

STRATEGIC PLANNING

DRAFT **Randwick** **Development** **Control Plan** **C11 Sydney** **Airport**

D05607969

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1. Introduction

Randwick City is located in proximity to Sydney's Kingsford Smith Airport, a major aviation hub that generates aircraft noise across surrounding suburbs, including Randwick City. To manage and forecast the impact of aviation activity, the airport publishes an 'Australian Noise Exposure Forecast' (ANEF) which models the projected noise levels and flight frequency over a 20-year horizon. These forecasts are represented as noise exposure contours on maps periodically updated by Airservices Australia.

The 2039 ANEF contours identify areas within Coogee, South Coogee, Randwick and Kingsford where development must incorporate appropriate noise attenuation measures to ensure residential amenity and compliance with relevant standards.

In addition to managing noise impacts, the safe and efficient operation of Sydney Airport requires that new development respects prescribed height limits. These limits are defined by the Obstacle Limitation Surface (OLS) and the Procedures for Air Navigation Systems Operations Surface (PANS-OPS) surfaces, which are prepared by airport operators and endorsed by the Commonwealth Government. Development proposals within affected areas must demonstrate compliance with these aviation safety requirements.

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

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

Objectives

1. Minimise the impact of aircraft noise on residential amenity
2. Ensure development does not compromise the safe operation of Sydney airport
3. Maintain compliance with Commonwealth-endorsed aviation safety surfaces including OLS and PANS-OPS which limit height of structures and cranes (including external lighting)
4. Promote sustainable building design that incorporates effective acoustic treatment in areas affected by the operation of Sydney's Kingsford Smith Airport.
5. Prevent lighting hazards that may interfere with aircraft operations
6. Ensure external lighting complies with aviation safety standards

2. Legislation and regulatory framework

2.1. Commonwealth legislation

Airports Act 1996

The Airports Act 1996 establishes a system for regulating airports and the requirements to create masterplans and environmental standards.

Civil Aviation Regulations 1988

The Civil Aviation Regulations 1988 establishes standards and regulations for air navigation in Australia to ensure compliance with technical and safety requirements.

Civil Aviation Safety Regulations 1988

The Civil Aviation Safety Regulations 1988 harmonises aviation safety law and provides administrative provisions for the regulation of civil aviation, including the delegation of powers to the Civil Aviation Safety Authority (CASA) and the issuing of Manuals of Standards

Part 139 (Aerodromes) Manual of Standards 2019

The Part 139 MOS establishes standards and obligations for the operation of aerodromes in Australia.

3. Prescribed airspace

To ensure the safe operation of the airport, limits on the heights of buildings are prescribed along flight paths. These restricted areas are known as prescribed airspace.

In Randwick City, development proposals (including temporary buildings or structures) 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 6.8* 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.

Note

In relation to short term temporary buildings or structures, an application must be made to Sydney Airport at least 28 days before commencement of the activity.

Note

Additional information and charts showing the current prescribed airspace can be downloaded at the [Airspace Protection](#) page at the Sydney Airport website.

Note

Refer also to the [National Airports Safeguarding Framework](#) for relevant guidelines.

Note

Refer to [Clause 6.8 Airport operations](#) of RLEP 2012.

4. Aircraft noise

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 2039 contour. Development proposals in these areas, which involve the creation of additional dwellings or substantial alterations to existing residential buildings, are encouraged to submit a Pre-Lodgement Application to Council. This is to ensure that potential noise issues are identified early and that relevant mitigation measures are appropriately addressed in the DA.

Note

The ANEF contours as endorsed by Airservices Australia can be found on the Sydney Airport website ([Master Plan 2039 - Downloads](#))

Note

All development within an ANEF affected area (including ANEF contour 20) must comply with Australian Standard AS 2021-2015.

