

Geraldton Airport Special Control Area

Local Planning Policy

VERSION 1

January 2016

town planning services

Version	Adoption	Comment
1	23 February 2016. Council Item DRS245	Final – No objections received during advertising.

Contents

- 1.0 CITATION..... 3**
- 2.0 BACKGROUND..... 3**
 - 2.1 Importance of the Geraldton Airport 3
 - 2.2 Development Context 3
 - 2.3 Aircraft Noise 3
 - 2.4 The Geraldton Airport Special Control Area 3
- 3.0 OBJECTIVES 4**
- 4.0 POLICY MEASURES 4**
 - 4.1 Zoning and Subdivision..... 4
 - 4.2 Development/Land Use 5
 - 4.3 Noise Attenuation 6
 - 4.4 Acceptable 6
 - 4.5 Conditionally Acceptable..... 7
 - 4.6 Unacceptable..... 7
 - 4.7 Application Requirements 7
 - 4.8 Notification on Certificate of Title..... 8
- 5.0 DEFINITIONS 8**

town planning services

1.0 CITATION

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City of Greater Geraldton Local Planning Scheme No. 1 ('the Scheme'). It may be cited as the *Geraldton Airport Special Control Area local planning policy*.

The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area. In making a determination under the Scheme the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with the Scheme.

2.0 BACKGROUND

2.1 Importance of the Geraldton Airport

The Geraldton Airport is an essential regional transport infrastructure element and an integral part of the State aviation infrastructure network. The City is committed to ensuring that its Airport is developed with the infrastructure and facilities needed to enable and support the growth in aviation activity that will accompany rapid regional economic development and population growth. Accordingly, the airport and its ongoing operations and future development need to be recognised and protected in the land use planning of the area.

2.2 Development Context

The Geraldton Airport is located 8 km to the east of the city centre on the edge of the Urban Growth Boundary (as shown on the Local Planning Strategy). The airport is surrounded by a mix of residential, rural living, industry and rural areas. While it is not feasible to exclude all noise sensitive development from the airport environs the impact of aircraft noise can be mitigated through appropriate land use planning and noise attenuation measures.

2.3 Aircraft Noise

Aircraft noise can cause high levels of annoyance because of its tone, pitch and repetitiveness. Levels of annoyance also depend on the frequency of aircraft movements occurring during the day or night and the relationship to ambient noise levels.

Noise from aircraft operations is the most common source of public complaint about airports. Public complaint can seriously constrain the efficient operation of existing runways and significantly inhibit airport expansion.

It is therefore imperative that development is appropriately located and where it occurs on land affected by significant levels of aircraft noise is designed and constructed to mitigate adverse noise impacts on the community.

2.4 The Geraldton Airport Special Control Area

The Geraldton Airport Master Plan 2012-2030 establishes the strategic development framework for the airport based on the ultimate capacity of the airport. This includes the development of a new 2,600 x 45 m Code 4E runway and its future ultimate extension to 3,500 metres.

As part of the master plan, considerable work has been undertaken to develop a practical method of noise exposure forecasting for the airport to ensure that future land use controls protect current and future operations.

The system of aircraft noise measurement used in Australia for the purposes of evaluating land use compatibility is known as the Australian Noise Exposure Forecast (ANEF) system. This system is a forecast for a particular time in the future or based on particular circumstances such as ultimate capacity and indicates the decibel rating of aircraft noise at varying distances from the runway.

However, it is recognised that the ANEF system has limitations and therefore a complementary suite of noise measures in conjunction with the ANEF system is recommended to better inform strategic planning and provide more comprehensive and understandable information on aircraft noise for communities.

The Geraldton Airport Master Plan 2012-2030 has also included the modelling for the N70 contour which is considered a 'Number Above' noise metric. The N70 contour depicts the number of aircraft noise events louder than 70dB(A) on an average day. 70dB(A) events have often been used to categorise an event as noisy, as these events correspond to a 60dB(A) indoor noise level. A 60dB(A) indoor noise level is one which can disturb conversation or other indoor activities such as watching television.

