



10 May 2013

Mr Brett Whitworth
Regional Director for Southern Region
Proposed Planning Policy – Canberra Airport
Department of Planning & Infrastructure
PO Box 5474
Wollongong NSW 2520

Dear Mr Whitworth

Proposed Planning Policy – Canberra Airport

Qantas is grateful for the opportunity to comment on the proposed s117 Direction (hereinafter “the Direction”) which applies to land within the Australian Noise Exposure Forecast (hereinafter “ANEF”) contour 20 for Canberra Airport.

It is important that land-use planning around airports strike an appropriate balance between legitimate community concerns and the growth of aviation activity at airports. This requires a land use planning arrangement that provides effective protection for future residents around airports whilst protecting the reduction in noise already achieved by the airlines investment in new technology aircraft.

Qantas supports the Department’s aim to preserve the curfew free status at Canberra Airport and ensure that the land around the airport is not subject to incompatible development. However, we are concerned that while the proposed Direction will assist in this regard, it will not ensure the Department’s objective is realised.

The proposed Direction will prevent future rezonings that seek to increase the density of housing within the areas surrounding Canberra Airport affected by the ANEF 20 contour. While the ANEF system goes some way to providing an effective tool for planning purposes, it does not represent all noise-impacted areas around an airport or those areas where residents are likely to have an adverse reaction to aircraft noise. Aircraft noise does not stop at a contour and although exposure to noise outside the ANEF 20 contour is considered “acceptable” for housing, aircraft noise complaints are increasingly from areas outside the ANEF 20 contour. For example, in the past it has been the experience in Sydney that residents outside the ANEF 20 contour have represented approximately 90% of complaints¹.

As a result, we would support the use of additional policy settings to augment the proposed Direction and ensure that Canberra Airport’s curfew free status is

¹ Department of Infrastructure, Transport, Regional Development and Local Government, Expanding Ways to Describe and Assess Aircraft Noise, March 2000, pg. 2.



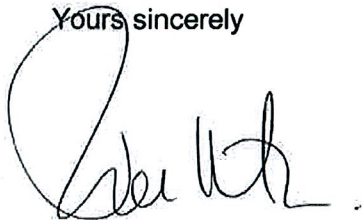
Qantas Airways Limited ABN 16 009 661 901
10 Bourke Road Mascot NSW 2020 Australia
Telephone +61 2 9691 3636

qantas.com

maintained. The inclusion of information on the title of noise-affected residences and a requirement that noise be included as a consideration in the sales process of any noise-affected residence would assist in this regard. Noise covenants should also be attached to the titles of these properties to ensure initial and future purchasers are aware of the noise issues associated with these properties. We also propose that the Queanbeyan, Palerang and Yass Valley Councils Planning Instruments be amended to reflect the aim of the proposed Direction.

Qantas has previously raised concerns with the NSW Government's recent decision to rezone land in South Tralee, in the Queanbeyan local government area. Similar to the proposed Direction, while the rezoning decision in Tralee is limited to areas below the ANEF 20 contour the reliance on this system for planning purposes does not ensure that the current operational flexibility at Canberra Airport will be maintained. Additional information and measures that provide a more realistic representation of aircraft noise effects would ensure a more balanced and sustainable planning approach around airports.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Olivia Wirth', written over a large, light-colored circular mark.

OLIVIA WIRTH
Group Executive
Government and Corporate Affairs