

**From:** [REDACTED]  
**To:** [seaplanes](#)  
**Subject:** Response to Seaplanes proposal  
**Date:** Monday, 21 June 2021 6:22:55 PM

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Dear Mr Smith,

In case my written submission by post does not reach you before the end of submissions on Tuesday the 22nd of June, please find a copy of my response below [as resident of Canberra and a recreational user of lake Burley Griffin, in general I approve of the proposal]

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### **Response to Lake Burley Griffin Seaplane Proposal**

I have lived in Canberra since 1999. In that time I have regularly swum in the lake, occasionally kayaked, and sailed, with both the ANU sailing club and in my own small vessel.

In principle, I support the proposal to operate seaplanes from Lake Burley Griffin. I submit the following reasons.

While I do regularly use the lake for recreation, I accept that I share the lake with other users. On page 11 of the Proposal it is estimated that takeoffs, landings and manoeuvring on the lake would be about 20 minutes, in total, per day. This means that I would have over 23½ hours per day to use the lake for my own recreational purposes, which seems more than reasonable. While I agree that the lake is well-used for recreational purposes, I accept that so too is Rose Bay, and therefore if the Seaplane operators can coexist successfully with the users of Rose Bay, I see no reason why they couldn't do the same on Lake Burley Griffin.

The issue of noise has also been raised. We should remember that Canberra is a city, and cities are noisy. Parkes Way runs along much of the Northern side of the lake, and, in addition to large burdens of commuter traffic, is also a major corridor for heavy freight. In 2012/13, Parkes Way was widened, to accommodate yet more traffic. Compared to such traffic noise and regular city maintenance operations, (e.g. the leaf blowers mentioned in the Preliminary Acoustic Assessment) 20 minutes of seaplane operation per day seems like it would have minimal impact. On the lake itself, the Water Police routine patrol in their power boats, and industrial noise is produced by lawn maintenance right around the lake.

Lake Burley Griffin is an artificial lake. As such it is not a habitat for any endemic native species. Nor could the lake be considered pristine or even "clean," at present, given that it receives large amounts of urban runoff (e.g. from Sullivans Creek) and treated sewage water. Lake Burley Griffin is already frequently closed to swimmers due to algal blooms, so any contributions to water pollution from seaplane operations would, in my opinion, be insignificant compared to existing sources of pollution.

Finally, the Seaplane proposal would, in at least a small way, serve as competition for the Canberra Airport. This can only be net positive for Canberra residents and visitors, compared to the monopoly on aviation in the ACT which is presently enjoyed by the Canberra Airport. A fast corridor between Canberra City and the Eastern Suburbs of Sydney would not make a major dent in airport traffic, but diversity of options can only be a good thing for the National Capital, its residents, and its visitors.

In my opinion, the Discussion Paper of May 2021 has adequately addressed the range of issues around the proposed Seaplane operations. As a longtime resident of the ACT and a recreational user of Lake Burley Griffin, I support the proposal.

Thank you for your consideration of my feedback.

Kind regards,

Nick West

(CC by email, to make the cutoff date for comments)