

CHAPTER 8
DEVELOPMENT CONCEPT
AND OPTIONS





“Our key focus is to make sure that we have the right products and services to meet the growing demands and expectations of our retail customers, as well as more than 10,000 resident office workers across the Canberra Airport precinct”.

PUBLIC INFRASTRUCTURE, PRODUCTIVITY COMMISSION, MAY 2014



8 Development concept and options

High quality planning, stunning urban design, and world class architecture underpin development at Canberra Airport.

These design features create a sense of arrival and vibrancy to an airport that is recognised as the major gateway to the Nation's Capital.

It is this deliberate approach to planning that is enabling the Airport to fulfil its vision as a first-class facility serving the region's growing transport and business requirements.

This Chapter of the 2020 Master Plan examines the wide range of uses available to the Airport to maximise the growth of a range of aeronautical and commercial businesses. The development of the Airport's various precincts is also outlined. The growth of a lively, flexible and commercial environment is critical to the long-term growth of the Airport as a national and global gateway providing jobs to the region. This approach is in line with commercial developments at airports across Australia and the world, now known as the Aerotropolis.

The future growth of jobs in Canberra, the airport and the nearby region will be fuelled by population growth, economic factors and industry trends.

The population of Canberra and adjacent Queanbeyan is currently about 490,000 and is forecasted (by the ACT and NSW) to top 500,000 by 2019/20 and 660,000 by 2040. Employment is currently about 245,000 jobs and this is expected to reach more than 330,000 jobs by 2040.

The location of where these additional 85,000 jobs will be located is a matter for further planning work following on from the ACT 2018 Planning Strategy and Queanbeyan-Palerang Regional Council planning.

One of the opportunities is the Eastern Broadacre which has been identified, since the 2004 Canberra Spatial Plan, as a significant future employment land corridor. The National Capital Plan (approved by the Commonwealth Minister in May 2016) acknowledged this opportunity for the Eastern Broadacre by providing a planning overlay of "Potential Future Urban", which is subject to further detailed assessment.

The Airport's precinct development over the past twenty-one years provides a solid platform for growth of the ACT's release of employment land in this new employment corridor, especially within the Majura Valley, in a similar way to the ACT Government's sale of land to IKEA, leveraging off the Airport's investment in the Majura Park retail precinct.

Brindabella Business Park was conceived as an aerospace, Department of Defence and IT hub. More recently the Park has become home to Australia's Cyber Security headquarters and offices for the Australian Border Force (Home Affairs).

With planning and focus by the Airport, Brindabella Park has become Australia's most sustainable business centre incorporating a number of landmark sustainable buildings and now has a workforce of about 9,500.

Canberra's major industry is government administration, Defence and private sector office users, mostly serving government. Canberra and the region comprise less than two percent of Australia's population, however, Canberra's office stock at 2.32 million square metres Net Lettable Area [NLA] is Australia's fourth largest and comprises 9.2 percent of Australia's 25.2 million square metres [Property Council of Australia, January 2019].

Canberra Airport is home to 8.8 percent of Canberra's office stock as at January 2019.

Canberra's early planners located the Airport close to the City Centre and the Parliamentary Zone and away from residential areas, giving the Airport a convenient location and scope for long term sustainability.

Roadworks around the Airport over the past 14 years, including the most recent significant Majura Parkway, has facilitated ready access for passengers, workers and shoppers.

The future development over the next 20 years of the Eastern Broadacre employment land by the ACT Government in the Majura Valley will reinforce existing land uses within the Majura Valley which now comprise Defence and AFP education, research and training, government and private sector IT, a range of employment vocations, retail and Aviation, while servicing jobs growth demand forecast to 2040.

8.1 OVERVIEW

Consistent with all previous Master Plans, the Airports Act and the representations made by the Australian Government during the airport sales process, a wide range of uses of the Airport site are permitted in order to achieve Canberra Airport's vision:

Our vision is to develop Canberra Airport as a first-class facility to serve the region's evolving transportation, business and development needs and to maximise the growth of a wide range of aeronautical and other businesses.

The importance of aviation and Canberra Airport's intent to promote the overall growth of aviation traffic and services should not be underestimated. In addition to these aviation uses, there is clearly a significant demand for additional uses on the Airport site, evidenced by the growth of Brindabella Business Park, Fairbairn and the

Majura Park precincts. Currently there are about 14,000 jobs on Canberra Airport. Canberra Airport intends to continue with such commercial developments, implicit in which is an extensive range of uses, to allow flexibility in planning to cater for changes in future demand.

It must also be recognised the extensive aviation infrastructure works completed over the last 21 years, and particularly the \$500 million terminal project (2013-14), have only been possible because of the revenue derived from Canberra Airport's non-aviation developments. In order to obtain finance, it has been and continues to be, critical to establish airport business which is not reliant upon only one revenue source - especially not one subject to the instability of aviation. In short, the non-aeronautical revenues effectively 'drought proof' the aviation business which gives banks and other financial institutions the ability to lend to finance aviation infrastructure development.

