

Firstly, I object to the covering letter from the Department of Planning and Infrastructure. In the letter, we are told that the proposal is to "protect Canberra Airport's major economic status in the region". I question whether the Airport could be described as having major economic status. This wording sounds as though the Department has already made up its mind on the proposal – that the Canberra Airport's supposed current economic status is the most important matter to consider.

In response to your proposal, the Airport already has protection under restrictions associated with the ANEF 20 zone. Previous decisions by the government have resolved that residential developments should only take place outside the ANEF20 zone. Extending these restrictions to the ANEF25 zone will adversely affect a large number of landholders with no benefit to anyone except the Canberra Airport. Studies have shown that properties that would be affected by this rezoning are likely to suffer at least a 5% fall in value. The Airport is unlikely to offer affected landholders any compensation for the decreasing value of their properties. There is not likely to be any increase in non-monetary values to compensate for the decrease in monetary value.

In fact this proposal appears to be designed to protect what the Airport sees as its future economic status. The extension of the zones is to alleviate any possible noise complaints if the Airport expands its activities. I believe this expansion is not planned to improve the well-being or prosperity of the Canberra region in any way, but is rather planned to increase the profits to the Canberra Airport.

The management group of the Airport have continually objected to any planning for residential developments in areas that lie under a flight path e.g. Tralee, Environa. (Developers have made adjustments to plans to alleviate the possibility of any future noise complaints.) I believe that the majority of people would not object to the aircraft noise while the level of activity at the Airport remains at its current level. Aircraft noise will only become an issue if the Airport is allowed to increase its activities substantially. The proposed residential developments at Tralee and Environa, like the development at Googong, will provide a much-needed increase in available housing in the Canberra region (while also increasing revenues to the NSW Government and the Queanbeyan City Council). This draft proposal is another move by the Canberra Airport to block any development that may impact on its plans and profits

Those of us who are under a flight path into the Canberra Airport have been continually ignored by the Airport in any discussion about its expansion plans. Although the Airport has objected to possible future housing developments that may be near a flight path (based on possible future noise complaints), they have never considered the plight of those people who are currently near a flight path. Many of us took up residence in this area many years prior to the sale of the Airport, when it was a regional airport managed by the Government with no plans for it to be anything other than a regional airport. If we had been aware twenty years ago that the Airport was trying to become an 24 hour freight hub or an international airport we may well have reconsidered our decision to buy a property in this area. (I might note that attempts by the Airport to set up international flights have generally failed due to lack of patronage.)

If the Airport does expand, there has been no indication that the Airport will in any way consider those residents who already reside in the areas affected by this proposal. Currently the number of aircraft that fly over my home is at an acceptable level. If the number of flights were to increase dramatically, the noise of the aircraft would severely, and negatively, impact on the quality of my life, and the quality of life of my neighbours. I would need to spend a considerable amount on my

house to soundproof it but would still be subjected to an increase in noise and pollution levels outside my house. As noted above, it would also adversely affect the value of my property were I to consider selling it.

The Canberra Airport is a private business but they seem to expect preferential treatment from the State and Territory governments. They have developed offices and shopping centres around the Airport (with no consideration of ANEF contours). They have then expected the ACT Government to provide funding to improve access to those offices and shopping centres. This proposal would provide them with more opportunity to pursue their plans with little regard for residents within the region.

I would not complain if there was some public benefit from this proposal. There is none. The only benefit is to the Canberra Airport.