



NATIONAL CAPITAL AUTHORITY

*Australian Capital Territory
(Planning and Land Management) Act 1988*

NATIONAL CAPITAL PLAN

**AMENDMENT 30
CANBERRA AIRPORT**

September 2000

**AUSTRALIAN CAPITAL TERRITORY
(PLANNING AND LAND MANAGEMENT) ACT 1988**

**NATIONAL CAPITAL PLAN
AMENDMENT 30
(CANBERRA AIRPORT)**

Amend the National Capital Plan as follows:

1. Replace Figure 3, **Designated Areas** by an amended Figure 3 as attached.
2. Replace the second page of Figure 4, **The Central National Area Key Map** by an amended second page of Figure 4 as attached.
3. Replace Figure 14, **The Central National Area (Fairbairn)** by an amended Figure 14 as attached.

Note: The effect of amendments 1-3 above is to match the extent of the airport site depicted in the Plan with the boundaries of the Crown lease issued to Canberra International Airport Pty Ltd

4. Amend the wording in **1.3 Remaining Parts of the Central National Area** by
 - (i) replacing “, Campbell Park and Canberra Airport/RAAF Base Fairbairn” in the first paragraph with the words “and Campbell Park”, and
 - (ii) replacing “, Department of Defence and Federal Airports Corporation” in the third paragraph with the words “and the Department of Defence”

Note: The effect of amendment 4 above is to remove from the Plan a requirement that a Master Plan be prepared for Canberra Airport

5. Delete clauses 4.4(h), 5.2(g), 8.3(e) and 9.3(g) respectively set out under **4.4 Policies for Urban Areas**, **5.2 Policies for Broadacre Areas**, **8.3 Policies for the National Capital Open Space System** and **9.3 Policies for Rural Areas**, and re-number the subsequent clauses appropriately.

Note: The clauses, all identical in wording, stated: “To ensure safety in relation to aircraft movements, any development that would exceed the heights shown in the maps at Appendix Q shall be referred to the Department of Defence for examination and comment”.

6. Insert the following as a new sixth paragraph in **5.1** and a new last paragraph in **4.1**, **8.1** and **9.1**, the **Background** sections of the **Chapters 5, 4, 8 and 9** respectively titled **Broadacre Areas, Urban Areas, National Capital Open Space System** and **Rural Areas**:

“Protected airspace provisions in relation to Canberra International Airport apply to development independently of the National Capital Plan. To satisfy a requirement of the *Airports (Protection of Airspace) Regulations 1996*, Canberra International Airport Pty Ltd has prepared a diagram prescribing protected airspace. The diagram is incorporated in the Airport Master Plan prepared under the *Airports Act 1996*. Detailed information may be obtained from the Commonwealth agency with responsibility for protected airspace (currently *Department of Transport and Regional Services*)”.

7. Delete the sixth paragraph and alter the fifth paragraph of **5.1 Background** in **Chapter 5. Broadacre Areas** to remove references to public safety, to remove qualitative information about aircraft noise, and to refer to appropriate sources of information about aircraft noise exposure forecasts. The altered paragraph reads as follows:

“Aircraft noise under airfield approaches is an unavoidable by-product of flying operations associated with airports. The Australian Noise Exposure Forecast (ANEF) system, expressed by noise contours centred on the airport, is a scientific measure of forecast noise exposure levels based on current and future projections of operational activities in the vicinity of the runway approaches. The system can assist in planning and development decision making. Information about forecast noise exposure in relation to Canberra International Airport can be obtained from the Commonwealth agencies with responsibility for aircraft noise regulation (currently *Airservices Australia*, and *Department of Transport and Regional Services*. The Department and *Canberra International Airport Pty Ltd* both hold copies of the Airport Master Plan which includes detailed information about aircraft noise)”.

8. Alter **5.2 Policies for Broadacre Areas** in **Chapter 5. Broadacre Areas** by:

- (i) Deleting clause 5.2(d) and renumbering and cross-referencing the subsequent clauses appropriately

Note: Clause 5.2(d) relates to Australian Noise Exposure Forecasts relating to the Airport.

- (ii) Inserting in the range of uses permitted in Broadacre Areas at clause 5.2(i) [renumbered 5.2(g) as a result of other amendments herein] the following:

- “Airport (Canberra International Airport only)”
- “Transport Facility, including Road and Rail” in substitution for “Transport Facility, including Road”

(iii) Inserting a new clause 5.2(h) as follows:

“5.2(h) Canberra International Airport

The range and nature of uses permitted at Canberra International Airport is as follows:

Primary Uses:

- The landing and departure of aircraft
- The housing, servicing, maintenance and repair of aircraft
- The assembly and dispersal of passengers and goods
- Uses determined by the Authority to be associated with and ancillary to and enhance the operation of the airport.