Note

Refer also to the National Airports Safeguarding Framework for relevant guidelines ([National Airports Safeguarding Framework | Department of Infrastructure, Transport, Regional Development, Communications and the Arts](#))

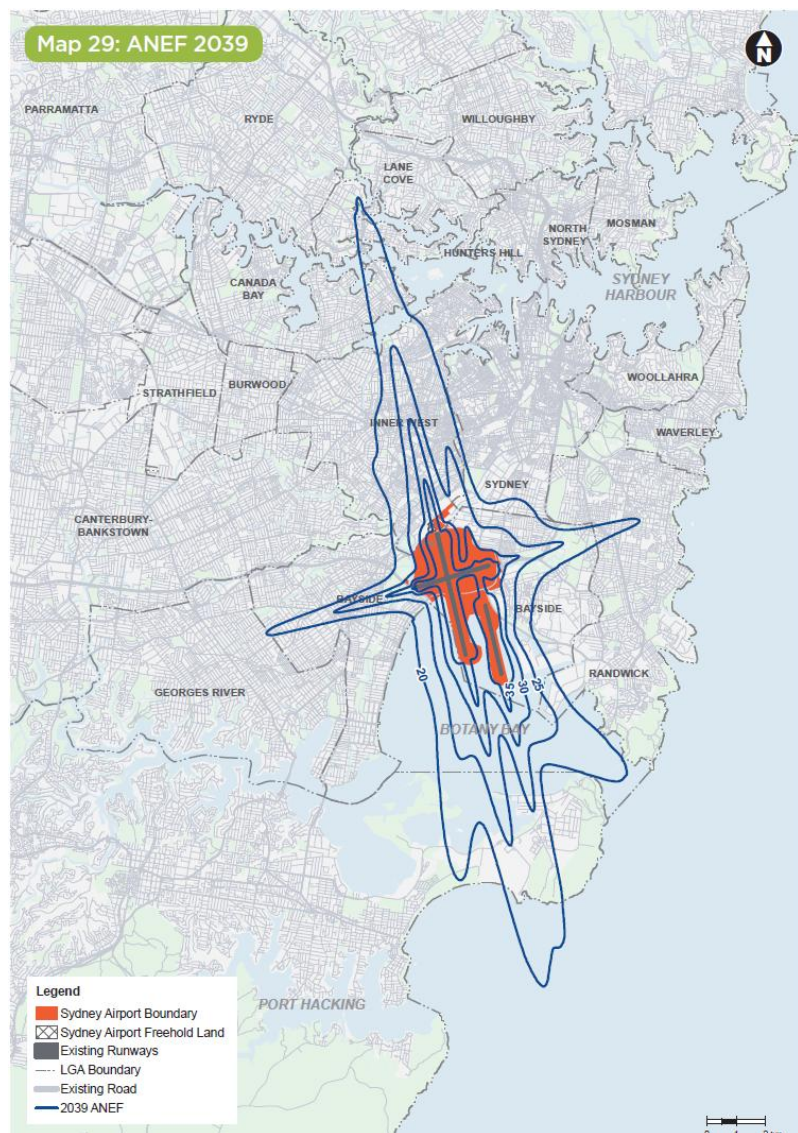


Figure 1: ANEF 2039 (source: Sydney Airport Masterplan)

5. Lighting hazards

The Civil Aviation Safety Authority (CASA) has the authority, under the Civil Aviation Regulations 1988 and the Airports Act 1996, to control ground lights that may cause confusion or distraction to pilots due to glare. To assist lighting designers and installation contractors near airports, CASA has established guidelines on the location and permitted intensities of ground lights within a six-kilometre radius around an airport, as outlined in the Manual of Standards 2019 - *Part 139* (Aerodromes).

This area is divided into four lighting zones (Zones A, B, C, and D), reflecting the degree of interference ground lights can cause as pilots approach landing. External advertising, sports field floodlighting, and street lighting are some of the more likely sources requiring consideration. Parts of Randwick and Kingsford fall within Zone D.

The Manual of Standards 2019 - *Part 139* (Aerodromes) requires Sydney Airport to notify CASA in writing if they become aware of any installation, equipment, or laser outside the aerodrome boundary that has or may have lighting intensity greater than specified. CASA may issue a notice to an owner or person in charge of a non-compliant light, directing them to extinguish or screen the light and refrain from exhibiting similar lights in the future.

