

Land Use Objectives

for

*Land in the Vicinity of
Darwin Airport*

THE NEED FOR A LAND USE OBJECTIVE

Darwin Airport has been vital in the growth of the Northern Territory and it is important that it continues to contribute to that growth.

The very operation of airports entails the generation of noise. Experience in both Australia and overseas has shown that, unless efforts are made to control the types of land uses that locate in airport noise affected areas, the residents and users of land in those areas will be exposed to what might prove to be unacceptably high noise levels.

Exposure to unacceptably high noise levels results in a loss in residential and workplace amenity and this, in turn, could lead to a curtailment of the operations of the airport in question.

The most effective measure against aircraft noise is to have developments in the vicinity of the airport which are compatible with the airport environment. Unfortunately, the pattern of existing land use makes this impossible. The purpose of this land use objective is to prevent any worsening of the current situation.

In a similar vein, in order that airports operate effectively, it is essential that airspace in their vicinity be protected from the intrusion of buildings, masts, aerials and the like which, because of their height, would have the effect of inhibiting the operation of the airport.

Other concerns relate to airport operational safety including the positioning of lights in flight approach paths and the siting of agricultural activities with the potential to attract birds and thereby increase the risk of birdstrike.

A number of decisions have already been put in place to ensure that land beneath the flight approach paths is appropriately zoned and used. Land at the corner of Bagot and Totem Roads has been given an open space zoning, and the land beneath the flight approach path at the eastern end of Darwin Airport has been rezoned and restricted to appropriate agricultural activities, and the number of people who reside or work in that locality minimised.

Present Northern Territory land use planning controls do not address all of the concerns outlined above and this land use objective is another step in rectifying that situation in relation to Darwin Airport.

LAND USE OBJECTIVES FOR LAND IN THE VICINITY OF DARWIN AIRPORT

CITATION

This plan may be cited as the LAND USE OBJECTIVES FOR LAND IN THE VICINITY OF DARWIN AIRPORT.

AIMS

In adopting this land use objective, the Government's aims are to –

- minimise the detrimental effects of noise generated by aircraft operations on those who reside and/or work on land in the vicinity of Darwin Airport;
- preclude any new use or development of land which could prejudice the safety or efficiency of Darwin Airport; and
- prevent any worsening of the current situation with regard to land use compatibility.

APPLICATION OF THE POLICY

This land use objective applies to land in the vicinity of Darwin Airport, particularly the areas bounded by the ANEF 20 unit contour line.

PROVISIONS

Noise

Australian Noise Exposure Forecast (ANEF) units are adopted as the units by which noise impact is assessed. Noise impact is assessed by interpolation of the Noise Exposure Forecast Plan prepared in respect of Darwin by the Commonwealth of Australia.

The Building Site Acceptability Table Based on ANEF Zones taken from Standards Australia Table 2.1, AS 2021-1994 is adopted as indicative of acceptable development within airport noise impacted areas.

Rezoning

Any proposal for the rezoning of land in the vicinity of Darwin Airport shall be consistent with the aims of this land use objective and the Building Site Acceptability Table Based on ANEF Zones taken from Standards Australia Table 2.1, AS 2021-1994. If better than this standard is reasonably achievable then that option should be given consideration.

Development

Any proposal for the development of land in the vicinity of Darwin Airport shall be consistent with the aims of this land use objective and the Building Site Acceptability Table Based on ANEF Zones taken from Standards Australia Table 2.1, AS 2021-1994. If better than this standard is reasonably achievable then that option should be given consideration.

Lighting

A consent authority will only approve of lighting associated with development of land within flight approach paths where that lighting is not likely to be prejudicial to the safe operation of Darwin Airport.

Bird Hazards

Land uses or development proposed to be located in close proximity to Darwin Airport that have the potential to attract birds shall require the consent of the consent authority. That consent will only issue where the proposed activity does not give rise to concerns that it will be prejudicial to the safe operation of Darwin Airport.

