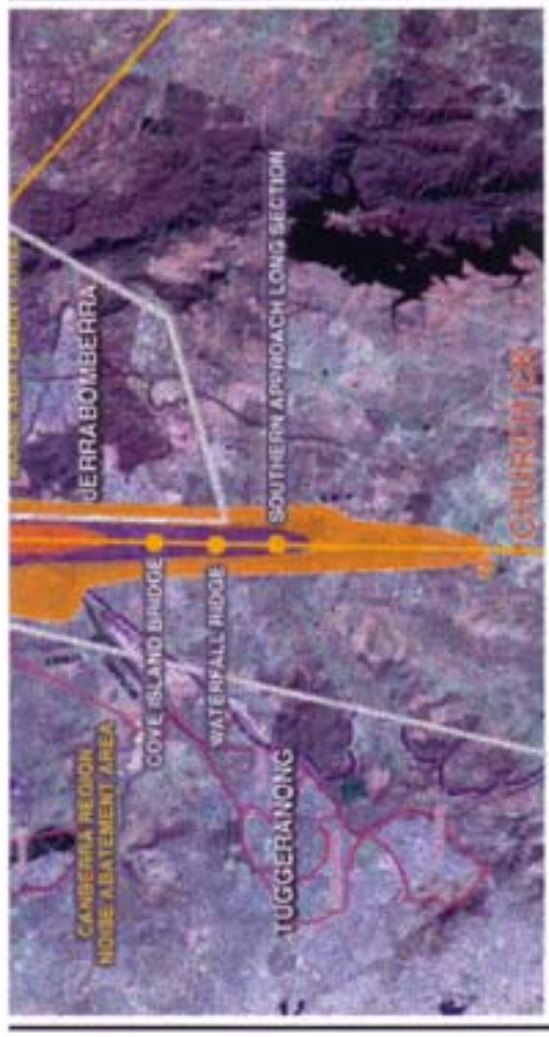


# Environmental Planning

Noise Map - Noise Exposure - Year 2050 ANEF (Terrain Modelled)





Noise exposure contours and instrument landing system arrivals track.

### Noise Exposure Maps

Assessment of aircraft noise in Australia is covered by an Australian Standard, AS2021 - 2000, Acoustics: Aircraft Noise Intrusion-Building Siting and Construction. Aircraft noise exposure is expressed as Australian Noise Exposure Forecast (ANEF) units, which predict the cumulative exposure to aircraft noise in communities near aerodromes during a specified time period in the future. The higher the ANEF value the greater the noise exposure.

The above maps show three levels of noise exposure (the ANEF 25, 20 and the ANEF 15 levels) for the practical capacity of the airport's runway system, which is expected to be reached by the year 2050 (subject to technology). The contours take into account the height of terrain above the airport.

The existing residential suburbs within the ANEF 15 or greater include parts of **CAMPBELL, EAST QUEANBEYAN and JERRABOMBERRA**. Click on these links or select these areas on the above ANEF map to reveal further information.

The rural residential subdivision localities similarly affected are Falligo and Majura (ACT) adjoining the airport, and Fernleigh Park (Yarrawalumla Shire) south of Jerrabomberra. The Yarrawalumla Shire rural residential areas of Carwoola (Captain's Flat Road) and Eagle Hawk Hill (Federal Highway) have some aircraft noise associated with aircraft on approach joining the extended centrelines of the runway system. The rural areas affected include parts of Harman and Bonshaw (ACT), Jerrabomberra Homestead and parts of Tralee and Emvirova (NSW).

#### The ANEF 20 Noise Level

The Australian Standard (AS2021) classifies residential site acceptability based on an ANEF zone where less than ANEF 20 is acceptable. However, this approach must be treated with caution because the Standard:

- warns that the exact location of the lines is imprecise;
- assumes that all windows and doors are shut - this is not the case in summer or when you are having a BBQ;
- assumes that background noise will dominate at noise levels outside ANEF 20 - given Canberra's quiet 'Bush Capital' rural setting, this is not necessarily true;
- assumes that people have already been exposed to aircraft noise for two years.

