



PLANNING ACT 2002

NORFOLK ISLAND

DEVELOPMENT CONTROL PLAN NO.5

NORFOLK ISLAND AIRPORT

April 2010

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PART A – INTRODUCTION

1. What is the name of this plan?

This development control plan (DCP) is called Development Control Plan No. 5 – Norfolk Island Airport (hereafter referred to as the “Plan”).

2. What is the purpose of this plan?

The purpose of this Plan is to provide a detailed plan to co-ordinate and guide use and development of land within Portion 183 (Norfolk Island Airport). Critically, this Plan ensures that the primary use of the site as an aerodrome is not compromised and that maximum benefits are gained from the use and development of land that is not required for aviation activities.

3. What are the objectives of this plan?

The objectives of this Plan are to:

- a) Identify vacant land suitable for development at the airport;
- b) Preserve vacant land at the airport that is suitable for aviation/airport type developments in the first instance; and
- c) Provide a clear list of conditions of use for development of airport land for non-aviation uses.

4. Where does this plan apply?

This Plan applies to Portion 183 (Norfolk Island Airport). This land is zoned Airport apart from an area known as DCA Circle, which is zoned Special Use.

5. How does this plan relate to other plans?

- a) This Plan supplements the Norfolk Island Plan 2002.
- b) This Plan does not extinguish the operation of any other plan or code that is consistent with this Plan.
- c) This Plan works in conjunction with other plans and Acts which must be consulted to fully understand this plan.

6. How does this plan work?

All development applications for use and development within Portion 183 will be assessed against this Plan. In addition to this Introduction (Part A), this DCP also incorporates the following:

- [Part B](#), i.e. the Development Standards applicable for Portion 183;
- [Appendix 1](#): Relevant extracts from the Norfolk Island Plan; and
- [Appendix 2](#): Purpose definitions in the Norfolk Island Plan which are relevant to the Airport zone and Special Use zone.
- [Appendix 3](#), containing the [Airport Land Use Document \(ALUD\)](#) and the [DCP Map](#) that clearly defines the various precincts within Portion 183;

Appendix 1 and 2 are subject to change, if and when the variations to the Norfolk Island Plan are approved.

It should be noted that, notwithstanding the documentation of proposed developments contained in the Airport Land Use Document (Appendix 3), the proposals should not be taken as having planning approval.

7. What are the relevant provisions from the Norfolk Island Plan 2002 that apply to use and development within Portion 183?

The primary land-use planning document for the Airport is the Norfolk Island Plan. This DCP is consistent with the Norfolk Island Plan and operates as a statutory document in conjunction with the Norfolk Island Plan. Development Control Plans operate as a layer beneath the Norfolk Island Plan, and are designed to provide greater detail for specific sites or types of development than the Norfolk Island Plan allows. The parts of the Norfolk Island Plan that apply to use and development within the Airport zone are:

7.1 Part A – Strategic Plan

Under Part A (Strategic Plan), the airport is identified as ‘Activity Node Preferred Dominant Land Use’. Land within this area is intended to provide for the necessary and essential industrial and infrastructure functions for the Island in the long-term. In the short- to medium-term, land within this area could be used for a range of purposes that would not compromise the long-term use of the land.

7.2 Part B – Planning Requirements

The majority of Portion 183 lies within the Airport zone, with “DCA Circle” zoned Special Use. The Airport zone has been identified as an independent zone to provide for a range of airport and aviation related use and development opportunities as well as a limited range of industrial and other use and development. The Plan recognises that the primary use of the site is as an airport but takes into consideration that there may be opportunities to use the land surrounding the aerodrome facilities for other uses and developments.

The objectives of the Airport zone focus on the need to:

- (a) co-locate airport, aviation and related higher intensity industrial use to maximise the use of existing infrastructure at the airport;
- (b) minimise the potential impacts of these uses on surrounding development; and
- (c) avoid the spread of such use and development in a random manner across Norfolk Island.

The development standards that apply within the Airport zone are generally standards that apply in all zones. The key standards for consideration in conjunction with this Plan are:

- (a) There are no subdivision standards. The size of any lots subdivided within the Airport zone shall be determined by the intended use of the site.
- (b) There are no minimum setback requirements except those necessary to meet the intent of the Airport zone, protect the character of the surrounding area, protect the amenity of neighboring properties, and provide access for essential and emergency services.
- (c) All use and development shall comply with the Norfolk Island Plan’s requirements relating to the Obstacle Limitation Surfaces (OLS) area.
- (d) Use or development for the purposes of a Noxious, Offensive or Hazardous Industry or a Dangerous Goods Store as defined in the Norfolk Island Plan shall not be located within 300 metres of land zoned

Residential or Special Use (where that Special Use zoning is intended for, or used or developed for residential use or for the purposes of a hospital or school).

It is important to note that a proposed use or development must be consistent with the intent, objectives and development standards of the Airport zone, and the use and development principles established in the Norfolk Island Plan.

There are special clauses in the Norfolk Island Plan that apply to land in the vicinity of the airport. The Obstacle Limitation Surfaces apply to an area where airport operations and airspace are critical and this area needs to be protected from inappropriate development.

A full description of the Objectives, Subdivision Standards, Development Standards and Table of Use or Development for the Airport zone and Special Use zone is provided at Appendix 1 of this DCP.

PART B - DEVELOPMENT STANDARDS

The following use and development requirements must be considered:

- Ensure consistency with the requirements of the Norfolk Island Plan for land within the Airport Zone and the Obstacle Limitation Surface.
- Ensure that consideration is given to current and emerging security threats when assessing the merits of a proposed use or development.
- Ensure that all the security requirements, as set out in the Norfolk Island Airport Transport Security Program are met and regularly reviewed based on risk assessment.
- Continue to satisfy requirements for a Certified Airport under the Civil Aviation Act and Regulations, including compliance with the Manual of Standards Part 139.
- Give priority to uses that have a direct link with Airport activities and should be located in proximity to airport activities. These include –

Specifically -

- | | |
|------------------------|-----------------------------------|
| ▪ Runways | ▪ Aircraft catering and servicing |
| ▪ Runway strips | ▪ Aircraft refuelling |
| ▪ Taxiways | ▪ Air traffic control |
| ▪ Aprons | ▪ Communication facilities |
| ▪ Passenger terminal | ▪ Navigational aids |
| ▪ Bomb threat area | ▪ Airport lighting |
| ▪ Freight movement | ▪ Emergency services |
| ▪ Aerodrome access | ▪ Aerodrome administration |
| ▪ Aircraft maintenance | ▪ Aerodrome maintenance |

(from the Master Plan Concept – Aerodrome Master Plans 1988).

- Ensure that generally any proposed use or development:
 - will not affect airport operations through nuisance including birds, vermin, air pollution;
 - will not breach aircraft and airport operations safety and security requirements;
 - are compatible with and related to aircraft operations ;
 - are uses that require separation from settled areas due to potential impact on an amenity;
 - give preference to public and government uses and activities over private interests; and
 - are, in the case of private uses and activities, leased at commercial rates.
- Use land not required for airport-related activities to develop non-aviation related uses permitted or permissible (with consent) in accordance with this DCP and the Norfolk Island Plan, or alternatively subdivide land for purposes consistent with this Plan and the Norfolk Island Plan, subject to development approval.
- Ensure that planning and development of the Airport takes into account the possibility of larger planes and the requirements of those aircraft.
- Ensure that planning and development of the Airport takes into account possible expansion of the tourist services industry e.g. locally based catering for flights; future freight and warehouse storage.

APPENDIX 1:

RELEVANT EXTRACTS FROM THE NORFOLK ISLAND PLAN 2002

PART A – STRATEGIC PLAN

4.5 ACTIVITY NODE PREFERRED DOMINANT LAND USE

4.5.1 What is the Activity Node Preferred Dominant Land Use?

- (1) These areas are shown in a yellow colour on the Strategic Plan Map and designate those areas of Norfolk Island not required in the foreseeable future for other preferred dominant land uses.
- (2) The areas identified as having a preferred dominant land use of Activity Node are intended to provide the necessary and essential industrial and infrastructure functions on Norfolk Island in the long term. The uses and development types to be encouraged in the Activity Node Preferred Dominant Land Use area are limited to air and sea transport, infrastructure and industrial uses.
- (3) Land preferred for use as an Activity Node in the longer term may appropriately be used for a range of other purposes in the short to medium term. Such uses include rural and open space uses.

4.5.2 What are the objectives of the Activity Node Preferred Dominant Land Use?

- (1) The objectives of the Activity Node Preferred Dominant Land Use are to:
 - (a) provide a compact, buffered area for industrial uses;
 - (b) minimise deleterious effects of higher intensity industrial use or development for as many residents, visitors and businesses as possible;
 - (c) minimise the impacts on the environment caused by industrial use or development by maximising use of existing and future infrastructure;
 - (d) protect airport and aviation related use or development opportunities, while co-locating appropriate industrial use or development opportunities;
 - (e) protect existing sea transport facilities and related future use or development opportunities while co-locating appropriate industrial use or development; and
 - (f) protect and preserve land for existing and future public, government, and Administration use or development.

