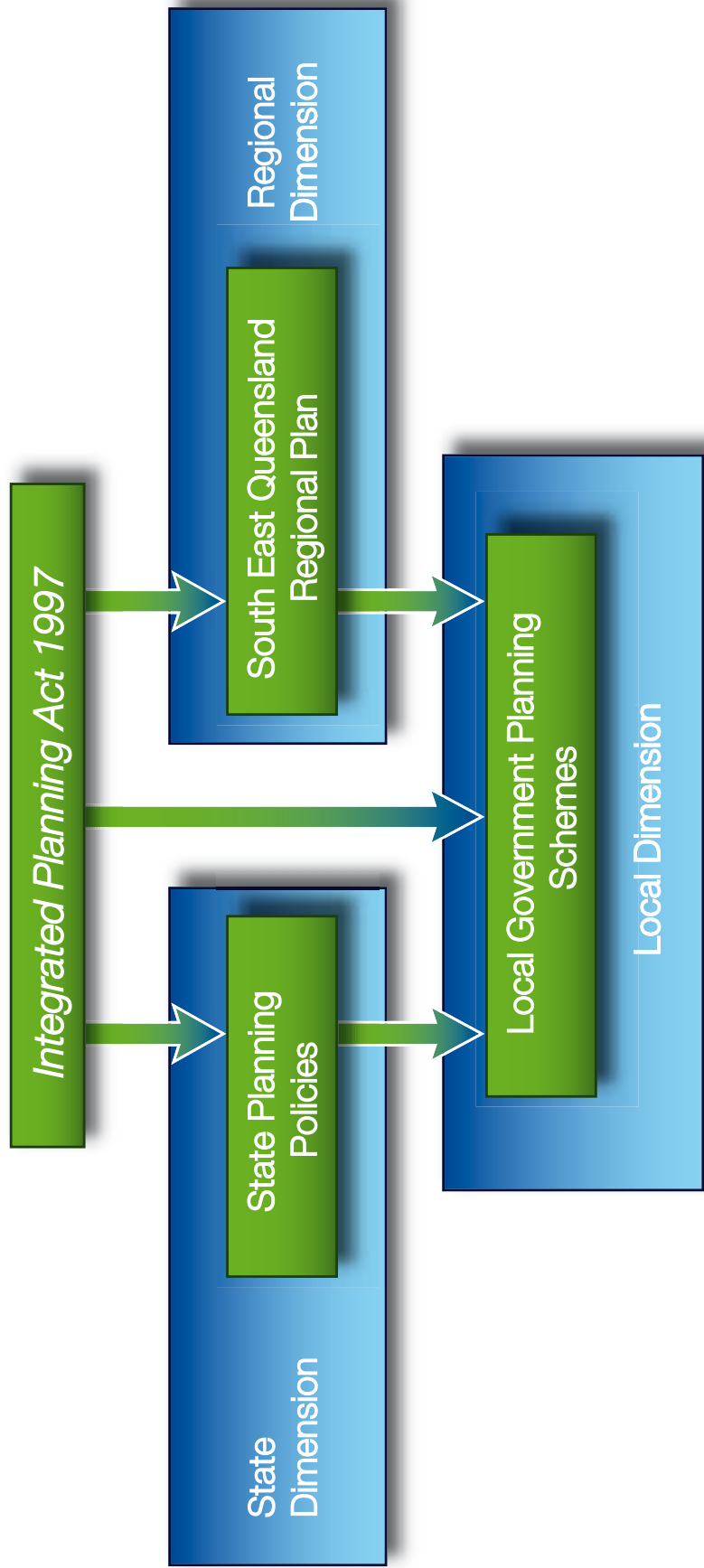
2.2.3 Land use and tenure

A description of generalised land use within 15 km radius of the Airport with a particular focus on land within specified Australian Noise Exposure Forecasts (ANEF) maxima, and with potential to impact the Obstacle Limitation Surface (OLS) was undertaken. In addition, tenure implications for the NPR were addressed.

2.2.4 Assessment of Impacts

An assessment of land use related impacts of the NPR is provided in each section of this Chapter. It should be noted that the assessment focuses on direct and indirect impacts on land use and does not include an assessment of the environmental or social impacts which are covered in other Chapters in Volume B, C and D of the Draft Environmental Impact Statement and Major Development Plan (Draft EIS/MDP).

Figure 2.2: Planning Hierarchy.



2.3 Land Use and Zoning

This section is divided into three subsections to facilitate the description and understanding of land use and its regulation in terms of potential impacts.

The areas are:

- **Area of interest** – being the whole of the area within a 15 km radius from the Airport. This area is of relevance because there is potential for land use to adversely affect airport operations e.g. building/structure height, lighting, emissions, etc. and airport operations (particularly the effect of aircraft noise) may potentially affect the amenity of underlying land uses. It should be noted that the impacts of aircraft noise are dealt with in detail in Chapter D5.
- **Runway heading corridor** – being the 5 km wide corridor along runway heading (01/19) of the NPR measured equally on either side of the nominal mid-point between the parallel runways and for a distance of 15 km in either direction from the aerodrome reference point. This area is chosen due to the fact that the assessment of the impacts of the NPR on land use and its regulation has a higher potential for impacts within this corridor than for the balance of the area of interest.
- **Pump-out pipeline corridor** – being the corridor (nominally 15 m wide) required between the dredge mooring location at Luggage Point and the Airport. This corridor has been identified because it will be directly affected by activities and works required to construct and operate the pipeline during delivery of sand dredged from Moreton Bay from the dredge mooring location to the NPR construction site.

Figure 2.3a shows the three areas above.

The following subsections describe current general land use and the zoning regimes for each of the three spatially homogeneous areas mentioned above. It needs to be noted that land use provides information about current use of land whereas zoning provides a description of what it is intended the land will be used for in the future.

Generally, current land use changes over time as a result of the normal development process and will become more closely aligned with the zoning regime that has been put in place by a relevant statutory planning agency.

The implications of changes to aircraft noise associated with the NPR on land uses around the airport (in particular residential and community land uses) are provided in Volume D of this Draft EIS/MDP.

2.3.1 Area of Interest

2.3.1.1 Description of area

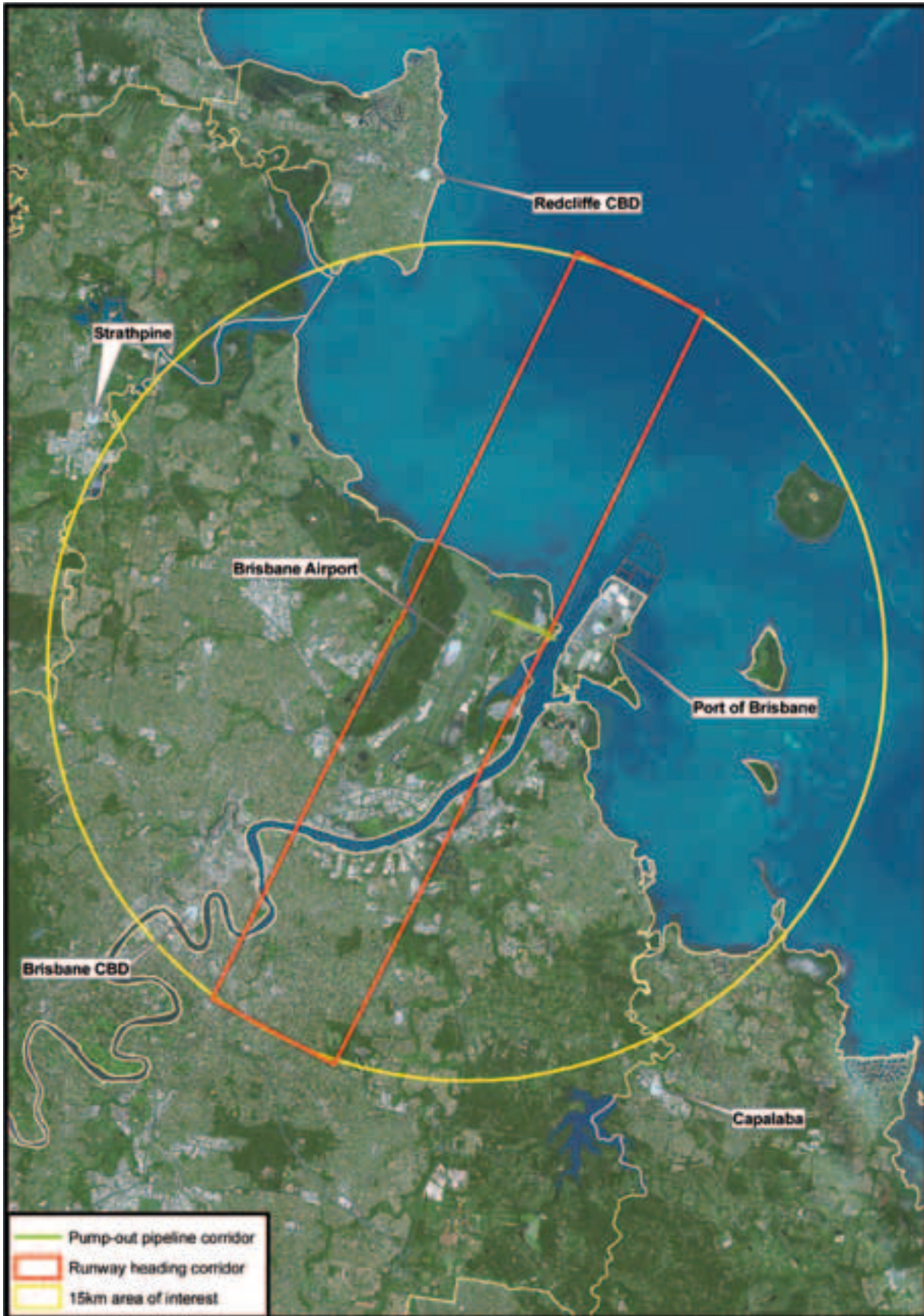
The majority of land within the area of interest falls within Brisbane City local government area with some locations in the outer west and northern areas located in Pine River Shire and Redcliffe City local government areas respectively and a small area to the south-east located in Redland Shire local government area.

In more detail, the area of interest covers a significant part of Moreton Bay to the north and east of the Airport. To the south/east it extends to the areas of Thorneside and Birkdale (Redland Shire), and to the south, it is bounded by the suburbs of Chandler through to South Brisbane (Brisbane City). To the west the area of interest extends from Milton to Mitchelton and through to Everton Park, then on to Albany Creek (Pine Rivers Shire) and Bald Hills (Brisbane City). To the north past Moreton Bay, areas of interest include Woody Point, Clontarf (Redcliffe City) and Griffin (Pine Rivers Shire). Importantly, the CBD is included within the area of interest.

2.3.1.2 General Land Use

As the area of interest covers a large part of inner metropolitan Brisbane, actual land use varies widely. As would be expected the full range of urban land uses are present in the Brisbane metropolitan area including residential (low to high density), commercial (retail office and entertainment services), industrial (light to noxious/hazardous), recreational and open spaces and special purposes (ranging from minor local halls and schools to major hospitals and other large community facilities).

