

Report No 02147-9
Version B

RECENT SUB-DIVISIONS AROUND
AUSTRALIAN AIRPORTS

November 2004



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1 INTRODUCTION

This report presents a brief description of the planning schemes of some of the local Councils around major Australian Airports and presents the locations of recently approved sub-divisions which are close to the 20 ANEF contour.

These sub-divisions are all low-rise in nature, and would be generally comparable in terms of overall aircraft noise exposure to the proposed “Tralee” development near Canberra International Airport.

The following Councils neighbouring Perth, Adelaide, Gold Coast, Sydney, Melbourne and Brisbane Airports were contacted and asked to briefly describe their planning schemes to control aircraft noise impacts and identify recently (last two to three years) approved sub-divisions in their district:

Perth Airport

- City of Belmont
- Swan Council
- Kalamunda Council

Adelaide Airport

- City of West Torrens

Gold Coast Airport

- Gold Coast City Council

Sydney Airport

- Botany Council

Melbourne Airport

- Hume Council
- Brimback Council

Brisbane Airport

- Brisbane City Council

The sub-divisions identified by the Councils to have been approved in the vicinity of the airport and a brief description of their planning schemes are presented in Sections 2 to 7.

It should be noted that the sub-divisions identified are based on the knowledge of the Planner contacted within Council and therefore not all sub-divisions may have been identified.

2 SYDNEY AIRPORT

2.1 Planning Process

Botany Council has adopted a Development Control Plan (DCP) for Development Applications affected by aircraft noise.

The DCP requires that:

- Where the building site is classified as “acceptable” under Table 2.1 of AS2021-2000, development may take place subject to Council consent, there being no need, in the case of building construction, to provide protection specifically against aircraft noise.
- Where the building site is classified as “conditional” under Table 2.1 of AS2021-2000, development may take place, subject to Council consent and compliance with the requirements of AS2021-2000.

In certain circumstances, and subject to Council discretion, Council may grant consent to development where the building site has been classified as “unacceptable” under Table 2.1 of AS2021-2000. The following factors must be complied with in order for Council to consider such applications for development:

- Submission of specialist acoustic advice by an accredited acoustical consultant certifying full compliance with the requirements of Table 3.3 of AS2021-2000.
- Submission of plans and documentation indicating the subject premises will be fully air-conditioned or mechanically ventilated in accordance with Council guidelines.
- Any additional information considered necessary by Council to enable it to make a decision.