The N70 contour broadly follows the ANEF contours and a combination of the ANEF and N70 forms the basis for the delineation of the Geraldton Airport Special Control Area in the Scheme.

3.0 OBJECTIVES

- a) To protect against developments that are incompatible with continuing airport operations.
- b) To control noise sensitive development that has the potential to impact on the capacity of the airport.
- c) To provide guidance on the rezoning, subdivision and development of land within the Geraldton Airport Special Control Area.
- d) To provide guidance on noise attenuation measures to mitigate against noise impacts from the airport.

4.0 POLICY MEASURES

4.1 Zoning and Subdivision

- 4.1.1 There is a general presumption against the rezoning of land for incompatible land uses within the Geraldton Airport Special Control Area unless in accordance with the Local Planning Strategy.
- 4.1.2 Subdivision applications will not be supported by the local government that create the potential for additional residential development and intensification of incompatible land uses unless guided by a structure plan, or the Local Planning Strategy.

- 4.1.3 In determining any rezoning or subdivision, the local government shall take into consideration:
- a) The relevant ANEF contour information for the subject area (see Appendix 1); and
 - b) Whether the zoning or subdivision will create or intensify incompatible land uses within the Geraldton Airport Special Control Area.
- 4.1.4 A Local Development Plan may be requested as part of any subdivision of land within the Geraldton Airport Special Control Area.
- 4.1.5 The Local Development Plan should demonstrate the location of building envelopes or building exclusion areas having regard to the Geraldton Special Control Area and ANEF noise contours. Building envelopes or building exclusion areas should ensure where possible that development will occur outside of the Geraldton Airport Special Control Area or in lower ANEF noise contours.

4.2 Development/Land Use

- 4.2.1 All development/land use within the Geraldton Airport Special Control Area is subject to an application for development approval and applications are subject to the discretion of the local government.
- 4.2.2 In determining any application for development approval, the local government shall take into consideration:
- a) The relevant ANEF contour information for the subject property (see Appendix 1).
 - b) Whether the proposed use would be considered 'acceptable', 'conditionally acceptable' or 'unacceptable' on the Building Site Acceptability table (see Table 1).
 - c) Details on the development and whether it is considered to be compatible or incompatible within the Geraldton Airport Special Control Area. This information should address where relevant:
 - The type and nature of the development including details of the type of activities expected to be undertaken as part of the development, including any outdoor activities.
 - Whether the development is new or an addition to an existing use. If an addition, detail should be provided on the proposed intensification of the use including the increase in floor space.
 - The proposed type and number of occupiers, users, visitors or customers anticipated as part of the development and their sensitivity to aircraft noise generated from the airport.

4.3 Noise Attenuation

4.3.1 Development within the Geraldton Airport Special Control Area may require construction standards to include noise attenuation measures that mitigate adverse noise impacts in accordance with *Australian Standard 2021 Acoustics – Aircraft noise intrusion – Building siting and construction* (AS 2021: 2015).

4.3.2 Noise attenuation measures are determined by the classification given for particular building types within various ANEF zones under the Building Site Acceptability Table which is included in Table 1. The building site acceptability table will classify the site as either ‘acceptable’, ‘unacceptable’ or ‘conditionally acceptable’ which will then determine whether noise attenuation is required.

Table 1: Building Site Acceptability Based on ANEF Zones

Building type	ANEF zone of the site		
	Acceptable	Conditionally Acceptable	Unacceptable
House, home unit, flat, caravan park	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF zones		

Excerpt from AS 2021:2015 Table 2.1. This is a summary only, those seeking the full details of the recommendations, associated notes and conditions should consult AS2021:2015 for the full details.

4.4 Acceptable

4.4.1 Where the building type is classified as ‘acceptable’ in the Building Site Acceptability Table for the relevant ANEF contour, no noise attenuation is required.

4.4.2 However, an ‘acceptable’ classification should not be construed as an expectation that little to no aircraft noise will be experienced. It is merely that AS 2021: 2015 does not deem the noise level to be excessive and therefore warranting noise mitigation measures. Research¹ has shown that at the 20 ANEF level it is estimated that approximately 11% of people will be seriously affected by aircraft noise and approximately 45% of people will be moderately affected.