Figure 2.3a: Area of Interest Showing Runway Heading Corridor and Dredge Pipeline Corridor..



Within the environs of the Airport, the area immediately to the west comprises open space along Kedron Brook Floodway (the extension of Kedron Brook between its outfall and the sea), the southern extent of the Boondall Wetlands and parts of the suburbs of Nudgee Beach, Banyo and Northgate used for residential purposes (low to medium density), local commercial uses, and community facilities, special purposes and some industrial activities (light to medium). The Nudgee Golf Club is located across Kedron Brook Floodway immediately west of the Airport in the suburb of Banyo. Brisbane City Council's Nudgee Waste Transfer Station is located adjacent to the Nudgee Golf Club north of the Nudgee Beach Road. Beyond these buffering land uses, a mix of residential and other urban uses make up the balance of the urban fabric of Brisbane to the extremity of the area of interest.

The Port of Brisbane is primarily located on the south-eastern side of the Brisbane River at Fisherman Islands and comprises port activities and uses generally of an industrial nature. Industries in this area range from light to noxious hazardous.

On the northern bank of the River land is used primarily for industrial activities and uses but with some remnant pockets and individual parcels used for single unit (dwelling house) residential purposes. The Royal Queensland Golf Course is also located on a significant area of land on the northern bank of the River immediately adjacent to the Gateway Bridge abutment. Industrial uses throughout this part of the City (between the Airport and the River) include light industries and warehousing, medium to high level manufacturing plants and noxious/hazardous industries such as the BP oil refinery at Bulwer Island. The Brisbane City Council's Luggage Point Wastewater Treatment Plant (WWTP) is located at the northern edge of the suburb of Pinkenba abeam the northern threshold of the main runway 01/19.

Generally, medium to high density residential development is centred around the CBD and radiates through the urban fabric along key transport routes, including suburban railway network and arterial roads.

2.3.1.3 Zoning

Existing zoning within Brisbane City is described under the Brisbane City Plan 2000 and for the other local government areas in the respective planning scheme for those areas. This is shown in **Figure 2.3b**.

It is noted that the Brisbane City Plan 2000 divides the City into area classifications which for all intents and purposes of the planning scheme and the IPA are the same as zones. Area classifications in the Brisbane City Plan 2000 are for determining the assessment category for development and applicable assessment criteria as required by the *Integrated Planning Act 1997* (IPA).

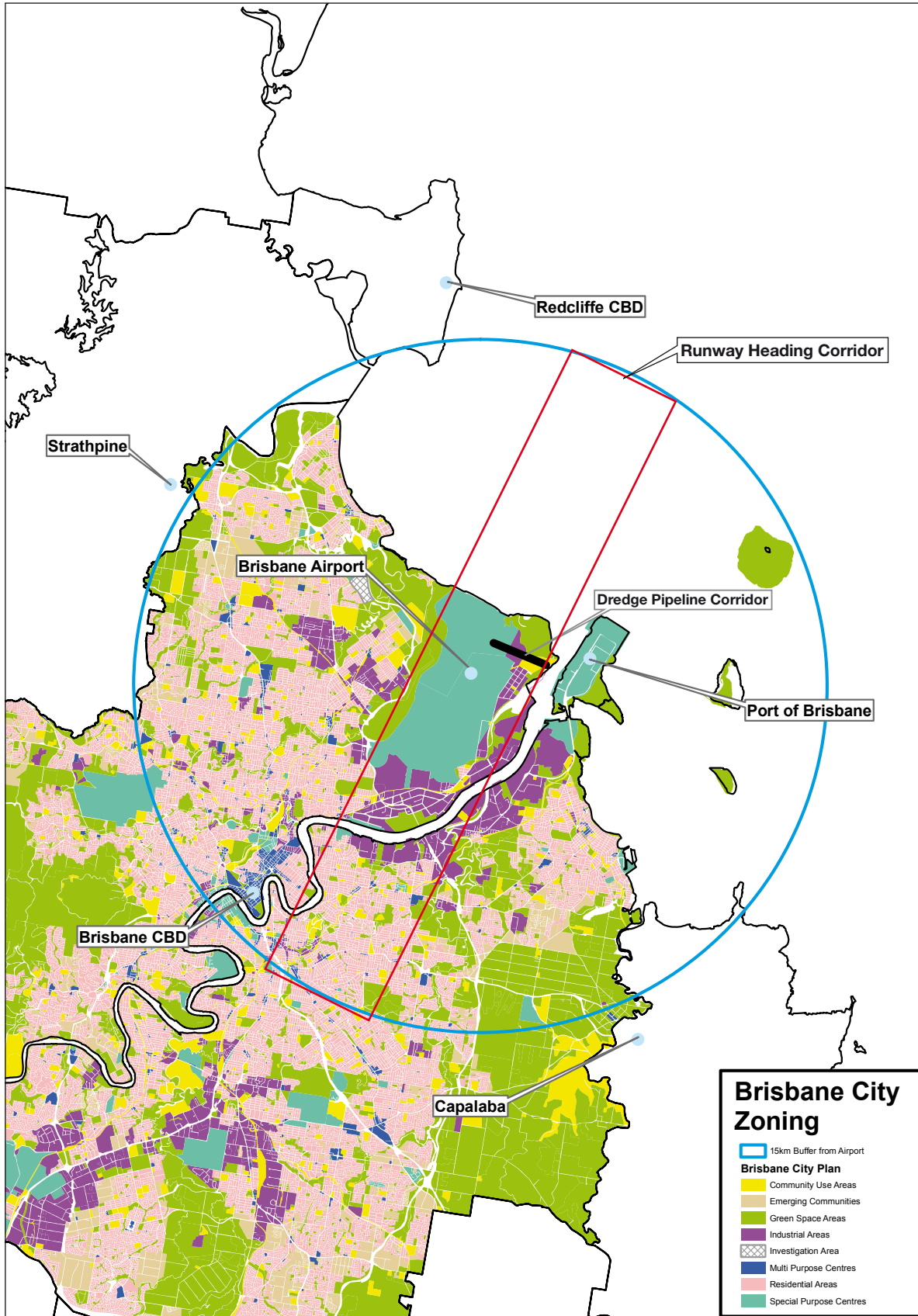
The Airport is zoned Special Purpose Centre (SP6 airport) which specifically recognises its past and expected ongoing use. Special Purpose Centres are supported and promoted under the Brisbane City Plan by the provision of infrastructure and ancillary uses and support services of an appropriate size to directly serve the employees and activities of the centre. However, it should be noted that there is a clear intention in the Plan that it is not intended to apply to the Airport land.

“The land on which a number of those centres operate is regulated by State or Commonwealth legislation not the City Plan e.g., the Southbank Corporation Act 1989 regulates Southbank and land use and planning controls for Brisbane Airport are regulated under the Airports Act 1996”.

To the east between the Brisbane River and the Airport, land is zoned and used for industrial purposes (Heavy and General Industry Areas). It also includes a mix of other purposes including zoning for Conservation Area, Future Industry Area and Community Use Area (CU8 - Luggage Point Treatment Works). Following the Brisbane River, land on both sides is generally zoned for industrial purposes (light through to heavy industry) from the mouth of the river as far as Eagle Farm and Bulimba.

Within the area of interest, a significant area is zoned for industry at Virginia to the north-west of the Airport (approximately 7 km).

Figure 2.3b: Zoning Under Relevant Planning Schemes in the Area of Interest and Showing the Runway Heading Corridor and Dredge Pipeline Corridor.



In other parts of the area of interest, land zoning generally reflects current land use and includes a mix of residential, commercial, open space and special purpose zonings with higher density residential zoning radiating along the major transport corridors and adjacent to major commercial hubs in accordance with standard best practice town planning initiatives.

2.3.2 Runway Heading Corridor

2.3.2.1 Description of Area

The runway heading corridor comprises a 5 km wide strip centred on the nominal centre between the existing and proposed runways 01/19 and extending out from the aerodrome reference point for a distance of 15 km on runway heading (i.e. 10° north and 190° south).

North of the Airport, the corridor is located over Moreton Bay.

South of the Airport, the corridor comprises parts of the suburbs of Hendra, Ascot, Hamilton, Eagle Farm, Pinkenba, Newstead, New Farm, Bulimba, Balmoral, Hawthorne, Kangaroo Point, East Brisbane, Woolloongabba, Coorparoo, Norman Park, Seven Hills, Camp Hill, Morningside, Cannon Hill and Murarrie.

To the east the corridor is limited to part of the suburb of Pinkenba, while to the west, the corridor takes in a small part of each of the suburbs of Northgate and Nudgee.

2.3.2.2 General Land Use

Land use subject to the greatest potential for impact resulting from aircraft operating on the NPR will be premises located within a corridor on runway heading (01/19). Coincidentally, land use in this corridor also has the potential to more significantly affect aircraft using the NPR.

The north-east section of the corridor is over Moreton Bay – with the exception of a small area between the shoreline and the threshold of the NPR at its confluence with runway 14/32. The use of this land is reserved for airport associated activities. Access to the beach at this point is restricted.

Immediately north-west of the NPR, the corridor comprises an open space area incorporating part of Kedron Brook Floodway. In this area the corridor also crosses to the west of the Gateway Motorway and takes in a small area of land east of Nudgee Road. This area comprises primarily light to medium industrial uses and a motocross circuit.

To the south-east, the runway heading corridor within 5 km of the aerodrome reference point is generally located within the Airport confines. Uses within this area comprise areas reserved for airport activities and other commercial/light industrial uses that have been fostered in the area by BAC.

Between 5 km and 10 km from the south-east of the aerodrome reference point, the corridor includes parts of the suburbs of the primarily residential suburbs of Hendra, Ascot, Hamilton, (north of the Brisbane River) and Bulimba, Balmoral, Morningside (south of the Brisbane River).

In the suburbs north of the River, the corridor includes single-unit dwelling houses to medium density residential uses and Doomben and Eagle Farm Racecourses plus the local shopping strip of Racecourse Road at Ascot. Significantly, an area on the north bank of the Brisbane River is subject to a redevelopment proposal by the Port of Brisbane Corporation for mixed residential/commercial use.

The suburbs south of the River are well established, with residential development comprising a mix of single-unit dwelling houses and medium density multi-unit dwellings. Recently there has been a significant amount of re-development at Bulimba for new medium density residential purposes following the relocation of industrial uses away from the suburb. The Oxford Street local shopping strip is also located in this part of the corridor comprising retail premises, entertainment venues and many alfresco dining establishments. The eastern side of this part of the corridor crosses over parts of Murarrie which are occupied primarily with medium to heavy industrial uses and activities. This area also includes the relatively recently developed Park Hill Village which comprises a mix of low to medium density housing and older residential parts of Cannon Hill comprising mainly single-unit dwelling houses.

