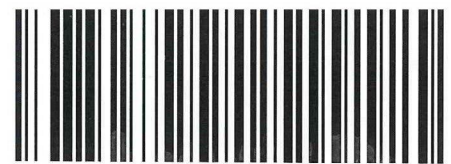


20 May 2013



PWG001468

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



Attention: Brett Whitworth, Regional Director, Southern Region

Dear Mr Whitworth

I refer to your letter (reference 13/01689) which invited submissions regarding a draft planning proposal relating to the Canberra Airport.

I note that the Ministerial Direction covers future rezoning and would prevent land, which is within the Australian Noise Exposure Forecast (ANEF) 20 noise contour around the airport, from being rezoned for increased residential development.

I have a number of serious concerns regarding the proposal relating to the following points:

- Potential impact on property values within the noise contour boundaries;
- Restriction on potential landuse;
- Protection of Canberra airport's operations and interests at the potential economic cost and detriment of private landowners; and
- Consistency with planning policies around other airports.

It appears that the proposal has been developed to protect Canberra Airport's major economic status in the region and by logical extension, Canberra Airport's economic benefit. This protection would be above and beyond the Australian standard which ordinarily allows housing around airports up to ANEF 25.

I am concerned that, if this proposal was to progress, Canberra Airport's economic investment will be protected to the immediate detriment of the value of our property investment and loss of opportunity to seek future rezoning of our land.

This, of course, affects other residents close-by who are caught up by this somewhat arbitrary noise contour zone which bears no resemblance to existing land ownership boundaries. It would result in an anomalous situation whereby co-residents of areas like Fernleigh Park would have unequal access to potential for re-zoning. This would negatively impact the comparative value of properties within the corridor versus properties outside the corridor.

Canberra Airport's attempt to extinguish our potential future economic benefit also has the affect of denying rights and options to any future residents on the uncertain premise that the airport will be able to increase it's utilisation through the establishment of a freight hub or other higher use activity.

These activities are far from certain as to their likelihood, whereas extinguishing the future economic potential of our property would be certain under this proposal.

It also needs to be noted that this corridor was not foreshadowed when existing residents established their homes. Therefore, in effect, the proposal is to compulsorily change the potential future value of the investments of these residents, based on the imposition of a new government restriction that has at its core the support of the economic interests of a local corporation.

I also note the absence of any proposed compensation for the future economic loss of those within the corridor.

In summary, a bad proposal and one that appears to be designed to appease the commercial interests of the Canberra airport with little consideration for the existing and future land owners (and voters) who are unlucky enough to reside within an arbitrary zone set without regard to noise standards applying to other metropolitan airports around Australia.

Thank you for the opportunity to comment.

Yours sincerely



Rob and Wendy James
113 Swan Drive
GOOGONG NSW 2620