

Martin Brown - Submission - Proposed S117 Ministerial Direction

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To: "Brett.Whitworth@planning.nsw.gov.au" <Brett.Whitworth@planning.nsw.gov.au>
Date: 23/05/2013 10:05 PM
Subject: Submission - Proposed S117 Ministerial Direction
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Proposed Planning Policy - Canberra Airport
 Department of Planning and Infrastructure
 PO Box 5474
 Wollongong NSW 2520

Proposed S 117 Ministerial Direction

Dear Sir

I do not support the proposed S 117 Ministerial Direction.

The Proposed Direction does not conform with the current Australian Standard AS 2021 which permits residential use within ANEF20. We have a National Standard and why should our region be subjected to additional restrictions and a dilution of our property rights at the expense of Canberra Airport? This is purely a political manoeuvre with the end result being to restrict development in the Jerrabomberra Valley thus denying the Jerrabomberra community our well overdue community facilities and road infrastructure.

The current ANEF for Canberra Airport is based on data devised by Canberra Airport in their most recent Master Plan. Most Australia Airports have a 20 year forecasts in their Master Plans not a Practical Ultimate Capacity ANEF. This is the maximum ultimate capacity an airport could be expected to cope with, but Canberra Airport has a Practical Ultimate Capacity (PUC) ANEF. This ANEF is based on the data that assumes that within 20 years there will be 20-25 large freight jets, and international flights, every hour between midnight and 5:00am. The PUC ANEF contours endorsed by ASA assume 334 flights every night including 15 jumbo jets. We currently have two or three twin prop freight planes that arrive each night!

The end result is a highly inflated ANEF that has brought about the quarantining of the Jerrabomberra Valley from any future development. There is no independent validation process on the data that Canberra Airport supplies to make this ANEF. Air Services only checks the model for 'technical accuracy'. The task of independent data validation needs to be undertaken by an expert that has no association (both past and present) with Canberra Airport. This is required to give the community certainty and the Airport planning process some credibility.

In 2010 the Senate Standing Committee on Rural Affairs and Transport were investigating "The effectiveness of Air services Australia's management of aircraft noise". The membership of this committee were Senators who had firsthand experience with aircraft noise and a very comprehensive understanding of the ANEF contours, their application and issues associated with them.

The committee made a number of recommendations. It was clear from Recommendation 7 that the committee supported the independent validation of the ANEF data.

Recommendation 7

6.34 The committee recommends that the government revise the current process through which ANEFs are developed to establish an independent body charged with the coordination

of the process and the review of the accuracy and reasonableness of the data upon which the forecasts are made.

In February 2011, the Government responded to their recommendations and nothing has happened to date.

The Government has recognised that there is scope to improve the technical processes and independence associated with assessment and scrutiny of ANEFs. Airservices Australia and the Department of Infrastructure and Transport will be considering options to improve these processes.

The number of planes landing and taking off from Canberra Airport has decreased since 2000 with around 40,000 movements/annum. It is not a busy airport like other Australian capital cities and even Cairns currently has far more movements than Canberra each day. However, it is only Canberra and our community that is being subjected to this 'special' Ministerial Direction.

As a result of being able to inflate the ANEF data without any independent validation we now have to live with an ANEF that is over inflated and quarantining the valley. It is my view that if the data going into the ANEF was independently validated, that the ANEF would be significantly smaller and development in the Jerrabomberra Valley could proceed.

Unfortunately, the proposed Ministerial Direction is yet another chapter in the battle for Tralee saga with the community and the property rights of land owners in the region being played as pawns in the whole process. It would be remiss for our elected representatives to support this proposal.

Regards
Margot Sachse

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Can you please withhold my address/email and contact details?