Note

The [Sydney Airport Masterplan](#) provides a Restricted Lighting map to assist in identifying the covered areas.

Note

Refer also to the National Airports Safeguarding Framework for relevant guidelines ([National Airports Safeguarding Framework | Department of Infrastructure, Transport, Regional Development, Communications and the Arts](#))

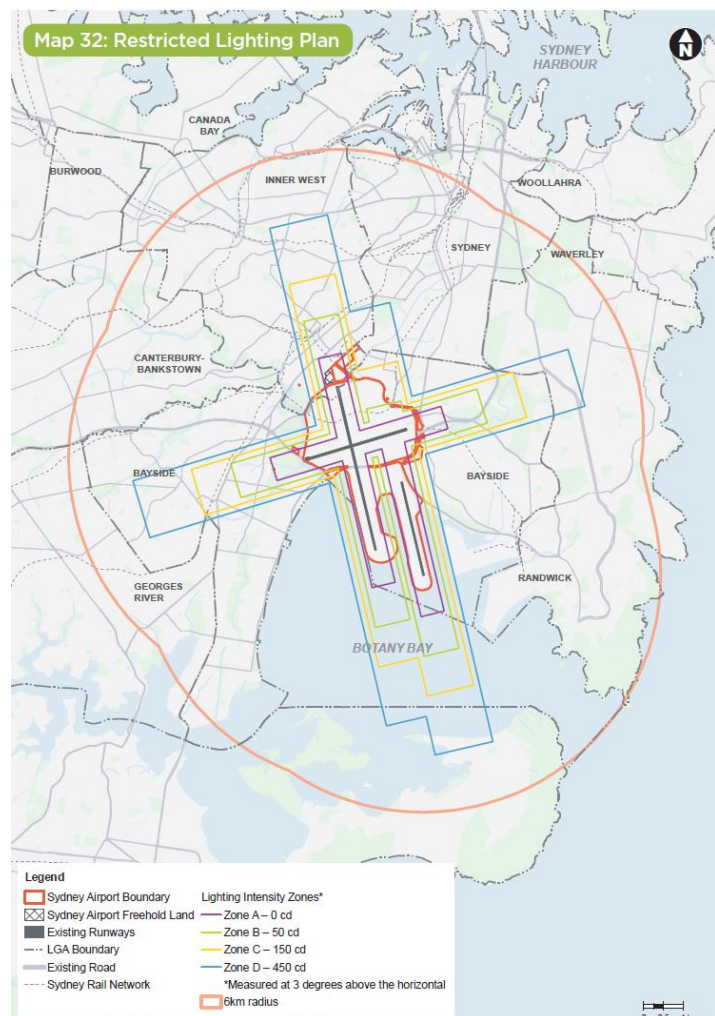


Figure 2: Restricted Lighting (source: Sydney Airport Masterplan)

6. Controls

6.1. Prescribed airspace

Controls

- a) Development applications must include accurate and detailed drawings indicating the height levels (above AHD) of all roof elements including parapet, lift overruns, roof ridges and roof-mounted structures for referral to SACL
- b) 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 (i.e. over 15 metres)
- c) Details of any cranes or temporary structures proposed during construction must be submitted to SACL, including maximum operating height above AHD.

6.2. Noise

Controls

- a) Development within areas affected by ANEF contours must incorporate suitable noise attenuation measures recommended by a qualified acoustic consultant
- b) Acoustic treatments should support sustainable design principles, maintaining reasonable internal amenity and avoid adverse impacts on the building's architectural quality or surrounding streetscape.

6.3. Lighting

Controls

- a) Development applications must include detailed drawings indicating any proposed external lighting installations for referral to SACL
- b) Landscaping and lighting design must consider aviation safety. External lighting must not exceed 450cs (candelas) in intensity within Zone D requirements.