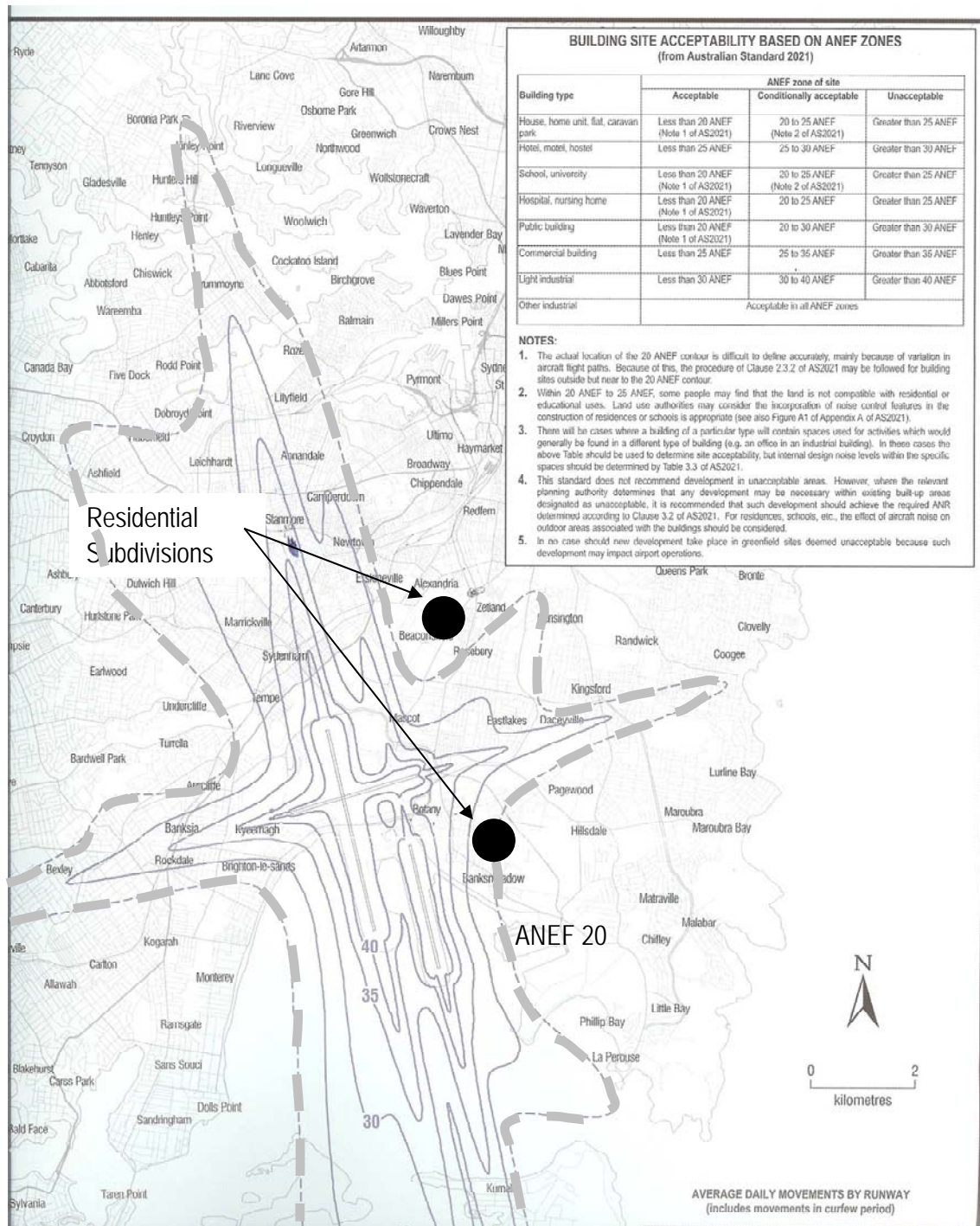
Notwithstanding the above, no applications for new residential development, new educational establishments, new child care centres, new hospitals, new nursing homes, or any other use which, in the opinion of Council, is considered to be aircraft noise sensitive where the property is located within the 30+ ANEF contour.

2.2 Location of Sub-divisions

Two recently approved residential sub-divisions in the vicinity of Sydney Airport can be seen in Figure 1. These are:

- a number of individual sub-divisions on William Street, Botany; and
- sub-division on Joyton Avenue, Zetland.

Figure 1 - DRAFT 2023/24 ANEF for Sydney Airport showing recently approved residential Sub-divisions



3 PERTH AIRPORT

3.1 Planning Process

The Western Australian Planning Commission has developed a Statement of Planning Policy (SPP) No. 5.1 “Land use Planning in the Vicinity of Perth Airports”. SPP No. 5.1 is presented in Appendix A.

SPP No. 5.1 and the local Town Planning Schemes will require, as a Condition of local government planning approval, noise insulation for all new residential development above the 25 ANEF.

The Belmont Council Town Planning Scheme can be viewed through the internet link www.belmont.wa.gov.au. The Town Planning Scheme identifies ANEF levels and residential densities.

3.2 Location of Sub-divisions

Five recently-approved sub-divisions in the vicinity of Perth Airport can be seen in Figures 2 and 3. They are:

- Ascot Waters, Ascot
- Springs redevelopment, Rivervale
- Forrestfield (development constituting virtually a new suburb)
- High Wycombe (development constituting virtually a new suburb)
- Midland (development constituting virtually a new suburb)

Figure 2 – ANEF – Ultimate Capacity Map for Perth Airport showing recently approved residential Sub-divisions

