



THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

JOINT COMMITTEE ON THE
AUSTRALIAN CAPITAL TERRITORY

REPORT ON ITEM NO.1
OF THE FORTY-EIGHTH SERIES
OF PROPOSED VARIATIONS TO THE
PLAN OF THE LAY-OUT OF THE
CITY OF CANBERRA - DIVERSION
OF PIALLIGO AVENUE

JOINT COMMITTEE ON THE AUSTRALIAN
CAPITAL TERRITORY

1. The Committee was appointed for the life of the 27th Parliament by Resolutions of the House of Representatives and the Senate on 25 November 1969. It was first appointed by Resolutions of both Houses of Parliament on 8 November 1956 and re-appointed in succeeding Parliaments.

2. The duties of the Committee are to :

- (a) examine and report on all proposals for modifications or variations of the plan of lay-out of the City of Canberra and its environs published in the Commonwealth of Australia Gazette on the nineteenth day of November 1925, as previously modified or varied, which are referred to the Committee by the Minister for the Interior; and
- (b) examine and report on such other matters relating to the Australian Capital Territory as may be referred to the Committee by the Minister for the Interior.

3.

PERSONNEL OF THE COMMITTEE

Chairman	..	Senator R.G. Withers
Deputy Chairman	..	Mr F.M. Daly, M.P.
Members	..	Senator D.M. Devitt
		Senator G.C. Hannan
		Senator C.R. Maunsell
		Senator B.R. Milliner
		Mr K.E. Enderby, M.P.
		Mr E.M.C. Fox, M.P.
		Mr J.M. Hallett, M.P.

R E C O M M E N D A T I O N

The Committee recommends the
implementation of the proposed diversion of
Pialligo Avenue, Canberra.

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CAPITAL TERRITORY

REPORT ON ITEM NO.1 OF THE FORTYEIGHTH SERIES OF
PROPOSED VARIATIONS TO THE PLAN OF THE LAY-OUT OF
THE CITY OF CANBERRA - DIVERSION OF PIALLIGO AVENUE

This report complements that tabled on 30 September 1971, and concludes the presentation of the findings of the Joint Committee on the A.C.T. on proposals to vary the Plan of the lay-out of the City of Canberra, referred to it in August 1971. The Minister for the Interior, the Hon. R.J.D. Hunt M.P., then referred to the Committee 23 items comprising the fortyeighth series of proposed variations to the Plan of the lay-out of the City of Canberra, as gazetted in 1925.

Earlier, the Committee reported to Parliament, recommending the implementation of 22 of the 23 proposals, and stating that Item No.1 was still under consideration.

Under Item No.1 of the proposed variations, approval was sought for the diversion of Pialligo Avenue, in the Pialligo and Gungahlin District, to make way for an extension of 2000 feet to the southern end of runway 35/17, the north-south runway at Canberra Airport.

The Committee noted that the further development of the airport might confirm the present site as a permanent feature in the urban development of Canberra/Queanbeyan and may generate increased exposure to aircraft noise in the future.

Further evidence was sought from the Department of Civil Aviation, the major airlines and the National Capital Development Commission to establish the need for the extension and ascertain likely consequences for operators, road users and the local community.

In the course of its examination of the proposal the Committee inspected Canberra Airport. Officers of the Department of Civil Aviation briefed the Committee on the nature of the terrain surrounding the airport and, in a series of aerial inspections, demonstrated how the difficult terrain dictates flight patterns of outgoing commercial aircraft which often involve overflying noise sensitive areas.

The Committee recognised that the cost and other details of the actual runway extension will be the subject of in-depth scrutiny by the Public Works Committee and, therefore, limited itself to an examination of the town planning aspects of the proposal.

Aircraft Operating Considerations:

(a) Safety

The Committee was assured that there is no danger involved with the present length of the north-south runway (6,800 feet) at present aircraft loadings. It is apparent, however, that safety considerations and, specifically, the length of the runway, place limits on the loading of DC9 aircraft.

(b) Need to maximise aircraft loading

At present Canberra is regularly serviced by the twin engined DC9 jet aircraft. Since the DC9 is particularly suited to the short hauls to and from Canberra, the airlines expect that it will continue to serve Canberra for about another ten years.

A DC9's maximum take-off weight is approximately 100,000 pounds and with its standard seating configuration it is capable of carrying 93 passengers.

