



TUGGERANONG
COMMUNITY COUNCIL

VALLEY VOICE

Tuggeranong Community Council Newsletter

Issue 23: February 2013

Katy faces Valley voters



ACT Chief Minister, Katy Gallagher, addressing the Tuggeranong Community Council

Chief Minister, Katy Gallagher, fronted Valley residents at the last Tuggeranong Community Council (TCC) meeting. About 60 people attended the meeting at which the Chief Minister was guest speaker. It was the first time Ms Gallagher had addressed the TCC.

The Chief Minister was asked many questions from the floor relating to public transport, health services, Lake Tuggeranong, car parking and residential development at Tralee.

She was asked what she had taken from ACT election results in Brindabella and if Valley residents will see more of their taxpayer dollars being spent in Tuggeranong.

"The outcome of the election in Brindabella must have been alarming and dis-

appointing to you and your government," one member enquired.

"I'm not going to stand here and pretend that we did not hear what Brindabella voters said."

"The perception in Tuggeranong is that your government is far away and more interested in Civic and Gungahlin and Tuggeranong has fallen off the map," the questioner said.

"Can you assure us that under your administration that an adequate amount of money will be expended in Tuggeranong and not in places that are too remote to mention?" he asked.

Continued on page 3

Lake clean up on again

The Tuggeranong Community Council (TCC) is joining forces with the Tuggeranong Lake Carers (TLC) Group for the annual Clean Up Australia campaign on Sunday, 3 March.

Members from both groups and interested Valley residents will target the shores of Lake Tuggeranong to collect as much rubbish as they can.

The TCC and TLC have registered teams and will meet at the Lake Tuggeranong Rowing Club at 10am. Collectors will encircle the Lake in both directions ending at the Lake Tuggeranong Sea Scout Hall.

A vehicle, towing a trailer, will collect filled rubbish bags from various points around the Lake. Volunteers are advised to wear strong shoes and gloves, hats, sunscreen and bring a water bottle and antiseptic hand wash. Rubbish bags will be supplied.

For more information please contact Glenys Patulny, Ph 6231 0603 or email: glenys.p@grapevine.net.au or Nick Tsoulas, Ph 0431 235 970, email: president@tuggcc.com

Zed gets Senate nod

Recently elected Member for Brindabella, Zed Seselja, has gained Liberal Party pre-selection to contest a seat in the Senate.

Mr. Seselja won Liberal Party preselection, 114 to 84, to be the lead Senate candidate in a ballot of party members that was marked by angry protests and calls for another vote.

| | |
|-------------------------------------|-----|
| Katy faces Valley voters | 1/3 |
| Lake clean up on again | 1 |
| Zed gets Senate nod | 1 |
| Feedback sought on Park plan | 2 |
| Decrease in Tuggeranong crime | 3 |
| Ombudsman "concerned" over Tralee | 3 |
| Seeds sown for change | 4 |
| Terminal tour | 4 |
| Tuggeranong Health Centre relocates | 5 |
| Drakeford Drive bridge repairs | 6 |
| Jill moves to "greener" pastures | 6 |
| News in Brief | 6 |
| The truth about aircraft noise | 7/8 |
| Off beat | 9 |
| Don't Forget | 9 |

Feedback sought on Park plan



An artist's impression of the entrance to a revamped Tuggeranong Town Park.

Minister for Territory and Municipal Services, Shane Rattenbury, has invited Tuggeranong residents to provide feedback on the draft master plan for Tuggeranong Town Park.

Mr. Rattenbury said the ACT Government has allocated \$80,000 for the preparation of the master plan as part of the Town and District Park Upgrade Program.

"Since the Town Park opened in 1995, community needs and demands have changed. It is now time to plan for the next stage in the park's life and provide more contemporary and well designed recreational facilities for Tuggeranong," Mr. Rattenbury said.

"A draft master plan has been developed to guide future management, maintenance and upgrade of the park over the next five to ten years as funding opportunities become available. I encourage people to review the plan and provide comments during the consultation period, which runs until 5pm on Friday, 22 March 2013," he said.

