

Submission on Discussion Paper

'Safeguards for airports and communities around them'

By Master Builders Association of the ACT

July 2009

1. The Master Builders Housing and Construction Industry Association of the Australian Capital Territory (MBA-ACT) is a member-based organization representing more than 1,100 members across the building and construction industry in the ACT and surrounding region. Our membership includes commercial, residential, suppliers and sub-contractors, professional and civil sectors.
2. The MBA-ACT recognizes the importance of airports to communities given the significant positive social and economic contributions they make. It is most important that airports are able to meet the needs of the community whilst at the same time understand that in meeting those needs, constraints will invariably need to be placed and observed the same way in which operational constraints are accepted by all industries to meet community expectations.
3. The issue of safeguarding of airports is contentious; it has been historically, it is currently and, without question, will continue to be in the future. The current ANEF system provides at least a level of certainty and hope that the contentiousness of the past can be minimized in the future.
4. The ANEF system has been adopted in planning legislation and policy by all levels of government across Australia as a means of building in certainty for all including airport operators, the community at large and governments and councils charged with managing land use policy.
5. Subjecting the current ANEF system to change will result in further exasperation for all stakeholders, perpetuating uncertainty and with the possibility of creating greater levels of complaint and even legal proceedings as a result of changed circumstances affecting developments.
6. In reviewing recent submissions on aviation policy it is not evident that the ANEF is seen as anything but a sensible system to determine land use planning in and around

airports. Most submissions either supported the ANEF system for land use planning or remained silent on the matter suggesting no significant issue.

7. To simply respond to Question 1 on Page 8 of the Discussion Paper, “Does the ANEF System Provide an effective basis for planning in noise affected areas?” the answer would be yes but with continued supplementary information provided through airport Master Plans on aircraft noise impacts.
8. There is significant technical information that informs this debate, however, in the end it is certainty that is needed. The ANEF, it is contended, provides that certainty to all stakeholders and there is a lack of evidence to suggest that any change is required to the current system.