

SF071006
C1344558

10 May 2013

Mr Brett Whitworth
Proposed Planning Policy – Canberra Airport
Department of Planning and Infrastructure
PO Box 5474
WOLLONGONG NSW 2520



Dear Mr Whitworth

Draft Planning Proposal – Canberra Airport

Thank you for the opportunity to comment on the draft Planning Proposal – Canberra Airport.

The proposed draft Ministerial section 117 Direction - 5.? Development near Canberra Airport has been reviewed and as a result the following comments are made.

Like the Department of Planning and Infrastructure, Council in drafting the *Queanbeyan Residential and Economic Strategy 2031* and the *Queanbeyan Local Environmental Plan (South Tralee) 2012* has taken a conservative approach and has consistently sought a balance which accommodates the growth of Canberra Airport and at the same time provides future opportunities for affordable supplies of housing as well as housing choice.

However the draft Ministerial section 117 Direction - 5.? Development near Canberra Airport as currently drafted gives rise to significant concerns and could undermine both this approach and balance.

It does this because unlike similar Ministerial Directions e.g. 3.2 Development Near Licensed Aerodromes and 5.8 Second Sydney Airport: Badgerys Creek there is no provision which enables an inconsistency under strict conditions.

This means that if a new Ultimate Practical Capacity ANEF was technically endorsed by Air Services Australia and this further expanded the footprint of the current ANEF, then further residential development in South Jerrabomberra may not be possible under the draft Ministerial Section 117 Direction as currently written.

This has been the history of recent technically endorsed ANEFs in this region.

For example the Canberra International Airport Year 2050 ANEF forecasted annual movements of 295,515 (technically endorsed in January 2002) but with a smaller footprint than the current ANEF. In contrast the current Ultimate Practical Capacity ANEF (technically endorsed in June 2008) has a forecast of 282,119 annual aircraft movements and a larger footprint.

The 2008 forecast is still a considerable number of movements given that Sydney Airport had 286,600 aircraft movements in 2010 and both the Department and this Council have long expressed reservations that the 282,119 annual aircraft movements will ever be reached.

To some degree this is substantiated by forecasts which have failed to be realised. For instance the Airport's 2009 approved Master Plan forecasted 98,943 – 105,071 movements in 2011/12 when Air Services flight movement data indicates 59,682 for the calendar year ending December 2012.

It is also noted that aircraft are getting bigger and quieter which could in the future help to reduce the impacts of aircraft noise on the community. A recent example is the new Australian Noise Exposure Forecast (ANEF) 2033 map produced for Sydney Airport which in most cases reduces the areas affected by the ANEF noise contours.

However notwithstanding the above Council has accepted the current endorsed Ultimate Practical Capacity ANEF as the basis for land use planning in South Jerrabomberra and by doing so taken a conservative approach to land use planning.

Notwithstanding this the draft Ministerial section 117 Direction in its current form could still undermine the long term principles of land use planning in South Jerrabomberra of providing future opportunities for affordable supplies of housing as well as housing choice.

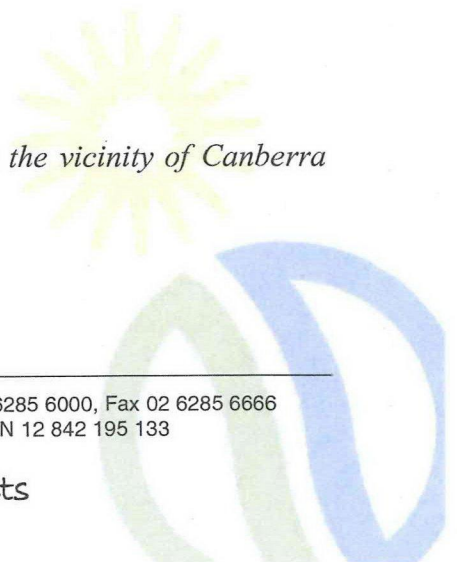
This is because it relies on the application of Air Services Australia technical endorsement process for ANEFs or a process focused on the operational capacity of an airport to cater for its forecast aircraft movements, does not test the validity of underlying assumptions of flight times, aircraft types and may or may not be subject to community scrutiny.