The noise exposure model used to generate the ANEF 20 (and ANEF 15) contour takes into account terrain - if you are higher than the runway (570 metres above sea level) you will be affected more by aircraft noise, as the aircraft will be closer to you.

The Standard notes that at the ANEF 20 noise level,

- approximately 11% of residents will be seriously affected by aircraft noise, and
- approximately 42% of residents will be moderately affected.

### The Badgery's Creek Approach - ANEF 15

As a result of these and other failings, the ANEF 20 system has been criticised as not being an accurate predictor of noise impact and should be augmented by additional information - see Chapter 8 of the Senate Report into Sydney Airport's Third Runway.

Experience at Canberra International Airport has shown that most complaints about aircraft noise do come from areas outside the ANEF 20 and ANEF 15 contour lines.

As a result of the criticisms by the public of the ANEF 20 approach, the Commonwealth of Australia moved to a different noise acceptability standard for new resident development for the proposed new airport at Badgery's Creek.

In the EIS for Sydney's Second Airport, the Commonwealth advised that new urban areas would not be allowed to be established on greenfield sites that might be subject to noise levels greater than ANEF 15.

The EIS notes that for residents who have previously been exposed to aircraft noise for more than two years (ie. they are used to it):

- approximately 8% of residents exposed to the ANEF 15 noise level will be seriously affected, and
- approximately 33% of residents exposed to the ANEF 15 noise level will be moderately affected.

However, if residents have not been previously exposed to aircraft noise, the level of concern about aircraft noise at the ANEF 15 noise level is even greater:

- approximately 13% of residents will be seriously affected, and
- approximately 50% of residents will be moderately affected.

The above map shows those areas forecast to be within the ANEF 15 zone in the year 2050.

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# Environmental Planning



Noise map - Suburbs / Areas Worst Affected by Noise - Jerrabomberra



Jerrabomberra Map 1 (click to enlarge map)



Jerrabomberra Map 2 (click to enlarge map)

Streets in Jerrabomberra
Alder Ct
Aspen Rise
Bayside Cct
Beech Pl
Bell Brush Ct
Bicentennial Dr
Breen Pl
Cane Pl
Coachwood Ave
Coral Dr
Cotter Pl
Cove Is
Cross Pl
Dixon Pl
English Grove
Esmond Ave
Eucalypt Rise
Firethorn Pl
Forest Dr
Franklin Ct
Halloran Dr
Hanna Pl
Kinlyside
Kowen Pl
Lakeview Gdns
Laurel Pl
Limestone Dr
Maitland Dr



[Jerrabomberra Map 3 \(click to enlarge map\)](#)

Mariners Ct
Miles Pl
O'Sullivan Rd
Olive St
Palm Ct
Silky Oak Circle
Stella Pl
Stromlo Pl
Sycamore St
Tamarind Pl
Tasker Pl
Teak Pl
Tennant pl
Waterfall Dr
Waterview Gds
Woodhill Link
Allumba St, Letchworth
Chardonay Pl, Letchworth
Furlong St, Letchworth
Garrong Ave, Letchworth
Hoover Rd, Letchworth
Koorong Pl, Letchworth

**Noise exposure contours and Runway 35 instrument landing system arrivals track. Click on a map above for an enlarged version.**