Further to south-east between 10 km and 15 km from the aerodrome reference point, the corridor includes parts of Kangaroo Point, East Brisbane, Woolloongabba, Coorparoo, Norman Park, Seven Hills and Camp Hill to the south of the River and Newstead and New Farm to the north of the River. Most of these suburbs comprise a mix of low to medium density residential development with higher density residential occurring in areas within 3 km of the CBD. There are also local shopping facilities and the Brisbane Cricket Ground.

North of the Brisbane River, land use includes a significant area of currently vacant land within the Airport and the adjacent Trade Coast Central precinct, with mixed industrial uses on the south-eastern side of the corridor.

In the corridor south of the Brisbane River within 10 km of the centre of the NPR, land use comprises mainly mixed residential uses with local strip shopping along Oxford Street at Bulimba. Land comprising the Bulimba Barracks under the control of the Department of Defence is located on the south bank of the Brisbane River within the corridor.

Further south-east between 10 km and 15 km from the centre of the NPR, land uses are primarily mixed residential with other uses that would be expected within the inner city, urban fabric (e.g. local shopping, major community facilities, commercial/light industrial activities).

Immediately east of the Airport and north of the River land is primarily occupied by medium to heavy industrial uses. A small pocket of remnant residential uses comprising single-unit dwelling houses is located at Pinkenba adjacent to the southern end of the Airport.

2.3.2.3 Zoning

Existing zoning for the runway heading corridor is identified on **Figure 2.3b**. The statutory zoning pattern for the runway heading corridor is reflective of the current land use pattern and over time, it can be reasonably expected that both land and zoning will further coincide.

2.3.3 Pump-out and Pipeline Corridor

2.3.3.1 Description of Area

The pump-out pipeline corridor comprises a 15 m wide strip of land abeam Luggage Point to the Airport. This corridor identifies the land over which a temporary pipeline will be constructed between a mooring point in the Brisbane River and the Airport to facilitate the delivery of sand dredged from Moreton Bay to construct the NPR and fill adjacent parts of the Airport.

2.3.3.2 General Land Use

The corridor comprises a vacant area running beside the Luggage Point Wastewater Treatment Plant (WWTP) running into airport land. The corridor begins at the north-west bank of the Brisbane River, then crosses over the outlet channel for the Brisbane City Council's Luggage Point WWTP and then runs through vacant land beside the WWTP to the Airport boundary.

2.3.3.3 Zoning

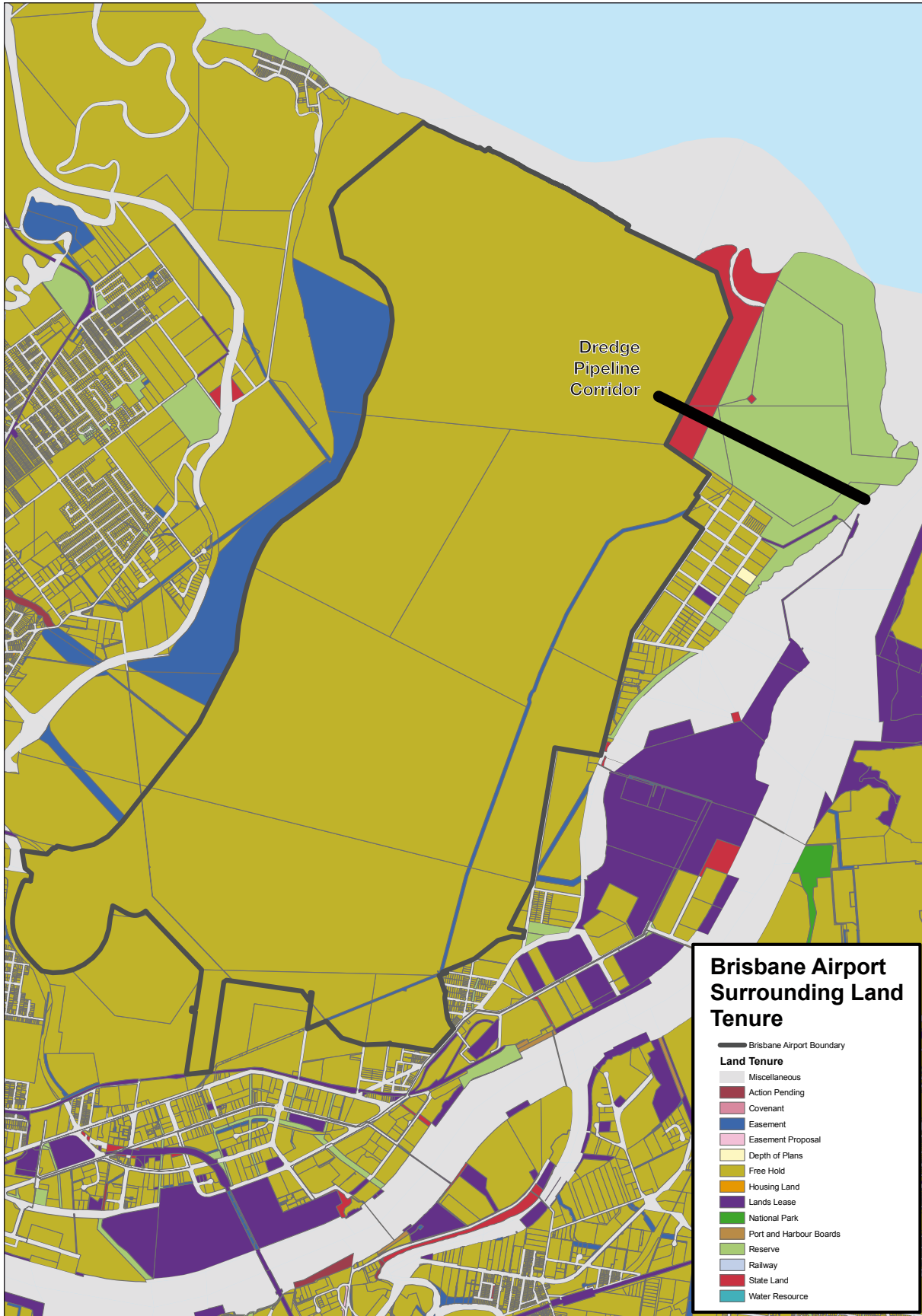
Land comprising the corridor is zoned under the Brisbane City Plan 2000 as shown on **Figure 2.3b**. From the west bank of the River, the corridor passes through a small area zoned Green Space Area, then through an extensive area zoned Community Use Area with the designation CU8 identifying it for a Utility Installation. Immediately adjacent to the Airport boundary, land is zoned Future Industrial Area.

2.3.4 Land Tenure and Native Title Implications

The Airport occupies land owned by the Australian Government and held under long term lease by the Brisbane Airport Corporation (BAC).

The area surrounding the Airport comprises a range of land tenures, with the majority of the land being freehold land held in fee simple (refer **Figure 2.3c**).

Figure 2.3c: Land Tenure.



Relevant to the development of the NPR is the tenure of the land through which the dredge pipeline will traverse. The land includes Lot 41 on Crown Plan SL482, Parish of Toombul, County of Stanley, which is a Reserve for Sewerage Purposes under the trusteeship of Brisbane City Council and Lot 52 on Crown Plan SL3587, Parish of Toombul, County of Stanley, which is “unallocated State land”. In addition, construction of the proposed Kedron Brook tidal discharge channel will traverse Lot 3 on SP110569, Parish of Toombul, County of Stanley, which is owned by Brisbane City Council in fee simple. Consideration of tenure with regard to the development of the dredge pipeline and the proposed Kedron Brook tidal discharge channel will form part of the applications required for approval.

Native title claims under the Commonwealth *Native Title Act 1993* (Native Title Act) have been lodged by the Turrbal People (Federal Court No. QUD 6196/98, NNTT No. QC 98/26) and Jagera People No.2 (Federal Court No. QUD 6014/03, NNTT No. QC 03/15) over a broad area of land in the local area. There has been no determination that native title rights exist in respect of any part of the lands and waters relevant to the project.

The outer boundaries of the Turrbal and Jagera native title claims encompass the land held under the BAC lease. However, as the Airport land is held in freehold by the Australian Government (and historical tenure searches indicate much of the land was freehold prior to acquisition by the Government), native title is considered to have been extinguished over the Airport land.

Some of the land adjacent to the Airport is held as reserves and unallocated State land (USL) under the *Land Act 1994*. As discussed above, some of these parcels of land will be traversed by the proposed dredge pipeline. It is possible for some native title rights to continue to exist in respect of land the subject of reserves or USL, although it is considered native title may have been extinguished in respect of much of the land in question due to the past and current use of the land (which includes public works such as sewerage treatment facilities and earthworks). In accordance with the *Native Title Act* and Queensland Government procedures, development activities on some of this land may

constitute a “future act” if they are considered to impact on native title rights, and if so require the appropriate procedures under the *Native Title Act* to be followed. If required, these future act procedures would be implemented as part of the detailed approvals stage for the project.

In addition, all works proposed as part of the NPR development on tidal land and waters not subject to a lease or other recognised tenure are likely to require notification as a future act under section 24HA of the *Native Title Act*.

With the exception of the drainage channel connecting to Kedron Brook Floodway (the Floodway itself is held in fee simple by the Brisbane City Council), the high intensity approach lighting (HIAL) and seawall, the permanent works associated with the construction of the runway are wholly contained on the existing BAC lease area. Therefore, no changes to the boundaries of the lease would be required to carry out the development.

Temporary works associated with the dredge mooring facility and dredge pipeline situated outside the boundaries of the Airport land are unlikely to require a lease or other long term tenure instruments to be issued that could extinguish native title. However, as outlined above, “future act” requirements may apply at the time of application for permits or other permissions.

2.4 State Planning – Establishing the State Significance of Brisbane Airport

The State significance of Brisbane Airport is acknowledged by the Queensland Government through three specific State level planning documents.

*State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities*¹ recognises the State significance of the Airport on the basis that it:

- Is used as an international gateway or international alternate;
- Is a key regional hub;
- Is an economic, industry, mining or tourism centre;
- Is likely to influence major growth, environmental or land use decisions;
- Plays a key emergency service role; and
- Has a significant number of aircraft movements.

The State significance of the Airport has also been recognised in the recently adopted *South East Queensland Regional Plan 2005-2026* with the Airport identified as having a vital role in meeting the growth challenge for the Region.

Thirdly, Brisbane Airport has been identified as an area of state significance (social and economic) under the *South East Queensland Regional Coastal Management Plan 2006* approved under the *Coastal Protection and Management Act 1995*.

Recognition by the Queensland Government of the State significance of Brisbane Airport is fundamental to the statutory planning framework applying in Queensland as it triggers reserve powers by State Ministers for ensuring that development affecting the airport are dealt with so as not to adversely affect the integrity of the Airport.

2.5 State Planning Policies (SPPs)

There are currently four relevant SPPs to the NPR project which are identified in **Table 2.5a**.

Table 2.5a: Applicable State Planning Policies.

