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## 14 AIRPORT

This Chapter applies to all land in the vicinity of the Deniliquin Airport. To ensure the operation of the airport is protected into the future, it is important that development surrounding the airport will not restrict the current and future operation of the airport in any way. Development surrounding the airport must be adequately protected from aircraft noise and the height of structures must not obstruct the operation of the airport.

The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) allows development for the purpose of an “airport” or “air transport facility” to be carried out, by or on behalf of a public authority, without consent within certain land use zones as specified by ISEPP. Where development consent is not required, consideration must still be given to expected impacts on the environment in accordance with Part 5 of the *Environmental Planning and Assessment Act 1979*. Development that is ancillary to the “air transport facility” is permissible with consent on the airport land.

Where consent is required for development within the vicinity of the airport, the development application will be assessed on its ability to meet:

- The zone objectives and provisions of the applicable LEP.
- *Environmental Planning and Assessment Act 1979*, including the provisions of Section 79C.
- The provisions of the *Murray Regional Environmental Plan No 2—Riverine Land*.
- Any other applicable State Environmental Planning Policies.
- Relevant objectives and controls in this DCP.
- Council policies (refer to Chapter 1 Section 1.8).
- Council’s Development Manual.

**Note: It is important that development complies with all relevant Chapters of this DCP. Applicants should check each Chapter and address all relevant controls.**

### 14.1 HEIGHT LIMIT

#### *Objectives*

- a. Protect the long-term viability of the airport.
- b. Ensure the height of buildings, structures and landscaping in the vicinity of the airport does not interfere with the operation of the airport.
- c. Protect the community from undue risk from the operation of the airport.

#### *Controls*

1. Development within the vicinity of Deniliquin Airport must not exceed the maximum height limits specified on Council’s Future Obstacle Limitation Surfaces Plan.

**Note: Please contact Council’s Environmental Services section to view the Future Obstacle Limitation Surfaces Plan.**

**Note: Where a proposed development exceeds the height limits on the Future Obstacle Limitation Surfaces Plan, Council must consult with the relevant Commonwealth body (Civil Aviation Safety Authority) about the application. Council may only grant consent where the Commonwealth body does not object to the proposed development.**

2. Development is not permitted within 60.0m of the non-directional beacon (NDB), location shown in Figure 14-1.
3. Development within 150.0m of the NDB shown in Figure 14-1 will be referred to the relevant Commonwealth body (Civil Aviation Safety Authority).