Key recommendations for the park include:

- improved pedestrian and cycle access into the park,

- an activities area for young people that incorporates elements such as rock climbing walls to be located adjacent to the existing skate park,
- new entries into the formal garden from Anketell and Collishaw Streets,
- redesign of the formal garden to provide an area for casual game play, this includes a level gravel playing surface, shelters, lighting and power outlets,
- a new lake edge path to improve access along the foreshore,
- additional pergolas and park furniture,
- enlarge and upgrade the existing play space,
- potential for a contemporary water play feature.

Mr. Rattenbury said he is committed to providing high quality recreation areas and facilities in the ACT and encourages everyone who uses the park to get involved and provide their valuable input to this important project.

Tuggeranong Community Council acknowledges its supporters.

Supported by



Ms Gallagher responded one of the things that struck her most about the election outcome was the divided nature of the city.

“Governments have to learn and look at that. I don't think it is an easy answer to say every part of Canberra gets the same level of infrastructure. I don't think that was the case when Tuggeranong was being built. It is the same now,” she said.

“We have a limited capital budget,” she added.

Ms Gallagher pointed to Molonglo as the new development front. She said resources that are being pushed into Gungahlin for schools, medical centres and roads will move to Molonglo over the next few years.

“I am sure that the residents of Gungahlin will feel that the attention we had shown to them has now been moved to Molonglo,” she said.

She said that was part of the challenge of building new town centres.

“I'm not going to stand here and pretend that we did not hear what the Brindabella voters said. We made a number of commitments in the election and as the government and the leader of the government I have to pay attention to them.” Ms Gallagher said.

“We have a new health centre coming to Tuggeranong, major school upgrades, new CIT, duplication of Ashley Drive and an upgrade to the Arts centre. We have a range of other commitments that will be rolled out in Tuggeranong and other parts of Canberra,” she concluded.

Ombudsman “concerned” over Tralee

Aircraft Noise Ombudsman, Ron Brent, has expressed concerns over proposed residential development at Tralee.

Mr Brent says the debate fails to point out that many homes will be up the 20ANEF line and, according to Canberra Airport forecasts, could suffer noise at 70 decibels or more up to 20 times a day.

He has also expressed concerns that potential home buyers will not be given adequate warnings about future aircraft noise.

See the full text on pages 7 and 8.

Decrease in Tuggeranong crime



Acting Superintendent of ACT Policing Intelligence, Chris Meagher
(Photo: Canberra Times)

ACT Policing has released its latest quarterly Crime Statistics for 2012, which show the majority of offences reported to police have decreased when compared with the same period in 2011.

The fourth quarter of 2012 produced a decline in assault, sexual assault, burglary, motor vehicle theft, property damage and road collisions with injuries, but an increase in thefts (excluding motor vehicle thefts) when compared with the same period (October to December) in 2011.

Property damage, which includes damage by fire, explosion and/or graffiti, has decreased overall in the ACT from 1436 (Oct-Dec 2011) to 1399 (Oct-Dec 2012). Of note, property damage incidents in Tuggeranong have decreased 27.5 per cent over the same period, from 406 in October-December 2011, to 295 re-

ported offences in the October-December 2012 quarter. A yearly analysis of the Crime Statistics also indicates most offences are continuing to trend downwards in the ACT, when compared to 2011. Only motor vehicle theft and road collisions with injury are up, increasing 12.5 per cent and 1.8 per cent respectively.