Reference	Description	Relevance
SPP 1/02	Development in the Vicinity of Certain Airports and Aviation Facilities.	Control of development in the vicinity of certain airports (including Brisbane Airport) and aviation facilities is required to maintain safety and efficient operations.
SPP 2/02	Planning and Managing Development Involving Acid Sulfate Soils.	With parts of the Airport at or below 5m AHD and the potential for proposed construction activities to expose material below 5m AHD, consideration of ASS is required.
SPP 1/03	Mitigating the Adverse Impacts of Flood, Bushfire and Landslide.	Construction of the NPR has a negligible effect on the current flood regime associated with Kedron Brook.
<i>State Coastal Management Plan 2001 and South East Queensland Regional Coastal Management Plan 2006.</i>	Under the <i>Coastal Protection and Management Act 2001</i> the <i>State Coastal Management Plan</i> and <i>South East Queensland Regional Coastal Management Plan 2006</i> have the status of State Planning Policies for the purpose of making and amending planning schemes and assessing and deciding development applications.	The Brisbane Airport is within the coastal zone. Construction of works in Coastal Management Districts and on tidal lands and waters are subject to coastal plans.

¹ A State Planning Policy is a statutory instrument made by a Minister of the Queensland Government about a matter of State interest pursuant to the IPA Chapter 2, Part 4.

2.5.1 SPP 1/02 Development in the Vicinity of Certain Airports and Aviation Facilities².

This SPP sets out the State's interest concerning development in the vicinity of those airports and aviation facilities considered essential for the State's transport infrastructure. The SPP applies to development that could (i) adversely affect the safety and operational efficiency of operational airspace or the functioning of aviation facilities; (ii) increase the number of people that could, amongst other things, work or live within a noise contour of 20 ANEF; and (iii) increase the number of people or the use/storage of hazardous material within public safety areas.

State and Local government are responsible for planning considerations for off airport development that may impinge on the "prescribed Airspace" for Brisbane Airport, and should also ensure that inappropriate development such as schools, nursing homes, and residential development is not located in noise sensitive areas. The Master Plan is consistent with the intent of this SPP in that it provides the necessary information that will enable these Government authorities to address the SPP requirements when undertaking off-airport land use planning and development assessment. Chapters D4 and D5 of this Draft EIS/MDP outline more details concerning aircraft noise management and airspace protection.

The 2003 Master Plan details information on the public safety areas for Brisbane Airport. The public safety areas for the existing runways and proposed NPR are shown in **Figure 2.5**. This figure shows that public safety areas are either contained within the boundaries of Brisbane Airport, over the adjoining inter-tidal flats of Moreton Bay, or within the Brisbane City Council's WWTP land area.

2.5.2 SPP 2/02 Planning and Managing Development Involving Acid Sulfate Soils³

SPP 2/02 is relevant for the development of land, preparation/amendment of planning schemes and when land is proposed for designation for community infrastructure in the areas where soil and sediment at or below 5 m AHD and where the natural ground level is less than 20 m AHD when the following activities are undertaken:

- Excavating or otherwise removing 100 m³ or more of soil or sediment; or
- Filling of land involving 500 m³ or more of material with an average depth of 0.5 of a metre or greater.

The policy focuses on managing the potential adverse impacts on the environment and human health when undertaking activities such as excavation or filling in locations where Acid Sulfate Soils (ASS) are known/likely to occur.

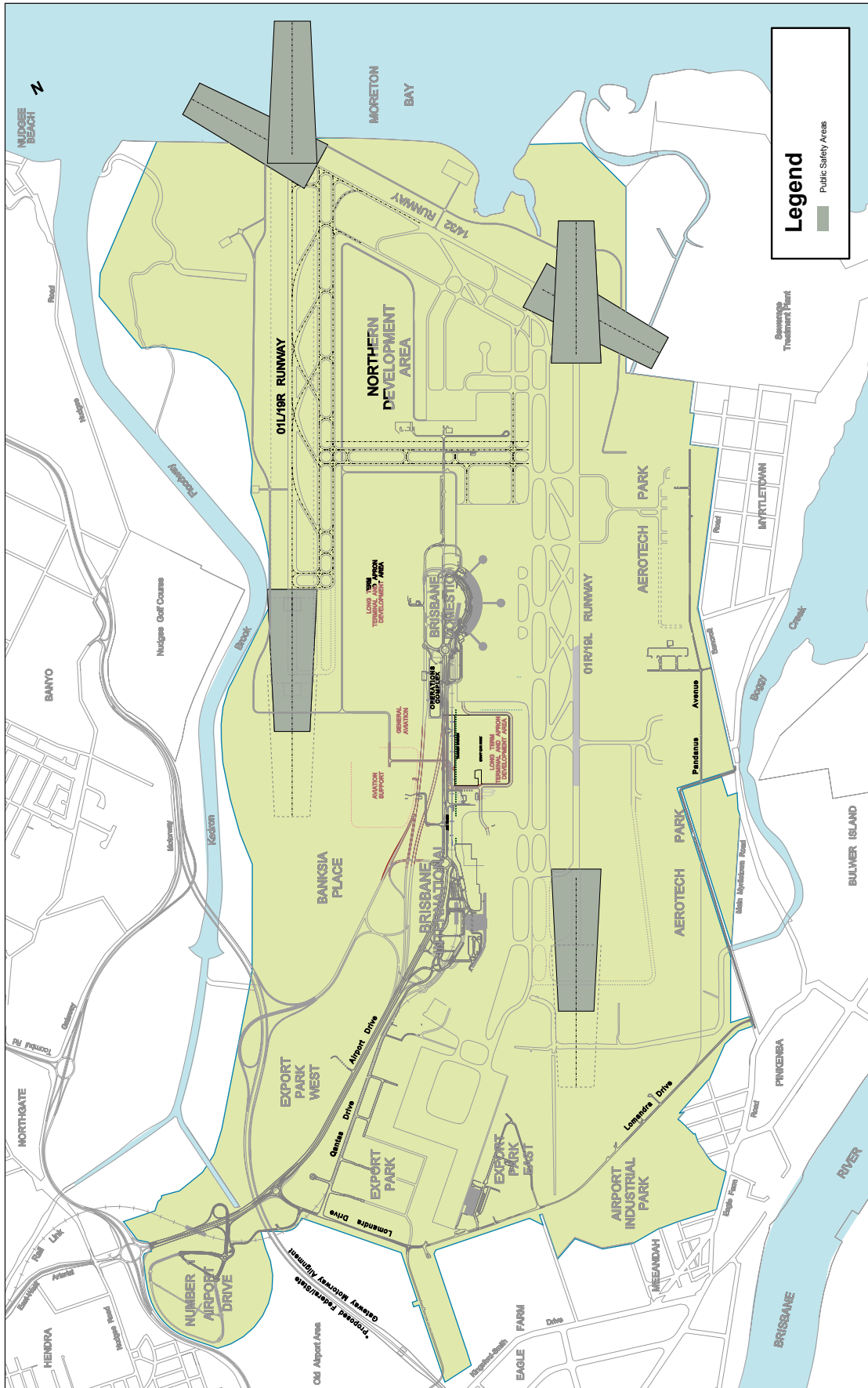
The Queensland Department of Natural Resources and Water (DNRW) is the State's lead agency for implementing the policy including the provision of mapping showing locations of known and potential ASS. Implementation of the policy is required through planning schemes and the development assessment process.

In undertaking the assessment of geology, soils and groundwater (refer Chapter B3) the current Queensland Government (QASSIT) "Guidelines for sampling and testing of Acid Sulfate Soils in Queensland - 1998" and the "State Planning Policy 2/02 Guideline (SPP 2/02)" were referenced when scoping ASS investigations and groundwater investigations relating to ASS. In addition a detailed ASS Management Plan has been prepared for the development (in accordance with **Appendix 4** of the SPP 2/02). This is found in Chapter B14.

² SPP 1/02 commenced on 3 August 2002.

³ SPP 2/02 commenced on 18 November 2002.

Figure 2.5: Public Safety Areas at Brisbane Airport (Source: Brisbane Airport Master Plan 2003).



2.5.3 SPP 1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landslide⁴

SPP 1/03 relates to the consideration of and mitigation of adverse impacts relating to force majeure events. In the case of the Airport the potentially only relevant event is likely to be related to flooding. Development affected by the SPP includes building and other works that will result in:

any physical alteration to a watercourse or floodway including vegetation clearing, or involves net filling exceeding 50 m³.

The SPP defines a natural hazard management area (flood) as land inundated by a Defined Flood Event (DFE) and identified in a planning scheme. The appropriate flood event for determining a natural hazard management area (flood) is the 1 percent Annual Exceedance Probability (AEP) flood.⁵

Development of land within a natural hazard management area must meet the following criteria to address the flooding hazard:

- Development maintains the safety of people on the development site from all floods up to and including the DFE.
- Development does not result in adverse impacts on people's safety or the capacity to use land within the floodplain.
- Development minimises the potential damage from flooding to property on the development site.
- Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.
- Essential services infrastructure (e.g. on-site electricity, gas, water supply, sewerage and telecommunications) maintains its function during a DFE.

The minimum requirements to satisfy the 'unacceptable risk' test for flooding is to satisfy the specific outcomes (bullets) 1, 2 and 4 listed above.

The State's lead agency for ensuring compliance with the policy is the Department of Emergency Services with implementation being required through planning schemes and as part of the development assessment process.

A flooding assessment of the proposed NPR project has been undertaken as part of the assessment of the project. This can be found in Chapter B7. The findings of this assessment are consistent with the outcomes of this SPP.

The flooding assessment defined the existing flooding conditions of the Airport site, and the flooding conditions following construction of the NPR. The flooding assessment informed the design of the NPR and the runway and associated infrastructure has been elevated above the maximum level of a flood event with a 1 percent Annual Exceedance Probability (AEP).

The development of the NPR would cause little impact on current flooding conditions, and accordingly does not adversely impact public safety, potential land use or existing infrastructure and services.

⁴ SPP 1/03 commenced in September 2003

⁵ Depending on the circumstances of individual localities, the SPP provides for an alternative DFE to be cited.

2.6 State Coastal Management Plan and South East Queensland Regional Coastal Management Plan

The State Coastal Management Plan 2001 (Coastal Plan) was prepared under the *Coastal Protection and Management Act 1995* (Coastal Act) and expresses the State's vision for the management of Queensland's coast and its environs. The State Coastal Management Plan is given the status of a State Planning Policy under the provisions of the IPA.

A regional coastal management plan under the Act has recently been released for the South East Queensland regional coastal area in 2006.

Together, the State and regional coastal plan nominate a series of management outcomes and policies identified in **Table 2.6** that are relevant for the NPR.

The table outlines how these policies relate to the various elements of the NPR project and discuss how the matters dealt with in the policies have been addressed by the Draft EIS/MDP.

