

# NASAG

## National Airports Safeguarding Advisory Group

<b>Title:</b>	<b>NASAG – DRAFT Record of Sixth Meeting</b>
<b>Date:</b>	18 August 2011
<b>Venue:</b>	Qantas Meeting Rooms, Sydney Airport, Sydney NSW
<b>Time:</b>	1000 to 1450

### Attendees:

WA	Gary Prattley	DoIT	John Doherty (Chair)
NT	Mark Meldrum		Scott Stone
NSW	Tom Gellibrand Martin Brown		Dilip Mathew Nicole Talbot
SA	Mathew Loader Mike Milln	Airservices Australia	Andrew Sparrow
VIC	John Ginivan Marianne Richards	ALGA	Andy Hrast
		CASA	Peter Cromarty
QLD	Randall Fletcher	Defence	John Kerwan

### Apologies:

ACT	Chris Murray
-----	--------------

### Key Discussion Items

#### **Item 1 – Welcome, approval of agenda and draft meeting record and progress on actions arising from previous meetings (John Doherty, Chair)**

The Chair welcomed attendees to the fifth meeting. NASAG approved the draft agenda and the record of the fifth meeting.

Mr Loader (SA) requested that agenda papers be distributed to NASAG Members at least three weeks prior to meetings

Mr Stone (DoIT) advised Members that the implementation plan which was scheduled for presentation to NASAG at the sixth meeting had been deferred until the Principles document is finalised.

Mr Hrast (ALGA) reported that draft technical guidelines had been distributed to AMAC and state Local Government Associations.

Ms Richards (VIC) reported that Victoria officials would be conducting consultations with councils in September concerning the draft guidelines.

Mr Sparrow (Airservices Australia) advised that a paper on the protection of Communications, Navigation and Surveillance infrastructure would be provided at the next NASAG meeting.

Mr Fletcher (QLD) advised that the review of SPP1/02 will shortly proceed and that it would be valuable for the NASAG work to feed into this review.

#### **Item 2 – Discussion on land use planning principles including incorporation of alternative noise metrics**

Mr Stone (DoIT) introduced the alternate noise metrics paper and draft land use planning guidance material for development in the vicinity of airports. It was explained that the intention of the proposal was to use the ANEF system in correlation with additional measures of aircraft noise contours to not only provide planning guidance for noise sensitive developments near airports but to provide greater certainty to prospective residents. The deficiencies of the ANEF system were emphasised, including that it does not recognise variability in individuals' sensitivity to noise events.

Mr Gellibrand (NSW) suggested that in the case of brownfield development, the metrics set out in the paper should be combined with strategic planning criteria which would see, for example, planners utilising a recreational or transport corridor as a buffer rather than a ANEF line. Mr Gellibrand also emphasised the importance of managing the expectations of prospective residents and said that a noise descriptor would be valuable in this sense. Mr Gellibrand noted that it was possible to intensify development in an area and get a better outcome through improved building design and public education.

Mr Doherty (DoIT) said that in some built up areas, notification is the only tool available. However, in newer areas, governments can be more sophisticated in making land use decisions using supplementary noise metrics.

Mr Loader (SA) and Mr Prattley (WA) agreed that it was difficult to determine the potential impact of an alternate noise metric without being familiar with what this may look like at respective airports.

Mr Fletcher (QLD) said that he was comfortable with the Principles document however, he said that the way in which the Principles are implemented will be important. He said that it would be up to local authorities to have regard for an alternate noise metric in rezoning and determining land use priorities.

Mr Kerwan (Defence) noted that a special metric may be required for RAAF bases as aircraft movement numbers are low but produce very high sound levels. It was agreed to look at this matter offline.

Mr Prattley (WA) suggested that the Principles document would benefit from some introductory or contextual text about how the guidelines are to be used as well as further differentiation between brown and greenfield development. He emphasised that planners should assess risk in making planning decisions such as whether approving a development proposal could jeopardise the operations of an airport. Ms Richards (VIC) suggested that it would be beneficial for State/Territory Governments to have a directional power to ensure that all aspirations of a regions geographic footprint are met and that infrastructure is protected and not traded off for rates.

Members discussed the process for identifying strategically important airports. Most jurisdictions had already, or thought it straightforward, to maintain a list of those airports which they considered most strategically important. Ms Richards (VIC) emphasised the

importance of looking at the role of an airport in the whole transport system in making this assessment, particularly in the case of regional airports.

It was agreed that following provision of a progress report on NASAG to the Transport and Infrastructure Senior Officials' Committee (TISOC), the Commonwealth Minister for Infrastructure and Transport could write to respective State and Territory Ministers and ALGA to formalise an agreed position to take to COAG (through the Standing Council On Transport and Infrastructure). The COAG Reform Council capital cities strategic planning review could reference the suite of principles as an agreed attachment.

In response to a query regarding the future of AS2021, DoIT advised that this could potentially occur in the future but noted that the proposal under consideration was not inconsistent with AS2021.