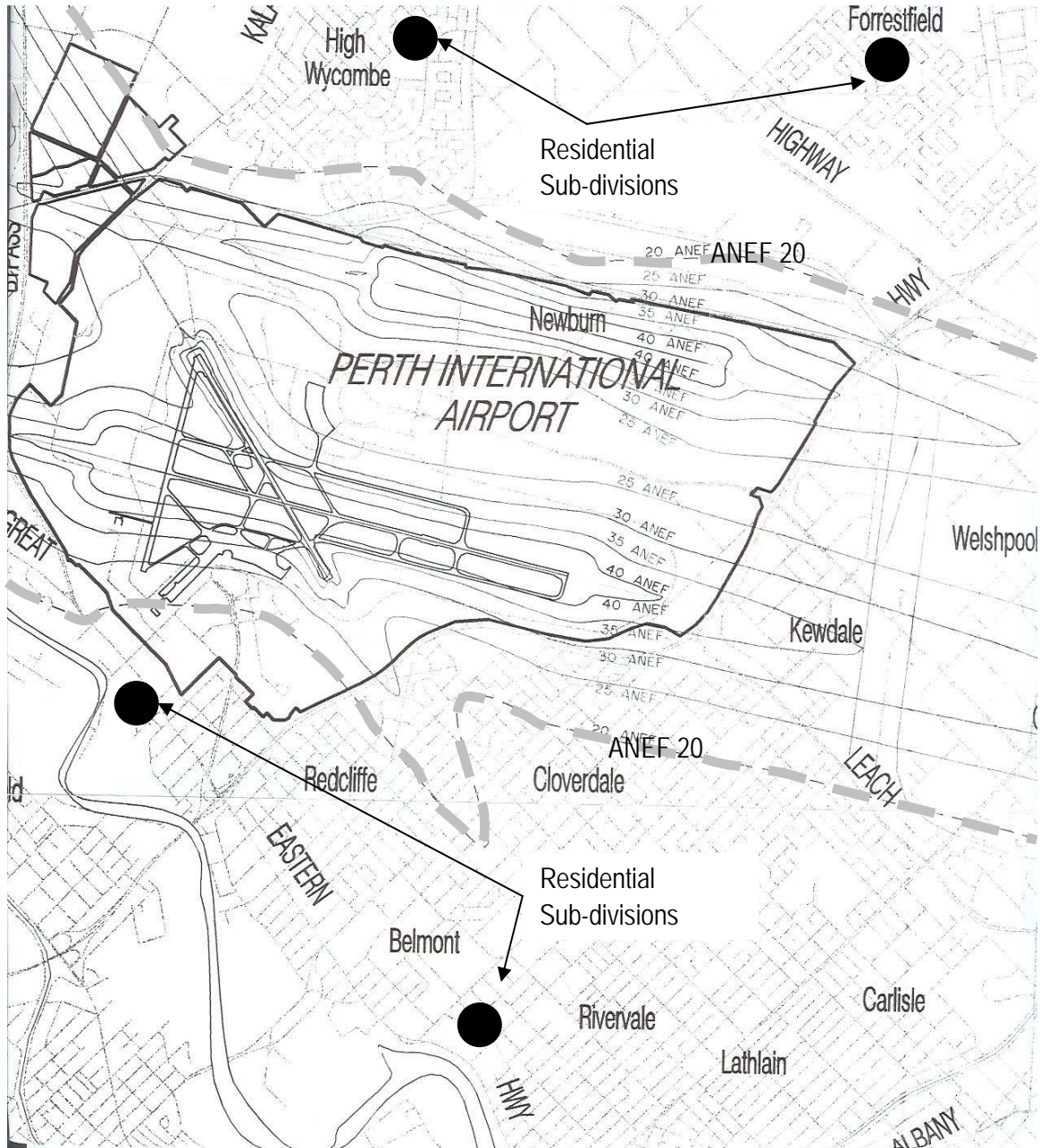