4.5.3 How will the objectives of the Activity Node Preferred Dominant Land Use be implemented?

- (1) The objectives of the Activity Node Preferred Dominant Land Use are to be achieved by ensuring that only land that is within the following desirable zones is located within the Activity Node Preferred Dominant Land Use area:
 - (a) Rural;
 - (b) Industry;
 - (c) Open Space;
 - (d) Special Use; or
 - (e) Airport.

PART B – PLANNING REQUIREMENTS

2. Use or development of land in zones

- (1) The use or development of land, or the intended use or development of land is categorised into one or more of the categories of use or development defined in clauses 114 and/or 117.
- (2) The Tables of Use and Development for each zone determine what use or development may be carried out in that zone. The precise meaning of each use or development is found in the Purpose Definitions contained in clause 117.

3. What is “permitted (as of right) use or development”?

- (1) Column 1 of the Table of Use or Development applicable to a zone specifies Permitted (As of Right) Use or Development. This is use or development that may be carried out without development approval from the Norfolk Island Government and which does not require the grant of development approval under the Plan.
- (2) Notwithstanding the provisions of clause 3(1), buildings or structures associated with any use or development may require building approval, unless exempt from requiring building approval in accordance with the building regulations made pursuant to the *Building Act 2002*.

4. What is “permitted use or development”?

- (1) Column 2 of the Table of Use or Development applicable to a zone specifies Permitted Use or Development. This is use or development that requires the Norfolk Island Government’s development approval (but not its consent), and which is subject to conditions imposed by the Executive Member.
- (2) While development approval is required for permitted use or development, the executive member shall grant approval either unconditionally or subject to such conditions or restrictions as may be imposed, provided that the use or development complies with all relevant standards and provisions of this Plan including not invoking the provisions of clause 5.
- (3) Notwithstanding the provisions of clauses 4(1) and 4(2), buildings or structures associated with any use or development may require building approval, unless exempt from requiring building approval in accordance with the building regulations made pursuant to the *Building Act 2002*.

5. What is “Permissible (With Consent) Use or Development”?

- (1) Column 3 of the Table of Use or Development applicable to a zone specifies “Permissible (With Consent) Use or Development”. This is use or development that may only be carried out with development approval from the Norfolk Island Government (granted by the executive member acting upon recommendations from the Norfolk Island Planning and Environment Board) and which is also subject to conditions imposed by the executive member, and is subject to any other approval, consent or permission required under any other enactment.
- (2) The following uses and developments shall be Permissible (With Consent):
 - (a) Uses and developments listed in Column 1 or 2 where a condition or standard specified in this Plan for the use or development is not to be followed; or

- (b) Uses and developments listed in Column 3 in the applicable Zone's Table of Use or Development, including situations where a condition or standard specified in this Plan for the use or development is not to be followed, but flexibility is specified in relation to that condition or standard.
- (3) Before use or development that is Permissible (With Consent) Use or Development may be carried out the executive member must have given development approval on a development application. The development approval is subject to the conditions and standards specified in this Plan and such other conditions or restrictions as the executive member may impose.

6. What is "prohibited use or development"?

- (1) The following uses and developments shall be Prohibited:
 - (a) Uses and developments listed in Column 3 in the applicable Zone's Table of Use or Development, where a condition or standard specified in this Plan for the use or development is not to be followed, and flexibility is not specified in relation to that condition or standard.
 - (b) Uses and developments listed in Column 4.

SPECIAL USE ZONE

54. What is the intent of the Special Use Zone?

- (1) The Special Use Zone is intended to protect and preserve land for existing and future public, government, and Administration use or development.

55. What are the objectives and guidelines for the Special Use Zone?

- (1) The objectives and guidelines for the Special Use Zone are:
 - (a) provide opportunities for a range of existing and future public, government, and Administration use or development;
 - (b) encourage ecologically sustainable development practices that contribute to biodiversity maintenance and preservation;
 - (c) encourage preservation and development practices that are compatible with conservation of heritage values.

56. What are the subdivision standards for the Special Use Zone?

- (1) The intended function, use or development of the site shall determine lot sizes and dimensions.

57. What are the development standards for the Special Use Zone?

- (1) The development standards for the Special Use Zone are:
 - (a) there are no maximum height or minimum setback requirements for development, except to maintain a reasonable level of amenity for neighbouring land and development;
 - (b) the roof areas of buildings shall be finished with non-reflective materials and colours that harmonise with the natural landscape;

- (c) the external walls, paving, and other large surface areas of buildings shall be finished with non-reflective materials and colours that harmonise with the natural landscape or shall be substantially and permanently screened by landscaping; and
- (d) all use or development shall comply with relevant environmental standards specified in the approved applicable environmental planning and land management codes.

58. TABLE OF USE OR DEVELOPMENT – SPECIAL USE ZONE

Permitted (As of Right) Use or Development	Permitted Use or Development	Permissible (with Consent) Use or Development	Prohibited Use or Development
Column 1	Column 2	Column 3	Column 4
Use or development for any of the following purposes: Public Works – Minor	Use or development for any of the following purposes: Subdivision – Minor	Use or development for any of the following purposes: Child Care Centre Earthworks Educational Establishment Hospital Indoor Sport and Recreation Place of Assembly Public Building Public Works – Major Residence – Residential Care Establishment Subdivision – Major Wharf OR: The use or development identified on the Zoning Map.	Use or development other than use or development specified in Column 1, Column 2, or Column 3
<p>Note: Notwithstanding the Columns in this table—</p> <ol style="list-style-type: none"> 1. Development Approvals may not be required for activities specified in Clause 101. 2. Certain activities or use or development of land specified in Clauses 74, if not prohibited uses or development under Column 4, are permissible (with consent) use or development under Column 3. 3. If any condition or standard for an activity referred to in Column 1 or 2 is not to be followed, the activity is permissible (with consent) use or development under Column 3 			

AIRPORT ZONE

59. What is the intent of the Airport Zone?

- (1) The Airport has been identified in recognition of the important contribution that the Airport makes to Norfolk Island's transportation and tourism development. The Airport Zone is intended to primarily provide a range of airport and aviation related use or development opportunities, while also providing opportunities for a limited range of industrial use or development opportunities.

60. What are the objectives and guidelines for the Airport Zone?

- (1) The objectives and guidelines for the Airport Zone are:
 - (a) provide opportunities for a range of airport and aviation related use or development types;
 - (b) provide opportunities for general, noxious, hazardous or offensive industrial use or development types generally associated with airport and aviation activities that require isolation from residential use or development;
 - (c) collocate airport, aviation and related higher intensity industrial use or development to enable maximum use to be made of existing infrastructure and services. Minimising the need to provide infrastructure outside the Airport Zone will limit impacts on the environment and economy;
 - (d) cluster airport, aviation and related higher intensity industrial use or development to minimise potential impacts on surrounding use or development and to avoid the spread of such use or development in a random manner across Norfolk Island;
 - (e) utilise rural and other low intensity use or development where possible to provide buffers around the Airport Zone to minimise the effects of use or development within the Airport Zone on surrounding use or development types;
 - (f) encourage ecologically sustainable development practices that contribute to biodiversity maintenance and preservation;
 - (g) use or development should not compromise the operational requirements of the Airport's Obstacle Limitation Surfaces as approved by the executive member; and
 - (h) use or development shall be consistent with any relevant Development Control Plans.

61. What are the subdivision standards for the Airport Zone?

- (1) The intended function, use and development of the site shall determine lot sizes and dimensions.

62. What are the development standards for the Airport Zone?

- (1) The development standards for the Airport Zone are:
 - (a) the provisions of Australian Standard AS 2021-2000 shall apply to all use or development in the Airport Zone;
 - (b) the maximum height of buildings shall be determined by the Obstacle Limitation Surfaces requirements as specified in clauses 78-81 inclusive, and shall be up to 9 metres on condition that the Obstacle Limitation Surfaces are not compromised and unless it can be satisfactorily demonstrated that a higher structure is required for operational, topographical or other justified purposes;

- (c) use or development for the purposes of an Industry – Noxious, Offensive and Hazardous, or a Dangerous Goods Store shall not be located within 300 metres of land zoned Residential, or Special Use (where that Special Use Zoning is intended for, or used or developed for, the purposes of a hospital, school, or use or development within the residence class);
- (d) there are no minimum setback requirements except those necessary to meet the zone intent, protect the character of the surrounding area, protect the amenity of neighbouring properties, and provide access for essential and emergency services;
- (e) the roof areas of buildings shall be finished with non-reflective materials and colours that harmonise with the natural landscape;
- (f) the external walls, paving, and other large surface areas of buildings shall be finished with non-reflective materials and colours that harmonise with the natural landscape or shall be substantially and permanently screened by landscaping; and
- (g) all use or development shall comply with relevant environmental standards specified in the approved applicable environmental planning and land management codes.

63. TABLE OF USE OR DEVELOPMENT – AIRPORT ZONE

Permitted (As of Right) Use or Development	Permitted Use or Development	Permissible (with Consent) Use or Development	Prohibited Use or Development
Column 1	Column 2	Column 3	Column 4
Use or development for any of the following purposes:	Use or development for any of the following purposes:	Use or development for any of the following purposes:	Use or development other than use or development specified in Column 1, Column 2, or Column 3
Public Works – Minor	Airport Open Space Subdivision – Minor	Car Park Club Concrete Batching Plant Dangerous Goods Store Earthworks Food Premises Industry – Light Industry – General Industry – Noxious, Hazardous, or Offensive Public Building Public Works – Major Subdivision – Major Warehouse Premises	

Note: Notwithstanding the Columns in this table—

1. Development Approvals may not be required for activities specified in Clause 101.
2. Certain activities or use or development of land specified in Clauses 74, if not prohibited uses or development under Column 4, are permissible (with consent) use or development under Column 3.
3. If any condition or standard for an activity referred to in Column 1 or 2 is not to be followed, the activity is permissible (with consent) use or development under Column 3.