Other Uses:

- The range of uses scheduled at clause 5.2(g)
- Commercial Accommodation
- Dwelling if necessary for the operation of any permitted use
- Light Industry
- Office, provided that individual office buildings (other than “Office” associated with a Primary Use) shall not exceed 2000 square metres in Gross Floor Area
- Place of Assembly
- Retail, provided that individual retail establishments outside the Terminal Building (other than “Retail” associated with a Primary Use) shall not generally exceed 500 square metres in Gross Floor Area.

9. Delete Figure 22 titled **1997 Noise Exposure Forecast (ANEF)**

10. Alter **Appendix A Land Use Definitions** by:

- Deleting the term “**Airport – RAAF Base Fairbairn**” and its meaning
- Inserting definitions for “Industry” and “Light Industry” as follows:

“Industry

The use of land for the principal purpose of manufacturing, assembling, altering, repairing, renovating, ornamenting, finishing, cleaning, washing, winning of minerals, dismantling, processing, or adapting of any goods or any articles.

Light Industry

An industry in which the processes carried on, the transportation involved or the machinery or materials used do not interfere with

the amenity of the locality by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil or otherwise”.

11. Delete Appendix Q titled **Height Limitations, Airport/RAAF Base, Fairbairn**
 12. Make such changes to Index pages as are necessary to accommodate the amendments herein.
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Designated Areas