Given the above it is recommended that the draft Section 117 Direction be altered as follows:

5. Development Near Canberra Airport

Objectives

1. *The objectives of this direction are:*
 - (a) *to avoid incompatible development in the vicinity of Canberra Airport, and*



- (b) to prevent any increase in residential densities of land located within the Australian Noise Exposure Forecast (ANEF) as identified in Canberra Airport's Ultimate Practical Capacity ANEF endorsed for technical accuracy by AirServices Australia on 12 June 2008 within the Queanbeyan City Council, Palerang Council and Yass Valley local government areas.

When this direction applies

2. This direction applies to land within the ANEF 20 contour as identified in Canberra Airport's Ultimate Practical Capacity ANEF endorsed for technical accuracy by AirServices Australia on 12 June 2008 located within the Queanbeyan City Council, Palerang Council and Yass Valley local government areas.

What a relevant planning authority must do if this direction applies

3. A planning proposal must not rezone land:
- (a) for residential purposes, nor increase residential densities in areas where the ANEF endorsed for technical accuracy by AirServices Australia on 12 June 2008, exceeds 20.
 - (b) for the purposes of child care centres, educational establishments, health services facilities, respite day care centres, serviced apartments or other noise sensitive uses where the ANEF for Canberra Airport where the ANEF endorsed for technical accuracy by AirServices Australia on 12 June 2008, exceeds 20.

Consistency

4. A planning proposal must be strictly consistent with the terms of this direction.

NOTE: In the event of any inconsistency between this direction and s117 direction 3.5 – Development Near Licensed Aerodromes, this direction prevails.

In the event that the above changes are not acceptable to the Department the following alternative is proposed:

5. Development near Canberra Airport

Objectives

- (1) The objectives of this direction are:
- (a) to avoid incompatible development in the vicinity of Canberra Airport, and
 - (b) to prevent any increase in residential density of land located within the Australian Noise Exposure Forecast (ANEF) contour 20.

When this direction applies

- (2) *This direction applies to land within the ANEF 20 contour for Canberra Airport and located within the Queanbeyan City Council, Palerang Council, and Yass Valley Council local government areas.*

What a relevant planning authority must do if this direction applies

- (3) *A planning proposal must not rezone land:*
- (a) for the purposes of residential accommodation, nor increase residential densities in areas where the ANEF for Canberra Airport exceeds 20, or*
 - (b) for the purposes of child care centres, educational establishments, health services facilities, respite day care centres, serviced apartments or other noise sensitive uses where the ANEF for Canberra Airport exceeds 20.*

Consistency

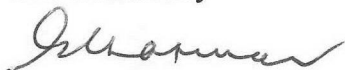
- (4) *A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the provisions of the planning proposal that are inconsistent with the terms of this direction applies to land that previously was outside of Australian Noise Exposure Forecast (ANEF) 20-25 as identified in Canberra Airport's Ultimate Practical Capacity ANEF endorsed for technical accuracy by AirServices Australia on 12 June 2008.*

NOTE: In the event of any inconsistency between this direction and s117 direction 3.5 – Development Near Licensed Aerodromes, this direction prevails.

The above amendments cater for the growth of Canberra Airport by formally acknowledging flight movements which are considerable compared to current actual movements ones and at the same time provide more certainty for residential growth within South Jerrabomberra. This draft Section 117 Direction could also be reissued if the footprint of a future technically endorsed ANEF was reduced.

Should you wish to discuss this further please contact me on 02 6285 6208.

Yours sincerely



Gary Chapman
General Manager

cc Mayor Overall
All other Councillors
David Carswell