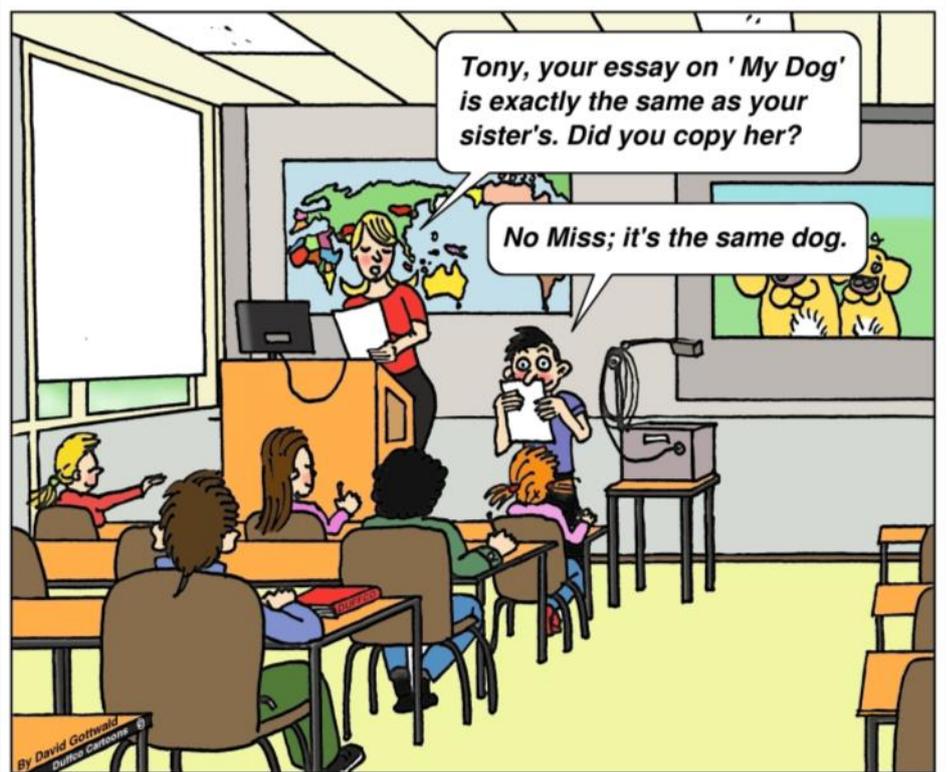
Acting Superintendent of ACT Policing Intelligence, Chris Meagher, said it is pleasing to see crime is continuing to generally trend downwards, and that police are now focusing resources to address the recent increase in motor vehicle thefts.

“As a primarily intelligence-led police force, we rely on these statistics and reports from members of the public to focus our resources appropriately,” he said.

“The CrimeStatistics are a useful tool for police, and provides the community access to information to see what is happening in their neighbourhood, first-hand,” he added.

In 2012 ACT Policing Operations dispatched police to more than 90,000 priority One, Two, and Three requests for police assistance. ACT Policing Operations took over 162,000 telephone calls in 2012, including 28,000 calls to Triple Zero. The latest CrimeStatistics can be found at www.police.act.gov.au

A young Tony Abbott was always destined for politics...



Seeds sown for change



Front left Flynn Robert, Back left to right: Daniel Klein, Sam Fogarty, Sophie Pilkinton, Gai Brodtmann MP and Brent Coobe at the launch of the Six Seeds initiative.

Federal Member for Canberra, Gai Brodtmann, officially launched a new initiative aimed at getting young disabled people more involved in their community.

Ms Brodtmann launched the Six Seeds program which is aimed at creating a series of commercially focused initiatives that will ultimately be developed into viable and sustainable business ventures.

She described Six Seeds as a remarkable project that will change the lives of young people with moderate to severe disability.

“Six Seeds is a collaborative effort between five highly regarded community organisations with the generous support of some private sector organisations.

“It’s about providing choices and options, where currently there are none,” Ms Brodtmann said.

Six Seeds Chair, Patrick White said Six Seeds is not about hand-outs.

“It is about building ongoing viability through inclusive, meaningful and creative activities.

“The program has a strong focus on the needs of young people with moderate to severe disability,” he said.

“It involves a series of outcome based projects designed to offer inclusive and meaningful opportunities to young people who would otherwise fall through the gaps in our disability system,” Mr White said.

The first Six Seeds project involved the production of Rocky Road chocolate that was sold on Valentines Day.

Monies raised from the sales of the Rocky Road will be directed towards future projects.

Terminal Tour



ACT Community Councils and JRA members inspect the new Canberra Airport Terminal.

Members of the Combined Community Councils of the ACT and the Jer-rabomberra Residents Association (JRA) were recently granted a preview of the second stage of the new Canberra Airport Terminal.

Stage two of the \$420 million development involved construction of a new terminal wing, car park and new aircraft aprons strong enough to handle larger passenger aircraft including the Airbus A330 and the Boeing 747. The new terminal includes space for Virgin Airlines and international arrivals and departures.

The tour group was guided around the new works by Canberra Airport Managing Director, Stephen Byron.

Mr Byron told visitors the new terminal extensions are expected to be officially opened to coincide with Canberra 100th birthday celebrations in early March, with the international section operational by late May.

Talks are being held in a number of international airlines to begin direct services from Canberra to New Zealand and onto North America and Canberra to Singapore with connections to the rest of Asia, the Middle East and Europe.