OBSTACLE LIMITATION SURFACES OVERLAY

78. What are Obstacle Limitation Surfaces and why are they important?

- (1) The area identified on the Obstacle Limitation Surfaces Overlay Map has been identified in recognition of the important contribution that the Airport makes to Norfolk Island's transportation and tourism development. The land and airspace at the Airport and in its surrounds require special management and protection to ensure that obligations in relation to Obstacle Limitation Surfaces required under national and international aviation regulations are met.

79. What are the objectives of the Obstacle Limitation Surfaces?

- (1) The objectives of the Obstacle Limitation Surfaces Overlay are to:
 - (a) limit development that would adversely affect Airport operations, or be adversely affected by Airport operations; and
 - (b) protect valuable airspace required for Obstacle Limitation Surfaces from use or development that would pose a hazard to aircraft movements.

80. Who must applications be referred to for use or development within the Obstacle Limitation Surfaces?

- (1) Any development application that relates to land identified on the Obstacle Limitation Surfaces Overlay Map shall be referred to the Norfolk Island Airport Manager for assessment against the Obstacle Limitation Surfaces. Any representations received from the Airport Manager are to be considered by the executive member prior to determining the development application.

81. What must be considered when a development application within the Obstacle Limitation Surfaces is assessed?

- (1) Matters to be considered when determining an application include:
 - (a) any advice submitted within 28 days after the notice is sent from any authority consulted, including the Norfolk Island Airport Manager; and
 - (b) whether any special works or practices are required to protect the values of the land.

APPENDIX 2:

PURPOSE DEFINITIONS PERMITTED OR PERMISSIBLE (WITH CONSENT) IN THE AIRPORT ZONE AND SPECIAL USE ZONE

117 – THE PURPOSE DEFINITIONS

AIRPORT means the *Use or Development of Land* for the landing or departure of aircraft whether or not that *Land* includes facilities for the housing, servicing, maintenance or repair of aircraft, or for the assembly and/or dispersal of passengers or goods onto or from an aircraft.

CAR PARK means the *Use or Development of Land* for the parking of motor vehicles as a private or public car park, where that parking is not merely incidental to or associated with the *Use of Land* for some other purpose. The term does not include part of any *Road* used for parking.

CHILD-CARE CENTRE means the *Use or Development of Land* for a kindergarten, crèche or pre-school centre, or any other place used or intended for *Use* for the minding or care, but not residence, of children for fee or reward.

CLUB means the *Use or Development of Land* for a club, lodge, friendly society or like organisation, whether incorporated or not, and includes *Use of the Land*, in part, as an office for the administration of the affairs of the club, lodge, friendly society or like organisation. A *Use of Land* for the purpose of a club does not include any residential class use, and does not include *Use of the Land* as a *Licensed Club*.

CONCRETE BATCHING PLANT means the *Use or Development of Land* for the mixing of concrete for *Use* elsewhere.

DANGEROUS GOODS STORE means the *Use or Development of Land* for the storage, either above ground or below ground, of goods listed in the *Australian Dangerous Goods Code* (as amended from time to time). The term includes the *Use* of premises used or intended for use for the storage of:

- (a) liquefied petroleum gas where the total storage at the facility exceeds 4000 litres;
- (b) petrol, or petroleum where the total storage at the facility exceeds 10500 litres.

EARTHWORKS means the *Use or Development of Land* for the cutting of natural ground (“cut”) and/or the depositing of any material or substance (“fill”) on *Land*, or the letting remain on *Land* of any material or substance deposited thereon.

EDUCATIONAL ESTABLISHMENT means the *Use or Development of Land* for the purposes of a school, public library, public lecture hall, art gallery (other than for business purposes), museum, sheltered workshop, or any other place used or intended for *Use* for the training or teaching of people. The term includes school, which means the *Use or Development of Land* as an institution at which primary education, secondary education, tertiary education, vocational education, or any combination thereof, is provided.

FOOD PREMISE means the *Use or Development of Land* for the preparation and/or sale of food and drink to the public. The term includes but is not limited to the activities listed in the Table of Food Premises. The term does not include a *Resort* or *Shop*.

Table of Food Premises

Café
Fast Food Shop
Kiosk
Mobile Kiosks
Milk Bar
Restaurant
Snack Bar
Take Away Food Shop
Tea Gardens
Tea Rooms

HOSPITAL means the *Use or Development of Land* for the medical or surgical care or treatment of persons residing thereat, whether or not those premises are also used for the medical or surgical care or treatment of persons not residing thereat. The term includes the residential use of any part of those premises by a person conducting or employed at that hospital.

INDOOR SPORT AND RECREATION FACILITY means the *Use or Development of Land* at which members of the public participate in sport, athletics or other recreation indoors. The terms includes, but is not limited to, *Use of premises as an indoor fitness centre, gymnasium, dance studio, skating rink, amusement hall, cinema, or the like, where those premises are not a Resort.*

INDUSTRY – GENERAL means the *Use or Development of Land* for the purpose of carrying on an *Industry* which is not otherwise defined or described in this section.

INDUSTRY – LIGHT means the *Use or Development of Land of any Industry* included but not limited to those industries listed in the Table of Light Industry which:-

- (a) Does not, in the opinion of the Administration, impose a load on any existing or proposed public utility undertaking greater than that which is required for the normal development of the locality in which the industry is carried on;
- (b) Does not, in the opinion of the Administration, by reason of the carriage of goods or materials used or produced thereby create traffic upon public *Roads* in the locality in which the industry is carried on, which causes congestion or danger to users of such *Roads* or requires *Roads* of a higher standard of construction than those required for the normal development of the locality in which the industry is carried on; and
- (c) Does not, in the opinion of the Administration, have a detrimental effect on the amenity of the environs by causing environmental harm or be likely to cause undue disturbance and/or annoyance to persons or affect property not connected with the industry by reason of smoke, fumes, noise, waste products, the presence of vermin, the creation of electrical interference, or other hazards.

Table of Light Industry

Mixing, blending, packing, or preparing any food or drink for human consumption, (other than where defined as an *Industry – Noxious, Hazardous or Offensive*, or as part of a *Food Premises*), including a butcher and baker, or any of the following:

Artificial flower manufacturing
Artificial limb manufacturing works
Bag manufacturing
Bedding manufacturing
Blacksmithing
Blind manufacturing

Bonded store
Bookbinding
Boot and shoe manufacturing
Boot and shoe repairing
Bottling works
Brake repairing
Brass working
Bread manufacturing
Bristle and hairgoods manufacturing
Builder's workshops and yards
Cabinet making
Cake ornament manufacturing
Canvas goods manufacturing
Cardboard box and articles manufacturing
Carpentry
Chaff milling
Cleaning contractor's establishments
Clock and watch manufacturing or repairing
Clothing manufacturing
Coach building
Coat hanger manufacturing
Coir goods manufacturing
Cold stores
Confectionery manufacturing
Cooperages
Corset making
Cosmetic manufacturing
Cotton goods manufacturing
Cycle repairing
Delivery depots
Dental goods manufacturing
Diecasting (up to 0.4 hectares in area)
Dressmaking
Driving instruction depot
Dry cleaning and dyeing
Duplicating and copying
Electrical goods repairing and maintenance Electrical signs manufacturing
Engraving
Fence posts and paling depots
Fibreglass manufacturing
Film developing and printing
Fishing gear manufacturing
Fishmongering
Freezing works
Fur goods manufacturing
Furniture repairing
Furniture storage
Gas appliance workshops
Gasket manufacturing
Glass cutting and silver works
Glazing
Harness manufacturing
Hat manufacturing
Herb products manufacturing
Hessian manufacturing

Hosiery manufacturing
House removing depots
Instrument manufacturing
Jewel case manufacturing
Joineries
Jute goods manufacturing
Laundry
Lawnmower repairing
Leadlight works
Leather goods manufacturing
Lock and key manufacturing and repairing
Locksmith's establishments
Mattress manufacturing
Medical goods manufacturing
Milk depots
Millinery manufacturing
Musical instrument manufacturing
Musical instrument repairing
Napery manufacturing
Neon sign works
Newspaper publication
Ornament manufacturing
Packaging works
Painter's depots
Panel Beating
Parcel delivery depots
Pastry cooking
Pattern making
Pest control
Plaster modelling and moulding
Plastic goods manufacturing
Polish manufacturing
Printing
Process engraving
Radio works
Saddleries
Shopfitting
Signwriting
Sports goods manufacturing and repairing
Spray Painting
Stationery manufacturing
Stereo manufacturing
Stockfood manufacturing
Straw hat manufacturing
String manufacturing
Surgical supplies manufacturing
Tailoring
Taxicab depots
Tent manufacturing
Tool repairing and sharpening;
Tradesman's yards
Travelling requisites manufacturing
Umbrella manufacturing
Upholstering
Wax products manufacturing

