



LEGISLATIVE COUNCIL

The Hon. Steve Whan MLC

The Hon Brad Hazard MP
Minister for Planning
Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000

Dear Minister

I refer to your draft direction under s117 of the EP&A act relating to planning 'near' Canberra airport. I would like to offer my strong view that you should not proceed with this direction.

Your background information with the draft direction indicates that you wish to protect the Canberra Airport's 24 hour curfew free status. Canberra airport is an important economic contributor to the Canberra region and there is no doubt the airport's owners have done a very good job in developing their new facilities including the potential for future international flights.

My impression of local views is that most people are comfortable with Canberra airport expanding its passenger flights and having limited freight flights, however there is significant community concern about the airport's plan to become a 24 hour freight hub. Freight flights arriving all night are certainly not supported by existing residents of Jerrabomberra, Queanbeyan and sections of North Canberra.

My concern with the draft directions:

- The draft is inconsistent with National Standards for noise controls. Introducing a ban on development in the 20 to 25 ANEF range is a standard not put in place anywhere else and it should not be considered in our area. Any proposed residential development in that zone should be considered on its merits by the Government, future residential development may or may not be approved and if it is the conditions might include noise amelioration.
- The existing noise contour approved by the Federal Government is based only on Canberra Airport's projections of their ultimate capacity. My understanding is that the projection has Canberra airport with over 282,000 movements per year, that is about the same as Gatwick airport in London, one of the world's busiest single runway airports. In comparison it is my understanding that Sydney airport with its multiple runways has around 311,000 movements.

It seems to me then that this projection is unlikely to be realised and to lock them permanently into the planning framework seems to be hard to justify. Similarly the ANEF projections for several decades ahead ignore the fact that aircraft technology is constantly improving resulting in quieter aircraft.

- The draft would impact on the ability of existing owners of properties in the zone to seek approval for new residential development – or for denser development on existing residential properties.
- It is not clear what impact the proposed direction would have on the proposed pre-school to be located in Letchworth or whether it would prevent Jerrabomberra public school expanding its grounds onto an area currently zoned rural to alleviate overcrowding.

I believe the advertising in the Canberra Times on 26 April relating to your direction was inaccurate when it stated that “landowners within this noise contour will retain all their existing rights under current state and local planning instruments”. Under existing planning instruments and standards owners of a significant number of existing properties in the zone have the right to apply for either denser development or new residential development, this capacity would be removed by your direction.

By way of personal declaration, you would be aware that I have been a long-time supporter of residential development at Tralee and that, prior to the previous Government banning political donations from developers, campaigns in which I was the candidate, received and declared contributions from its developers.

I do acknowledge the importance of the Canberra airport to our region (I am one of its regular users and I appreciate its quality) however I am concerned about the draft and would urge you to reconsider the direction.

Yours sincerely



Hon Steve Whan MLC
Labor duty MLC for Monaro

7/5/13