The entire project has taken six years with construction commencing with the upgrade of Pialligo Avenue. The new terminal is 55,000 sqm compared to the old terminal of 15,000 sqm. When opened it will be considered one of the most modern in Australia.

It is designed to handle 8 million passengers with extension wings in time to manage 12 million passengers compared to old terminal with handled 3.3 million passengers.

The next big project on the horizon is to link Canberra Airport with a very fast train to Sydney. Only recently Canberra Airport unveiled and artist’s impression of a very fast train terminal at the Airport.



Tuggeranong Health Centre relocates

The Tuggeranong Community Health Centre has relocated to the Greenway Waters Suites. The relocation is part of the ACT Government's Health Infrastructure Program that involves the overhaul and expansion of all aspects of the ACT health system to ensure that health services and facilities are able to meet future increases in demand.

In addition to a great deal of redevelopment that is taking place on the Canberra Hospital campus, community-based health centres are also getting a facelift.

In 2012 a new health centre opened in Gungahlin, while work continued on a new centre to replace the existing one in Belconnen.

Tuggeranong residents can also look forward to a substantially improved health centre now that work has commenced on an expansion and refurbishment of the existing Tuggeranong Community Health Centre.

Planning for the refurbishment took into consideration the aim of minimising any disruptions to service delivery throughout the construction works.

The planning showed that the most efficient and least disruptive way to redevelop the centre was to temporarily relocate the various services.

In January 2013 most of the centre's services relocated to 'Greenway Waters Suites' on the corner of Anketell and Cowlshaw Streets, Greenway, just one city block from the existing centre, in the direction of the Tuggeranong pool.

The Canberra After-hours Locum Medical Service and the Tuggeranong Family Medical Practice also relocated temporarily to 'Greenway Waters Suites'.

Due to the significant infrastructure requirements of the dental program and its associated equipment, dental services could not be relocated to 'Greenway Waters Suites'.

Instead, dental program clients will access services primarily from the Phillip Community Health Centre, corner Corinna and Keltie Streets, Phillip, but also have the option to access services from Civic, Belconnen and the new centre in Gungahlin.

All phone numbers will remain the same during the period of the temporary relocation. For appointments at the Tuggeranong Community Health Centre, phone the Community Health Intake line



on 6207 9977. For dental appointments, phone 6205 1088. For mental health appointments phone 6205 2777. All services are expected to return to the expanded and refurbished centre when it is completed in 2014.

For further information about the redevelopment of community health centres phone 6205 9060 or email: HIP@act.gov.au

Source: Media release

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Drakeford Drive bridge repairs

Repairs have been undertaken to the faulty paintwork on the pedestrian bridge over Drakeford Drive linking to the new Namadgi School.

Director Roads ACT, Tony Gill, said issues with the paint were not evident until the bridge was erected. However, he said, inspection work after completion revealed that the painting was not correctly undertaken and, as such, the contractor is required to repaint the bridge.

"The work will be undertaken at no cost to the ACT Government. The defective sections of paint are currently being removed, and a repaint job will be carried out," Mr. Gill said.

"An extended warranty period will be in place for the next two years, rather than the normal 12 months, to provide an additional safeguard," he said.

The work is expected to be completed by the end of next month. There should only be minimal impacts to pedestrian and road traffic on Drakeford Drive during the works.

Source: Media Release

Jill moves to "greener" pastures

After more than 11 years a familiar face at Communities@Work, Jill Faulkner, is moving on to a new challenge. Jill has accepted a new position as Executive Officer of The Capital Wetlands and Woodlands Conservation Trust (CWWCT).

Jill joined Communities@Work in August 2001 as Manager Events and External Relations having previously worked as advertising manager with the Valley View Newspaper. She is also Vice President of the Tuggeranong Festival.

Jill said the CWWCT only started operations last March, so the new role will be very exciting.

She said the CWWCT is maintained exclusively for the purposes of providing money, property or benefits for conservation outcomes for the Mulligans Flat Woodland Sanctuary and its 'sister' reserve the Jerrabomberra Wetlands Nature Reserve.

"The Trust supports both project, managing, recovering, conserving, and enhancing the natural environment," she added.