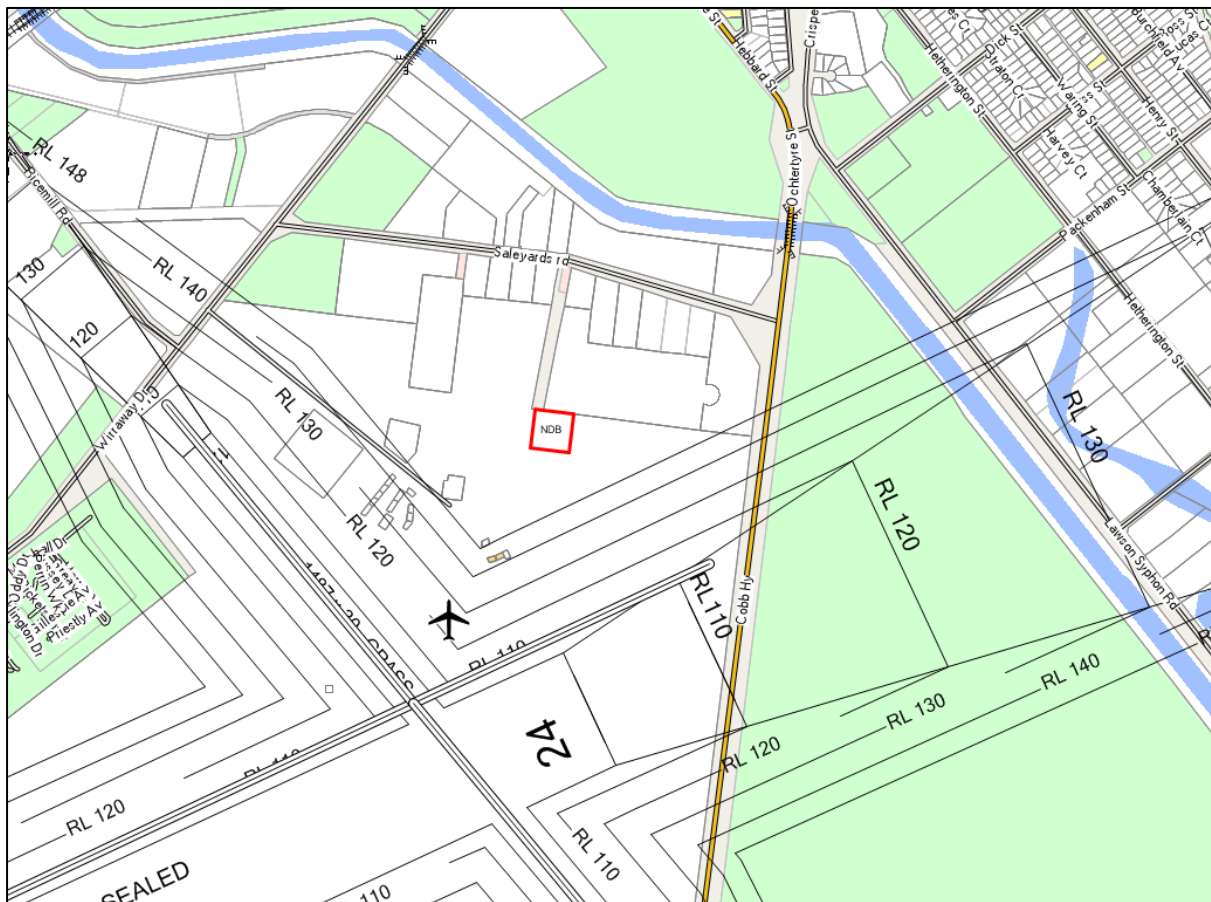


Figure 14-1: Location of navigation directional beacon (NDB) at Deniliquin Airport

## 14.2 NOISE

### Objectives

- a. Protect the long-term viability of the airport.
- b. Ensure buildings in the vicinity of the airport are appropriately protected from aircraft noise.

### **Controls**

1. Development that includes the construction of a building on land in the vicinity of the airport must, to the satisfaction of Council, incorporate measures detailed in Australian Standard 2021 – 2000 Acoustics – Acoustics-Aircraft noise intrusion – Building siting and construction.

**Note: In determining a development application for land within the vicinity of the airport, Council will give consideration to the following matters:**

- **The existing and expected future frequency of aircraft flights.**
- **The nature of the business operation and use of the building.**

## **14.3 MASTERPLAN**

A Master Plan for the Deniliquin Airport, prepared by Engineering management Styles, was adopted by Council in 2011. The Master Plan provides a long-term development strategy for the Deniliquin Airport land, to promote appropriate and organised development of the land, while taking environmental and socio-economic issues into consideration. The land to which this Plan applies is shown in Figure 14-2.





**Objectives**

The purpose of the Deniliquin Regional Airport Master Plan is to:

- a. Provide a foundation and direction as to the future of the Deniliquin Airport and its facilities that will add to the essential infrastructure of the Riverina Region. This is regarded as essential to the continuing well-being and wealth of NSW, and Australia.
- b. Identify the main products and services of the aerodrome, associated activities and events, and visions of the future roles of the facilities.
- c. Provide Deniliquin Council with clear strategies to achieve the optimisation and enhancement of the uses of the existing facilities at a bearable cost to the Council and its community.
- d. Protect and grow the use of air transport, associated industries and facilities at Deniliquin.
- e. Address any socio-economic and environmental issues associated with the aerodrome activities that may be of concern to the community, now and into the future.
- f. Provide an essential background document that may assist Deniliquin Council to apply for funding assistance now and in the longer term from Government agencies.
- g. Assess any required infrastructure improvements.
- h. Provide a list of proposed actions and preliminary costing estimates for future capital and maintenance works.
- i. Provide a comprehensive working document that will attract further business opportunities, including a Regular Passenger Transport (RPT) Air Service to capital city/ies.

**Controls**

1. Development of land to which the Deniliquin Regional Airport Master Plan applies is to be carried out in accordance with the adopted Master Plan. Where a variation to the Master Plan is requested the applicant must demonstrate to the satisfaction of Council that the variation is justified.