

23 August 2016

Ms Linda Davis
Acting Director Regions, Southern
NSW Department of Planning and Environment
PO Box 5475
WOLLONGONG NSW 2520

Dear Linda

Canberra Airport Submission on the Draft South East and Tablelands Regional Plan

Canberra Airport thanks the New South Wales (NSW) Government for the opportunity to provide comment on the Draft South East Tablelands Regional Plan which was released for public comment on 23 May 2016. We also thank the Department of Environment and Planning for attending a consultation meeting at Canberra Airport on 1 June 2016.

Commencement of International Operations

At the meeting with the Department of Environment and Planning on 1 June, it was agreed that given the Draft Regional Plan had been compiled in 2015, it did not reflect the announcement made on 20 January 2016 that Singapore Airlines would commence international operations out of Canberra Airport on 21 September 2016 directly to Wellington, New Zealand (NZ) and Singapore. These international services will operate as *"The Capital Express"* on a winter and summer schedule four times per week as set out below.

Singapore Airlines Current Flight Schedule

WINTER	DAYS	2,4,6,7		1,3,5,7		1,3,5,7		1,3,5,7		2,4,6,1	
	O/D	SIN	7:30hrs	CBR	3:15hrs	WLG	3:50hrs	CBR	8:20hrs	SIN	
	TIME	2330	→	0835/0950	→	1505/2015	→	2203/2330	→	0550	
SUMMER	DAYS	2,4,6,7		1,3,5,7		1,3,5,7		1,3,5,7		2,4,6,1	
	O/D	SIN	7:30hrs	CBR	3:15hrs	WLG	3:50hrs	CBR	8:20hrs	SIN	
	TIME	2330	→	0935/1050	→	1605/2115	→	2303/0030	→	0550	

Please note the summer schedule commences on 2 October 2016. The outcome is arrivals into and departures out of Canberra are an hour later. This means the departure from Canberra to Singapore moves from 11.30pm (winter) to 12.30am (summer). At our recent Canberra Airport Consultation Group meeting, the Jerrabomberra Community representative wasn't happy about the arrivals and departures schedule, especially the potential for very early morning arrivals from delayed flights.

Significance of International Operations on the Regional Economy

Canberra Airport contributes to the southern NSW regional economy through the movement of people, tourism, employment and freight and this is expected to increase significantly with the September 2016 commencement of international operations.

The commencement of international operations will also play a significant role in directly contributing to the Canberra and southern NSW economy through increased visitor spend, by indirectly benefitting the education and services sectors, whilst boosting employment and economic activity, and thus increasing overall prosperity in the Region.

Vitaly, the opportunities presented by the onset of Canberra Airport's 'International Age' will stimulate the attraction of new residents to the Region and also, over time, benefit smaller towns of the region such as Harden and Boorowa and other regional areas that have struggled to retain younger residents due to a decline in agricultural employment. This is in addition to the jobs consolidation and growth that is expected to occur through more cost-effective freight outcomes positively impacting business across the Region.

International Freight Opportunities

The commencement of international operations at Canberra Airport will provide opportunities for current and prospective new exporters in the Region (refer Freight Catchment Map, page 3) because each of the Singapore Airlines aircraft (Boeing 777-200R) has a capacity to uplift 20 tonnes of freight per flight (80 tonnes per week) to both Singapore and Wellington NZ.

In addition to more international passenger Airlines to more global cities, Canberra Airport also continues to actively pursue international designated freight carriers to further enhance the prospects of creating a major Regional Freight Hub servicing southern NSW. This would also support the growth of employment opportunities in southern NSW prospectively leading to a reduction in the proportion of the workforce commuting or relocating out of the Region in pursuit of jobs.

As acknowledged on page 59 of the Draft Regional Plan, Canberra Airport is equipped and ready for long-range Boeing 747 air operations. Unlike Sydney Airport, Canberra Airport is not constrained by any aircraft noise curfew and is slot-free allowing produce to be picked and packed during the day for overnight departure, delivering fresh produce the following morning. The development of a major Regional Freight Hub at Canberra Airport will also complement and benefit the Sydney Basin airfreight task.

Canberra Airport sponsored a Freight Symposium on 12 February 2016 and a meeting on International Freight Opportunities on 27 July 2016. The latter meeting was attended by the following NSW Government and local government representatives:

Ian Sanders	NSW Department of Primary Industries
Frederic Horst	Transport for NSW
Gary Dawes	TradeStart NSW (Sydney)
Wayne Murphy	TradeStart NSW (Wagga Wagga)
Rory McAlester	TradeStart NSW (Nowra)
Greg Pullen	Shoalhaven City Council
Marianne Jones	Shoalhaven City Council