4.4.3 Based on this, applicants may wish to include noise attenuation in the construction of more sensitive land uses, such as residential development even where the development is considered ‘acceptable’.

¹ National Acoustic Laboratories, *Aircraft Noise in Australia: A Survey of Community Reaction*, 1982.

4.5 Conditionally Acceptable

4.5.1 Where the building type is classified as ‘conditionally acceptable’ in the Building Site Acceptability Table for the relevant ANEF contour, noise attenuation is required in accordance with AS 2021:2015.

4.5.2 Compliance with AS 2021:2015 must be demonstrated at the building permit application stage. Therefore, should an application for development approval be approved by the local government the following condition will be imposed:

“The proposed development is located within the Geraldton Airport Special Control Area and noise attenuation measures are required in accordance with Australian Standard 2021:2015. Prior to an application for a building permit being made a schedule demonstrating compliance with the Australian Standard 2021:2015 is required to be submitted and approved by the local government.

4.5.3 In order to demonstrate compliance with AS2021:2015 in accord with clauses 4.5.1 and 4.5.2, the applicant will require specialist acoustic advice which is likely to involve engaging the services of an appropriately qualified acoustic consultant.

4.6 Unacceptable

4.6.1 Where the building type is classified as ‘unacceptable’ in the Building Site Acceptability Table for the relevant ANEF contour, the development should generally not be approved.

4.6.2 Where an application for development approval is submitted it must be accompanied by an acoustic consultants’ report. This report is to demonstrate that noise attenuation measures can ensure that the development complies with AS 2021:2015. The report must be prepared by a qualified acoustician experienced in the characteristics of aircraft noise.

4.6.3 Where an application for development approval is approved, the following condition will be imposed:

“The proposed development is located within the Geraldton Airport Special Control Area and development (including noise attenuation measures) is required in accordance with the acoustic consultants report dated (insert date) prepared by (insert author) as lodged with the local government.

4.7 Application Requirements

4.7.1 Applications for rezoning, subdivision or development approval should be supported with a report detailing the information requested in clauses 4.1 and 4.2.

4.7.2 To this end the onus is on the proponent to demonstrate that the proposal is not considered an incompatible land use and will not compromise continuing airport operations.

4.7.3 If the development is considered ‘unacceptable’ then the acoustic consultant report demonstrating compliance with AS 2021:2015 is to be submitted with the application for development approval in accordance with clause 4.6.

4.8 Notification on Certificate of Title

4.8.1 A notification on title advising of the potential noise impacts will be required as a condition of all subdivision applications, and on all development approvals where the proposed development is identified as 'conditionally acceptable' or 'unacceptable' for the ANEF zone with reference to the Building Site Acceptability Table.

4.8.2 In the case of an application for development approval where a notice on title is required, this will be conditioned to be completed prior to the commencement of the use or development.