INDUSTRY – NOXIOUS, HAZARDOUS OR OFFENSIVE means the *Use or Development of Land* for the carrying on of an *Industry* which by reasons of the processes or materials involved or the method of manufacture or the nature of the processes or materials used or produced, requires isolation from other buildings or areas of human activity or occupation because of the detrimental effect which such processes or materials might have on the amenity of such areas or the health of its occupants and including, but not limited to, those industries included in the Table of Noxious, Hazardous or Offensive Industry following:-

Table of Noxious, Hazardous or Offensive Industry

Any *Industry* included under the definition of *Industry – Light* or *Industry – General* which does not comply with the requirements of that definition and is considered to be *Industry – Noxious, Hazardous or Offensive*; and

The industries listed below:-

- Abattoir, slaughter house or slaughter yard (livestock including poultry)
- Acetylene manufacturing or storage
- Acid manufacturing
- Ammonia manufacturing or storage
- Ammunition manufacturing or storage
- Animal by-products manufacturing
- Arsenal
- Battery smelters
- Boiling disencrustant fluid manufacturer
- Boiling down works
- Bone mill
- Bottled gas manufacturing or storage (excluding storage of bottled gas used for domestic purposes in quantities less than one hundred [100] kg)
- Carbide manufacturing
- Cement and lime works
- Chemical works
- Cleansing material manufacturing
- Crushing mill
- Disinfectant pest destroyers and germicide manufacturing
- Distillery
- Explosives manufacturing or storage
- Fellmonger
- Fertiliser works
- Fireworks manufacturing or storage
- Fish products works
- Flammable liquid manufacturing
- Fruit and vegetable spray manufacturing
- Garbage and refuse disposers
- Gasses and products works
- Glue manufacturing
- Gunpowder manufacturing or storage
- Hide, skin and tallow store
- Kerosene manufacturing
- Knackery
- Match manufacturing
- Meat, poultry or seafood processing or preserving (other than as part of a butcher)
- Metal screening plants

Oil cloth and lino manufacturing
Oil manufacturing
Oil refinery
Oxygen production
Paper or paper products manufacture
Petroleum and petroleum products refining
Photographic film manufacturing
Pickling (engineering)
Plastic manufacturing
Poison manufacturing
Pulp Mill
Preserving works
Radioactive waste disposal services
Rubber mill
Sanitary depot
Sewage treatment works
Skin drying
Smelting works
Soap works
Solder manufacturing
Stone crusher and screen
Tanalising works
Tannery
Tar and tar products manufacturing
Turpentine manufacturing
Varnish factory
White ant and borer exterminator
Woolscour
Zinc oxide works

OPEN SPACE means the *Use or Development of Land* that has its surface area open to the sky and is totally or predominantly undeveloped which is an essential component of our urban and rural environments as it serves a number of basic human and ecological needs including:

- (a) Providing outdoor recreation opportunities;
- (b) Maintaining natural processes and protection of environmentally sensitive areas, cultural heritage and valuable natural resources; and
- (c) Providing a visually pleasant landscape which contributes to scenic quality and environmental amenity as well as facilitating cultural enhancement.

PLACE OF ASSEMBLY means the *Use or Development of Land* as a public hall, conference centre, function room, theatre, cinema, music hall, concert hall, dance hall, open-air theatre or drive-in theatre. The term does not include any place that is, or is part of, any *Educational Establishment, Hotel, Park, Place of Public Worship, restaurant, or premises used for the purpose of Indoor Sport and Recreation Facility or Outdoor Sport and Recreation Facility.*

PUBLIC BUILDING means the *Use or Development of Land* as offices or for administration or other like purposes by the Crown, the Administration, or by some statutory authority or corporation of a public character exercising public functions and includes *Use or Development of Land* for any individual or combined emergency service providers.

PUBLIC WORKS – MAJOR means the *Use or Development of Land* for the purposes of the supply or provision by the Administration or other statutory bodies of an installation that is a generating works, electrical sub-station or transformer of more than 300KVa, alternative energy installations, sewerage or refuse treatment or disposal works (including sanitary land fill), waste disposal facilities, pumping station, cemetery or crematorium, and transmitting and/or receiving installation for telephone, radio broadcasting, television, cable or satellite television. The term includes any office necessary for the administration of the public work located on that *Land*. The term also includes any works depot used exclusively by the Administration, and/ or by individual or combined emergency service providers.

PUBLIC WORKS – MINOR means the *Use or Development of Land* for the purposes of the supply or provision by the Administration or other statutory bodies as may be required to provide water, electricity, gas, sewerage or drainage services, or communications infrastructure where that infrastructure is not a Public Work (Major).

RESIDENCE – RESIDENTIAL CARE ESTABLISHMENT means the *Use or Development of Land* for the purpose of accommodation for disabled people where the number of people accommodated (including carers) exceeds six, or the accommodation of aged persons.

SUBDIVISION – MAJOR means to *Subdivide Land* where:

- (a) the subdivision is not a Subdivision – Minor; and
- (b) lot sizes may be smaller than the relevant minimum lot size specified in this Plan provided that the subdivision does not result in a net increase in the number of privately-owned lots, except in accordance with subclause 11(1)(e).

All proposals for Subdivision – Major must satisfy all other relevant Subdivision Standards.

SUBDIVISION – MINOR means to *Subdivide Land* where:

- (a) there is no net increase in the number of privately-owned lots; and
- (b) the areas of the lots created are not less than the relevant minimum lot size specified in this Plan; and
- (c) the reorganisation or amalgamation of lots is primarily to enable better management of the land for the purpose consistent with the intent and objectives of the zone(s), or to provide for public services, utilities, access or open space, and where the new boundaries give consideration to topography, perennial and other bodies of water, access and frontage requirements to each lot, and the location of other natural and artificial features.

WAREHOUSE PREMISES means the *Use or Development of Land* for the storage of goods of whatever description, whether or not any of those goods are sold by wholesale thereat, where that other place is not a place or premises elsewhere specifically defined in this section. The term includes *Ancillary Use* of the *Land* for an office and/or garaging of vehicles used in connection with the use of the *Land* as a Warehouse Premises.

WHARF means the *Use or Development of Land* in connection with water transport as a place from or at which goods are taken on or landed from vessels whether or not passengers are taken on or landed from vessels thereat. The *Use* includes the *Ancillary Use* of an office used in connection with the wharf or the temporary storage of goods, which are to be taken on vessels thereat, or which have been landed thereat, from vessels.



THE ADMINISTRATION OF NORFOLK ISLAND

NORFOLK ISLAND AIRPORT LAND USE DOCUMENT

April 2010

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GLOSSARY OF ABBREVIATIONS USED IN THIS PLAN

AP	Aviation Precinct
ASA	Air Services Australia
CASA	Civil Aviation Safety Authority
DME	Distance Measuring Equipment
DP	Development Precinct
ECC	Emergency Coordination Centre
GA	General Aviation
LAGs	Liquid, Aerosols and Gels
NIGTB	Norfolk Island Government Tourist Bureau
NOTAM	Notice to Airmen
RESA	Runway End Safety Areas
RMD	Roads Maintenance Depot
RPT	Regular Public Transportation (aircraft)
SLS	Satellite Landing System
STP	Sewage Treatment Plant
UNICOM	Universal Communication
VOR	VHF Omni-directional Range
WMC	Waste Management Centre

1. INTRODUCTION

Land associated with the Norfolk Island Airport (Portion 183) is owned and managed by the Administration of Norfolk Island (the Administration). This land is zoned Airport under the Norfolk Island Plan 2002 (the Plan) and permissible uses of this land include those relating to airport functions and various other public and private enterprises. The area of Portion 183 occupied by “DCA Circle” is zoned Special Use.

Due to limited availability of land on Norfolk Island, the need to ensure compatibility between adjacent and surrounding land uses across the Island and subsequent pressure to locate non-airport related functions (such as industry which requires separation from residential areas) onto airport land, it is critical long term strategic planning is carried out to ensure the viability of the aerodrome is not compromised into the future and this is the role of the Airport Development Control Plan (the DCP)

The Airport Land Use Document supplements the Airport DCP by identifying existing airport land uses and developments and discussing any potential impacts to the airport that may result from proposed land uses and developments.

2. AIRPORT PRECINCTS

To ensure that the primary use of the site as an aerodrome is not compromised and that maximum benefits are gained from the use and development of land that is not required for aviation activities, Portion 183 has been divided to represent the following three land Precincts;

2.1 Aviation Precinct (AP)

The AP is focused on the aerodrome and aviation activities and generally includes the runways, taxiways, apron, Satellite Landing System (SLS) and Bomb Threat areas. It is clearly defined in the Airport DCP Map.

The AP is characterised by activities that the aerodrome is dependent on in order to function and land within the AP is currently used or preserved for proposed aviation developments.

A comprehensive list of existing Airport land uses and developments follows at [Section 4.0](#). This is expanded at [Section 5.0](#) where known proposals for new developments or land uses within the AP are discussed.

A proposal for a non-aviation development or use of land within the AP can only be considered if there is no proposed future aviation related use for the area identified in [Section 5.0](#). The proposal will only be permissible if it satisfies the requirements of the Airport DCP, Part B-Standards for Non Aviation Developments and Uses.