2.7 Regional Planning - South East Queensland Regional Plan 2005 – 2026

2.7.1 Introduction

South East Queensland is recognised generally as Australia’s fastest growing region, with significant immigration of ‘on average 55,000 new residents each year over the past two decades’⁶. Due to this sustained population growth, there is also substantial growth in employment, with the region emerging as a significant economic hub. This growth is anticipated to continue with the region having to accommodate another 1.1 million people expected to move here by 2026.

To manage this substantial growth and associated change, the Queensland Government has recently released the *South East Queensland Regional Plan 2005 - 2026* (the Regional Plan). The Regional Plan is a statutory instrument⁷ with regulatory provisions implemented through the IPA. The planning schemes of the 18 local governments that comprise the region are required to be consistent with the Regional Plan reflecting its vision, strategic directions, regional land use pattern and regional policies.

2.7.2 Recognition of Brisbane Airport

The Regional Plan anticipates that quality of life and economic development opportunities will be enhanced by easy access to a good transport system⁸. Enhancing air transport opportunities for the region through further investment in the Brisbane Airport is one means of achieving this outcome. The Regional Plan also recognises the important role the Airport plays as part of the Australia TradeCoast, which is an export gateway to the world. Brisbane Airport is located within the “urban footprint” nominated on the regional land use pattern and is recognised as a key element of the region’s transport system servicing the regional population and business/industry. The Regional Plan supports the Airport in terms of economic and employment growth, and supports the protection of the Airport from incompatible development.

Table 2.7 identifies the principles and policy directions from within the Regional Plan which are relevant to aspects of the NPR project.

⁶ Office of Urban Management, 2005. *South East Queensland Regional Plan 2005-2026*. (Queensland Government, Brisbane).

⁷ Under the Statutory Instrument Act 1992.

⁸ Office of Urban Management, 2005. *South East Queensland Regional Plan 2005-2026*. (Queensland Government, Brisbane).

Table 2.6: State Coastal Management Plan, South East Queensland Regional Coastal Management Plan and Outcomes Relevant for NPR.

Topic and Coastal Management Outcome	Relevant Policies	Relevance to the NPR Project and section of the Draft EIS/MDP where referenced in more detail	Compliance with Coastal Plan Policy (Support or Inconsistent)
Coastal use and development. Use and development of the coastal zone occurs in an ecologically sustainable manner.	2.1.1 Areas of State significance (social and economic)	The Airport is identified as being of State significance. This policy specifically relates to the management of incompatible land uses and activities surrounding the Airport, not to the operation on the Airport itself.	The NPR is wholly contained on the Brisbane Airport site. No residential or commercial development is planned in the runway safety area as defined under the SPP 1/02 Development in the Vicinity of Certain Airports and Aviation Facilities.
	2.1.5 Maritime infrastructure	This policy is relevant to any mooring jetty at the pump-out location and pipeline. The policy requires maritime infrastructure to be permitted where there is a demonstrated public need, no net loss of public access to the coast and adverse impacts on coastal resources and their values are avoided where practicable, or minimised. New private jetties, pontoons and ramps are not supported on or connected to State land on the coast (refer to policy 2.9.3) above high water mark, except where it is major private infrastructure of state economic importance or: (a) there are no public landing facilities serving the same part of the coast; (b) there is a demonstrated need and public support for the facility; (c) the provision of private facilities in that location would not cause significant adverse impacts (either in isolation or cumulatively) on coastal resources; (d) there is no conflict with an approved management plan for the land; and (e) such facilities were clearly identified as being intended as part of an assessment for new urban development on adjacent land and the facilities are connected to that land. The South East Queensland <i>Regional Coastal Management Plan 2006</i> provides that new private jetties, pontoons and boat ramps should not be constructed in largely undeveloped waterways which are mapped.	The proposed mooring facility at Luggage Point represents major private infrastructure of state importance. As outlined in Volume A, Background and Need, there is a demonstrated need to expand the Airport through the NPR. The proposed mooring facility for the transport of the sand from Middle Banks to the reclamation site is the preferred method and location for the pump-out activity (refer Chapter B1 for analysis of options). The coastline along Luggage Point is not identified in the Regional Plan as being an undeveloped tidal waterway so is consistent with the policy intent. The coastline along Luggage Point is not identified as a significant public access point or recreation area. Other than due consideration of public safety and logistical issues while the dredge vessel is pumping out at the mooring, access to the foreshore at this location would not be restricted. The mooring facility is temporary for the life of the reclamation phase (12 – 18 months) and will be removed following the operation. Brisbane City Council has advised BAC that it would support in-principle the construction of the mooring facility and pipeline in and across the Council-controlled Luggage Point WWTP Reserve subject to conditions.
	2.1.8 Dredging	Dredging activities within coastal waters will be undertaken so as to: (a) maintain the ability of the site or adjoining land to function as a barrier protecting lands from coastal waters; (b) maintain beach or foreshore stability; (c) maintain natural coastal processes that supply sand to beaches; (d) maintain the stability of the dredging area; (e) maintain: (i) water quality (in accordance with policy 2.4.1); (ii) groundwater levels of underlying aquifers and coastal wetlands; and (iii) the local drainage regime on the site and adjoining areas; (f) have no significant adverse impacts on fisheries (commercial, Indigenous Traditional Owner and recreational), fishing grounds, or spawning and nursery areas; (g) maintain coastal habitats (including their protection from potential adverse impacts from the disturbance of ASS); (h) not cause unacceptable risk to existing land uses from coastal hazards (in accordance with policy 2.2.4); and (j) not adversely impact on any cultural resources of Indigenous Traditional Owners (in accordance with policy 2.5.1).	No capital dredging is proposed at the preferred Luggage Point pump-out location. Bathymetric surveys undertaken in the area show that the location can facilitate mooring of the large trailer suction hopper dredge (TSHD) that is intended to be secured to undertake the project. Refer to Chapter B1 for the analysis of pump-out location and pipeline alignment options undertaken for the project.
2.1.9 Reclamation	This policy is relevant to the reclamation of land below HAT. Land below the highest astronomical tide is maintained in its natural state. It may only be reclaimed where: (c) it is for coastal-dependent land uses or other 'areas of state significance (social and economic)' and there is a demonstrated net benefit for the state or a region; (e) it is necessary for the development of a public or private facility and there is public support and a demonstrated public benefit from the proposal;	The proposed location of the New Parallel Runway will require the reclamation of tidal creeks and drains on the Airport site and an area of mangroves and saltmarsh that is situated below HAT. The Airport is identified in Policy 2.1.1 of the South East Queensland Regional Coastal Management Plan 2006 as an area of State Significance (social and economic). As outlined in the Volume A, Background and Need, the NPR represents major private infrastructure of state importance and there is demonstrated public need and benefit from expanding the Airport.	

Topic and Coastal Management Outcome	Relevant Policies	Relevance to the NPR Project and section of the Draft EIS/MDP where referenced in more detail	Compliance with Coastal Plan Policy (Support or Inconsistent)
<p>Physical coastal processes.</p> <p>The coast is managed to allow for natural fluctuations to occur including any that occur as a result of climate change and sea level rise and provide protection for life and property.</p>	<p>2.2.2 Erosion prone areas</p> <p>2.2.3 Shoreline erosion management</p> <p>2.2.5 Beach protection structures</p>	<p>These policies are relevant to the proposed seawall on the Northern Beach of the site.</p> <p>For developed areas, structural engineering and stabilisation works will be initiated only as a last resort where erosion presents an immediate threat to public safety or property and infrastructure that is not expendable. The siting, design and materials used for works will not cause any significant adverse impacts on the coastal resources of the location nor interrupt the natural cycles of erosion and accretion of the beach.</p> <p>Construction of structures for the purpose of beach protection (including artificial reefs, banks, wrecks, breakwaters and groynes) in coastal waters will only be approved where:</p> <p>(a) there is a demonstrated need in the public interest; and</p> <p>(b) comprehensive investigation has been carried out and it can be demonstrated that:</p> <p>(i) there would not be any significant adverse impacts on the longshore transport of sediments; and</p> <p>(ii) there would be no increase in coastal hazards for the neighbouring foreshore.</p>	<p>The seawall proposed along the Bramble Bay foreshore of the Airport site (east of the Old Cribb Island Jetty) involves the re-construction of an existing sea wall of dumped rock and rubble that was created in the early 1980s. While investigation and modeling show that the coastline at that location is fairly stable, the proposed seawall will reduce the risk of inundation, flooding and damage to runway infrastructure in extreme coastal storm events. For further information, refer to Chapter B4.</p>
	<p>2.2.4 Coastal hazards</p>	<p>This policy requires the design of the proposed seawall to consider storm tide.</p> <p>Development in areas on the coast identified as having a risk of being affected by coastal hazards needs to be carefully considered and wherever possible, be retained undeveloped. Where areas vulnerable to storm tide inundation have been developed, further development in these areas needs to address:</p> <p>a) its vulnerability to sea level rise and storm tide inundation; and</p> <p>b) the proposed access to and protection of evacuation routes.</p>	<p>See comments on previous page. For further information, refer to Chapter B4.</p>
<p>Water quality.</p> <p>Water quality in the coastal zone is maintained at a standard that protects and maintains coastal ecosystems and their ability to support human use.</p>	<p>2.4.1 Water quality management</p>	<p>This policy provides for the consideration of environmental values and water quality objectives under the EPP Water in relation to development of the coastal zone.</p> <p>Where environmental values and water quality objectives have been determined for coastal waters in accordance with the EPP (Water), development and use of the coastal zone is planned and managed to protect the identified values and achieve the water quality objectives.</p> <p>Where environmental values and water quality objectives have not been determined for coastal waters, development and use of the coastal zone is planned and managed to minimise adverse impacts on water quality and achieve the general environmental values and water quality objectives outlined in the EPP (Water)</p>	<p>Extensive modeling of potential impacts to water quality has been undertaken and is discussed in Chapter B8. The Chapter includes an analysis of baseline water quality conditions and impact assessment of water quality at the main drainage discharge points of Kedron Brook Floodway and Serpentine Inlet against the Environmental Values and Water Quality Objectives inscribed in Schedule 1 of the Water EPP.</p> <p>It should be noted that the existing ambient water quality at the proposed discharge locations (and other locations around the airport and mouth of the Brisbane River) already do not meet the long term water quality objectives nominated in the Water EPP. This is largely a result of the area being situated at the downstream end of a highly modified catchment and the existing poor water quality in Bramble Bay that is influenced by a range of large point-source facilities. As a result, the approach taken in the Draft EIS/MDP has been to identify and implement best practice measures for the type of operation proposed and to model potential long term impacts on water quality objectives from the 12 - 18 month temporary construction period and long term operational phase of the project.</p> <p>A monitoring and mitigation strategy for managing water quality in the sediment ponds during the construction phase is outlined in the water quality section of the EMF within Chapter B14.</p>
	<p>2.4.4 Stormwater management</p>	<p>This policy provides that stormwater from the site be managed in accordance with best practice by being incorporated into the design of new airfield and drainage system.</p> <p>Stormwater runoff (quality and quantity) is managed in accordance with best practice, to ensure that environmental values of the estuaries and other coastal waters are protected. Ecosystems that have experienced minimal impacts and are particularly vulnerable to effects arising from stormwater runoff will be priority areas for protection (especially partially or fully enclosed systems with low water exchange rates, including coastal wetlands, lagoons or coastal estuaries).</p>	<p>Numerical modeling has been undertaken to assess the performance of proposed stormwater management infrastructure which consists of a series of grassed swales and buffers on the airfield. Details are contained in Chapter B8 and its associated technical appendix.</p>
	<p>2.4.5 Groundwater management</p>	<p>The assessment of the impacts on groundwater levels and quality as part of the runway reclamation and construction process will be considered in the Draft EIS/MDP.</p> <p>Land uses and activities are not to lower the watertable to expose ASS or permit unsustainable ingress of saline water to freshwater aquifers. Additionally, land uses and activities, such as vegetation clearing and irrigation are to be managed in a way that will not raise the watertable levels and result in movement of iron into the surface water.</p>	<p>Groundwater baseline conditions and likely impacts from the movement of groundwater (as a result of the filling and surcharging of the site) are discussed in Chapter B3. Mitigation measures to address acidic or contaminated groundwater movement and treatment are described in Chapter B3 and as part of the Acid Sulfate Soil and Contaminated Soils section of the Environmental Management Framework within Chapter B14.</p>

