

Sydney Airport Planning and Noise Impacts

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1 Introduction

Randwick City is located in close proximity to Sydney's Kingsford Smith Airport. As a major airport it has published an 'Australian Noise Exposure Forecast' (ANEF) which relates to the forecast aviation activity for the next 20 years.

The ANEF chart for 2029 of the predicted noise levels, based on the flight path, frequency, time and type of aircraft flying over an area, is contained within the *Sydney Airport's Master Plan 2009*. It identifies parts of Coogee, South Coogee, Randwick and Kingsford where development needs to consider noise attenuation.

The effective and ongoing operation of Sydney Airport and the protection of the community also require development to be within set heights identified on the Obstacle Limitation Surface (OLS) map and the Procedures for Air Navigation Systems Operations Surface (PANS-OPS) as prepared by the airport operators and endorsed by the Commonwealth.

Note:

The ANEF contours as endorsed by Airservices Australia can be found on the Sydney Airport website.

This section of the DCP should be read in conjunction with:

- Part A - Introduction and Part B - General Controls; and
- Other sections of the DCP for specific development types, locations or sites, if relevant to the application.

1.1 Objective

- To assist applicants to identify height restrictions, suitable building design and noise attenuation measures, in areas affected by the operation of Sydney Airport.

2 Airspace operations

Explanation

To ensure the safe operation of the airport, limits on the heights of buildings are prescribed along flight paths.

In Randwick City, development proposals with a height of 15.24m AHD or greater must be referred to the Sydney Airport Corporation Limited (SACL) for approval in accordance with Clause 6.7 of RLEP. Any SACL approved height includes lift over-runs, chimneys, aerials, antennas, etc.

A separate approval from SACL is also required to operate construction equipment (such as cranes used for the construction of buildings), prior to the commencement of works.

Refer to Clause 6.8 Airport operations of the RLEP 2012.

Controls

- i) Submit accurate and detailed drawings clearly indicating the height levels of various roof elements (including parapet, lift overrun, roof ridge and roof-mounted installations) to AHD for referral to SACL.
- ii) Landscaping must consider bird and obstacle hazard management and ensure trees to be planted are not capable of intruding the Obstacle Limitation Surface when mature (ie over 15 metres).

3 Aircraft noise

Explanation

All development located on land near or within an ANEF contour of 20 or greater that Council considers is likely to be adversely affected by aircraft noise must comply with Clause 6.9 of the RLEP.

Parts of Coogee, South Coogee, Randwick and Kingsford fall within the 20 ANEF contour. Development proposals in these areas, which involve the creation of additional number of dwellings or substantial alterations to existing residential buildings, should submit a Pre-Lodgement Application to Council. This is to ensure that potential noise issues are identified at an early stage and that relevant mitigation measures are appropriately addressed in the Development Application.

Refer to Clause 6.9 Development in areas subject to aircraft noise of the RLEP 2012.

Controls

- i) The introduction of acoustic measures to reduce aircraft noise must where possible integrate sustainable design principles, maintain reasonable internal amenity and not unacceptably detract from the building or streetscape value of an area.
- ii) Development proposals potentially affected by aircraft noise must incorporate suitable noise mitigation measures based on the recommendations of an appropriately qualified acoustics consultant.

Note:

Refer also to *Guidelines for Development in the Vicinity of Airports* being prepared by the National Airports Safeguarding Advisory Group.