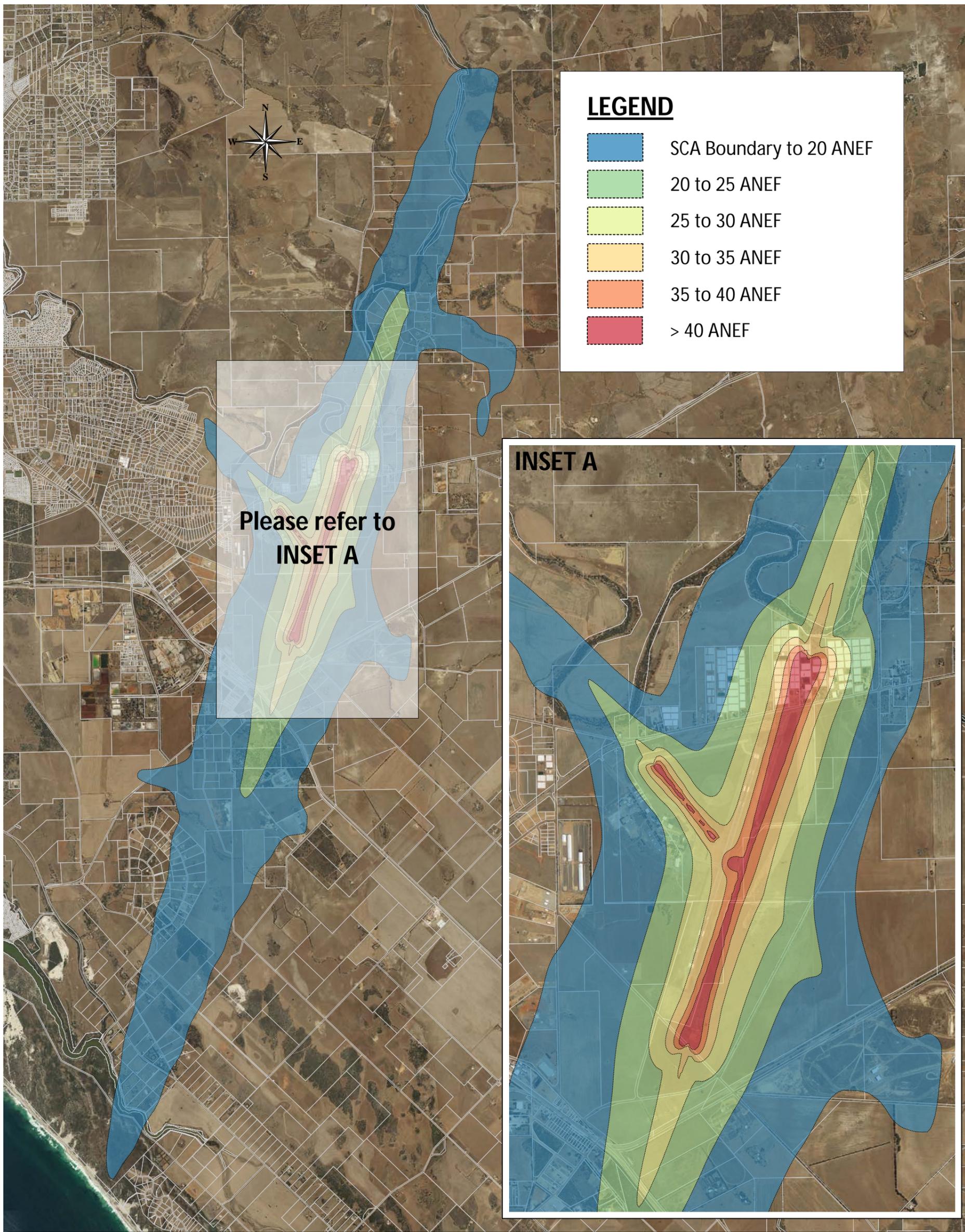
4.8.3 The wording of the notification will be as follows;

“The lot is situated in the vicinity of Geraldton Airport, and is currently affected, or may in the future, be affected by aircraft noise. Noise exposure levels are likely to increase in the future as a result of increases in numbers of aircraft using the airport, changes in aircraft type or other operational changes. Further information about aircraft noise, including development restrictions and noise insulation requirements for noise affected properties, are available on request from the relevant local government offices.”

5.0 DEFINITIONS

Incompatible land use means a land use or development which may be considered to be sensitive to and impacted by aircraft noise.

AS 2021: 2015 refers to *Australian Standard 2021 Acoustics – Aircraft noise intrusion – Building siting and construction.*



Disclaimer: Whilst all care has been taken in the preparation of this data, this information is provided as a guide only and no responsibility shall be taken for any omissions or errors in this documentation. The accuracy provided is not to be used for legal purposes, but reference made to original documentation, which includes Certificate of Titles, Survey Diagrams and legal versions of the Town Planning Schemes.



Map produced by the City of Greater Geraldton
 W: www.cgg.wa.gov.au E: council@cgg.wa.gov.au

APPENDIX 1 Geraldton Airport Special Control Area

Including ANEF Noise Contours

Scale 1:70,000

Date	03-Feb-16
Department	IPAM [Planning - GIS]
Drawing No.	MAP 1
Operator	RJT
Paper Size	A3