Topic and Coastal Management Outcome	Relevant Policies	Relevance to the NPR Project and section of the Draft EIS/MDP where referenced in more detail	Compliance with Coastal Plan Policy (Support or Inconsistent)
	2.4.6 Acid sulfate soils	SPP 2/02 Planning and Managing Development Involving Acid Sulfate Soils addresses impacts of development on ASS. Where disturbance is likely to occur, a planned approach is taken to managing the immediate and longer term discharge of acid leachate from these areas.	ASS investigation and management measures are described in Chapter B3 and as part of the Acid Sulfate Soil Management Plan in the Environmental Management Framework within Chapter B14. The assessment and measures proposed are in accordance with the DNRW Guidelines on the management of ASS and the associated State Planning Policy.
	2.4.7 Algal Blooms	This policy from the South East Queensland <i>Regional Coastal Management Plan</i> provides for the management of groundwater levels and quality, runoff from surface water quality and management of wetlands and riparian vegetation to minimise the occurrence of algal blooms. This policy is relevant to the drainage and groundwater management strategy associated with the filling and reclamation of the runway site during the construction phase and stormwater management during the operational phase.	Best practice measures will be required and implemented to reduce the risk of runoff from the site that could have an impact on algal blooms. Groundwater baseline conditions and likely impacts from the movement of groundwater (as a result of the filling and surcharging of the site) that could affect water quality conditions related to the production of algal blooms are discussed in Chapter B3. Mitigation measures to address acidic or contaminated groundwater movement and treatment are described in Chapter B3 and as part of the Acid Sulfate Soil and Contaminated Soils Management Plan in the Environmental Management Framework within Chapter B14. Surface water quality impacts for the project are described in Chapter B8, Water Quality Management. Impacts on coastal wetlands and riparian vegetation are described in Chapter B5, Terrestrial and Marine Ecology.
Indigenous traditional owner cultural heritage. The living culture of Indigenous Traditional Owners and their connection with cultural resources within the coastal zone is valued and continues for generations of Indigenous Traditional Owners.	2.5.1 Areas of State significance (Indigenous Traditional Owner cultural resources) 2.5.2 Involvement of Indigenous Traditional Owners in managing their cultural resources	Where 'areas of state significance (Indigenous Traditional Owner cultural resources)' are identified, the preparation of regional planning strategies, local government planning schemes, management plans and (where applicable, the assessment of applications to develop or use the land) should reflect the requirements of the regional coastal plan. Where 'areas of state significance (Indigenous Traditional Owner cultural resources)' are not identified by regional coastal plans, State agencies and local governments are encouraged to involve Indigenous Traditional Owners in accordance with policy 2.5.2.	The Cultural Heritage Management Plans prepared under the <i>Aboriginal Cultural Heritage Act 2003</i> for Airport and Surrounds and for Middle Banks will address the requirements for involvement and consultation with traditional owners. This is outlined in Chapters B6 and C6 of the Draft EIS/MDP.
Cultural heritage. Places, buildings and objects with important cultural heritage values located on the coast are appreciated, conserved, managed and passed on to future generations.	2.6.1 Areas of state significance (cultural heritage) 2.6.2 Cultural heritage	Areas and places of historic cultural heritage significance will be assessed as part of the Draft EIS/MDP and appropriate management responses developed in accordance with relevant State and Australian Government legislation. 'Areas of state significance (cultural heritage)' on the coast are protected from incompatible land uses and activities that may adversely affect the cultural heritage values of the areas. Decisions regarding uses and activities adjacent to 'areas of state significance (cultural heritage)' are to be compatible with the protection of the area's values.	No areas of State significance (cultural heritage) will be affected by the proposal. Assessment of historic cultural heritage issues is contained in Chapter B6 of the Draft EIS/MDP.

Topic and Coastal Management Outcome	Relevant Policies	Relevance to the NPR Project and section of the Draft EIS/MDP where referenced in more detail	Compliance with Coastal Plan Policy (Support or Inconsistent)
<p>Conserving nature.</p> <p>Coastal ecosystems, including their ecological processes, opportunities for survival, biological diversity and potential for continuing evolutionary adaptation, are maintained, enhanced and restored.</p>	<p>2.8.1 Areas of State significance (natural resources)</p>	<p>This policy seeks to avoid or minimize impacts to areas of State significance (natural resources) including Moreton Bay Ramsar wetlands and other significant wetlands and dune systems.</p> <p>If a use or activity that has adverse effects is to occur within 'areas of state significance (natural resources)', it must have a demonstrated net benefit for the state as a whole.</p> <p>Land allocation for uses and activities adjacent to 'areas of state significance (natural resources)' is to be compatible with the maintenance of the area's values.</p> <p>The South East Queensland <i>Regional Coastal Management Plan</i> seeks to ensure that future infrastructure of State significance, such as the NPR project, minimises and mitigates impacts on significant coastal wetlands and their values through:</p> <ul style="list-style-type: none"> a) identifying significant coastal wetlands b) balancing significant coastal wetland values with other values of net benefit to the State c) identifying measures or strategies to mitigate potential adverse impacts such as mangrove mitigation and the rehabilitation of other coastal wetlands area; and d) ensuring coordination between relevant agencies such as the Australian, State, local government and industry such as the Brisbane Airport Corporation. <p>These areas are mapped under the South East Queensland <i>Regional Coastal Management Plan</i>.</p>	<p>With the exception of part of the offshore approach lightning structure, there are no development activities associated with the project in the Moreton Bay Ramsar site.</p> <p>There are no endangered regional ecosystems or significant dune systems affected by the project.</p> <p>Mangrove wetland areas within the NPR footprint are identified in the <i>SEQ Regional Coastal Management Plan</i> as significant coastal wetlands. In balancing the impacts from the loss of these wetland areas associated with the proposal, BAC is proposing to set aside a 285 ha biodiversity zone on its land for conservation purposes to off-set the NPR and other airport projects. BAC is also investigating an off-site wetland rehabilitation project in consultation with the relevant regulatory agencies (as per item (d) in the regional policy).</p> <p>An overall assessment of the potential impacts of the project on terrestrial and marine ecology and further details of the proposed mitigation and compensatory measures are discussed in Chapter B5.</p>
	<p>2.8.2 Coastal wetlands</p>	<p>The policy seeks that further loss or degradation of coastal wetlands is to be avoided and impacts on coastal wetlands prevented, minimised or mitigated (in order of preference).</p> <p>These areas are mapped under the South East Queensland <i>Regional Coastal Management Plan</i>.</p>	<p>See above. Chapter B5, Terrestrial and Marine Ecology assesses the impacts to wetlands associated with the proposal including options to prevent, minimise and mitigate impacts.</p>
	<p>2.8.3 Biodiversity</p>	<p>Biodiversity on the coast is to be safeguarded through conserving and appropriately managing the diverse range of habitats including coral reefs, seagrass, soft bottom (benthic) communities, dune systems, salt flats, coastal wetlands and riparian vegetation.</p> <p>These areas are mapped under the South East Queensland <i>Regional Coastal Management Plan</i>.</p>	<p>Chapter B5, Terrestrial and Marine Ecology assesses impacts to coastal habitats including beach and intertidal areas, migratory and resident shorebird roosting and feeding areas, fish habitats, soft bottom benthic habitats and seagrass beds. This includes identification of important habitats for migratory waders and shorebirds. Selection of the Luggage Point mooring location and pipeline alignment avoids impacts to important roosting and feeding sites at Luggage Point. Mitigation measures are proposed as part of the EMF (refer Chapter B14) to further protect wader bird values through the installation of visual screens and fencing along the pipeline alignment.</p> <p>BAC has developed a Biodiversity Management Strategy (2006) (BMS) to retain and enhance biodiversity values on the Airport site that will be retained free of development as part of a biodiversity zone.</p> <p>Details of the actions to be carried out under the BMS are also discussed in Chapter B5.</p>

Table 2.7: Regional Plan Policies Relevant to the NPR Project.