News in brief

Assembly set to determine its own size

ACT Chief Minister, Katy Gallagher, has welcomed the tabling of amendments to the Self Government Act that will allow the ACT Legislative Assembly to determine its own size.

Ms Gallagher said this important change now means that laws made by the ACT Legislative Assembly can only be overridden by passage of legislation in the Commonwealth Parliament rather than at the discretion of a single Minister.

ACT advances regional co-operation

ACT Chief Minister and Minister for Regional Development, Katy Gallagher, will move to establish a parliamentary committee to inquire into and advance greater cooperation and collaboration between the 12 local government areas within the greater capital region.

The committee will assist the ACT Government to identify opportunities to co-ordinate economic development across the region, including in areas like tourism, shared services and transport. The establishment of the committee would also allow for tri-partisan engagement on the very important issue of our regional future.

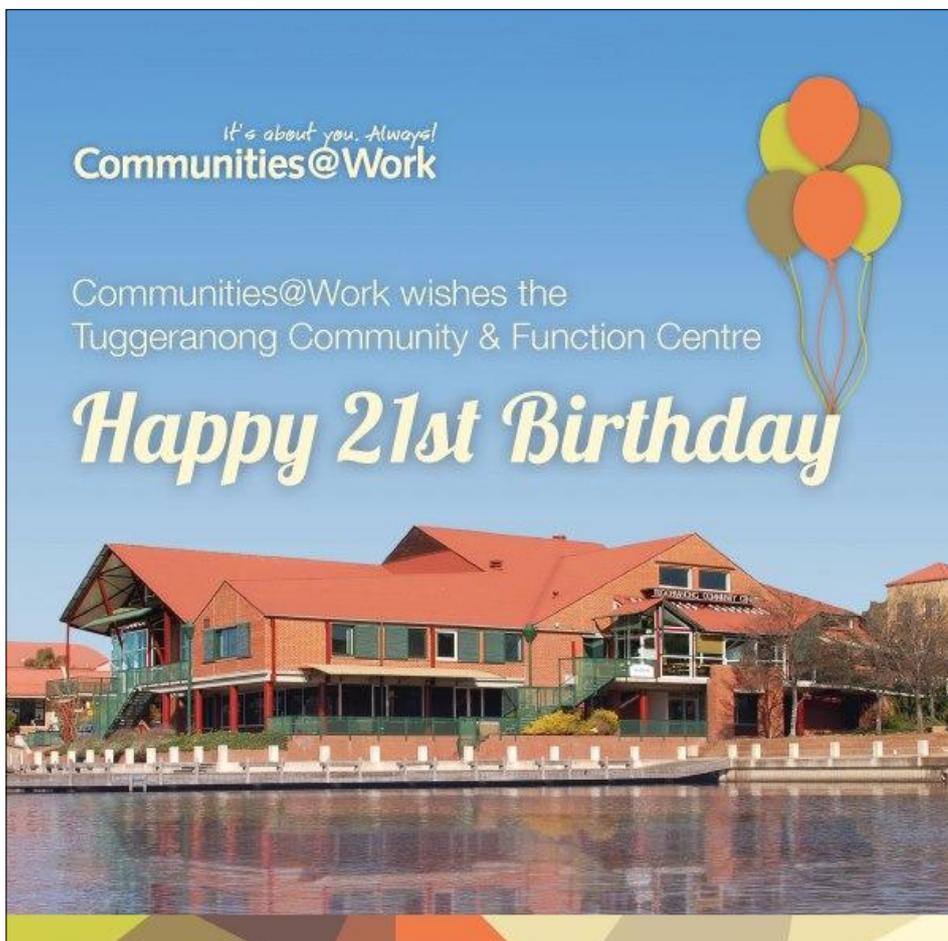
The committee will also examine further co-ordination of service planning and service delivery, particularly in health and education where the ACT Government is already a major regional provider. The committee would be required to report back to the ACT Legislative Assembly no later than the last sitting week in September 2013.

Next TCC Meeting

Minister for Territory and Municipal Services, Shane Rattenbury, will be guest speaker at the next Tuggeranong Community Council (TCC) meeting.

Mr. Rattenbury will address the TCC on the Tuggeranong Town Centre Master Plan and will take questions from the floor.

The meeting will be held on Tuesday 5 March commencing at 7.30pm in the upstairs function room at the Southern Cross Club in Greenway. Members and guests are welcome to attend.