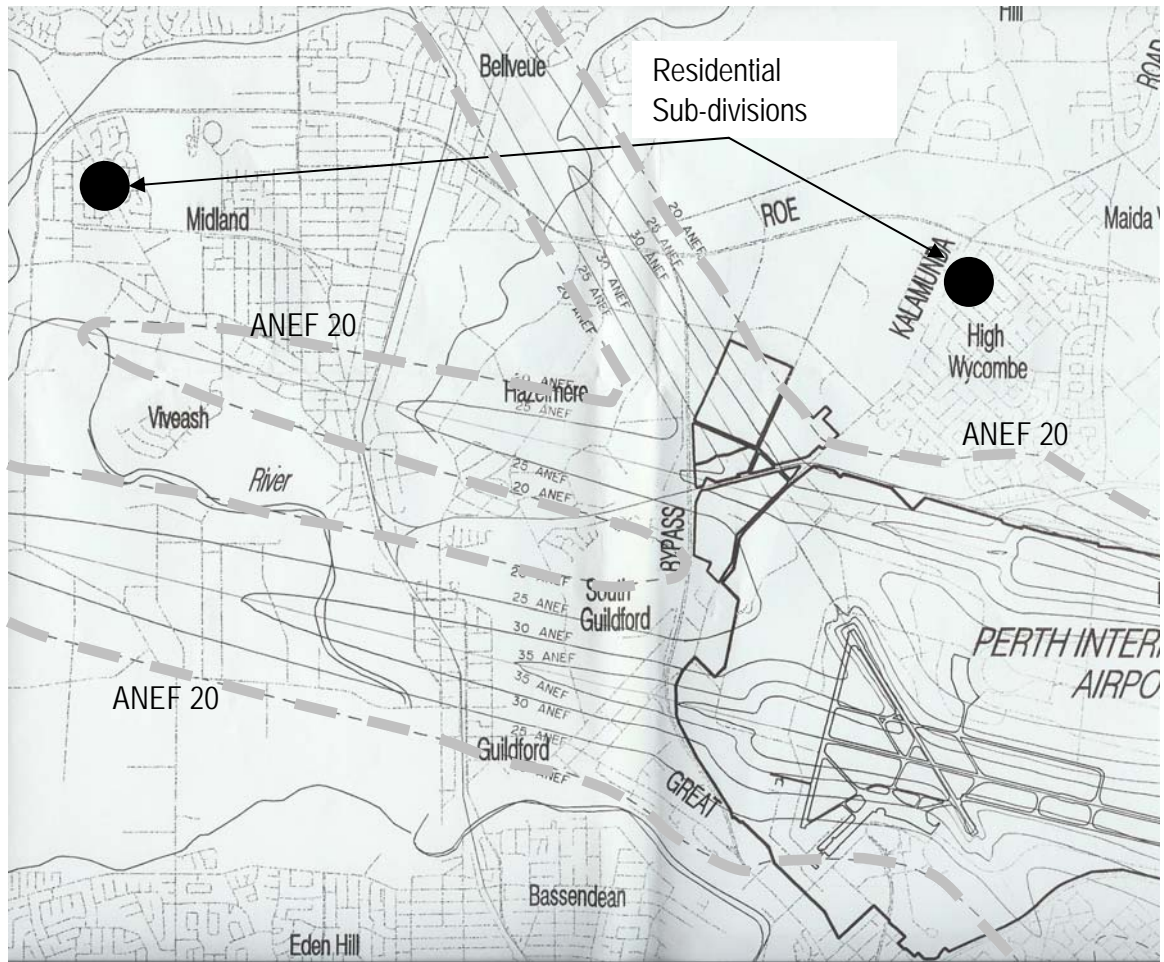


