

Canberra Airport
2 Brindabella Circuit
Brindabella Business Park
CANBERRA AIRPORT ACT 2609

Dear Sir/Madam,

In response to your invitation for public comment on your 2009 Preliminary Draft Master Plan I wish to make the following objections.

Inadequate Information on Aircraft Noise

In the ACT, activities generating noise pollution are regulated by the *Environment Protection Act 1997*.

Note that there is no stand-alone "Noise Control Act" in the ACT, because noise controls are integrated within the EP Act 1997 and the EP Regulations 2005.

Any noises that are not expressly excluded by the Act (see below) are considered to cause 'environmental harm' under s 5(a) (Reg 27(1)) if they exceed certain limits.

These limits are set out in Table 2.1, Schedule 2 of the Regulations and are different for each of the seven zones. In residential areas (which account for only one of the zones), the maximum noise levels reaching neighbours' living spaces are set out below.

	A Mon-Sat 7 am-10 pm	B Mon-Sat 10 pm-7 am	C Sun & public holidays 8 am-10 pm	D Sun & public holidays 10 pm-8 am
Residential areas	45 dB(A)	35dB(A)	45dB(A)	35dB(A)
A unit in a block	40 dB(A)	30dB(A)	40dB(A)	30dB(A)

It appears that this Schedule relates to noise emanating from within the local urban environment and not as a result of exogenous aircraft noise. My understanding is that aircraft noise is regulated by the commonwealth government. Clarity regarding who is actually responsible for the regulation of aircraft noise effects was not drawn out fully in the meeting attended by this witness at a public meeting held in the ACT Legislative Assembly on April 30 2009. I consider public consultation on this vital matter to be deficient.

What is apparent, however, is that the Canberra Airport regards levels approaching 65dB as acceptable for residents in the northern suburbs of Canberra, such as the one in which I live, which is Watson. We currently live in a very quiet location. Night-time noise here would currently be somewhere between 30dB and 35dB, punctuated somewhat by the odd car arriving home late in the early morning hours. Both I and my partner are very rarely woken by excessive night-time noise.

We would find a 1000 fold increase in night-time noise (from 35dB to 65dB) to be unacceptable. Furthermore, there is no currently contour map which gives any indication of actual or modeled aircraft noise available for the suburb of Watson for existing 737 aircraft. What are the minimum and maximum aircraft noise levels we are experiencing now to compare it with those projected into the future as a result of the airports draft 2009 master plan?

Independent noise information is crucial to any meaningful consultation on the 24 hour freight hub proposed in the draft master plan, and I would welcome the right to further comment after the noise expert appointed by the ACT Government reports later this year.

RECOMMENDATIONS

- A night time curfew on aircraft movements from 11 pm to 6 am
- No 24 hour freight hub or second Sydney airport
- Recognition of World Health Organisation standards regarding sleep disturbance

Yours sincerely,

Richard Larson

Watson ACT 2602
7 May 2009