The truth about aircraft noise

By Ron Brent, Aircraft Noise Ombudsman



Aircraft Noise Ombudsman, Ron Brent. (Photo courtesy of Air Services Australia)

Recent housing developments around some of Australia's busiest airports, and further proposals for such developments have been the catalyst for some heated debate about the impacts of aircraft noise. Unfortunately the heat in the debate often comes at the expense of clarity, leaving the public with little understanding of what the noise will be like. Worse, those buying in these new estates often do so in ignorance of the noise that they will or might have to bear. I hope to shed a little more light on what the noise will mean.

In doing so I do not want to take sides on whether new developments near airports (such as the Tralee proposal near Canberra Airport) should go ahead or not. Rather I want to help those confronting decisions about such developments to have a better understanding of the issues.

The first thing to note is that the experience of aircraft noise (or any noise for that matter) by an individual is highly subjective. Unbearable noise for one person might not be of any concern at all to another. Research in USA has shown that, even in areas below the 'ANEF 20' noise rating, up to 45% of the residents are likely to be moderately or severely affected by aircraft noise.

The ANEF noise measurement standard is set by Standards Australia (and is currently being considered for review). I discuss this standard later in this article, but I note here that the ANEF standard suggests that outside the ANEF 20, housing construction does not need to be modified due to aircraft noise.

The second important thing about aircraft noise is that it is very different from the noise created by railways or busy roads. The key differences are that aircraft noise will reach a much wider area, cannot be shielded by barriers along the route, and is not restricted to a narrow and predictable path. I will explain each of these differences.

“Unlike the barriers that you see along busy roads as they pass close to houses, aircraft noise cannot be shielded.”

Noise from an aircraft in flight does not fall in a straight line, and is not limited to those directly under the aircraft. It spreads widely over an area that gets wider as the aircraft gets higher. It also gets quieter as the aircraft climbs. This means that the noise can reach more people once the aircraft is further from the airport, yet it can be many kilometres from the take-off point before the noise stops becoming intrusive for most people.

There is much talk about insulating houses under noisy flight paths. Unlike the barriers that you see along busy roads as they pass close to houses, aircraft noise cannot be shielded. Insulating buildings certainly makes a difference by using noise reducing materials and construction techniques such as double-glazing.

Unfortunately there is little that can be done outdoors and even insulated houses can suffer intrusive noise from aircraft. Double glazing is not effective for those with a preference for leaving windows open. Most importantly, aircraft

do not fly along precise tracks. Flight paths do not look like roads. The flight paths shown on maps are indicative but the actual tracks will splay over a much wider area.

One of the causes of this, the limitations of navigation systems, is changing as more precise technology is introduced, now increasingly based on the satellite technology that is used in the GPS systems we all know from our phones and car navigation devices. On the other hand Air Traffic Control needs to adjust flight paths and deliberately spread aircraft along particular tracks to keep aircraft safely spaced in the sky.

To measure aircraft noise there is an Australian standard, the Australian Noise Exposure Forecast (ANEF). It is a forecast of noise exposure levels around an airport and in many jurisdictions is an input to land use planning decisions. It is also one of few prominent pieces of information available to members of the public seeking information about aircraft noise. Unfortunately, while this tool can provide high-level guidance to those considering the suitability of certain areas for residential or other noise sensitive developments, it does little to help those trying to decide if they can live with the noise at a certain ANEF level.

The ANEF level comes from a complex formula and is not easy to understand or explain. It includes factors such as: how loud the noise is, how frequent it is and the distribution of the noise across the day and the night. It is based on a forecast of aircraft activity, which may or may not bear out, and uses standard noise estimates for known aircraft types. It assumes consistent flight routes which do not necessarily correspond to how planes fly in reality.

The final averaged level will not tell you if you will get occasional loud noises, frequent quieter noises, lots of night noise, or most of the noise between 6 am. and 7 am. when you hope to sleep in. The ANEF measure is currently being considered for review by Standards Australia. Furthermore, the ANEF level will not tell you how bad things will be on the worst days. In summary, it is impossible to convert an ANEF rating into a description of what the noise will be like. By way of contrast, there are alternative measures. One example is a 'N70 contour' which outlines areas within which there will be a given number of times a day, on average, that will get noise loud enough to

Continued on page 8

disrupt a reasonably loud conversation (i.e. above 70 decibels). With additional information, such as maximum and minimum daily forecasts, this can be a better guide to what the noise may be like in a particular area.