Figure 3 – ANEF – Ultimate Capacity Map for Perth Airport showing recently approved residential Sub-divisions



4 MELBOURNE AIRPORT

4.1 Planning Process

The Council Planning Schemes have “Air Environs” overlays that show areas affected by aircraft noise and prohibited development. Appendix B shows an example of the Hume Council Airport Environs overlays.

The Planning Schemes have a statutory referral of developments to the owner of Melbourne Airport.

4.2 Location of Sub-divisions

Three recently-approved sub-divisions in the vicinity of Melbourne Airport can be seen in Figures 4 and 5. They are:

- Cambridge Gardens, Haddon Hall Drive, Attwood
- Fairways and Creekwood Village, Craighburn
- Sydenham sub-division, Calder Park

Figure 4 – ANEF – Ultimate Capacity Map for Melbourne Airport showing recently approved Residential Sub-Divisions

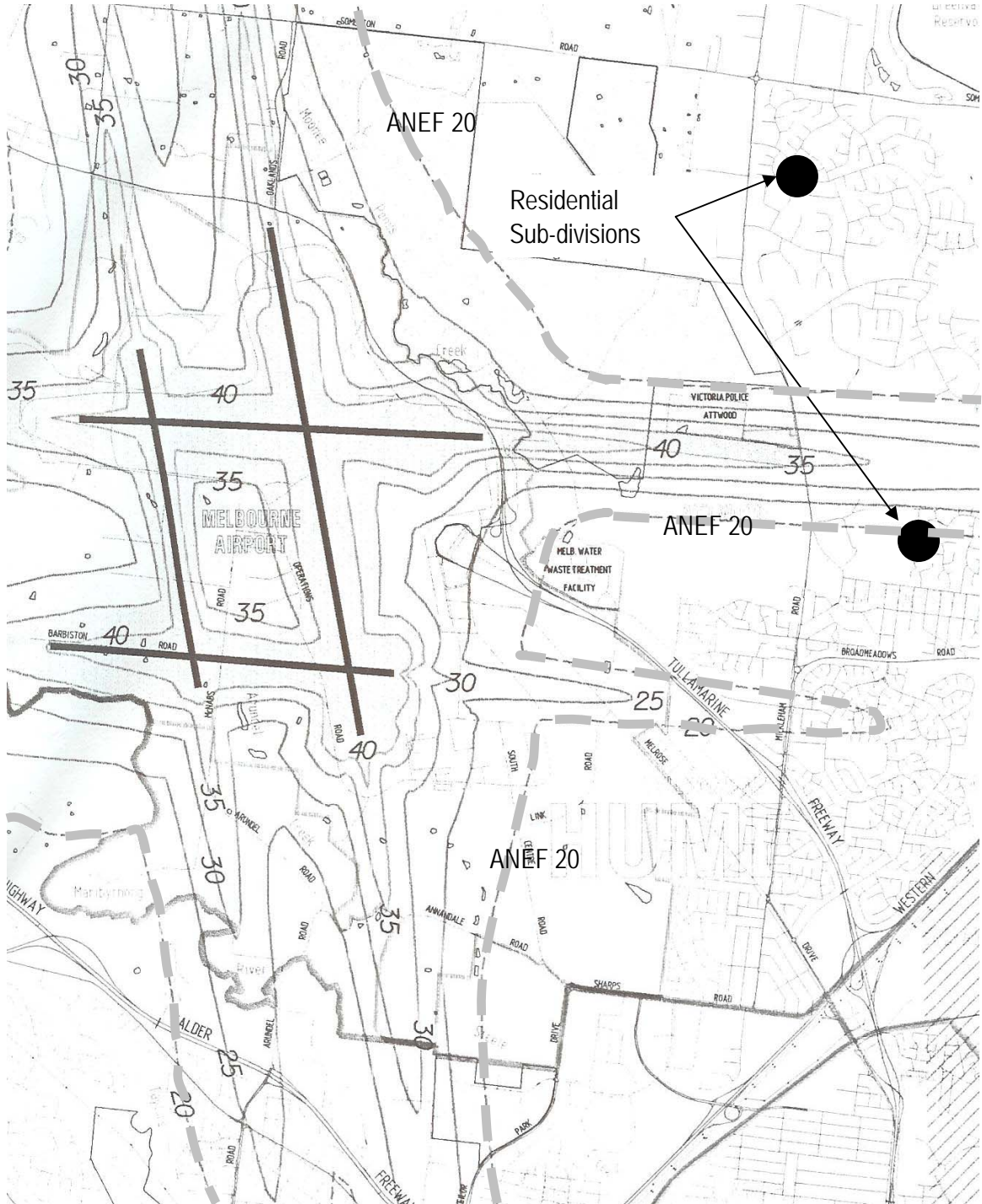


Figure 5 – ANEF – Ultimate Capacity Map for Melbourne Airport showing recently approved residential Sub-divisions



5 ADELAIDE AIRPORT

5.1 Planning Process

The City of West Torrens has a Development Plan for the local areas in the vicinity of the airport. The Development Plan in South Australia is similar to a Local Environmental Plan in New South Wales.

The Development Plan identifies areas where the Federal Government funded noise mitigation will be received (areas with ANEF levels greater than 30). Additionally the Development Plan recommends that developments be designed, constructed and insulated to minimise noise consistent with AS2021 (2000).

5.2 Location of Sub-divisions

The Planner from the City of West Torrens was not aware of any new residential sub-divisions in the vicinity of Adelaide Airport.

6 BRISBANE AIRPORT

6.1 Planning Process

The Queensland Government under the Integrated Planning Act 1997 has developed a State Planning Policy 1/02 “Development in the Vicinity of Certain Airports and Aviation Facilities”. SPP 1/02 is presented in Appendix C. SPP1/02 provides planning guidance to local governments for their local planning schemes.

