

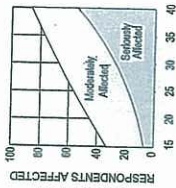
LAND USE COMPATIBILITY ADVICE FOR AREAS IN THE VICINITY OF AUSTRALIAN AIRPORTS

Shall be read in conjunction with **AS 2021 - 2000**
Acoustics - Aircraft noise intrusion - Building siting and construction

Building Type	ANEF zone of siting		
	Acceptable	Conditionally acceptable	Unacceptable
Home, home unit, flat, caravan park	Less than 20 ANEF (note 1)	20 to 25 ANEF (note 2)	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF (note 1)	20 to 25 ANEF (note 2)	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF (note 1)	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF (note 1)	20 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF Zones		

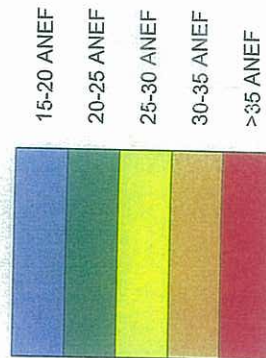
NOTES:

- The actual location of the 20 ANEF contour is difficult to define accurately, mainly because of variation in aircraft flight paths. Because of this, the procedure of Clause 2.3.2 of the Standard may be followed for calculating noise levels but not for the 20 ANEF contour.
- Within 20 ANEF to 25 ANEF, some people may find that the level is not compatible with residential or educational uses. Land use authorities may consider that the incorporation of noise control features in the construction of residences or schools is appropriate. (See Exposure - Response graph below)
- There will be cases where a building of a particular type will contain spaces used for activities which would generally be found in a different type of building (e.g. an office in an industrial building). In these cases, Table 2.1 of the Standard should be used to determine the acceptability, but informed design noise levels within the specific spaces should be determined by Table 3.3 of the Standard.
- The Standard does not recommend development in unacceptable areas. However, where the relevant planning authority determines that any development may be necessary within existing built-up areas designated as unacceptable, it is recommended that such development should achieve the required AIR determined according to Clause 3.2 of the Standard. For residences, schools, etc., the effect of aircraft noise on outdoor areas associated with the buildings should be considered.
- In no case should new development take place in green field sites deemed unacceptable because such development may impact airport operations.



PERCENTAGE OF PEOPLE SERIOUSLY & MODERATELY AFFECTED BY AIRCRAFT NOISE
This graph shows that a proportion of the community will be SERIOUSLY and MODERATELY affected by aircraft noise when the noise exposure is below 20 ANEF.
Overflight of aircraft will still occur in areas outside the 20 ANEF

Source: Australian Standard AS 2021-2000



Project: TOCUMMAL AERODROME ANEF		Client: BERRIGAN SHIRE COUNCIL	
Title: 15 - 35 ANEF OVERLAY APPENDIX A		Drawn by: A3	Design No: A06028A01
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No.	Date	By	Amendment	Checked