So what does all this mean for housing developments near airports? There is no doubt that many people live very happily in close proximity to busy airports and can cope with lots of aircraft noise.

There is also no doubt that, no matter how close to an airport houses are, there will be those who move into them unsuspecting about the aircraft noise they will experience or how it might affect them. It is easy to criticise those people who buy or rent close to an airport for not realising what they are letting themselves in for – ‘buyer beware’.

On the other hand, it is easy to understand why people can feel misled. References to the ‘ANEF’ can make it seem as though the noise is acceptable, but the experience of noise is such a subjective and personal matter that there can be no standard of ‘acceptable’ (other than silence) that will meet every individual’s notion of acceptable.

The experience of my office bears this out. It is easy to suggest that people who want to move to an area near an airport only need to park at the property for a while to make their own judgments about the noise. Unfortunately the noise will vary by time of day, day of the week, season, wind direction, local weather generally, and weather at remote airports. For example, on this last point, a storm at Sydney Airport can affect traffic levels at every other major airport in Australia. Short of spending a year or two parked there, this is not a reliable guide. Indeed even that won’t help given that the aviation sector is not only growing rapidly, but the mix of planes and technologies is also changing rapidly, which further affects noise.

“The warning that is included in the advice from councils to people enquiring about a house purchase is usually in soft form mentioning possible aircraft noise.”

Currently there are initiatives underway to improve the information that is available about aircraft noise but, until there is a clear unambiguous warning as part of every transaction for houses anywhere near an airport, many buyers will not even think to check out the aircraft noise situation. The warning that is included in the advice from councils to people enquiring about a house purchase

is usually in soft form mentioning possible aircraft noise. This form of warning has proved to be too general, and not backed by useful and comprehensible information.

It is important to look at aircraft noise in as many different presentations as possible. This includes maps showing the number of events over a certain loudness (e.g. N70 contours showing average daily events louder than 70 decibels), often broken up by day and night, season, and ideally showing maximum and minimum daily numbers as well as averages. Some locations have maps showing noise without precise contours but rather shading where the noise fades out.

Living just outside a particular noise contour does not necessarily make a noticeable difference. As the loudness drops from 70 to 69 decibels a house may look like it is in a quieter zone, but in reality most people cannot detect a change in loudness of less than about 3 decibels. In the end the best approach would be to avoid building homes or other noise sensitive developments in high noise zones. On the other hand, it can be difficult to argue that people for whom the noise is not a problem should be denied access to homes in convenient locations that suit them.

“The recent debate over the newly approved development at Tralee near Canberra airport provides some good examples of the problems that concern me.”

If there are to be homes in these areas, I would want to see clear statements about the aircraft noise. It is not helpful to point out that the houses are not under a flight path or outside a particular noise level contour if the truth is that the houses are right on the edge of a noise contour, and that they are near enough to a flight path that planes will fly overhead. Even if the aircraft do not fly directly overhead the noise will be no less than when the planes fly over the parkland the other side of the back fence.

The recent debate over the newly approved development at Tralee near Canberra airport provides some good examples of the problems that concern me. It has been pointed out that the houses are outside the ‘20 ANEF’. What has not been pointed out is that the houses go right to the ‘20 ANEF’ line at which point the average person would not be able to hear the difference from being on the other side of the line.

Also not discussed was that the airport operators have forecast that most of the

houses could potentially have noise at 70 decibels or more as many as 20 times a day on average (on busy days more than this). At 70 decibels the noise will drown out conversation around the barbecue where an insulated house will not help.

The Airport’s forecast suggests that the houses could potentially get up to an average of 100 events a day at 60 decibels, a level that complaints show is intrusive to many people living on the edge of a rural area. It is also worth pointing out that the ANEF is based on forecasts by the Airport of expected, planned, or hoped for traffic levels. This is true also of most N70 contours, and indeed any other measures of likely future noise around airports. These forecasts may or may not be accurate.