There is no specific guidance in the Brisbane Planning Scheme with regard to aircraft noise. The Council Planner contacted suggested that Council request aircraft noise design reports for developments on a case by case basis.

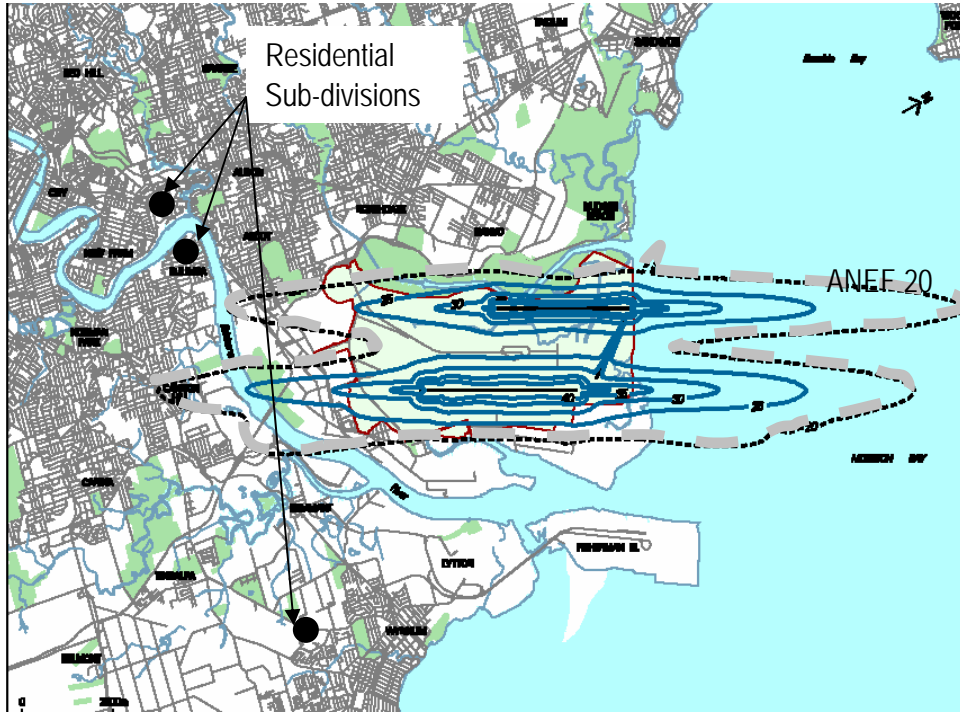
6.2 Location of Sub-divisions

Recently-approved sub-divisions in the vicinity of Brisbane Airport can be seen in Figure 6.

They are:

- Newstead revitalisation
- Bulimba sub-division
- Wynnum West sub-division

Figure 6 – ANEF – Ultimate Capacity Map for Brisbane Airport showing recently approved residential Sub-divisions



7 GOLD COAST AIRPORT

7.1 Planning Process

The Queensland Government under the Integrated Planning Act 1997 has developed a State Planning Policy 1/02 “Development in the Vicinity of Certain Airports and Aviation Facilities”. SPP 1/02 is presented in Appendix C. SPP1/02 provides guidance to local governments planning strategies to incorporate in local planning schemes.

The Gold Coast Planning Scheme as part of Division 3 – Constraints Codes, Chapter 1 Gold Coast Airport, states, “All new buildings within the 20 ANEF must be acoustically treated”.

The Gold Coast Planning Scheme can be viewed through the internet link www.goldcoast.qld.gov.au.

7.2 Location of Sub-divisions

One recently-approved sub-division was identified, along Boyd Street, Tugun. This is shown in Figure 7.

Note

All materials specified by Wilkinson Murray Pty Limited have been selected solely on the basis of acoustic performance. Any other properties of these materials, such as fire rating, chemical properties etc. should be checked with the suppliers or other specialised bodies for fitness for a given purpose.