EXCEPTIONS TO THE LAND USE OBJECTIVE

If land in the vicinity of Darwin Airport could be used entirely for activities compatible with the airport, noise and operational problems would be avoided. Unfortunately, the pattern of existing land use makes this impossible.

A number of residential, business and industrial developments are located within zones that are in aircraft noise affected localities. It would be unreasonable in many instances to expect this development to relocate, or be unable to enlarge, expanded, intensified or altered. It would also be unreasonable to prevent development for which permits have been issued from proceeding. Such developments are exempted from the provisions of the land use objective. Similarly, undeveloped land within substantially developed zones is exempted from the provisions of the land use objectives so that infill development might occur.

EXCEPTIONS

For the purpose of development approval any land described in these exceptions may retain its current zone and be exempted from the provisions of the land use objective. However, any applications to rezone land the subject of these exemptions will be subject to the provisions and requirements of the land use objective.

Residential, business and industrial developments located in aircraft noise affected localities will not be required to relocate and will retain the ability to be enlarged, expanded, intensified or altered in accordance with the relevant control plan.

Similarly, undeveloped land within substantially developed, yet aircraft noise affected, areas will retain its ability to be developed. Developments for which permits have already issued will be able to proceed.

Specifically, these exception provisions apply to:

1. all uses of land, including an existing building or existing works, lawfully in place immediately prior to the declaration of this land use objective;
2. all uses of land, including an existing building or existing works, the subject of a valid development permit, yet to be commenced;
3. (a) all land within Darwin Town Plan zones R1, R2, R3, R5, RL1, B2, B3, O1, O2, I1 and I2, and Litchfield Area Plan zone OC which, without this land use objective, would be available for development in accordance with the prevailing control plan;
- (b) the Minmarama housing estate and an area adjoining undeveloped land, delineated by a dotted black line;
- (c) the land zoned R6, being part Lot 5182, Town of Darwin, at the corner of Bagot Road and Fitzer Drive;
- (d) the land zoned R6, being Lot 4806, Town of Darwin;
- (e) the land zoned CP, being Lot 4557 Dick Ward Drive, Town of Nightcliff;
- (f) the land zoned CP, being Lot 9351 Dick Ward Drive, Town of Nightcliff;
- (g) the land zoned CP, being Section 3402 Stuart Highway, Hundred of Bagot;
- (h) the land zoned CP, being Sections 1847 and 3465 Stuart Highway, Hundred of Bagot;
- (i) the land zoned CP, being Portion 1675 Stuart Highway, Hundred of Bagot;
- (j) the land zoned CP and FU, being part Portion 4235 Hook Road, Hundred of Bagot;
- (k) the land zoned CP, being part Lot 3437, Hundred of Bagot;
- (l) the land zoned CP, being Portion 2232 at the corner of the Stuart Highway and Lagoon Road, Hundred of Bagot;
- (m) the land zoned SU(3), being Section 3299 at the corner of the Stuart Highway and McMillans Road, Hundred of Bagot;
- (n) the land zoned CP, being vacant Crown land, Boulter Road adjoining Sections 3391 and 4568, Hundred of Bagot;

- (o) the land zoned CP, being Portions 1679 and 2178 Beaton Road, Hundred of Bagot;
- (p) the land zoned SU(10), being Portion 4195 and part Portion 1168 Stuart Highway, Hundred of Bagot;
- (q) the land zoned CP, being Portions 2202 and 1198 Stuart Highway, Hundred of Bagot
- (r) the land zoned CP, being part Portion 1168, Stuart Highway, Hundred of Bagot;
- (s) the land zoned FU, being part Portion 4373, Hundred of Bagot;
- (t) the land zoned CP, being part Portion 1263, Tiger Brennan Drive, Hundred of Bagot;
- (u) the land zoned CP, being part Portion 2913, Berrimah Road, Hundred of Bagot;
- (v) the land in the Litchfield Area Plan zoned EX, being part Sections 90 and 62, Hundred of Bagot; and
- (w) the land zoned RC, being Sections 4281 and 4303 McMillans Road, Hundred of Bagot.