This raises the question of who should provide the noise information. In the end it is a shared responsibility. I am aware that airports are currently working with Australia’s air traffic control provider (Airservices Australia) to provide better information about aircraft noise. Most importantly, for new land developments the developers and the government planning and building control agencies should take responsibility for emphasising (rather than downplaying) potential noise concerns.

“I would prefer to see high noise corridors left for uses other than residential houses.”

As Aircraft Noise Ombudsman I receive many complaints about aircraft noise and only in a minority of cases is there anything that can be done in the short term to reduce the impacts. I would prefer to see high noise corridors left for uses other than residential houses. If developments are to occur in these corridors I would like to see the possible impact of the noise emphasised rather than downplayed so that potential buyers can make an informed decision.

Ron Brent
Aircraft Noise Ombudsman
ano@ano.gov.au

(The Australian Government appointed Ron Brent as Australia’s first Aircraft Noise Ombudsman in 2010, to help improve the handling of complaints about aircraft noise, the information about aircraft noise and consultation about changes in air traffic that will alter the impact of aircraft noise. The views expressed in the article above are those of Ron Brent, as Aircraft Noise Ombudsman. They are not necessarily the views of the Government or of Airservices Australia or any other government agency.)

Off beat

You think our elections are amusing. Consider the poor voters of India whose candidates include Adolf Hitler and Frankenstein.

The tiny northeast Indian state of Meghalaya has a special fascination for interesting and sometimes controversial names, and the ballot for state elections is proof. Among the 345 contestants running for the state assembly are Frankenstein Momin, Billykid Sangma, Field Marshal Mawphniang and Romeo Rani. Some, like Kenedy Marak, Kenedy Cornelius Khyriem and Jhim Carter Sangma, are clearly hoping for the electoral success of their namesake American presidents.

Then there is Hitler. This 54-year-old father of three has won three elections to the state assembly with little controversy over being named after the Nazi dictator.

His father had worked with the British army, but apparently developed enough of a fascination with Great Britain's arch-enemy to name his son Adolf Hitler — though he also gave him the middle name Lu, Hitler said.

Hitler said his name has not stopped him from traveling the world, including to the United States and Germany.

US News



- Mar 1/9:** Enlighten Canberra
- 3:** Clean Up Australia
- 5:** TCC General Meeting, 7.30pm Tuggeranong Southern Cross Club
- 8:** Lights, Camera, Action Senate Garden Museum of Democracy
- 9/17:** Canberra Balloon Spectacular
- 16:** Skyfire
- 19/23:** Canberra Comedy Festival, Civic Pub
- Apr 2:** TCC General Meeting, 7.30pm Tuggeranong Southern Cross Club

Valley Voice



Tuggeranong Community Council's newsletter, *Valley Voice* is designed to inform Valley residents of issues that impact on them and to act as a vehicle for other community groups and organisations to communicate with residents.

Valley Voice is produced on a regular basis and is circulated amongst TCC members and friends. If you wish to receive copies of *Valley Voice* in the future please email info@tuggcc.com.

Meanwhile, if you have articles or images you wish to contribute to *Valley Voice* please email them to info@tuggcc.com by the 20th of each month.

Please feel free to pass *Valley Voice* on to those who you think may be interested in its contents.

Valley Voice is published by the Tuggeranong Community Council (TCC). Material in this publication comes from a variety of community and government based sources and therefore does not necessarily reflect the views of the TCC.

Material submitted to the TCC for inclusion in *Valley Voice* may be subject to editorial changes. Material that includes dates, times and contact details is correct at the time of publishing. Therefore, the TCC cannot be held responsible if it is not informed of any changes to that information prior to publication.

Tuggeranong Community Council.
E: info@tuggcc.com
W: www.tuggcc.com

Tuggeranong Community Council Inc. (TCC) is an incorporated, voluntary, not for profit, non political, community based association operating within the Tuggeranong district of the Australian Capital Territory.

TCC is formally recognised as the peak community representative body in Tuggeranong promoting the goals and aspirations of local residents and other community groups and organisations within the Tuggeranong Valley. TCC receives partial funding from the ACT Government.

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The **Bonython Neighbourhood Hall** is a contemporary community facility featuring modern decor and abundant natural light. The Hall has two function rooms with kitchen facilities and is ideal for dinners, dancing, aerobics, meetings (seating for up to 125 people) or other functions. Catering services available. Very competitive hire rates.

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