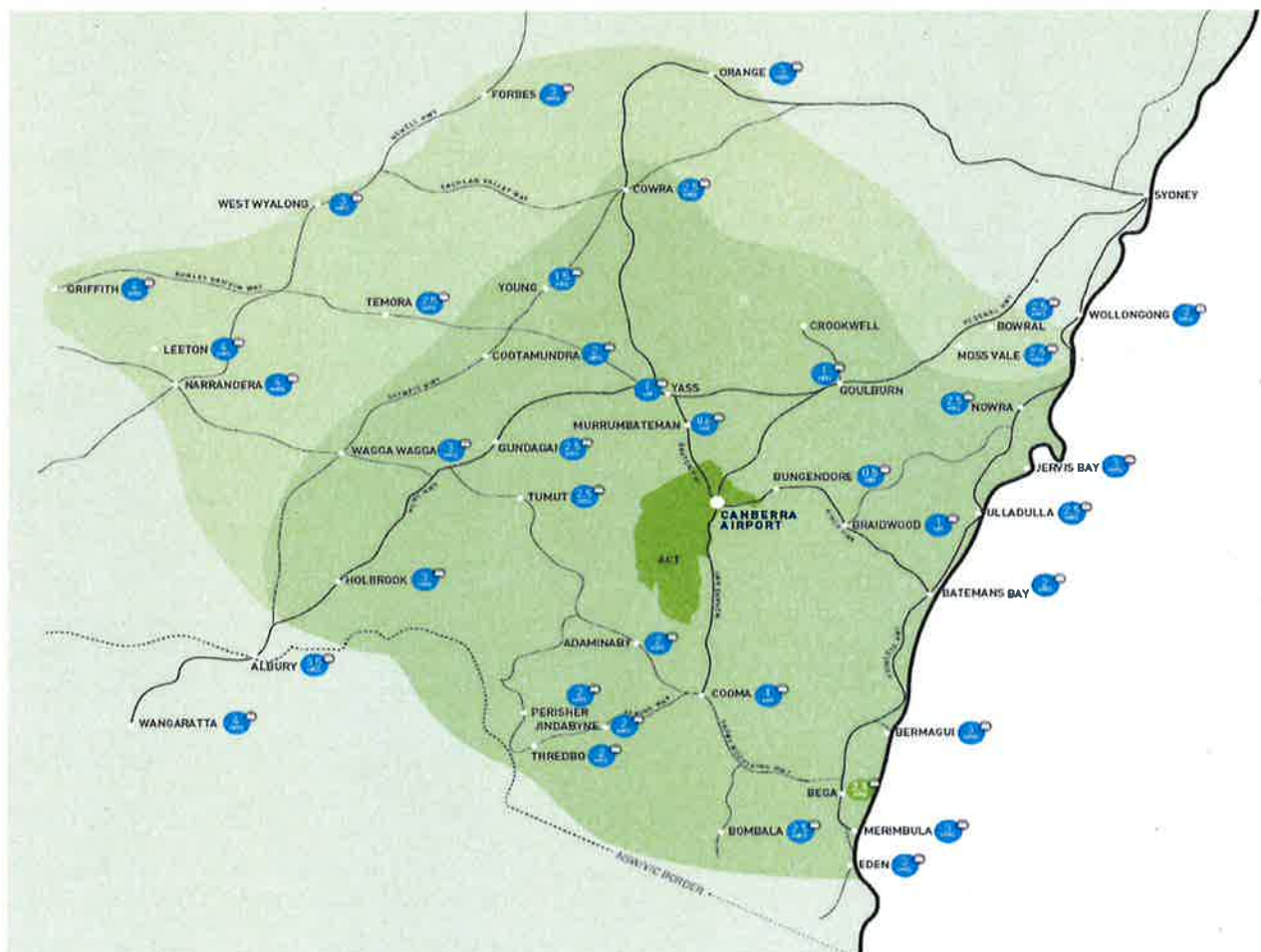
During the five years of negotiations with Singapore Airlines, in collaboration with the ACT Government, it became agreed that the regional passenger capture population for Canberra Airport was 900,000, of which over 500,000 are residents of Southern New South Wales.

As a result of the two freight meetings, there was general agreement that there is a much wider freight opportunity capture for Canberra Airport and therefore a potentially larger NSW population captured in the new international age of Canberra Airport.

Canberra Airport Catchment Map

Passenger catchment (dark green)

Freight catchment (light green)



Support for the Long-Term Continuation of 'No-Curfew' and Enforcement of NSW Planning Policy with respect to Residential Development in the Vicinity of Canberra Airport

It can be seen from the Singapore Airlines current flight schedules (which align with Melbourne Airport, another curfew free airport) that the late night/early morning departure to Singapore reinforces the value of Canberra Airport to the region of not having a curfew and therefore we would

expect a long-term continuation and more formal enactment of the NSW current Planning policy of not rezoning any residential land areas inside the Airport's ultimate capacity ANEF 20 Contour and

requiring and future homes outside the ANEF 20 to comply with the noise attenuation criteria set out in table 3.3 of AS2021.

