

SUBMISSION

from

MOORABBIN AIRPORT RESIDENTS' ASSOCIATION, Inc. (MARA)

In response to the

MOORABBIN AIRPORT MASTER PLAN 2009

1. The 2009 Master Plan is very much a document developed as a proposition to Federal Government Parliamentarians to illustrate why the facility exists and its benefits to the Community, due to and because of, Goodman-MAC acquisition and management.
2. The document reads as an advertisement from a real estate salesperson propositioning a client.
3. This is a quote from a MARA member.

The Moorabbin Airport Master Plan which has been prepared by the Moorabbin Airport Corporation (MAC) is profoundly laced with comments about jobs and economic contribution to the South East economy. With more than a hundred references to employment, its political intent is not only obvious, but embarrassingly so. Without any particular rationale, it proposes a contribution of more than 8,000 jobs since it took over the airport lease ten years ago. Nowhere is there a proper cost benefit, economic or employment assessment of the airport or airport trade-offs on the local, and more importantly, greater Melbourne economy. Building shops, offices and warehouses on airport premises for the subsequent lease revenue is not an economic windfall from aviation. Moreover, in the absence of MAC, the same investment and development would have been derived based on need and opportunity at the hands of other non-aviation entrepreneurs within the city. The only difference being that other entrepreneurs would not have been anointed with the freedoms of an airport lease and the associated do-it-yourself planning opportunities.
4. All other commercial developments, both proposed and established in Council administered Municipalities are required to pay rates and taxes on the land they occupy. The Goodman-MAC Group escapes this requirement on the site with NO contribution on land used for aviation purposes and undeveloped land, whilst levies on established buildings are paid by tenants to Council via the MAC management system.
5. To level the playing field, the Federal Govt. is requested to apply the Local and State Govt. taxes and charges which apply to commercial land use and development.
6. Goodman-MAC is also exempt from Local and State planning laws and regulations on ALL land, both aviation and commercially developed, on the site. No other organization in Victoria has such an exemption (nor should

they), and we strongly request the Federal Govt. to close this unacceptable loop-hole in the law.

7. MARA fully support and agree with the Preliminary Master Plan Submission lodged by and on behalf of -
 - i. The Dingley Village Community Assoc. Inc.
 - ii. Save the Moorabbin Golf Course Group.

We attach for presentation, copies of MARA communications to the Minister comprising a document dated 26th June, 2008, re Issues Paper of April, 2008, and an update to this dated February 2009. (see Appendix 1. and 2.).

8. Many of our concerns regarding the 2009 Master Plan are addressed and repeated in the above responses and accordingly we will not labour these issues with further extended duplication.

OBJECTIONS TO THE 2009 MASTER PLAN

9. **(Objection 1.)** Increase in Air Movements - Any increase in air movements (fixed wing, helicopter) will increase noise sources and potential accident..... Discomfort and safety levels are currently in excess of fair and reasonable. Ground level noise is a MAC responsibility. Noise is carried by winds to residential zones and can be clearly heard 1 kilometre plus from the Airport.
10. **(Objection 2.)** Sound Shell - The sound shell for stationary engines running is ineffective. Noise in this mode can only be contained in a properly designed structure capable of capturing emissions.
11. **(Objection 3.)** Airport Pollution Controls Who would know what malfunctions occurred. Scrutiny of MAC records cannot be obtained. Members of the Consultative Committee are refused access to areas of operation for inspections.
12. **(Objection 4.)** Closure of Moorabbin Golf Course – Much has been said and written about this subject. The closure is detrimental to the Kingston Community for reasons of health, safety, recreation and environmental impact . The Minister’s negative attitude to our community’s welfare illustrates the Commonwealth Govt.’s double standard.

The Minister, Anthony Albanese, MP will long be remembered in Kingston as the Federal Minister who gave away a Golf Course to the detriment of his constituents and for the further profits of Goodman-MAC. (Please emphasize this in your response to the Minister, Phil.)

13. **(Objection 5.)** Planned Expansion - See Figure B2 of Master Plan – It would seem more beneficial for residents to move the proposed RPT zone (see Item 12) and Aviation “Expansion” to the North side of the runway to “Precinct D” and away from Lower Dandenong Road. This area can then be served by extended Chifley Drive to Boundary Road and from a service road to be established on Airport land. This change will reduce traffic congestion to and from Lower Dandenong Road (two lanes) to Boundary Road (six lane highway). The change will also have the benefit of moving noise further away from residential and work zones outside Airport land.
14. **(Objection 6.)** Helicopter facilities being moved closer to residential occupation and Aviation facilities moved south closer to residential areas. Figure B2.

<u>ITEMS</u>
10 – Future Hangars and Aviation expansion.
9 - Helicopter Re-Development.
8 - Helicopter Precinct.

Re-locate (8 & 9) to West side of Bundora Pde. Join proposed road (11) to Bundora Pde at (8). Re-locate Helicopter activities (8 & 9) West of Bundora Pde to vacant land opposite MAC Office. Shift (10) Future Hangars and Aviation expansion North.

The proposed changes will move the noise made by helicopters and aircraft away from residential areas.