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# Environmental Planning



## Noise map - Suburbs/Areas Worst Affected by Noise - Jerrabor

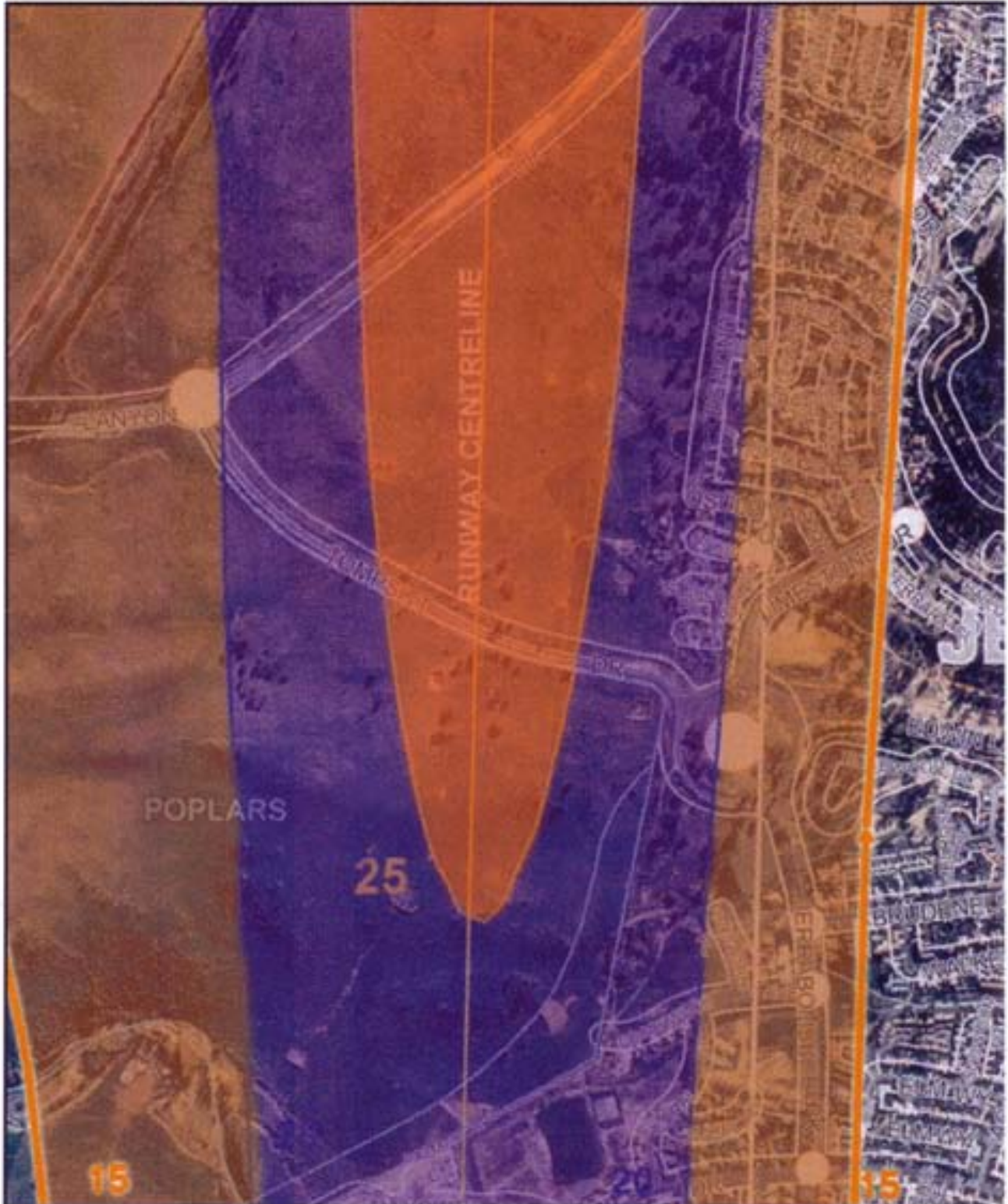


[Back to Jerrabomberra Street Listing](#)

# Environmental Planning



## Noise map - Suburbs/Areas Worst Affected by Noise - Jerrabor



[Back to Jerrabomberra Street Listing](#)

# Environmental Planning



## Noise map - Suburbs/Areas Worst Affected by Noise - Jerrabor