Quality Assurance

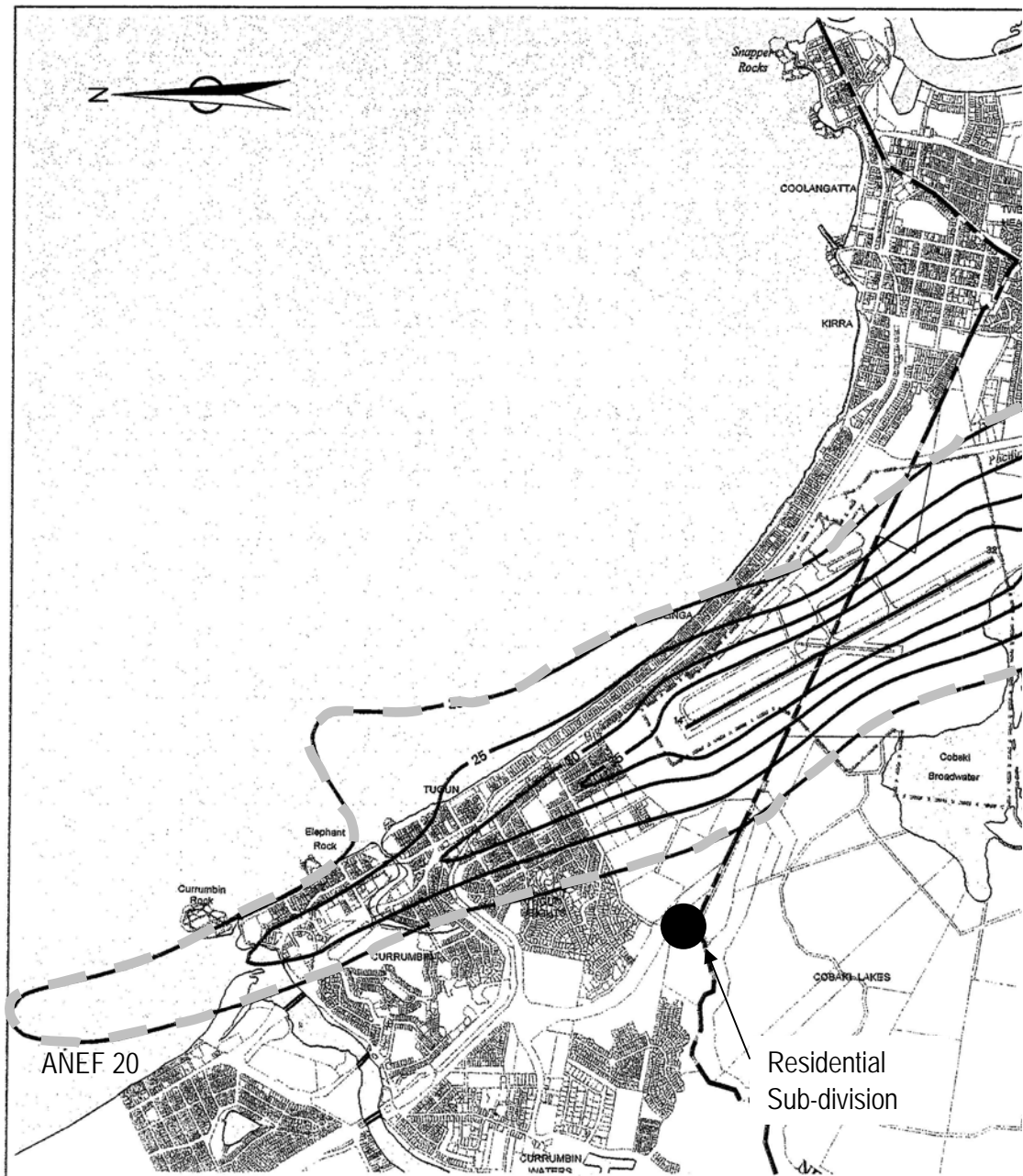
We are committed to and have implemented AS/NZS ISO 9001 : 2000 "Quality Management Systems - Requirements". This management system has been externally certified and Licence No. QEC 13457 has been issued.

AAAC

This firm is a member firm of the Association of Australian Acoustical Consultants and the work here reported has been carried out in accordance with the terms of that membership.

Version	Status	Date	Prepared by	Checked by
A	Final	28 September 2004	John Wassermann	Rob Bullen
B	Final	16 November 2004	John Wassermann	Rob Bullen

Figure 7 – ANEF - 2020 for Gold Coast Airport showing a recently approved residential Sub-division





APPENDIX A

WA – STATEMENT OF PLANNING POLICY No. 5.1

APPENDIX B

HUME COUNCIL PLANNING SCHEME

APPENDIX C

QUEENSLAND – STATE PLANNING POLICY 1/02
