

## 7.6 Development in areas subject to aircraft noise

### General Information

Exposure to aircraft noise can affect the quality of life of residents close to airports, particularly in relation to sleep patterns. Expansion of airport runway facilities, increased airport use, change in flight patterns and additional residential development close to existing airports will increase the likelihood of adverse aircraft noise impacts being experienced by the community, unless aircraft noise is specifically taken into account in the planning process. This model provision is applicable to all civil and military airports for which aircraft noise exposure forecast (ANEF) maps have been prepared.

Reference to ANEF levels and the relevant Australian Standard can be used as a tool to assist in planning for new development proposed near airports. Australian Standard AS 2021—2000 provides guidance on the siting and construction of buildings impacted by aircraft noise and determining what measures might be used to reduce the impacts and provide acceptable indoor sound levels. Applying Australian Standard AS 2021—2000 relies on the availability of ANEF information. Land with an ANEF level of less than 20 ANEF is generally regarded as being acceptable for new residential dwellings and other land uses.

The model clause has been developed so that where residential development is proposed in areas of aircraft noise exposure forecast levels of greater than 20 ANEF, consent authorities must be satisfied that appropriate measures will be taken so that the interior noise levels in the development will meet Australian Standard AS 2021—2000, Acoustics-Aircraft noise intrusion- building siting and construction. Similarly, consistent with AS2021-2000, noise levels for other land uses can also be considered by a consent authority for other ANEF levels.

It should be noted that the ISEPP may be amended to include provisions in relation to air traffic noise consistent with AS2021-2000. The Commonwealth is also reviewing its policy on development surrounding airports including the use of ANEF and AS2010-2000, as detailed in their discussion paper 'Safeguards for airports and the communities around them' (2009). As a result the approach taken in this clause, and if included in the Infrastructure SEPP, may need to be modified in the future.

(1) The objectives of this clause are to:

- (a) prevent certain noise sensitive developments from being located near the [Name] Airport and its flight paths,
- (b) assist in minimising the impact of aircraft noise from that airport and its flight paths by requiring appropriate noise attenuation measures in noise sensitive buildings,
- (c) to ensure that land use and development in the vicinity of that airport do not hinder or have any other adverse impacts on the ongoing, safe and efficient operation of that airport.

(2) This clause applies to development that:

- (a) is on land that:
  - (i) is near the [Name] Airport, and
  - (ii) is in an ANEF contour of 20 or greater, and

- (b) the consent authority considers is likely to be adversely affected by aircraft noise.
- (3) Before determining a development application for development to which this clause applies, the consent authority:
  - (a) must consider whether the development will result in an increase in the number of dwellings or people affected by aircraft noise, and
  - (b) must consider the location of the development in relation to the criteria set out in Table 2.1 (Building Site Acceptability Based on ANEF Zones) in AS 2021-2000, *Acoustics-Aircraft noise intrusion- Building siting and construction*, and
  - (c) must be satisfied that the development will meet AS 2021—2000, *Acoustics-Aircraft noise intrusion- Building siting and construction* with respect to interior noise levels for the purposes of:
    - (i) if the development will be in an ANEF contour of 20 or greater - child care centres, educational establishments, entertainment facilities, hospitals, places of public worship, public administration buildings or residential accommodation, and
    - (ii) if the development will be in an ANEF contour of 25 or greater - business premises, hostels, hotel or motel accommodation, office premises or retail premises.

(4) In this clause:

**airport** means civil, military or joint civil and military airport.

**ANEF contour** means a noise exposure contour shown as an ANEF contour on the Australian Noise Exposure Forecast Contour Map for that airport endorsed by the Department of the Commonwealth responsible for airports.

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