Principle	Policy	Relevance to the NPR Project and section of the Draft EIS/MDP where referenced in more detail	Compliance With Regional Plan Policy (Support, Neutral Or Inconsistent)
<p>2.1 Biodiversity.</p> <p>Conserve and manage the region's biodiversity values and maintain supporting ecological processes.</p>	<p>2.1.1 Protect, manage and enhance the region's nature conservation and biodiversity values and supporting ecological processes, including areas of state, regional and local biodiversity significance.</p> <p>2.1.2 Ensure land use planning and development activities within areas of state or regional biodiversity significance respect identified biodiversity values, taking account of existing land use rights.</p> <p>2.1.4 Avoid or mitigate potential adverse impacts in areas of state or regional biodiversity significance inside the Urban Footprint, having regard to the development intent for the land in local government planning schemes and associated planning instruments.</p>	<p>2.1.1 The Regional Plan identifies a biodiversity area of state significance, which includes habitat for rare and threatened species, and the Moreton Bay Marine Park in the vicinity of the Airport (refer Chapters B5 – Terrestrial and Marine Ecology).</p> <p>2.1.2 Certain aspects of the NPR project (i.e. dredging of sand) are proposed in the Moreton Bay Marine Park. Detailed ecological investigations have been undertaken as part of the project. In addition land use rights have been taken account of through consultation with traditional owners and preparation of two CHMP's (refer Chapter B6 and C6 for cultural heritage Chapters). No areas in the development footprint have been identified as being of state or regional significance.</p> <p>2.1.4 The NPR project considers in detail mitigation associated with the impacts on ecology. Juno Point is identified as having state and regional significance.</p>	<p>2.1.1 + 2.1.4 No areas in the development footprint have been identified as being of state or regional significance. Therefore in relation to these levels of significance the NPR supports this policy. Locally significant areas of biodiversity would be affected by the NPR project.</p>
<p>2.4 Managing the coast.</p> <p>Protect and maintain the region's coast, including the foreshore, coastal wetlands, dunes, marine ecosystems and coastal marine waters.</p>	<p>2.4.1 Locate, design and manage coastal development to avoid or mitigate adverse effects on coastal resources and ecologically sensitive coastal areas.</p> <p>2.4.2 Locate urban, tourism and other economic development along the coast within existing developed areas where possible.</p> <p>2.4.4 Ensure use and management of the coast provides for natural fluctuations in coastal processes, including storm tide inundation, climate change and sea level rise.</p> <p>2.4.5 Plan, design, construct and operate infrastructure and services in the coastal area or marine waters to help maintain coastal geophysical and ecological functions.</p>	<p>2.4.1 In the context of the NPR project, those parts of the development that will occur in coastal areas include the temporary location of a dredge mooring location at Luggage Point (a site chosen to avoid impacts on sensitive ecological areas and coastal resources) and pipeline; permanent approach lighting structure which extends for 660m into Moreton Bay; and redevelopment of the seawall along the airports northern boundary. Refer to Chapters A5 and B1 for NPR components that are to be constructed in the coastal zone.</p> <p>2.4.2 The development of the NPR is located within the existing airport site in compliance with the Federally approved 2003 BAC Master Plan. Chapter A4 describes the NPR development within the BAC site.</p> <p>2.4.4 The design of the NPR and associated infrastructure considers natural fluctuations in coastal processes and is designed to consider storm surge, climate change and sea level rise. Chapter A4 describes the NPR development and design parameters.</p> <p>2.4.5 see 2.4.1 above which describes the elements of the NPR project that are located in the coastal area and designed to maintain natural processes and functions. Chapter A4 describes the infrastructure and Chapter B4 describes existing coastal processes surrounding the airport.</p>	<p>2.4.1 The location and design of the NPR has been developed to mitigate adverse impacts on sensitive ecological areas. The NPR supports this policy.</p> <p>2.4.2 The NPR project supports this policy.</p> <p>2.4.4 The NPR project supports this policy.</p> <p>2.4.5 The NPR project supports this policy.</p>

Principle	Policy	Relevance to the NPR Project and section of the Draft EIS/MDP where referenced in more detail	Compliance With Regional Plan Policy (Support, Neutral Or Inconsistent)
<p>2.5 Waterways and wetlands.</p> <p>Protect, maintain and enhance the natural functions and environmental, social and economic values of the region's waterways, wetlands, riparian areas and floodplains.</p>	<p>2.5.1 Recognise and take account of the environmental values and natural functions of the region's waterways, wetlands, riparian areas and floodplains in land use planning, infrastructure design, natural resource management, and development assessment and decision making.</p> <p>2.5.2 Protect and manage riparian areas to secure their scenic, biodiversity, ecological, recreational and corridor values.</p> <p>2.5.3 Avoid clearing native vegetation or development within a waterway, wetland, riparian area or floodplain, and where unavoidable, mitigate adverse impacts through best practice design, rehabilitation and management.</p> <p>2.5.4 Rehabilitate and restore degraded waterways, wetlands and riparian areas.</p>	<p>2.5.1 The environmental values of waterways surrounding the airport site have been considered from a water quality, ecological and social perspective. The airport site's function as a floodplain has been considered as part of the hydrological assessment (see Chapter B7).</p> <p>All of this information has in an iterative process been incorporated into the preliminary design and decision making about how the project should be constructed and operated to minimise impacts to waterways and wetlands.</p> <p>2.5.2, 2.5.3 and 2.5.4 A full ecological assessment has been undertaken on-airport to establish riparian and other habitats on site that will be directly impacted, not affected and therefore maintained (refer Chapter B5 – Terrestrial and Marine Ecology). Chapter B5 and B14 details the proposed mitigation measures for direct impacts to terrestrial and marine ecology.</p>	<p>2.5.1 The NPR supports this policy in that the environmental values and water quality objectives under State legislation for relevant waterways affected by the NPR have been considered and numerical modelling undertaken to assess impacts.</p> <p>2.5.2, 2.5.3, 2.5.4 The design and layout of the Runway protects riparian areas along Kedron Brook Floodway, Jacksons Creek and parts of Jacksons Channel (which connects Jacksons Creek with the remnant Serpentine Creek). Development on the site involving the removal of mangroves and saltmarsh areas associated with the Serpentine Creek mangroves are unavoidable in the context of accommodating the Runway, Taxiways, and Future Aviation Facility Area and Terminal Aprons. As shown in Chapter A3, even where the separation distance between runways is reduced, there is a need to fill the mangrove areas associated with the remnant sections of Serpentine Inlet to accommodate the associated aviation and future terminal area. BAC is seeking to mitigate the loss of these areas through implementation of best practice measures and compensatory actions involving the setting aside of a 285 ha biodiversity zone on the Airport site for conservation purposes and is investigating contribution to an off-site project involving estuarine habitat rehabilitation or monitoring. As a result, the NPR supports this policy.</p>
<p>2.6 Natural hazards.</p> <p>Reduce community risk and exposure to the adverse impacts of natural hazards such as flood, storm tide, bushfire and landslide.</p>	<p>2.6.1 Address the potential impacts of flood, storm tide, bushfire and landslide through land use planning, development assessment and land management practices.</p>	<p>2.6.1 The potential impacts of flooding have been addressed in detail in Chapter B7. The impact of storm tides on the project have been addressed in the same Chapter and also has been incorporated into the design of the NPR (refer Chapter A4).</p> <p>Landslide impacts are not considered an issue on the airport site given its flat topography. Bushfire is also not considered an issue for the project</p>	<p>2.6.1 The NPR project supports this policy.</p>
<p>3.3 Landscape heritage.</p> <p>Recognise and manage landscape heritage to maintain character, culture and sense of place.</p>	<p>3.3.1 Identify, evaluate and manage landscape heritage and cultural components of the regional landscape.</p> <p>3.3.2 Ensure Aboriginal peoples' unique Indigenous landscape heritage and connection to country are identified, recognised and respected in planning processes.</p>	<p>3.3.1 The NPR project has identified and evaluated cultural components of the landscape on-airport and its surrounds (refer Chapter B6).</p> <p>3.3.2 The Indigenous landscape heritage and connection to country has been identified, where appropriate and recognised and respected in the Draft EIS/MDP process through consultation with relevant traditional owner groups, preparation of Indigenous cultural heritage assessment and Cultural Heritage Management Plans.</p>	<p>3.3.1 The NPR supports this policy.</p> <p>3.3.2 The NPR supports this policy.</p>
<p>4.2 Land, extractive resources, minerals, forestry and fisheries.</p> <p>Manage the region's natural economic resources to sustainably and efficiently meet the needs of existing and future communities.</p>	<p>4.2.1 Identify and protect natural economic resource areas from further fragmentation and inappropriate land use.</p>	<p>4.2.1 Sand is to be extracted from Middle Banks. The Moreton Bay Sand Extraction Study determined this to be a sustainable source of this material and determined that BAC could extract 15Mm³ of sand from this location subject to the approval of an EIS/MDP.</p>	<p>4.2.1 The NPR project is neutral in relation to this policy in that whilst sand is being extracted, it is from an area of Middle Banks and in an amount deemed to be sustainable through the Government's MBSES study.</p>
<p>6.2 Social planning.</p> <p>Ensure the social effects of growth and change on the local community are planned for, monitored and evaluated.</p>	<p>6.2.1 Use demographic and socio-economic information to identify the effects of growth and change on regional communities and to inform social infrastructure planning.</p>	<p>6.2.1 The Draft EIS/MDP has considered the effect of growth in air traffic and passenger numbers on the local community. This is particularly in relation to the impacts of aircraft noise (Chapter D2) and the health affects associated with aircraft noise and emissions (Chapter D4). To undertake these assessments considerable use of demographic and socio-economic information has been applied. In addition the impact in growth in passenger numbers on road traffic (Chapter B10) has been assessed as has the subsequent effects of increased road traffic on noise (Chapter B11) and air emissions (Chapter B12) on the local community has also been considered.</p>	<p>6.2.1 The NPR project supports this policy.</p>

Principle	Policy	Relevance to the NPR Project and section of the Draft EIS/MDP where referenced in more detail	Compliance With Regional Plan Policy (Support, Neutral Or Inconsistent)
<p>6.7 Cultural heritage, arts and cultural development.</p> <p>Protect the region's unique cultural heritage, including historic places.</p> <p>Support the arts and cultural development through the planning and provision of cultural infrastructure and spaces.</p>	<p>6.7.1 Identify, conserve and manage places of significant cultural heritage.</p>	<p>6.7.1 A cultural heritage assessment was undertaken for the NPR project and is provided in Chapters B6. Chapter B14 (EMF for airport and surrounds) details management considerations associated with the assessments.</p>	<p>6.7.1 The NPR project supports this policy.</p>
<p>7.1 Traditional Owner engagement.</p> <p>Recognise Aboriginal Traditional Owners as stakeholders in land use planning processes and understand and respect their relationship with the land, sea and natural resources.</p>	<p>7.1.1 Engage Aboriginal Traditional Owners in land use planning processes through a current and culturally appropriate engagement framework.</p> <p>7.1.2 Consider Aboriginal Traditional Owner issues in relation to land, water and natural resources in a comprehensive and coordinated way that complements other Traditional Owner land use processes and allows for recognition of their social, environmental and economic aspirations.</p>	<p>7.1.1 and 7.1.2 Traditional Owners with an interest in the airport site have been engaged as part of the EIS/MDP process. The Jagera have agreed a Cultural Heritage Management Plan for the airport site. This has resulted in management strategies for the project during construction which are detailed in Chapter B6.</p>	<p>7.1.1 and 7.1.2 The NPR project supports this policy.</p>
<p>7.4 Cultural heritage.</p> <p>Recognise, protect and conserve Aboriginal cultural values in land, water and natural resources.</p>	<p>7.4.1 Recognise and acknowledge Aboriginal cultural values in regional and local planning processes.</p> <p>7.4.2 Protect and maintain Aboriginal cultural landscapes and culturally significant places in land use policy, planning and management arrangements.</p> <p>7.4.3 Manage areas of high cultural significance for Aboriginal and Torres Strait Islander communities appropriately.</p>	<p>7.4.1 The NPR project has recognised the Aboriginal cultural values through a detailed cultural heritage assessment undertaken for the airport and surrounds and Middle Banks elements of the project. Refer Chapter B6 for issues relating to airport and surrounds.</p> <p>7.4.2 Whilst the study area for the NPR project shows signs of past Aboriginal land uses, (through survey, study and consultation – refer Chapter B6) the importance of the Aboriginal cultural landscape on the project site has been impacted over time through European settlement and development of the original airport site. Through the CHMP process, management arrangements have been identified for the project during construction.</p> <p>7.4.3 The cultural heritage study associated with the project did not identify any areas of high cultural significance for Aboriginal communities within the Airport and Surrounds.</p>	<p>7.4.1 – 7.4.3 The NPR supports these policies.</p>
<p>8.1 Urban structure.</p> <p>Accommodate the majority of regional growth in existing urban centres or within identified urban growth areas.</p>	<p>8.1.1 Contain urban development within the Urban Footprint.</p>	<p>8.1.1 The NPR is contained within the urban footprint of the airport site. Chapter A1 and A4 describe the location of the NPR project within the airport site.</p>	<p>8.1.1 The NPR supports this policy.</p>
<p>8.6 Regional activity centres.</p> <p>Focus employment and community services in well-planned, vibrant and accessible regional activity centres.</p>	<p>8.6.1 Ensure all new development supports the regional activity centres network defined in the Regional Plan.</p> <p>8.6.2 Locate major employment and trip generating activities within regional activity centres.</p> <p>8.6.3 Locate suitable government employment activities of regional and sub-regional significance within regional activity centres.</p> <p>8.6.4 Support regional activity centres with appropriate transport infrastructure, government and community services.</p> <p>8.6.6 Prepare detailed master plans for regional activity centres to guide land use, transport, quality of design of buildings and public spaces.</p>	<p>8.6.1 and 8.6.2 The Regional Plan identifies the Airport as a specialist regional activity centre. Specialist Activity Centres are precincts of regional economic significance, and these centres provide a primary focus for specialised economic activity and employment. The core emphasis of these centres results in high levels of trip generation. Chapter B10 – Surface Transport details the trip generation associated with the NPR.</p> <p>8.6.3 The airport includes suitable government employment activities such as customs, Federal police, AQIS and DOTARS AEO and ABC.</p> <p>8.6.4 Chapter B10 identifies the transport infrastructure proposed by state and local government which will support the development of the NPR.</p> <p>8.6.6 The current airport Master Plan (developed under the <i>Airports Act 1996</i>) guides land use, transport and high level design requirements of aviation infrastructure. The proposed location of the NPR has been consistently included in Master Plans at Brisbane Airport for over 20 years (refer Chapter A1).</p>	<p>8.6.1 and 8.6.2 The NPR supports the growth and development of the airport as a specialist regional activity centre.</p> <p>8.6.3 The NPR supports this policy appropriate to its use as an airport.</p> <p>8.6.4 The NPR is neutral in regard to this policy in that state and local infrastructure off-airport will provide much needed capacity in the surrounding road network, but will also assist in supporting the proposed development.</p> <p>8.6.6 BAC supports this policy through the development of a Master Plan under the Airports Act.</p>

