

COMPLETE

Collector: Web_Link_Prod (Web Link)
Started: Friday, February 28, 2020 10:43:26 AM
Last Modified: Friday, February 28, 2020 11:50:36 AM
Time Spent: 01:07:09
IP Address: [REDACTED]

Page 1: Planning and Design Code for South Australia

Q1 Which part of the Planning and Design Code would you like to make a submission about?(Please click the circle to select which part of the Code you wish to comment on. You can also see which council areas are included in the rural and urban code via the links below.)

My submission relates to Statewide code

Page 2: Planning and Design Code for South AustraliaPersonal Details

Q2 Please provide your contact details below (Name, Postcode & Email are mandatory)Please be advised that your submission will be made publicly available on the SA Planning Portal.

Name **Juergen Ruppert**
Company **DPTI**
Postcode **5000**
Email Address [REDACTED]

Page 3: Planning and Design Code for South Australia

Q3 Which sector do you associate yourself with?

State or Federal Government

Page 4: Planning and Design Code for South Australia

Q4 Would you like to make comment on

Respondent skipped this question

Page 5: Planning and Design Code for South Australia

Q5 Enter your feedback for Rules of Interpretation

Respondent skipped this question

Q6 Enter your feedback for Referrals

referrals for the Aviation issues need to be clearly defined since responsibilities vary depending on type of airport or issue. Regulations in the Civil Aviation (Buildings Control) Regulations 1988 differ from the Airports (Protection of Airspace) Regulations 1996 - until these regulations have been reviewed and updated we should follow the Department of Infrastructure's recommendation to use the Airports (Protection of Airspace) Regulations 1996 as standard.

Q7 Enter your feedback for Mapping

Aviation:

1. Obstacle Limitation Surfaces (OLS) should be harmonized and all stakeholders should use the same method of mapping (e.g. Defense is currently using a max building height system while others are using detailed OLS and PANSOPS surfaces - there should be only one methodology being used by all stakeholders.

2. OLS should be used in overlays only for regulated/certified aerodromes where regulations under the manual of Standards MOS 130 Aerodromes ensure that OLS and PANSOPS surfaces are monitored and updated. Aircraft Landing Ares (ALA's) are not regulated and there is no requirement to establish, monitor and update OLS. There are guidelines about recommended obstacle clearances but no regulations. These ALA's should have a area of interest around the airstrip (as proposed).

3. ANEF surfaces (if available) should reflect suitable developments for relevant noise contour zones as laid out in AS2021 : 2015 as well sa trigger criteria for applying building standards relevant to the ANEF zone.

4. ICAO Recommended Standards and Practices (SARPS) prescribe protection Zones around Navigation and Communication Aids. Australia as a signatory state of the Chicago Convention 1949 has agreed to adopt SARPS as national regulations. At the moment there is no intention to adopt NASF guideline G; Protecting Aviation Facilities - Communications, Navigation and Surveillance (CNS) Current legislation states that: CASA as Australia's safety regulator is responsible for enforcing safety requirements under the Civil Aviation Act 1988 (Cth) and the Air Navigation Act 1920 (Cth). Section 21 of the Civil Aviation Act enables CASA to take enforcement action if it believes on reasonable grounds that an installation is or may be causing active or passive interference with:

- a) communications to or from aircraft; or
- b) communications to or from centers established for air traffic control; or
- c) with navigational aids; or
- d) with surveillance systems,

in circumstances that are likely to endanger the safety of aircraft engaged in interstate or international air navigation or air navigation within, to or from a Territory.

Therefore our planning system should already reflect the requirements to protect CNS facilities as laid out in NASF guideline G. Failure to do so might result in costly disputes with developers and civil /military aviation authorities. this can be avoided if relevant building restricted areas for CNS facilities are included in an overlay. Note: Queensland has developed a State Planning Policy (SPP) Interactive Mapping System (IMS) to assist with identifying potential issues with aviation facilities such as CNS and other requirements such as OLS, etc. Our overlays should have a similar detail.

Q8 Enter your feedback for Table of Amendments

Respondent skipped this question

Q9 Please enter your feedback for overlays click next at the bottom of the page for next topic

Aircraft Noise Exposure Overlay

ANEF surfaces (if available) should reflect suitable developments for relevant noise contour zones as laid out in AS2021 : 2015 as well as trigger criteria for applying building standards relevant to the ANEF zone.

Airport Building Heights (Regulated) Overlay

Obstacle Limitation Surfaces (OLS) should be harmonized and all stakeholders should use the same method of mapping (e.g. Defense is currently using a max building height system while others are using detailed OLS and PANSOPS surfaces - there should be only one methodology being used by all stakeholders. 2. OLS should be used in overlays only for regulated/certified aerodromes where regulations under the manual of Standards MOS 130 Aerodromes ensure that OLS and PANSOPS surfaces are monitored and updated. Aircraft Landing Areas (ALA's) are not regulated and there is no requirement to establish, monitor and update OLS. There are guidelines about recommended obstacle clearances but no regulations. These ALA's should have a area of interest around the airstrip (as proposed).

Building Near Airfields Overlay

ICAO Recommended Standards and Practices (SARPS) prescribe protection Zones around Navigation and Communication Aids. Australia as a signatory state of the Chicago Convention 1949 has agreed to adopt SARPS as national regulations. At the moment there is no intention to adopt NASF guideline G; Protecting Aviation Facilities - Communications, Navigation and Surveillance (CNS) Current legislation states that: CASA as Australia's safety regulator is responsible for enforcing safety requirements under the Civil Aviation Act 1988 (Cth) and the Air Navigation Act 1920 (Cth). Section 21 of the Civil Aviation Act enables CASA to take enforcement action if it believes on reasonable grounds that an installation is or may be causing active or passive interference with: a) communications to or from aircraft; or b) communications to or from centers established for air traffic control; or c) with navigational aids; or d) with surveillance systems, in circumstances that are likely to endanger the safety of aircraft engaged in interstate or international air navigation or air navigation within, to or from a Territory. Therefore our planning system should already reflect the requirements to protect CNS facilities as laid out in NASF guideline G. Failure to do so might result in costly disputes with developers and civil /military aviation authorities. This can be avoided if relevant building restricted areas for CNS facilities are included in an overlay. Note: Queensland has developed a State Planning Policy (SPP) Interactive Mapping System (IMS) to assist with identifying potential issues with aviation facilities such as CNS and other requirements such as OLS, etc. Our overlays should have a similar detail.

Defence Aviation Area Overlay

see Airport Building Heights (Regulated) Overlay

Page 7: Planning and Design Code for South Australia

Q10 Please enter your feedback for zones and subzonesclick next at the bottom of the page for next topic

Respondent skipped this question

Page 8: Planning and Design Code for South Australia

Q11 Please enter your feedback for general policyclick next at the bottom of the page for next topic

Respondent skipped this question

Page 9: Planning and Design Code for South Australia

Q12 Please enter your feedback for Land use Definitionclick next at the bottom of the page for next topic

Respondent skipped this question

Page 10: Planning and Design Code for South Australia

Q13 Please enter your feedback for Admin Definitionsclick next at the bottom of the page for next topic

AHD (Australian Height Datum)

harmonized use across all mapping

Building height

harmonized use across all mapping

Page 11: Planning and Design Code for South Australia

Q14 Please enter your general feedback here

Respondent skipped this question

Page 12: Planning and Design Code for South Australia

Q15 Do you have any attachments to upload?(pdf only)

Respondent skipped this question