2.2 Development Precincts (DP's)

Airport land that is currently vacant and considered suitable for possibly both aviation and non-aviation uses or developments have been categorised DP's.

The DP's have been identified in response to pressure to locate non-airport related developments (such as industry which requires separation from residential areas) onto airport land.

Any such proposed developments will be assessed on its own merits using the criteria provided in the Airport DCP at Part B-Standards for Non Aviation Developments and Uses.

The boundaries between AP and DP areas may be amended over time, subject to approval to amend this DCP.

2.3 DCA Circle Precinct (DCA)

Although the area occupied by "DCA Circle" is within the boundary of Portion 183, it is zoned as Special Use. Any proposal for development of this area would be assessed in accordance with the normal planning procedures for this zone type; ie in consultation with the Airport Manager and taking into consideration issues such as the Obstacle Limitation Surfaces.

3. WHAT ARE AIRSIDE AND LANDSIDE AREAS?

Land categorisation at the Norfolk Island Airport is also further divided into airside and landside areas. Descriptions of each are provided below.

Note land that is airside land is not automatically precluded from being considered for a non-aviation development, as the airside landside boundary is adjustable through application to the Department for Infrastructure and by Commonwealth Gazettal.

3.1 Airside Areas

The Airport airside areas include the land that is generally bounded by the security fences where pedestrian and vehicular access is restricted. Airside encompasses the runways, aprons, terminal and management and operational facilities and activities.

3.2 Landside Areas

The Airport landside areas are those areas that are accessible to the general public, such as the car park and public areas of the Terminal.

Some developments at the Airport require both airside and landside access, such as the Freight Shed and Departure and Arrival Halls.

4. EXISTING AIRPORT LAND USES AND DEVELOPMENTS

The existing land uses and developments within the airport land boundary have been categorised as either aviation related or non-aviation related. All existing aviation related land uses and developments are located within the Aviation Precinct. Similarly, the non-aviation land uses and developments are located within the Development Precincts. It is important to note that categorisation does not equate with different land portions and any proposal to subdivide land must be assessed in accordance with the Norfolk Island Plan, this Plan and any other relevant instruments.

A comprehensive listing of each follows.

4.1 Aviation related (located within the AP)

- The Terminal
- Terminal car park
- Runways, taxiways and aprons, Runway End Safety Areas (RESA)
- Airport administration offices
- Grounds and maintenance storage sheds
- The freight shed

- Fuel depot, storage area and refueling points (including hydrant pits and Avgas depot)
- General aviation parking
- Offices within the terminal (Currently leased to Airlines and ground handling agencies)
- Reservoir / water tanks / pump shed for aviation fire fighting and terminal drinking water;
- Aviation Rescue and Fire Fighting Service
- Amenities block (with regard to Airport Staff amenities)
- Bureau of Meteorology (with regard to Terminal Aerodrome Forecasts)
- Site for storage of materials and equipment for runway upgrade
- Site for asphalt and concrete batching plant for runway upgrade
- Quarantine incinerators (with regard to incinerating Aircraft quarantine waste)
- Vacant land (with potential for aviation related developments)
- Fire Training Drill Ground;
- Emergency Co-ordination Centre (Aviation related only in major disaster)
- Quarantine Incinerators
- Airport bore-with regards to replenishing aviation fire fighters
- Navigational/Landing aids:
 - VHF Omni-Directional Range (VOR)
 - Distance Measuring Equipment (DME) and
 - Satellite Landing System (SLS)

4.2 Non-Aviation related (located within the DP)

- Electricity Shed / Depot
- Waste Management Centre;
- Roads Maintenance Depot;
- Sewerage Treatment Plant;
- Airport bore – with regard to Hospital supply
- Stock holding paddock
- Health and Quarantine
- DCA Circle Housing

5. PROPOSED AVIATION RELATED LAND USES & DEVELOPMENTS

As mentioned at [Section 2.0](#) one of the critical purposes of the DCP is to identify those areas that should be preserved for future aviation related developments. The following Sections discuss the current uses and developments of land within the AP and explores current known proposals for future developments.

Along with the existing aviation developments, the proposed developments have been taken into consideration when formulating the boundary of the Aviation Precinct.

5.1 The Link Taxiway, Apron and Parking Bays

The apron at the Norfolk Island Airport has two dedicated parking bays. Access to either bay is via the link taxiway. Parking options are limited by the number and size of aircraft that require parking. It is not unusual for the Airport to put out a notice to airmen (NOTAM) to close RWY 04/22 so that the nearby threshold of RWY 22 can be used for short term or overnight parking when traffic is heavy.

From a long term planning perspective consideration must be given to the limitations of the current link taxiway and apron. On the eastern side of the taxiway the existing security fence restricts any increase in aircraft wingspan than that of the B737-800. The Banyan tree has the same effect on the western side.

If the aircraft currently being designed to eventually replace the B737 and Airbus A320 demand more parking and turning area, the existing apron may require expansion in the long term. It is expected that this expansion would encroach to the north into what is currently the general aviation (GA) grass parking area. Any future works proposed for the GA grass parking area must take into consideration the possibility that the sealed apron may be expanded that direction.

Furthermore, any future major works proposed for the current apron should also look to correct existing problems. Firstly the profile needs to be reshaped to ensure that the apron runoff is taken away from the terminal. As it is now if there is a major fuel spill that fuel would run straight to the terminal building. Although there is a spoon drain to divert the flow this would not ensure the safety of the terminal should the spill catch alight.

As part of the proposed corrective works to the apron profile, the apron plan should be updated to include any new aircraft types. The new plan may require the relocation of the underground fuel hydrant refuelling pits and should also address aircraft parking, apron lighting, equipment storage areas, pedestrian and servicing access points.

NOTE: As an alternative to possibly relocating the underground fuel pits the fuel supplier of the day might look to changing to tanker refuelling.

Aircraft likely to utilise the Norfolk Island Airport are detailed in Table 1.

Table 1: RPT Aircraft Capable of using the Norfolk Island Airport

Aircraft Type	Number of Seats Available			Number of flight Crew
	Business	Economy	Total	
Boeing 737-800**	12	162	174	2
Boeing 737-400	8	138	146	2
Boeing 737-300	8	120	128	2
Fokker 100	-	122	122	2
Airbus A320	12	138	150	2
General Aviation aircraft			Various	Max of 2

***Boeing 737-800 is the design aircraft; therefore the largest aircraft likely to perform regular public transport operations at the Norfolk Island Airport. Many seating configurations are available for these aircraft; the above scenarios are supplied as guidance only*

Parking capacity scenarios are detailed in Table 2 below.

Table 2: Aircraft Parking Capacities at the Norfolk Airport

Aircraft Type	Bay 1	Bay 2	Restrictions
A320-200	✓	✗	No parking on Bay 2 for AC bigger than 737-400
B737-800	✓	✗	No parking on Bay 2 for AC bigger than 737-400
B737-400	✓	✓	
B737-300	✓	✓	
B737-200	✓	✓	
B717-200	✓	✓	Bay 1- 80km/h blast impact to airside terminal area Bay 2 nose-wheel deflection angle at 68 degrees
B737-700	✓	✗	No parking on Bay 2
Dash 8-Q400	✓	✓	Exemption required for Code D main gear clearance Bay 1 to be vacant of B737-4, 7, 8 and A320 aircraft for Bay 2 operations
Dash 8-300	✓	✓	Bay 1 to be vacant of B737-4, 7, 8 and A320 aircraft for Bay 2 operations
Dash 8-200	✓	✓	Bay 1 to be vacant of B737-4, 7, 8 and A320 aircraft for Bay 2 operations

5.2 Runway 11/29 (Code 4 runway)

This is the primary runway and it was resealed and strengthened in 2006 to allow regular operations from aircraft up to the size of B737-800. It is highly unlikely that this runway will see any major change such as relocation; realignment or extension in the medium to long term but it is expected to require resealing again in c2018.

The implications of runway resealing works in terms of aerodrome planning are that land will need to be set aside to temporarily provide sites for construction offices and amenities, equipment storage and batching plant for mixing materials. Ideally these facilities will be in close proximity to the runway. As discussed in [Section 5.20](#), the land historically used for these purposes includes the fire training drill ground and vacant areas below Borrow Hill. It is critical that any development in these areas does not restrict the use of the area during runway overlays every 12 or so years.

5.3 Runway 04/22 (Code 2 runway)

Runway 04/22 is the secondary runway and can currently accommodate aircraft up to the size of F28 in an emergency. Note that there is 460 metres of runway at 04 end that was not resealed during the 2006 overlay and this portion of pavement is not of the same strength as the rest.

From a planning perspective it has to be explored if this runway is worth maintaining operational, as there are several arguments both for and against closing it.

On the positive side closing 04/22 would potentially free up a lot of valuable land for development. Note that any development for this area would have to

take into consideration the obstacle limitation surfaces and all relevant safety and/or security regulatory requirements. Another positive that would result with the closing of this runway would be the reduction in costs to the Airport for both grounds and pavement maintenance.

