

## **NATIONAL LAND USE PLANNING GUIDELINES FOR DEVELOPMENT IN THE VICINITY OF AIRPORTS**

### **BACKGROUND**

1. This document should be read in conjunction with the document *Principles for a national land use planning regime near airports, military airfields and flight paths* developed by the National Airports Safeguarding Advisory Group (NASAG) and Attachment A to that document *Alternative aircraft noise metrics*.
2. NASAG comprises senior Commonwealth, State and Territory planning and transport officials. It was established following the release of the Australian Government's Aviation White Paper in 2009 with the objective of improving land use planning in the vicinity of airports.
3. This documents sets out the Commonwealth guidelines for use by State, Territory and local government planning officials in assessing the suitability of development in the vicinity of airports. It draws on the above-mentioned documents in addition to Australian Standard *AS2021-2000 Acoustics – Aircraft noise intrusion – Building siting and construction*.
4. The guidelines recognise that land use planning decisions are taken in a range of contexts, such as strategic regional planning, local zoning or assessment of specific development applications. The guidelines therefore expand on previous guidance provided under AS2021 to differentiate recommended practice in these contexts.

### **THE GUIDELINES**

#### *Strategic planning or zoning for new uses*

1. There should be no approval of noise-sensitive developments<sup>1</sup> within the 25 ANEF contour.
2. Within the 20 to 25 ANEF and for building sites close to, but outside the 20 ANEF, zoning for noise-sensitive development should not be approved where ultimate capacity noise modeling for the airport indicates there will be:
  - a. 20 or more daily events greater than 70 dB(A);
  - b. 50 or more daily events of greater than 65 dB(A); or
  - c. 100 events or more daily events of greater than 60 dB(A).
3. Within the 20 to 25 ANEF and for building sites close to, but outside the 20 ANEF, zoning for noise-sensitive development should take into account likely night time movements and their impact on residents' sleeping patterns. Specifically, where there are

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<sup>1</sup> Includes any residence, school, university, hospital, nursing home or public building

more than 6 events predicted between the hours of 11pm to 6am which create a 60 dB(A) noise impact, measures for aircraft noise amelioration should be required.

4. Zoning for development which is not noise-sensitive may be considered consistent with AS2021.

*Approval of noise-sensitive uses within existing zoning*

1. It is not recommended to approve noise-sensitive development in the 25 ANEF.
2. Noise control measures as specified in AS2021 should be applied to any noise-sensitive development approved in the 20 ANEF.
3. Formal disclosure to prospective residents should be provided where there is likely to be :
  - a. 20 or more daily events greater than 70 dB(A);
  - b. 50 or more daily events of greater than 65 dB(A);
  - c. 100 events or more daily events of greater than 60 dB(A); or
  - d. 6 or more events of greater than 60 dB(A) between the hours of 11pm and 6 am.
4. The Commonwealth will not seek to mandate Government or industry-funded noise amelioration measures where noise-sensitive development has been approved in the 25 ANEF.

*Consideration of airports without an ANEF*

1. An ANEF may not be prepared at all general aviation or airports with low frequencies of scheduled flights.
2. Whether or not an ANEF is prepared for these airports, land use planning should take account of actual flight paths and/or “number above” contours.
3. A five kilometer radius (measured from runway end) zone of influence around these airports should be considered for special use zoning, depending on the amount of traffic at the airport.