

29 April 2009

Attention: Kathy Aves
Canberra Airport
2 Brindabella Circuit
Brindabella Business Park ACT 2609

Dear Ms Aves

Re: Canberra Airport Master Plan Preliminary Draft (CAMDP) February 2009

When we purchased land in Little Burra in 2003 we did our research. We checked to see how the land around us could be used in future. We checked because we were keen to enjoy the living conditions associated with our rural residential block – peace, quiet, less pollution and low density living.

We found that a large tract of the region surrounding Little Burra is officially zoned rural residential, including a large proportion of the land located in what the Canberra Airport has designated a "High Noise Corridor". I was surprised to read in the CAMDP that our land is located in a High Noise Corridor given that we found no reference to a HNC during our official research into land use in the region. Is it officially recognised as a HNC by the NSW planning agencies or is it a Canberra Airport planning tool? We not aware that the Development Approval for our 66 Lot subdivision made any reference to Aircraft Noise.

While we knew that there were flight paths in our vicinity we decided that we could tolerate the number of aircraft that were passing overhead at the time we purchased our land (2003). However, this is much easier to do in winter with double glazed windows than in summer when the doors and windows are open. It's safe to say that our ability to tolerate increased air traffic will substantially decrease if the planned 24 hour operation of the Airport is approved. This will become an issue both at night and during the day and in all seasons. The noise from aircraft increases dramatically with cloud cover and fog, as often occurs in our altitudes during winter, and will cause misery in summer when windows and doors are open to facilitate cooling. I'm also convinced that 24 hour airport operation will impact resale values in our area, particularly if during any given house showing, several large noisy planes fly overhead affecting peoples ability to hear each other speak (which already happens!).

While noise pollution is one important issue, chemical pollution of affected residents' rainwater collected in water tanks is quite another and does not appear to be addressed in the CAMDP.

The majority of residents in rural residential areas are reliant on tank water derived from their rooftops. Has any independent work been undertaken to determine what residues are likely to turn up in our water supply as a result of increased air traffic and associated emissions, particularly in those topographical areas where the distance between residents and aircraft is at times only 500m? Have any targeted Environmental Impact Statements been undertaken based on these very real scenarios? Are the results of these studies available? If I was the person responsible for endorsing activities undertaken by the Canberra Airport, I would want to be 120% sure about this particular human health issue before providing approval. I can only imagine the legal implication for a private company or individual, who has given consent for an activity that intentionally, or unintentionally, impacts on people's only water supply.

It seems that the process of information gathering and consultation has let the Airport's planning process and the potentially affected NSW citizens down somewhat. The quality of community consultation undertaken by the Canberra Airport is not quantified in the CAMDP and is described in broad terms. Amongst other things, it seems absurd, and could be perceived as devious, that submissions are being requested on the Canberra Airport's Draft Master Plan prior to finalisation of

the Australian Government's Aviation White Paper. Surely the Canberra Airport would want to be seen to produce a Master Plan that is consistent with aviation policy as set out in the White Paper. Or at the very least, allow for community consultation and discussion in context of any relevant recommendations?

I am but one voice amongst 2000 (plus) people in this region but I work in Canberra, and yes I use the Airport facility occasionally, and I shop in NSW and the ACT but I have rights as a rate paying, voting NSW citizen and see no reason why I (as one of many) should accept the brunt of the Airport's expansion when citizens in the ACT will obtain just as much benefit. In addition, I expect a lot more from the Canberra Airport in terms of its approach to consultation, ensuring that all impacts are considered and findings supported by sound studies, and that coordination of its public comment periods are set in context of national policy settings.

In summary, I am not inclined to support the proposed 24 hour operation of the Airport until:

- water quality studies and subsequent guarantees are provided to affected residents that their sole supply of water will not be impacted by increased air traffic emissions
- independent investigations are undertaken to establish likely social and economical impacts in the affected areas
- Canberra Airport's proposed activities are put forward in context of policy directions according to the Australian Government's Aviation White Paper being released in late 2009

In addition, I believe that Canberra Airport should be liaising directly with the NSW planning authority to confirm if the HNC has been given any official standing during assessments of Development Applications. If NSW authorities have not, or will not, officially recognise the HNC then I would respectfully suggest that Canberra Airport desist from trying to justify their expansion activities to affected NSW residents in context of the HNC.

Regards

Sarah Gowland

Googong NSW 2620

Cc Nathan Rees MP, Premier New South Wales
Mike Kelly MP, Member for Eden Monaro
Cr Tim Overall, Mayor of Queanbeyan City Council
Cr Ian Marjason, Mayor Palerang Council