The single biggest deterrent against closing runway 04/22 is the loss of the safety aspect having a secondary, cross-runway provides. Twice in recent years 04/22 has played a critical role in maintaining safety during aircraft operations. As recently as August 2009 we have had RPT aircraft divert because of a high crosswind component at the primary runway. Taking this into consideration there may be merit in strengthening the pavement of RWY 04/22 to permit its use by the current 737 300 type aircraft. The usability of this RWY for the 4C aircraft type would be enhanced with the repositioning of the VOR at RWY 04 threshold and talks are currently under with AsA in this regard.

To determine the future of runway 04/22 a decision needs to be made on the value of the safety aspect of having a cross runway. Only then could a cost benefit analysis be accurately carried out.

5.4 Runway End Safety Areas (RESA)

The RESA is a clear, level area at the end of the runway strip provided to enhance safety in the event of an aircraft undershooting or overrunning the runway. Under new CASA requirements that came into force May 2008 it became necessary to extend the Norfolk Island airport RESA's at each end of runway 11/29 by 90m.

Works on RWY 11 threshold end RESA are completed and we currently hold an exemption from doing RWY 29's RESA. That exemption will expire 31 December 2009.

For planning purposes the RWY 29 RESA area to Ferny lane must be reserved for RESA works.

Note that Civil Aviation Safety Regulation requirements will determine approval or otherwise of any proposed development in the vicinity of the runways and runway approaches.

5.5 General Aviation (G.A) Area

The G.A area is a grass apron located between the existing sealed apron and the Norfolk Island Power House. It is used for parking light aircraft that are either permanently based on Norfolk Island, visiting or transiting through the Island. Depending on the type and size of aircraft there is room for parking a maximum of approximately 15 light aircraft.

Under normal circumstances there is more light aircraft parking capacity than is required. The number of light aircraft visiting Norfolk is minimal (approx. 2.5 per week on average/annum). The first preference for these aircraft operators is always to park on the sealed apron and this option is usually available to them. If there is an unusual increase in aircraft arrivals following a major event, we also have alternative parking options available for aircraft, such as on Runway 04/22 (following closure by NOTAM) or on the bomb-threat apron. These options are feasible based on the average stay of visiting aircraft, (approximately 1.5 nights), although given the limited usage of the grass apron they have rarely been used.

Due to the isolation of Norfolk it is unlikely that we will see a significant increase in the amount of G.A movements in the short to medium terms. However, improvements in future light aircraft design and performance may see a possible increase in G.A movements in the long term. If this comes to fruition and we have reduced the grass G.A parking area available, the alternative parking options referred to in the above paragraph may be utilised. Consideration should be given to this when proposing alternative usages of these areas.

Alternative uses for the G.A apron include setting aside land for the possible requirement in the long-term to extend the sealed aircraft manoeuvring and parking areas (as discussed in [Section 5.1](#)). It is practical that this extension would go into the existing G.A area as the fuel farm to the east and banyan tree to the west impedes other options.

It is likely that there may be proposals for other private hangars. These proposals should be considered in a first in best-dressed basis that limits the number of private hangers to be constructed and should also explore possible alternative sites on the airport.

Public access to the General Aviation Area for light aircraft users is necessary. At present access to this area is available through a gate from the Terminal Carpark to the General Aviation Area. Any future developments in the vicinity of the General Aviation Area, such as an extended apron, will need to take into account the need to retain a level of public access to the General Aviation Area while preserving aerodrome security. This may involve changing access arrangements.

Finally it has been identified that the area closest to the car park fence within the existing grass G.A apron could provide a suitable location for airside/landside developments.

5.6 Bomb Threat Apron

This area is currently maintained as a parking bay for an aircraft that requires separation from the majority of the surrounding infrastructure in the unlikely event there is the threat of an explosion. From time to time it is also used as a parking bay when G.A or military aircraft arrive in large numbers.

It is a prime piece of airport land in that it is flat and conveniently positioned near the runways intersection. The only impediments to its development are its existing uses as a bomb threat and parking area and its position with regard to the OLS of RWY 22, which may restrict the height of any development.

5.7 Airport Terminal

The Terminal is the transition point for passengers moving between air and road transport modes.

The terminal also provides facilities for immigration and customs clearing, check in facilities, screening facilities, passenger and public amenities, aircraft/passenger viewing areas, airline, handling and airport office space and universal communication (UNICOM) and aerodrome lighting control facilities.

Following the change to greater capacity aircraft (From F100 to Boeing 737) the terminal suffers from congestion with the increased passenger numbers. This situation is dramatically worsened when aircraft schedules overlap due to mechanical or weather delays. It is imperative to ensure that regular public transportation, (RPT) flights are never scheduled to overlap on a regular basis without the consideration of this issue.

Other expansion works have been commenced at the terminal and these are discussed individually below. Unfortunately due to the current economic downturn all works are stalled at the time of writing.

(i) Check in and Public Area

The check-in area and public areas of the airport suffer from congestion and at worst passengers have been required to queue outside the terminal doors and down the footpath. Construction plans were drawn and building approval granted with works commencing for a brief period in 2008 before being stopped due to financial restraints.

The concept remains to enclose the old garden area at the front of the airport, which will provide an additional 70 m² of public space. The relocation of the front terminal entry to the south east of the terminal building will prevent the need for terminal visitors to cross the check in queue. The relocation of the front doors will also provide the space necessary to accommodate the longer check in queues that are the result of aircraft with greater seating capacity.

(ii) Arrivals Hall

The arrivals hall currently accommodates 80 people comfortably but with a full A320 of 150 people is inadequate. Extensions have already been necessary to this area and works completed in 2006 provided access to both sides of the baggage carousel.

Norfolk Island Customs has confirmed from their observations that space for arriving passengers and baggage trolleys is insufficient. As highlighted previously they have also reiterated that this problem is exacerbated in the event that two aircraft arrive together with just a reasonable loading of passengers. Customs considers that the amount of additional space required would be, at a minimum, double that currently available. Considering that the 2006 runway overlay allows for the 174 passengers carrying 737-800 sized aircraft there is merit in their statement.

If the arrivals hall were to be doubled in size by adding one additional gable to the terminal in the direction of the existing fire station, the hall would accommodate in excess of 200 people. It would also be more functional comfortably allowing immigration clearing prior to Customs, better pedestrian flow, inbound baggage x-ray and greater carousel access.

To enable this expansion, it would be necessary to relocate the existing Airport Fire Station. As noted in [Section 5.9](#) it is proposed that the existing Airport Fire Station be demolished post the completion of construction of the new fire station, which is currently being built.

The land in the vicinity of the arrivals hall should be reserved to allow for further expansion in the event that greater capacity is required in the long-term.

(iii) Departures Lounge

The departures lounge also experiences congestion and would require expansion to cater for any increase in numbers of passengers. Current security measures include a carry on baggage x-ray machine; walk through metal detector, frisk searching area and ion scan. This equipment is located in the foyer to the departure area and utilizes this entire area. The departure hall was not designed to house this equipment, which adds to congestion problems at the entranceway.

Various airlines over the years have requested room for a Business Class departures lounge, which has been impossible to date given the lack of a suitable area. Any future extensions to the departures hall should consider this as a possibility.

It has been noted that there is a growing interest in the possibility of having a retail outlet in the Departures Hall. The NIGTB refers to this as part of the Norfolk Island Tourism Development Programme and the Screening Supervisor offers it as a possible solution to allowing liquids to be purchased and carried on board. Currently the restrictions on the carrying of liquids, aerosols and gels (LAGs) prevent passengers taking on board international flights any quantities greater than 100mls of LAG's.

Regarding any extensions in this area, there is available space for the departures hall to be expanded toward the Apron. This land should be preserved for this purpose.

(iv) Baggage make-up area.

This is the area behind the check-in carousel where checked baggage is screened for explosives via x-ray and bags are loaded on trolleys for carting to the aircraft.

As space is already limited here, the area forward, towards the apron, should be preserved in case future security requirements imposed on us as an international airport require additional equipment or processes.

(v) Other

Airservices Australia (AsA) has advised that they have no new additional requirements from an air traffic control or Aviation Rescue and Fire Fighting service perspective at this time. However, as noted in previous sections Airport management are currently in discussions with AsA regarding the repositioning of the VOR from runway 04 threshold.

5.8 Airport Terminal Car park

Stage one of the Airport terminal car park work has been completed. These works have included an extension to the north side (Power house side) of the car park to allow for new parking bays. Additional lighting towers have been installed to achieve Australian lighting standards, parking bay sizes have

been increased to minimise door to door impacts and traffic flow has been improved with the creation of well defined clear ways and bus bays.

One of the other critical tasks of the first stage was the reshaping of the car park to improve drainage following the terminal flooding in the recent unusually heavy rains. Stage one has successfully addressed all of these issues.

Stage two of the car parks works includes continuing the laying of 450mm underground drainage piping to the southern valley. This will ensure all water runoff from the carpark and northwestern side of the apron is piped underground to the Ben Christian Drive culvert.

Also planned in stage two is the sealing of the hire car return area, removal of the ECC building and nearby concrete water tank, installation of the remaining new lighting towers, kerbing and a reseal across the top of the entire car park area.

In the long term it is expected any further extensions to the car park will take place at the current hire car return area through towards the electricity shed to the south. This is the primary reason for the proposed removal of the ECC building and concrete water tank.