15. **(Objection 7.)** ANEF Proposals – Figure A6-1 and A6-2 – Aircraft should be confined to the number of movements, flight patterns, aircraft size and noise output that will reduce residential disturbance, as opposed to planned expansion resulting from increased planned movements and an expanded ANEF. Individual aircraft noise outputs should be reduced by applicable modifications to exhaust systems and flying techniques. Airworthy certificates should restrict noisy aircraft from built-up areas, and modern design aircraft only permitted.

This concern to be registered as a highlight with the Minister and Air Services, please. Why should more residents be adversely affected when the world is moving (other than Moorabbin Airport) to reduce pollution. Minister, here is a REAL consultative opportunity). Come and visit and establish with the Community acceptable standards.

16. **(Objection 8.)** Consultative Committee (Phil, please highlight this) This Committee, of which MARA is a Community representative group, is a non-effective entity which Federal politicians and Federal Aviation authorities pretend that they and MAC communicate with Kingston residents. MARA’s major concerns, noise and safety, are concerns which MAC have little or no

authority when aircraft are in the air above houses, factories, schools, businesses and health facilities.

Lower level Air Services and CASA staff sometimes attend, but have no authority or interest in taking up residential concerns which might assist Airport neighbours. MARA's President was told by a CASA Representative at a recent meeting "If you don't like the noise move away." McCallister was supported by his boss Carmody. Hardly a Consultative attitude! We continue to be referred back to the MAC Consultative Committee when trying to achieve recognition by Commonwealth Departments and politicians (Mark Dreyfuss excluded), who is doing a sterling job and attempting to assist by contact with the Minister.

It is a bureaucratic roundabout which we have been on since the beginning of the MAC lease 11 years ago, and we have achieved none of our aims. Surely this is an abysmal result rate for a Consultative Committee. Would MAC please emphasize and highlight this concern when responding to the Minister.

17. (Objection 9.) Master Plan – We fail to see what has been produced as an acceptable Master Plan. This is MAC's 3rd Edition after 11 years of planning. The document still uses words such as 'possible terminal, possible car park, possible taxi way, possible runway extension.'

Nor does the 09 Preliminary designate the form of planned additions, such as Supermarket and Ancillary Support locations, as proposed by the Westfarmers/Coles Group. There is no mention of supplying on-site employees and workers with shopping facilities. Why are they not designated locations in the Plan?

The on-site employees will require other facilities such as Hotel/Pub/Eating/Recreational facilities, parking locations and much more as described in Section 4 of the Planning document. Why are they not illustrated so that it can be demonstrated that working conditions for employees are safe from aircraft noise and potential crash disasters and health considerations.

18. (Objection 10.) Environmental Sustainability – Little or no detail in the 11 years of MAC occupation. There is little or no evidence of water capture and tank storage at or around buildings. There is no evidence of the buildings constructed adopting energy-saving and emission controls that will help to sustain our local environment. There is certainly no effort to constrain noise or pollution from aircraft. MAC hand this responsibility to Air Services Australia without any commitment to assist the community. – Refer Preface, Page 4 – authorised by GM. P. McConnell.

19. (Objection 11.) Preliminary Draft "Environmental Strategy 2009 – Inside Cover Page – "Note" – quote - **"The assessments, analyses and**

assumptions made or undertaken should not be used or relied upon by any other purpose. It should be noted that the strategies and scenarios described are indicative only and their inclusion should not be read as an assurance that any or all of them will occur."

We particularly request that this ^ part of the Statement be referred to the Minister. We think that these words clearly indicate a serious lack of commitment by MAC to environmental concerns. Our interpretation is that prevention, eradication and correction costs will be the deciding factor, not the environmental 'need' or legislative requirements required of others.

20. **(Objection 12.)** Fly Friendly – Neighbourly In the relevant section of the 2009 Master Plan, Section 7.3 and 7.3.1 are to some extent in conflict. Section 7.3 states Airport Lessee Companies should state detailed plans for managing Aircraft noise " 7.3.1 states that MAC has no control.

21. FLY FRIENDLY DOES NOT WORK, as aircraft control rests with Air Services Australia who will not enforce or monitor it. Most aircraft pilots ignore recommended procedures. Most Flying Schools don't or won't talk together to establish common acceptance of Fly Friendly. Currently it is an empty concept. We recommend adoption at Moorabbin Airport of Fly Neighbourly Agreements to be prepared and monitored by Air Services Australia/Airspace and Environment Regulation Unit. Refer also to note on this subject discussed with Simon Crean MP 2/7/07 and at a later date with Mich. Fifield MP and noted to Anthony Albanese MP. (see Appendix 3. A nd 4.). This Fly Friendly proposal has been put by MARA to the MAC Consultative Committee during at least 2 meetings but was rejected without reasonable consideration

CONCLUSION

In conclusion, all versions of MAC's Master Plans take NO consideration and care for the surrounding residents of Moorabbin Airport. Lip service is paid to their concerns and at NO time have there been any improvements to their quality of life or their safety. The Consultative Committee exists to achieve MAC objectives ONLY; mere political window dressing, so that politicians and Govt. Depts. can conveniently ignore us. The community residents are like beggars at the feast, waiting vainly for any crumb of improvement to come their way.

Tom Uren – President

Anna Emanuel – Secretary