In April 2016, consistent with the Airport's policy of "the community has a right to know," Canberra Airport launched an interactive Aircraft Noise Calculator on its website to provide the community at large with access to a tool which discloses where aircraft noise is in the vicinity of the Airport.

The Calculator allows a person to assess whether an existing or proposed home is subjected to a level of and a frequency of aircraft noise. The data used represents the centreline of standard flight paths managed by Airservices Australia and as set out in the Canberra Airport 2014 Master Plan.

The Calculator is based on 'N Contours' which are acknowledged by industry as a reasonable representation of aircraft frequency (how often) and noise level outputs. The N Contours used in the Calculator represent 'practical ultimate capacity' (when Canberra Airport is at its most busy in the future), and allows a person to assess whether their home or proposed home will experience 60, 65 or 70 dB(A) of aircraft noise now and in the future. It also shows how often (number of 'events') this noise would occur on an average day (24 hour period).

The 60, 65 and 70 N Contours are developed from the same data and computer program as the Australian Noise Exposure Forecast (ANEF) and disclose that residential areas in New South Wales, in the vicinity of the Airport, and which are outside the ANEF 20, are subjected to aircraft noise.

The Aircraft Noise Ombudsman, Ron Brent, stated in his 30 January 2013 article titled *The Truth About Aircraft Noise*:

"..... aircraft noise is very different from the noise created by railways or busy roads. The key differences are that aircraft noise will reach a much wider area, cannot be shielded by barriers along the route and is not restricted to a narrow and predictable path."

"Most importantly, aircraft do not fly along precise tracks. Flight paths do not look like roads. The flight paths shown on maps are indicative but the actual tracks will splay over a much wider area."

The NSW planning policy, which stipulates that future housing within South Jerrabomberra is required to meet the noise attenuation criteria set-out in Table 3.3 of the Australian Standard 2021:2014, is a notable step towards residents being aware that the land is subjected to aircraft noise and that noise attenuation of dwellings is required.

Canberra Airport acknowledges the Draft Regional Plan notes:

- "The NSW Government will: protect the current and future operations of the airport by placing restrictions on the location of residential development in the vicinity" and
- Action 3.4.2 is: to protect the role of Canberra Airport to service the south east through relevant local planning controls.

In this regard it is disappointing that Queanbeyan Council at page 73 of their Residential and Economic Strategy 2015-2031, endorsed on 24.7.2016 by the Department of Environment and Planning, clings onto a claim “to retain the flexibility to prepare a future planning proposal for areas currently located within the ANEF 20 for Canberra Airport for uses including residential” based on two events;

1. A new ANEF that reduces the area of the 20 ANEF contour.
2. The NSW Government changes reverses the policy of 20 ANEF to 25 ANEF.

While accepting the first point, point 2 requires the NSW Government to formally enact the policy to secure Canberra Airport’s future 24 hour operations.

Road Linkages and Updated Transport Plan for SE NSW

During consultations with the Department of Environment and Planning on 1 June, Canberra Airport expressed some disappointment at the lack of detail on transport and indicated its preference for the Draft Regional Plan to create linkages with an updated Transport Plan for Southern NSW. In particular, that the draft Regional Plan should acknowledge and support opportunities for freight and tourism traffic to utilise east-west connections via the Barton Highway to the west of Canberra and via Road 92, the Kings and Snowy Mountains Highways to the east of Canberra, with connection to the north-south highway system comprising the Hume, Federal and Monaro Highways for a safer and more rapid connection to NSW South Coast areas between Berry and the Victorian border.

NSW Government to Leverage off Canberra Airport’s Investment

Canberra Airport is keen to understand by what means the final strategy will articulate how the NSW Government proposes to leverage off the investment made by Canberra Airport and the onset of the Airport’s ‘international age’ to develop regional prosperity in Region as outlined previously.

Canberra Airport recommends that the NSW Government

- Leverage off the significant investment in Canberra Airport and the onset of the ‘international age’ at the Airport, particularly through facilitation of jobs growth and prospectively an overall increase in prosperity in the Region
- Formalise the policy regarding no residential development outside of the ANEF 20 and noise attenuation consistent with table 3.3. AS 2021, in the certain knowledge that a number of these properties will be subjected to aircraft noise as revealed in the N contours
- Adopt policies to stimulate investment and jobs growth in the tourism and produce industries within the Region
- Collaborate with the ACT and Federal Governments on policies and infrastructure investment to unlock the Regions’ potential for growth.

Canberra Airport requests that the NSW Government gives serious consideration to incorporating these recommendations into the final South East and Tablelands Regional Plan and looks forward to receiving a copy of the final document in due course.

Finally, Canberra Airport is available to consult with the NSW Government on how the "NSW Government will protect the current and future operations of the airport by placing restrictions on the location of residential development in the vicinity."

Yours faithfully

N. Sargent

for
Noel McCann

Director of Planning and Government Relations