*Action item:*

**NASAG 6/2**

- *DoIT to write to leased federal airports requesting ultimate capacity supplementary noise contours for respective airports or provision of data to enable DoIT to develop contours (20 event N70, 50 event N65, 100 event N60 and 3,6 and 12 event N60s for night time noise).*
- *DoIT to revise Principles document to reflect the full set of safeguarding guidance material under development and to include some introductory contextual text.*
- *Members to provide any further comments to DoIT on Principles document and attachments (Alternative Aircraft Noise Metrics paper and draft National Land Use Planning Guidelines for Developments in the Vicinity of Airports).*
- *DoIT to draft paper on the process of formalising ANEFs for presentation at next NASAG meeting.*
- *Report on the progress and status of NASAG's work program to be provided to TISOC at its September 2011 meeting.*

**Item 3 – Standing item: update regarding COAG/Cth/State & Territory processes with a bearing on NASAG (Scott Stone)**

This item was addressed under items 1-2.

**Item 4 – Update from States and Territories on matters of interest to NASAG (State/Territory representatives)**

Mr Meldrum (NT) reported on the outcome of recent land use decisions in Darwin and noted that a joint study was underway with Defence concerning land around the RAAF base. Mr Meldrum explained that the NT Government was developing 20 'growth towns'. Potential sites for greenfield residential development are currently being considered around Alice Springs with noise contours a factor of these considerations.

Mr Prattley (WA) reported on the success of its 'Royalties for Regions' initiative which is seeing regional centres better able to compete as centres for employment through improved fly-in and fly-out services. Mr Prattley also reported that a tender process is underway for a hotel development at Port Headland airport.

Mr Gellibrand and Mr Brown (NSW) reported that a review of the NSW planning system is currently underway which will include the creation of new State planning legislation. The review is currently in its scoping stage and is expected to be completed in the next 18 months. It was suggested that this would be a good opportunity to reflect the work of NASAG.

Mr Sparrow (Airservices Australia) reported on the implementation of Required Navigation Performance (RNP) systems and the proposed community consultation process. It is expected that the Minister will sign off on a consultation strategy in the next four weeks. Mr Sparrow reported an intention to have in place a trial RNP track in Brisbane by the end of the year prior to roll-out in other cities.

Ms Richards (Victoria) reported that a review of urban growth boundaries is underway and that an independent Logical Inclusions Advisory Committee will provide advice to the Victorian Planning Minister who will make a final determination. Some of the boundaries under consideration lie within the vicinity of Melbourne airport.

Ms Richards also reported that the Victorian planning system is currently being reviewed and that an Advisory Committee has been established to consult with community and industry. It was reported that Melbourne Airport will be drafting a MDP regarding a proposed expansion of the freight terminal. The ultimate alignment of a potential rail link from Melbourne airport into the city is currently being refined. The layout of the Airport's forecourt may also be reconsidered as part of this project.

The potential for a rail link between Avalon Airport and the existing metro line is also being considered.

Mr Loader (SA) reported that his organisation is continuing to work with West Torrens Council regarding land use planning at Adelaide Airport. Consultations will be held in late October concerning re-zoning of areas around the Adelaide parklands, some of which lie under the flight path.

Mr Kerwan (Defence) reported that it intends to produce new ANEFs for Edinborough and Amberly RAAF bases by the end of the year. Defence is currently undertaking an EIS process for introduction of its joint strike fighter fleet. Mr Kerwan also reported that the number of properties predicted to be affected by future aircraft noise in Williamstown has been revised down following aircraft simulation exercises and that the majority of concerns held by the community and council have been resolved.

## **Item 5 – Guidelines: Managing the risk of building generated windshear and turbulence at airports (Dilip Mathew, Peter Georgiou)**

Mr Mathew and Mr Georgiou provided an introduction and background into building generated wind effects at airports and explained the process and rationale behind the development of the draft guidelines.

Member's comments largely concerned the flow and readability of the draft guidelines and suggested that they would need to be set out as a sequential set of steps in order for planning officials to readily reference them. Members agreed that it would be important to determine an appropriate 'height multiplier' rule to determine the acceptability of buildings such as the Netherlands 1:35 rule to assist local councils.

Mr Loader (SA) suggested that as an alternate, the risk posed by windshear could be considered as part of a duty of care on the part of airport operators. DoIT reiterated that industry and pilots have requested guidelines be developed and that the intention of the guidelines is to avoid inappropriate development in the first place.

***Action Item:***

**NASAG 6/5**

- *Members to provide comments on draft windshear guidelines to DoIT.*

**Item 6 – Guidelines: Status of consultations with councils (Dilip Mathew)**

Mr Mathew (DoIT) reported that various consultative processes were underway and that feedback is expected on the technical guidelines by 5 October 2011.

Mr Loader (SA) suggested that the suite of guidelines should be reviewed by a planning consultant with experience working across jurisdictions to assess if the guidelines are fit for purpose. Mr Loader suggested this would be appropriate before the documents progressed to Secretary/Ministerial level. Mr Stone (DoIT) responded that the Group will have a better idea of whether or not such a process is necessary once feedback is received from councils.

**Item 7 – Any other business/concluding comments including next meeting and actions required (Chair)**

No further business was raised.