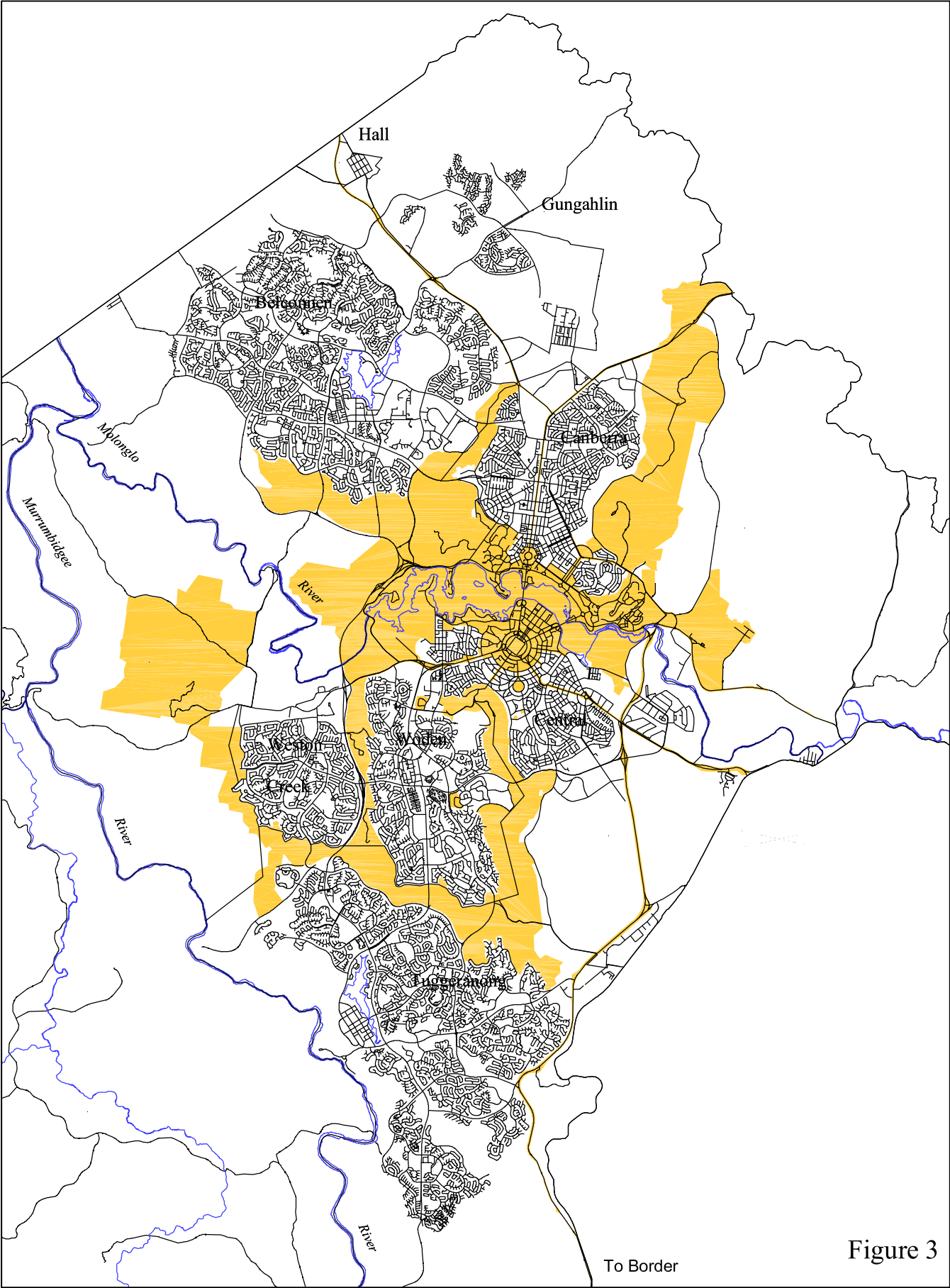
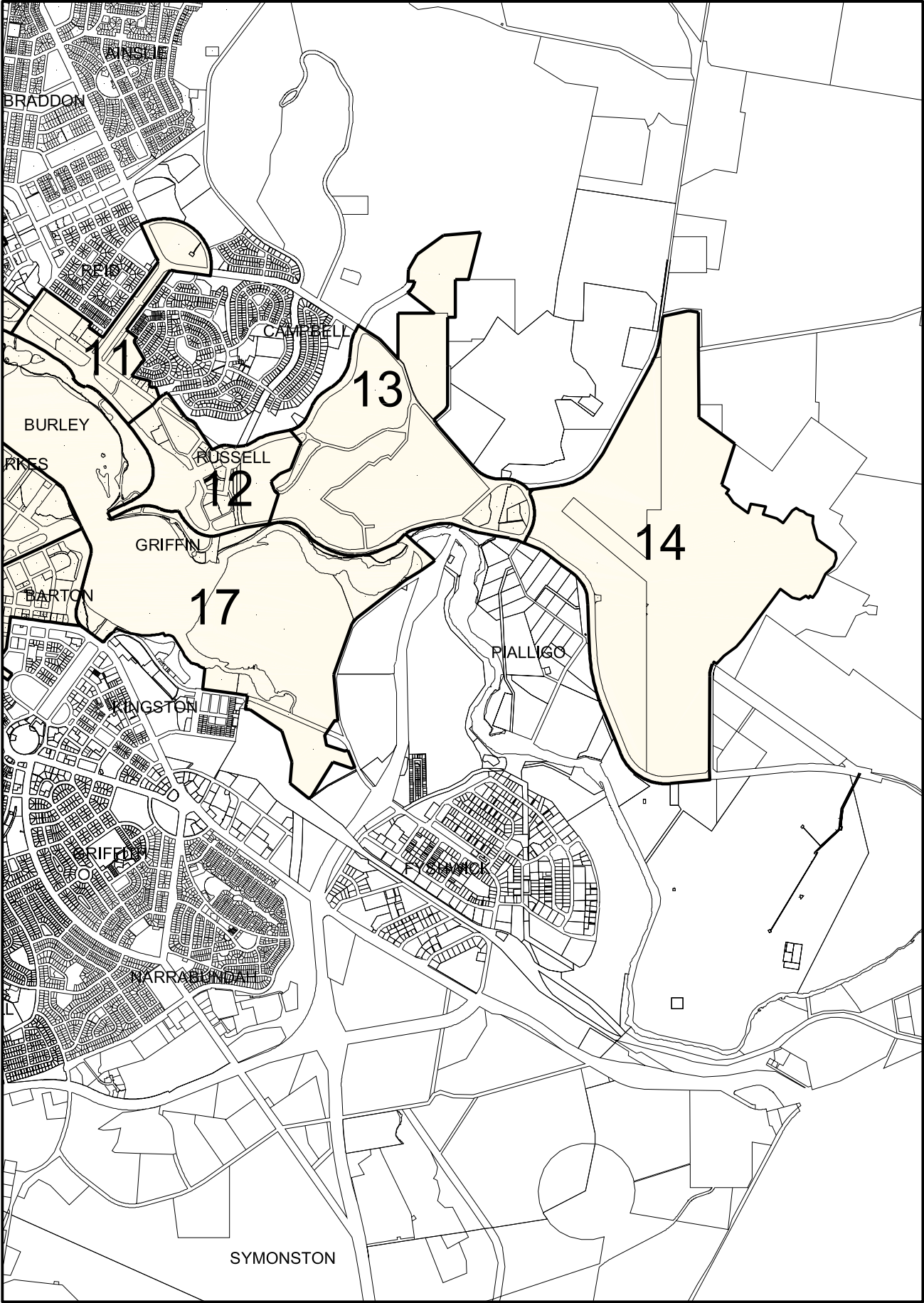
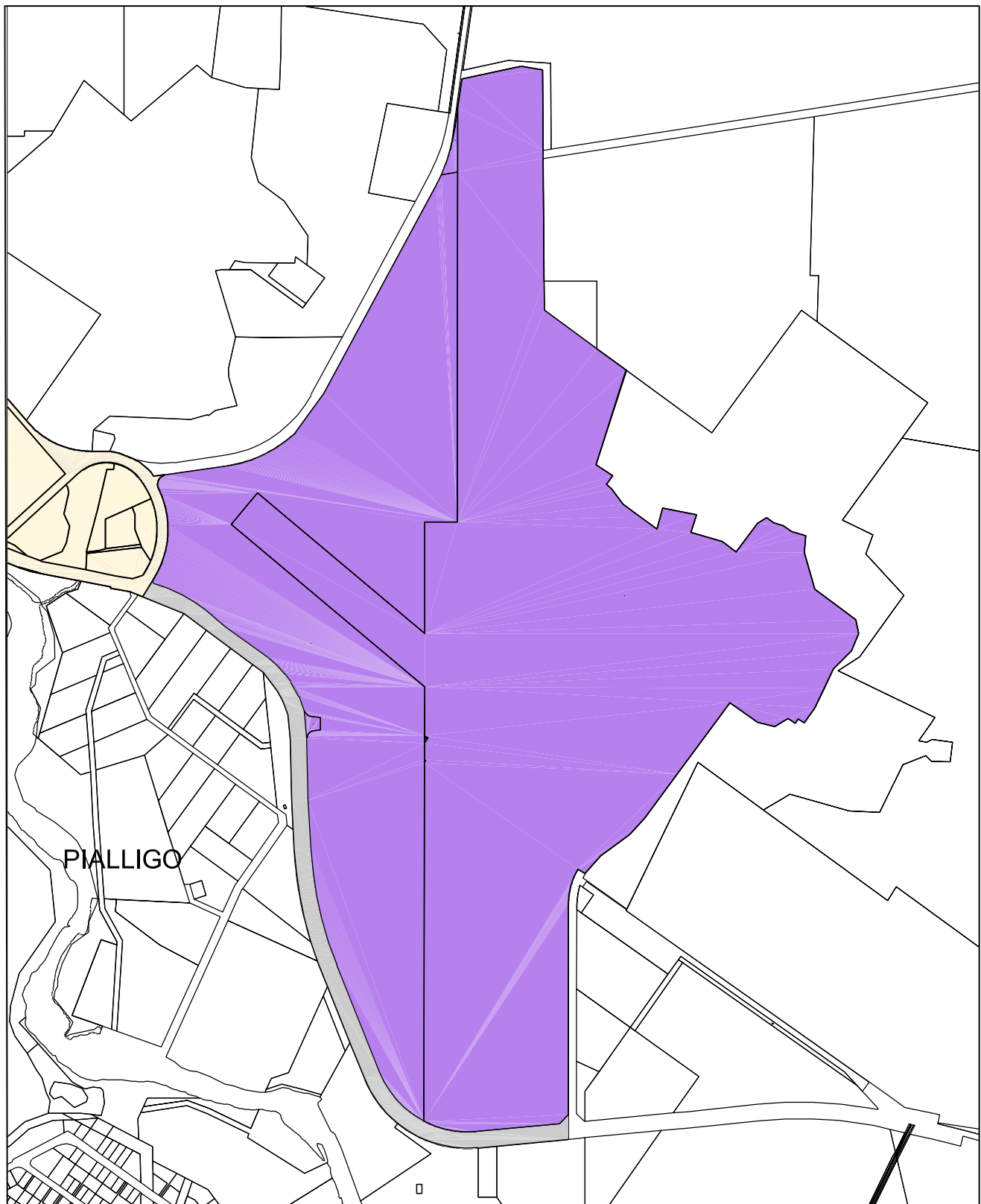


Figure 3

Key Map





* Refer to Appendix H for Design and Siting Conditions which apply to all blocks

- Airport - RAAF Base Fairbairn
- Road
- Adjoining Central National Area Maps

Figure 14
The Central National Area
(Fairbairn)