5.9 Airport Fire Service

The existing Fire Station is currently located next to the terminal on its southwestern boundary. Construction of a new fire station is well under way to the east of the runways intersection. It is expected that once this is completed the old fire station will either be used as a storage facility or demolished to make way for future terminal or car park extensions. It has also been suggested that this area may prove a suitable site for a new construction that would house all agencies connected to aviation operations i.e. Customs, Quarantine, Immigration and Airport Administration.

The new fire station complex has been designed to include facilities for the Volunteer Rescue squad and Emergency Co-Ordination Centre. The complex has been fenced off and has been removed by Commonwealth Gazettal from the airside land of the Norfolk Island Airport.

5.10 Emergency Coordination Centre

The Emergency Co-ordination Centre is currently housed within a small building in the hire car returns area of the terminal car park. As referred to in [Section 5.9](#) this facility will be moving to the new fire station complex when construction is completed.

The removal of the old ECC building will provide the space required for future expansion of the terminal and the carpark. It has been proposed that the building be relocated to the fire training drill ground for use as a smoke hut ([see section 5.20](#))

5.11 Airport fresh water tank

The airport water tank is located between the existing rental carpark and fire station. This tank has a capacity of 30,000 gallons and currently provides drinkable rainwater for the terminal and fire station.

The tank will eventually require replacement due to its age and its current position in an area generally proposed for arrivals terminal or carpark expansion. It has been suggested that the new site for the airport tank be on the far side of Ben Christian Drive adjacent to the proposed site for the replacement airport bore header tank. This may yet prove to be economically unviable but would ensure that any development in that area is as obstruction free as possible.

5.12 Airport Maintenance Sheds

The Electricity Managers office, staff amenities and sheds to house maintenance equipment and storage facilities are situated to the south east of the Terminal. The sheds are currently landside and are accessed via Ferny Lane. Airside and apron access is available from this location.

The Chief Mechanical Officer has advised that the only works required on the mechanical sheds is a possible extension or construction of a new shed to allow work to be carried out on the new fire tenders under cover. However, it should be noted that the G & M sheds and Administrative offices are badly corroded and will need replacement in the medium term.

Note: that any construction in this area should allow for wing tip clearances to be maintained along the link taxiway.

5.13 The QANTAS and Travelworld sheds

Travelworld owns the above two sheds which are located south of the General Aviation area and in the vicinity of the existing administration and maintenance sheds. The sheds are accessed from Ferny Lane and are currently utilised by the airlines to store aircraft spare parts and also as a hanger for the ultra light aircraft.

5.14 Burnt Pine Travel Freight Depot

Burnt Pine Freight has an airside/landside freight depot at the airport. Customs has noted that the inadequate size of the shed causes problems for their staff and Burnt Pine freight has also discussed the possibility of a larger facility.

5.15 Norfolk Energy Fuel Storage

Norfolk Energy is a Government Business Enterprise set up (at the Airport) to facilitate aircraft refuelling. Their main aviation related infrastructure is located at the Airport area between the QANTAS shed and the current mechanical and maintenance sheds. They are in the landside area and have access from Ferny Lane.

Norfolk Energy utilise underground fuel line to two hydrant dispensing points on the apron parking area for jet A1 type refuelling. They also have underground storage with a dispensing unit for aviation gasoline located adjacent to the Banyan tree at the apron side.

5.16 Quarantine Incinerators

The original quarantine incinerator is located between the Banyan tree and the old fire station. It is utilised by both quarantine and the airport terminal cleaners for the sorting and disposal of non-quarantine waste.

Quarantine waste is now disposed of in the new high-temperature quarantine incinerator located next to the sewerage treatment plant. The burning of this waste is a task shared between the Health and Quarantine Officer and Airport staff. This incinerator is located in a secure area, however is not airside.

5.17 Satellite Landing System

The Satellite Landing System (SLS) is a precision approach guidance system designed to assist aircraft in landings and missed approaches. Discussions on the future of the system continue with the manufacturer, Honeywell USA.

5.18 Air Services Australia (AsA) Navigational Aids

Air Services Australia have a VOR and DME based at the Norfolk Island Airport (RWY 04 end) and a NDB at Anson Bay near the Gun Club. AsA have advised that they have no plans for development that would require additional land. They have advised they will be continuing with the maintenance of the existing navigational aids and that they are currently designing new approaches for the Norfolk Island Airport.

Discussions continue between Airport management and AsA regarding the possible relocation of the VOR at 04 threshold.

5.19 Bureau of Meteorology Office

The new Bureau of Meteorology Observations office was commissioned in mid 2003. It is located on land at the airport under lease agreement between the Commonwealth and Norfolk Island Administration. The Bureau consumes a relatively large amount of land at the Airport however, the use of the site as a Meteorology Office is essential for Airport operations and safety and is therefore a priority.

The Bureau of Meteorology has advised that the encroachment of trees or other structures, or changes to the composition of the ground surface (for example concreting or roadway paving) in the vicinity of the observations office would pose a threat in possibly compromising the quality of observations, and therefore services. In terms of sensitivity to changes beyond the immediate area of the observation's office itself, the three most sensitive parameters are field of view, skyline and distance to large structures. Field of view is particularly important with regard to full visibility of the airport runways for detection of fog. Skyline is important for optimised radar and visual coverage of the sky. The distance to large structures is a determinant in the disruption of wind flow.

The Bureau of Meteorology has requested that any changes to airport land use and character be forwarded to them for consideration on a case by case basis in the context of how they might alter the quality of meteorological observations. New uses and developments in the vicinity of the Meteorology Office will require careful consideration given the sensitivity of the Meteorology Office equipment and operations.

The Bureau of Meteorology does not anticipate any changes to their requirements in the short to medium term. Should they be requested by other authorities to site and maintain atmospheric or environmental monitoring equipment on their behalf, this could be accommodated on land already under lease and included within the buffer zone.

5.20 Fire Training Drill Ground

The fire training drill ground has, in the past been a dedicated area for Fire Service training with sufficient area for vehicle driver training, hot fire training including a large mock up simulation, smoke hut for breathing apparatus training and ladder platform.

This area has also been utilised in the past as the site for undertaking major airport projects such as runway upgrades. It is understood that come time for the next runway overlay circa 2018 this area will be re-established as the site for batching and storage of materials for the works.

Due to increasing concern about the environment and potential contamination as a result of fire training, the Emergency Services Coordinator has advised that proper facilities are required. This includes the possible relocation of the existing ECC building to the drill ground for use as an improved smoke hut for training.

The option of sharing the fire drill training ground with other industrial type activities such as a concrete batching plant, asphalt manufacturing or tar sealing works should be acceptable as these industries would operate intermittently and could be operated around the times that fire training takes place. Office or warehouse facilities in this area would not be appropriate for health and safety reasons.

The drill ground area will be utilised during the proposed runway upgrade for a period of around 8 weeks. It is expected that during this time the Fire Service won't be conducting any training on the drill ground.

5.21 Vacant Land

This refers to land that has been identified as suitable for development but is not used for any specific purpose at present. Such land includes areas such as Duck Hill, Amy Bathies and the flat areas to the north of RWY 11.

When considering new developments at Vacant Land sites consideration has to be given on a case-by-case approach with regard to the lands location and the probable impact on aviation.

6.0 NON AVIATION RELATED DEVELOPMENTS

Each of the existing non-aviation related land uses and developments listed at [Section 4.2](#) are discussed below. Where known proposals for future developments are known these are also discussed. Each of these land uses or developments are located within the Development Precincts.

6.1 Norfolk Island Electricity Shed

The Electricity Shed is used to accommodate storage facilities, equipment maintenance facilities and staff office and amenities for the Administrations Electrical Undertaking. Discussions with the Electricity Manager indicate that there are no plans that would require additional land use for this department, at this time.

6.2 Norfolk Island Waste Management Centre

The Waste Management Centre (WMC) consists of a large shed to accommodate drop off and sorting bays for all waste, storage facilities, and staff offices and amenities. The areas outside the shed are used for waste

related activities such as chipping green waste and composting. WMC have indicated that they have no plans for expansion at this time.

6.3 Norfolk Island Roads Maintenance Depot (RMD)

The RMD is located adjacent to the WMC. The RMD accommodates a stockpile of road base materials (rock materials, bitumen) and equipment vehicles and plant to manufacture tar seal for existing work programs and operational needs. These operations take place on site. This area is currently sufficient, but once large quantities of processed rock become available, the areas to the front of the waste management centre currently used for storage of mulching materials and green waste may be required. At this time either waste management functions or the entire RMD would require relocation.

To this end it has been proposed that the RMD be shifted to the vacant land to the north of RWY 11 historically used for storage of overlay materials. However the Works Manager has advised that this is unlikely this will happen in the short term, if at all.

6.4 Norfolk Island Sewerage Treatment Plant

The sewage treatment plant (STP) currently consists of holding tanks and associated infrastructure. The Water Assurance Scheme storage shed, which housed equipment associated with the operation of the STP, has recently been relocated and is used by emergency services for fire drill training.

It may be necessary to expand the STP in the future. The Administration has identified the need in the future for the establishment of settlement ponds adjacent to the STP for sewage treatment purposes in the long-term. There is sufficient land in the vicinity of the STP to accommodate any expansion.