The DC9s are limited in their carrying capacity out of Canberra when temperatures are high and when the wind velocity is below 5 knots. In these circumstances the aircraft require a greater distance

in which to take off. In order to avoid the inconvenience of passengers being off-loaded when the temperature is high or the winds extremely light, both airlines limit flight bookings.

The airlines were not able to give details of the frequency of off-loadings or of the numbers involved, but argued that for the convenience of passengers and integrity of service it is desirable that they be able to increase loading capacity in peak periods.

Due to the seasonal nature of demand on the Canberra route and the disproportionate amount of time spent loading and taxiing in relation to the amount of time spent in the air, both airlines say they incur a loss in providing the Canberra service and that greater utilisation of the DC9s during peak periods could reduce this loss.

Even the extension of the north-south runway from 6,800 to 8,800 feet would not allow the DC9s to operate at their maximum take-off weight. However, it would permit them to carry a payload of 93 passengers, luggage and freight to either Sydney or Melbourne.

(c) Extension of terminal facilities

Growth in the volume of air traffic will necessitate, within the next five to seven years, the extension of the aircraft parking apron, the terminal buildings and the car parking facilities. The Committee was told that the present terminal facilities will be duplicated further south.

In order to extend the terminal to the south it will be necessary to relocate the Instrument Landing System further south so that it will not be adversely affected by reflections from new buildings. The relocation of this system will, in turn, require movement south of the runway threshold and extension to the south of the runway itself.

The representative of the Department of Civil Aviation stated that the expansion of the terminal facilities would necessitate the extension of the north-south runway by approximately 1,500 feet. Of the proposed 2,000 feet extension, then, only the more southern 500 feet is sought for purely operational reasons.

(d) No subsequent extension is contemplated

The Committee was informed that no further extensions to the north-south runway are contemplated.

The representative of the Department of Civil Aviation said that there is "no known or foreseen need related to a DC9" for a further runway extension; while the airline representatives pointed out that due to the high terrain surrounding the airport, unlimited extension of the runway would not assist a DC9 to take off at its maximum weight.

(e) Joint user aspects

Under the joint user arrangement at Canberra Airport, the Department of Civil Aviation is a tenant of the Department of Air.

The large number of military aircraft operations, together with the projected increases in regular passenger aircraft services and general aviation activities, makes it apparent that, under the present arrangements, total movements at Canberra Airport will approach saturation point in the not too distant future.

Noise

The Committee decided to investigate the possible aggravation of aircraft noise nuisance to persons living in Canberra, Queanbeyan and environs, which might arise from the relocation of Pialligo Avenue and the subsequent extension of the runway.

Officers of the Department of Civil Aviation briefed the Committee on the flight patterns observed by civil aircraft in approaching and departing Canberra Airport.

The Committee is satisfied that the extension of the north-south runway need not increase aircraft noise nuisance.

The Committee draws attention to Queanbeyan's projected urban development towards the south west. Both the Queanbeyan Municipal Council and intending residents should be aware that this projected development may be particularly subject to increasing aircraft noise nuisance.

Airport Site

The Committee took account of the convenience of the present location of Canberra Airport and of the fact that the National Capital Development Commission, with careful land use planning, should be able to restrict the extent to which aircraft noise nuisance interferes with community life.

The representatives of the National Capital Development Commission assured the Committee that in its planning the Commission takes full account of the inhibitions which the airport site places on future development. Consequently, zones around the airport in which no future development is planned, will be preserved. The Fyshwick industrial area will be expanded and a further industrial and institutional area to the south is planned. In all its planning the Commission is assuming that the present site is permanent, though uses of the airport may change.

Road Alternatives

In examining the proposed diversion of Pialligo Avenue the Committee was aware that this road provides the sole access to the airport from both

east and west, and also provides much used alternative access beyond the airport.

In view of the importance of Pialligo Avenue the Committee considered whether a tunnel underneath the proposed runway extension would be preferable to the diversion of the road around the airport perimeter.

The National Capital Development Commission's proposal of the road deviation stated that a tunnel underneath the runway had been rejected on excessive cost grounds. On investigation, the Committee found that the cost of a tunnel underneath the extended runway would be eight times that of a surface perimeter road.

The proposed road deviation will retain flexibility for the future planning of this area of Canberra.



R.G. WITHERS
Chairman.

October 1971.