

Submission Relating to Land Use around Canberra Airport 04/05/2013

Googong, NSW 2620.

Please Do Not publish my name on the list of submitters, only my Suburb

This is an extremely unbalanced and inequitable proposal. It requires the Landholders, and the 3 LGA's, particularly Queanbeyan, to give up 100% of their potential to develop land and grow their populations in a sustainable way and give ALL of it to the Canberra Airport Corporation. For Free.

It appears to be being rushed through. Why the hurry? When this proposal is closely examined it will show that the NSW Landholders and Queanbeyan City in particular are being forced to give up their right to develop a huge amount of land that is perfect position to provide sustainable growth and development very close to both Queanbeyan and Canberra. It is in an ideal corridor and currently all of this development would be allowed under the rules that exist for noise abatement for *every other airport in Australia*.

This growth and development would be worth probably billions to NSW in a 20 year period. Yet all this potential is being sacrificed so the airport can run a tiny night time freight business that is insignificant now and the 20 year projection of its growth shows it will only make it a tiny fraction (less than 1%) of future economic activity at the airport. This estimate comes from the Canberra Airports own projections outlined in their report; *Economic Impact of Canberra Airport 2010-2030 Pg 17-21*.

http://www.aciltasman.com.au/cms_files/CanberraAirportFinalReportOctober2011%5B1%5D.pdf>

The NSW Government is asserting that this Proposal is being put forward to protect the "Major Economic Status of Canberra Airport". If you look at the graph on Page 21 you will note that barely 30% of The Canberra Airports economic "benefit" comes from aircraft related activity and less than 1% is ever going to come from the night time freight business. Essentially, 70% of the economic impact of Canberra Airport is from a business park providing office space to the ACT Government and ACT based businesses and a shopping precinct. Why are the NSW land holders and the LGA's giving up their futures to protect a projected but as yet non-existent freight business that will only ever be a fraction of the so called "Major Economic Status" of the Canberra Airport?

The NSW planning and Infrastructure Department is essentially arguing that the NSW Landholders and LGA's need to give up 100% of their future potential to develop land to allow the Canberra Airport Corporation to develop their night time freight business. I recommend you look at their "projections" for freight movements (table 4, Page 21) Currently there are 5 small aircraft flying in, in 5 years they hope there will be 8 aircraft and in 20 years maybe 30 aircraft, half of them small aircraft. Keep in mind that Access Economics has previously assessed all of the Canberra Airports projections and stated that they were generally exaggerated.

Building a housing estate like Tralee would generate much more money for NSW in 5 years and provide a real, Major Economic Impact for the region. In addition, it seems apparent that within 20 years Sydney will have a second airport at Badgerys Creek which will negate most of the need for this Canberra Airport Freight Hub that was going to "service Sydney as the overflow airport". So why is the NSW government giving away the potential for Queanbeyan to expand in a sustainable way,

to the Canberra Airport Corporation, for a freight hub that is a projection with an uncertain future and will never provide a "Major Economic Benefit" to the Region, the NSW taxpayers or anyone else?

Here are some more questions I would like answered;

- This Proposal creates an enormous positive benefit to the Canberra Airport Corporation but a massive negative benefit to the NSW landholders. In effect, the Canberra Airport Corporation is turning our properties into a 24 hour road that is going to be profitable for them and the tax payers of the ACT.
- What compensation will the NSW Govt be providing to allow the Canberra Airport Corporation to use our properties in this way?
- What compensation will the Canberra Airport Corporation be providing to the NSW landholders to allow the them to use our properties in this way?
 - 2. In all other jurisdictions in NSW and Australia, development is allowed up to ANEF 25, that is, within the ANEF 20, if the houses are insulated against noise. Why is The Canberra Airport Corporation being given special treatment? Please give the reasons the NSW Government thinks these changes will be of benefit to the NSW landholders and other NSW taxpayers in the 3 affected LGA's.
- 3. The NSW Government has listed types of incompatible types of development in this proposal, yet there is at least one child care centre at the Canberra Airport Brindabella Business Park. If this is deemed appropriate at ANEF Ground Zero, why is the NSW Government seeking to prevent this at ANEF 20 in NSW? Please do not give "it is in a different jurisdiction" as your answer, as this is not my question. I want to know why the NSW Government thinks this rule should be different for the taxpayers and landholders of NSW.
- 4. For many years, the Canberra Airport Corporation has been dictating development policy in NSW, forcing developments to become disconnected from main centres. A good example of this is the current Googong development. This has caused excessive road building, land clearing and other supporting infrastructure costs to blow out. Much of this cost is borne by NSW taxpayers. Could you please explain how the NSW Government thinks these consequences of this proposal will benefit the taxpayers of this region in the future?
- 5. Why is a NSW Government Department acting on behalf of an ACT based Corporation and not in the interests of NSW Landholders and Taxpayers?



Department of Planning & Infrastructure RECEIVED

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Southern Region-Wollongong