This land could be reserved for future use as an STP, but could be utilised for an alternate purpose in the interim. Should settlement ponds be established, these should be screened to minimise attraction to birds, which could compromise aircraft safety.

If the settlement ponds resulted in the treatment of wastewater to a quality suitable for land based re-use, this water could be utilised on airport land or in Burnt Pine for grounds maintenance.

6.5 Former Bureau of Meteorology Office

The site of the former Bureau of Meteorology Office now accommodates the Health, Quarantine and Building Departments of the Administration. There is some debate on the expected lifespan of the building given its age and overall state of repair. It is expected that at some time in the medium term a replacement building will be required.

6.6 Stock holding paddock

The stock holding paddock is located on New Farm Rd side of RWY 04 and is used by the public to accommodate and feed stock. It's use for any alternative industrial or commercial use is limited given its close proximity to residences on New Farm Road and its close proximity to the runways. Additionally, industrial or commercial activities may interfere with the operation of the SLS, if it is ever commissioned.

This areas continued use as a stock holding paddock has merit given that it reduces the maintenance load of the Airport groundsmen. However, should a

suitable alternative proposal for this land arise, that generates an income for the Airport, it would be given full consideration.

The consideration of this land for other uses might be necessary if it was decided to exclude it from the airport associated with possible decommissioning of runway 04 (see Point 5.3). One-off revenues may be possible from the possible subdivision and sale of the land for residential or appropriate commercial purposes which could be used to finance other more essential capital works with the aerodrome.

6.7 Strip of land on “Ben Christian Drive”

There is a strip of flat land opposite the incinerators on “Ben Christian Drive” (the Met Office Road) that may be suitable for the development of light industrial units or similar. Behind the subject land the land slopes into a valley. The area of suitable land available should be determined in the first instance and options explored for appropriate use of the land. Private use is considered appropriate given proximity to Douglas Drive, and therefore landside access.

A portion of this land has also been earmarked as the new site for the hospital and airport water tanks (see [Section 5.11](#))

6.8 The Airport Bore

The airport bore was originally used to provide water for fire fighting purposes. However, the bore now pumps 3,000 gallons per day and supplies primarily the hospital, water and sewerage, waste management, roads maintenance depot. Protection of the bore from contamination and over use is critical and will be assisted by ensuring any new development has adequate drainage and bunding facilities and tanks for water collection and storage rather than dependence on the bore.

Although there are no plans other than ongoing maintenance for the bore site, adequate water storage should be a prerequisite for any new use or development at the airport to help ease dependence on the bore supply. Ongoing maintenance of the infrastructure is critical in an aviation perspective for fire fighting and also as a backup supply to the Hospital.

6.9 Valley to the west of Ben Christian Drive

The land here slopes from the road to a valley and creek that drains to Mission Pool and the Airport bore. Protection of the water resources is a priority and this should be carefully considered when assessing any proposals for development in this area.

6.10 Valley and slopes to the north east and south west of Runway 11

These areas would be difficult to use or develop due to the steep topography, dense vegetation and the lack of available land between the gables and the boundaries of the site. This land is also adjacent to occupied rural land and relatively close to residences.

6.11 Valley and slopes to the north of the runway intersection

This land slopes steeply from the runway embankments into a valley that drains to the stream below Ben Christian Drive and eventually to Mission Pool). Protection of the water resources is a priority and this should be carefully considered when assessing any proposals for development in this area.

6.12 Storage of rock - Island Industries

Island Industries have applied to lease a portion of Airport land for the storage of crushed rock material. At the time of writing it appears that this will proceed and the rock will be stored on the vacant land below Borrow Hill. Airport Grounds staff have fenced off this area from airside in preparation for the possible tenancy.

6.13 Rock Crushing Plant

An application has been received from The Block Factory to carry out rock crushing in the vacant area discussed above at Section 6.12. At the time of writing the application was going through the normal Appeals process.

7. **DCA Circle Housing Precinct**

The DCA Circle is zoned Special Use. A number of houses are located at this site. The housing was originally provided for Airport staff, but is now owned and operated by the Administration as leased housing for a wide range of occupants. The Commonwealth government has a 50-year lease over three of the houses. This lease had an additional 50-year option.

It has been suggested in the past that the area of DCA Circle should be excised from the Airport land through subdivision. In September 2009 the Administration owned houses at DCA Circle were advertised for sale by tender.

Some of the houses were sold and removed, and consideration needs to be made in relation to the possible better utilisation of this land through excision from the aerodrome and consideration of subdivision and sale to the general public for residential or appropriate commercial activity, subject to planning permission and in accordance with the Norfolk Island Plan and this Plan, or subject to amendment to the Norfolk Island Plan, as relevant.

8. **CONCLUSION**

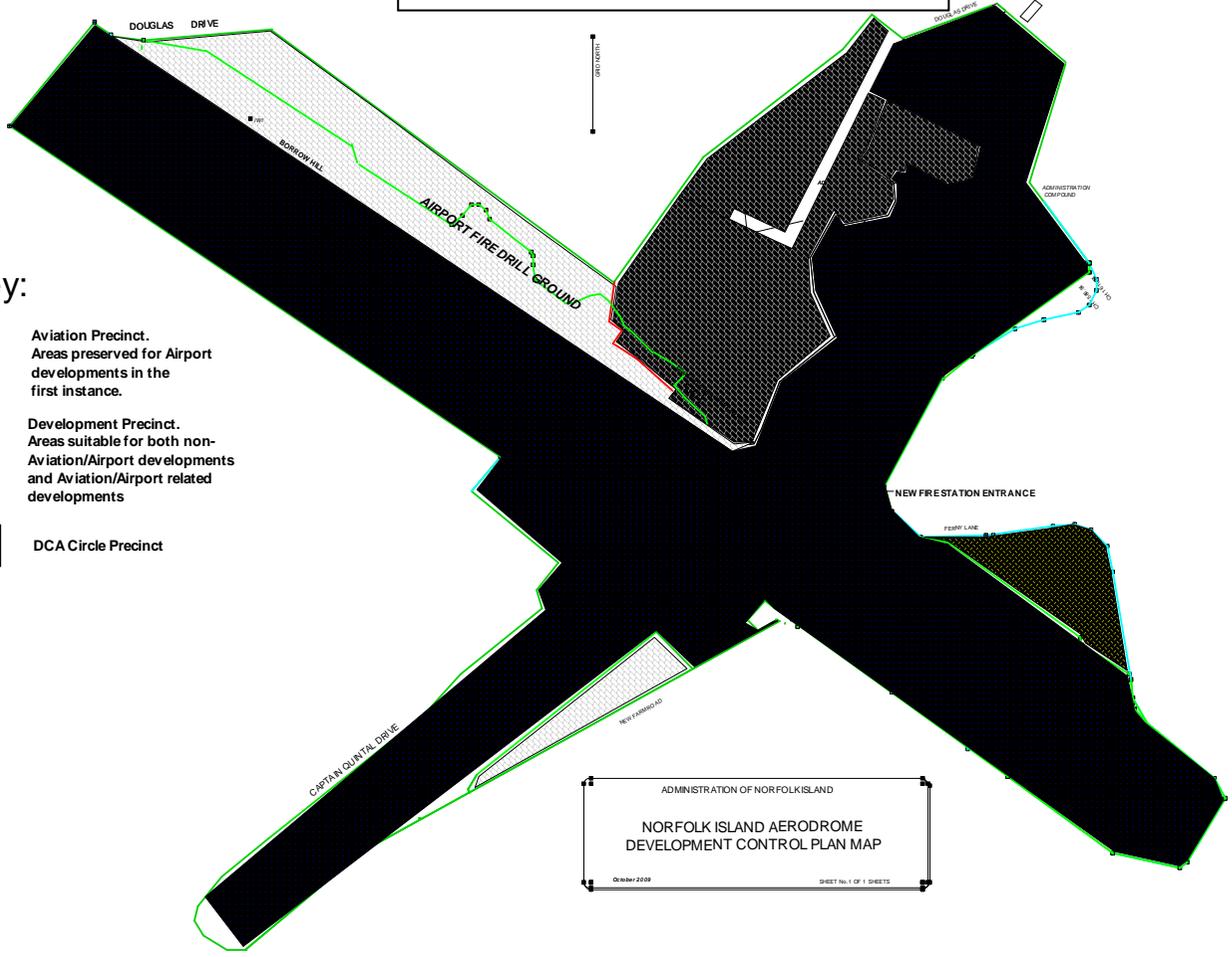
This Airport Land Use paper has been created to document both existing and proposed land uses and developments at the Airport. Any future proposal for Airport land use or developments should be assessed with the relevant Acts and documentation in hand and this should include the Airport DCP and Airport Land Use Document.

Overall it is the intention of these documents to ensure that the primary use of Portion 183, zoned Airport, as an aerodrome, is not compromised by the introduction of incompatible new land uses or developments.

9. AIRPORT DCP MAP

Key:

-  Aviation Precinct.
Areas preserved for Airport developments in the first instance.
-  Development Precinct.
Areas suitable for both non-Aviation/Airport developments and Aviation/Airport related developments
-  DCA Circle Precinct



ADMINISTRATION OF NORFOLK ISLAND
 NORFOLK ISLAND AERODROME
 DEVELOPMENT CONTROL PLAN MAP
 October 2009 SHEET No. 1 OF 1 SHEETS