Principle	Policy	Relevance to the NPR Project and section of the Draft EIS/MDP where referenced in more detail	Compliance With Regional Plan Policy (Support, Neutral Or Inconsistent)
<p>9.4 Employment and economic activity areas.</p> <p>Maximise job creation and employment diversity in centres of economic activity, including regional activity centres, major industrial areas, mixed-use developments and knowledge precincts.</p>	<p>9.4.2 Encourage employment growth in regional activity centres and economic activity locations.</p>	<p>9.4.2 The Regional Plan identifies the Airport as being a major economic activity area for aviation and aerospace.</p> <p>BAC anticipates that the number of people employed at the Airport will increase by 40 percent, from 10,000 to 16,000 people by 2012 (refer to BAC's Community Newsletter dated February 2006).</p> <p>The Regional Plan also identifies the Australia TradeCoast, which includes the Brisbane Airport and Port of Brisbane, as Queensland's export gateway to the world and South East Queensland's main industrial and logistics hub. It is a critical driver of economic growth in the region as well as a significant generator of employment, and has the potential to develop further as a major industrial and logistics hub on a national and international scale.</p> <p>Refer to Chapter A2 for details of the economic impact/benefit associated with the project.</p>	<p>9.4.2 The NPR supports this policy.</p>
<p>10.4 Protecting key sites and corridors.</p> <p>Identify, protect and manage key infrastructure sites and corridors.</p>	<p>10.4.1 Identify, preserve and protect key sites, corridors and buffer areas for current and future regional infrastructure and services.</p>	<p>10.4.1 The NPR is contained on the existing Airport site. The Regional Plan supports the protection of the Airport from incompatible adjoining land uses. The Airport Master Plan protects the site for airport use, identifying the proposed location of the NPR, support infrastructure, buffers and associated aviation facilities. BAC's Biodiversity Management Strategy defines a zone on-airport which is to be protected for habitat protection and buffer.</p> <p>Refer to Chapter B5.</p>	<p>10.4.1 The NPR supports this policy.</p>
<p>11.5 Environmental values and water quality.</p> <p>Protect and enhance the ecological health and water quality of surface and groundwater, including regional waterways, wetlands, estuaries and Moreton Bay.</p>	<p>11.5.1 Protect or improve the quality of receiving waters through land use planning, development standards and land management practices.</p> <p>11.5.3 Ensure the potential impacts of development on water quality in receiving waters are taken into account in planning and development decisions.</p> <p>11.5.4 Minimise development impacts on the natural water cycle by adopting water sensitive design and water quality standards.</p>	<p>11.5.1 The NPR project has had regard to the existing quality of receiving waters surrounding the airport and at Middle Banks, and in addition, the existing policy guidelines and legislative standards for water quality associated with the proposed project (refer Chapters B8 and C4).</p> <p>11.5.3 The impacts of the proposed NPR project have been addressed in Chapters B8 and C4 of the Draft EIS/MDP.</p> <p>11.5.4 The NPR project has proposed mitigation measures to reduce water quality impacts during construction and operation (refer Chapter A4 and A5 for details of the project description and construction and Chapter B8 which discusses water quality on-airport and surrounds and B14 the EMP).</p>	<p>11.5.1 + 11.5.3 Whilst short term impacts on existing water quality may arise during construction, the NPR project supports this policy in the long term.</p> <p>11.5.4 The NPR supports this policy through the provision of water sensitive design during operation and development of water quality targets during construction and operation.</p>
<p>12.4 Transport system efficiency.</p> <p>Provide an efficient and integrated transport system for the region.</p>	<p>12.4.2 Identify, protect and manage key existing and future transport sites and corridors.</p>	<p>12.4.2 The Regional Plan identifies the Airport as an important national and inter-regional transport asset that must be supported with local transport linkages. Chapter B10 of the Draft EIS/MDP provides details of the proposed infrastructure upgrades that will support the NPR project (this includes new transport proposed by BAC into the airport such as the Northern Access Road).</p>	<p>12.4.2 The NPR project supports the Regional Plan's need to provide an efficient and integrated transport system for the region.</p>
<p>12.6 Coordinated air and sea transport.</p> <p>Provide efficient air and sea transport to service both freight and passenger needs.</p>	<p>12.6.1 Support development of regional airports as significant economic and social links for regional communities.</p> <p>12.6.2 Provide transport infrastructure to support the primary role of regional air and sea ports.</p> <p>12.6.3 Protect the major economic nodes of the Port of Brisbane and Brisbane Airport (the Australia TradeCoast) from incompatible urban uses.</p>	<p>12.6.1 The Regional Plan identifies priority development areas related to the air transport industry being located around the Airport. The Australia TradeCoast will continue as a major regional employment generator in future.</p> <p>12.6.2 The main purpose of the proposed project is to provide a NPR to cater for projected growth in air travel which will not be supported by the existing infrastructure into the future.</p> <p>12.6.3 The Regional Plan supports the protection of the Airport from incompatible land uses. The Airport Master Plan protects future uses within the airport site, including the proposed location of the NPR.</p>	<p>12.6.1 The NPR supports the development of Brisbane Airport as the most significant regional airport in Queensland.</p> <p>12.6.2 The NPR supports this policy.</p> <p>12.6.3 The development of the NPR project supports this policy.</p>

2.8 Local Planning Framework

2.8.1 Government Planning Schemes

The whole of the area of interest⁹ is subject to planning schemes which are statutory instruments that have been prepared and adopted/approved under State law with specific authority to provide for the management of growth and development within a local government area under the IPA. The relevant planning schemes affecting the area of interest are:

Table 2.8: Planning Schemes within the Area of Interest.

Planning Scheme Name	Planning Scheme Status
Brisbane City Plan 2000 (Brisbane City Plan)	IPA compliant
Pine Rivers Planning Scheme	Transitional
Redcliffe City Planning Scheme	IPA compliant
Redlands Planning Scheme	Transitional

At the commencement of the IPA in March 1998, all Queensland planning schemes prepared under previous planning legislation became transitional planning schemes. The IPA requires all local governments to prepare new, IPA compliant planning schemes for the management of growth and development to further the purpose of the legislation.

The IPA also establishes the Integrated Development Assessment System (IDAS) which provides a common process for the assessment of all development that is made assessable either by the IPA itself or by a planning scheme. One of the functions of a planning scheme is to assist with the implementation of the IDAS.

The primary mechanism used to manage growth and development is the system of zones and overlays that are used to trigger differing levels of assessment for development against the provisions of a planning scheme and/or State law or policy. The triggering of assessment for development invokes the IDAS with its merit-based assessment routine for determining the appropriateness of development proposals.

For IPA compliant planning schemes, levels of assessment for types of development are nominated directly together with criteria used for assessment purposes. For a transitional planning schemes, the

⁹ Area of interest is defined in section 2.3.

transitional provisions of the IPA are used to interpret applicable levels of assessment and assessment criteria for development. Schedule 8 and 9 to the IPA also set specific assessment levels for particular development in which the State declares a particular interest.

Under Queensland's statutory planning framework, development cannot be prohibited but instead development proposals are individually assessed for performance against outcomes nominated in a relevant planning scheme or other nominated statutory instrument. Generally, a local government is authorised by the IPA to carry out assessment of nominated development occurring within its planning scheme area. In this circumstance the IPA provides some State lead agencies with referral jurisdictions that can affect the determination of an assessable development. If development is not subject to assessment against a planning scheme, then the IPA provides specific State lead agencies with the direct authority to determine assessable development matters that affect or are affected by State interest issues under the lead agencies regulatory control.

Chapter A1 provides details of the consistency of the NPR project with BCC's City Plan. It should be noted that currently, the Brisbane City Plan 2000 does not reflect the State Planning Policies (SPPs), partially due to the SPPs being adopted by the State after the commencement of the scheme. The IPA requires that a review of the planning scheme is completed within eight years after the planning scheme was originally adopted, making the City Plan due for review. It is unlikely that the State will approve the revised City Plan unless it reflects the SPPs, as the IPA requires that planning schemes reflect SPPs, to ensure the State's interests are interpreted in the local context when planning for future development and making decisions on development applications.

Therefore, until the SPPs are incorporated into the City Plan, the SPPs will continue to apply by overarching the City Plan, and the assessment manager (i.e. Council) must have regard to each SPP when assessing development applications subject to impact assessment and code assessment under IDAS.

This page has been left blank intentionally.