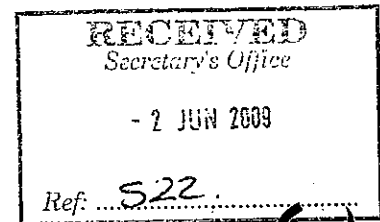


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Mr Andrew Tongue
Acting Secretary
Department of Infrastructure, Transport, Regional Development
and Local Government
GPO Box 594
Canberra ACT 2601



1 June 2009

Dear Mr Tongue,

Re: Canberra Airport Master Plan: Preliminary Draft – February 2009

Please find enclosed a copy of our submission made in response to the Canberra Airport's preliminary draft Master Plan released in February. In the preparation of this submission, VBC commissioned the following expert consultants to review the documentation provided by Canberra Airport Pty Limited:

- **Access Economics Pty Limited** who are Australia's premier economic consulting firm providing expert economic analysis, modelling and forecasting advice to a wide range of governments, businesses and industry groups.
- **The Ambidji Group Pty Limited** a fully independent, international consulting firm specialising in the planning, development and management of modern infrastructure supporting the air transport industry sector.
- **Wilkinson Murray Pty Limited** is recognised as an Australian leader in the assessment and control of noise and vibration from all types of transportation.
- **CB Richard Ellis (V) Pty Limited** is a leading property and planning consultancy with experienced and professionally qualified town planners and designers. The Town Planning team has extensive experience across NSW, Canberra and nationally.

We request that this document also be considered as a supplementary submission to the National Aviation Policy Green Paper because some of the recommendations made in the Access Economics report relate to federal policy matters. In particular, we wish to bring to the Department's attention the following recommendations of this report which is Appendix 1 of our submission:

- The Minister should issue regulations (as allowed for in s71(2)(d) but currently not in place) to clarify that an ANEF should relate to the 20 year *planning period* (ie currently 2029/30 in the case of CIA) and that the ANEF should be consistent with the 20 year business plans and forecasts contained in the master plan.

- The Minister should implement a process that draws on the skills of both BITRE and Airservices Australia to independently assess the reasonableness and plausibility of the traffic forecasts and modelling that underpin the ANEF and the consistency of those forecasts with the contents and planning period of the master plan, prior to approving the master plan. Airservices Australia should be asked whether the 2008 endorsement still stands, given the revised plans and timelines in the PDMP.
- If a national freight hub or Sydney overflow develops at CIA naturally, through market forces, then so be it. However, a far more rigorous feasibility study is required before the Government should intervene to help achieve, promote or declare support for a national freight hub or Sydney overflow at CIA. As such, the PDMP cannot be endorsed in its current form.
- The Minister should not approve a plan that includes hotel/motel and child care facilities within ANEF 30. Children in care on-airport should receive the same protections as children in care off-airport, as provided in AS-2021-2000. The Minister should seek the views of ACTPLA in relation to the level of detail required in regulation 5.02(2). The Minister does not have the powers to approve a PDMP that includes an In Bond / Tax Free Zone.

If you have any queries, please contact the undersigned.

Yours Sincerely,



Ken Ineson
General Manager, Special Projects & Feasibility