All uses outlined in this Chapter utilise definitions derived from the National Capital Plan (NCP). All development on Airport was subject to National Capital Authority Works Approval between 1998 and May 2007 and is consistent with the National Capital Plan (refer Chapter 4).

All aeronautical and other developments on Airport is also checked for compliance with all relevant Australian Government safety and security requirements.

8.2 INDICATIVE PRECINCT PLANNING VISION

Following the privatisation of Canberra Airport in 1998 the Airport obtained approval in the 1999 Master Plan, with the support of the ACT Government, for a wide range of land uses in a variety of different precincts to develop a diverse and vibrant airport. The National Capital Plan (NCP) was amended several times between 1999 and 2004 to, amongst other things, facilitate the approved Master Plan including the identification of the Airport as an Office Employment Location in the metropolitan context, consistent with NCP. The indicative vision for each of these precincts is presented below to show the potential direction of development. While Canberra Airport may extend, vary or modify its existing buildings and/or carparking areas within each precinct [including changing the use of that building or carpark], it will only undertake such works in accordance with, and after obtaining, all relevant approvals.

Some tenants sometimes desire that other tenants not be located in proximity to their tenancy. If such a case arises, tenants may be able to negotiate an exclusivity agreement with Canberra Airport to restrict uses surrounding their site on commercial terms. This 2020 Master Plan in no way gives any tenants rights beyond those prescribed in their leases and as required by law.

Retail is permitted and is intended to take place in Brindabella Business Park, Majura Park, and Fairbairn precincts [unchanged from the 1999 and subsequent Master Plans]. Retail is defined in the NCP as 'the selling of goods and providing personal services in

any quantity and by any means other than by wholesale and includes retail shops, restaurants, drink establishments, drive-in facilities, bulky retailing, bulk landscape supplies, vehicle sales, service stations, retail plant nurseries, and produce markets.

This 2020 Master Plan confirms Majura Park will be the only Airport precinct, external to the passenger terminal retail area, with a shopping centre (incorporating a large number of small tenancies) over 5,000 square metres gross lettable area [GLA]. This 2020 Master Plan is due to be refreshed in 2028 consistent with the 2018 amendments of the *Airports Act 1996* and the 2028 Master Plan will review this criteria.

Included in the list of 'Shared Understandings' in the December 2010 Memorandum of Understanding between the ACT Government and Canberra Airport, it is not expected that more than 60,000 square metres of Gross Floor Area [GFA] of retail (excluding bulky goods retail) will be available in Majura Park. In 2019 there is about 21,000 square metres of retail.

The ongoing development of Canberra Airport, which also comprises the commercial precincts has been agreed with the ACT Government in various ways, including Memoranda of Understanding (MOUs) signed in 2010 and 2015.

8.2.1 PERMITTED LAND USES IN THE AIRPORT PRECINCTS

The format of permitted land uses was created in response to the National Capital Authority comments to the 1999 Preliminary Draft Master Plan.

Whilst the National Capital Plan no longer applies to the Airport, the Airports Act requires land use definitions to adopt the language of the local statutory planning framework. The land use definitions are consistent with the National Capital Plan, the primary planning document for the ACT.

Specifically, in accordance with Section 10 of the Australian Capital Territory (Planning and Land Management) Act 1988, the Plan sets out the broad planning principles and policies for Canberra and the Territory, and detailed conditions of planning, design and development for the 'Designated Areas' because of their particular importance to the special character of the national capital.

Notwithstanding the timing for development as indicated in Figures 8.2-8.6 inclusive, as either within eight years or twenty years, this 2020 Master Plan permits development within all areas within the next eight years.

Developments will be permitted if they conform to the land use tables set out for each precinct. Development uses which are not specified in a particular precinct and/or land use category may be permitted on a case-by-case basis, following consideration by Canberra Airport as to whether the proposed use is consistent with the general theme of the precinct and is in keeping with the types of activity listed in the land use category.

Any new development with airside access must factor security requirements into the design as appropriate. This 2020 Master Plan does not limit the land uses set out, or existing use permitted activities in the precincts, but rather provides an indicative precinct development vision.

If a major development plan is required, then the proposed development will also require the approval of the Minister for Infrastructure, Transport and Regional Development.

Canberra Airport has recently received approval for major development plans for the following:

- 9 Molonglo Drive, Brindabella Business Park, July 2018. A proposed 20,000 sqm NLA office building;
- 25 Catalina Drive, Majura Park, February 2019. A proposed 25,000 sqm NLA office building; and
- 6 Brindabella Circuit, Brindabella Business Park, July 2019. A proposed 20,000 sqm NLA office building.

Further, Canberra Airport is progressing an additional MDP:

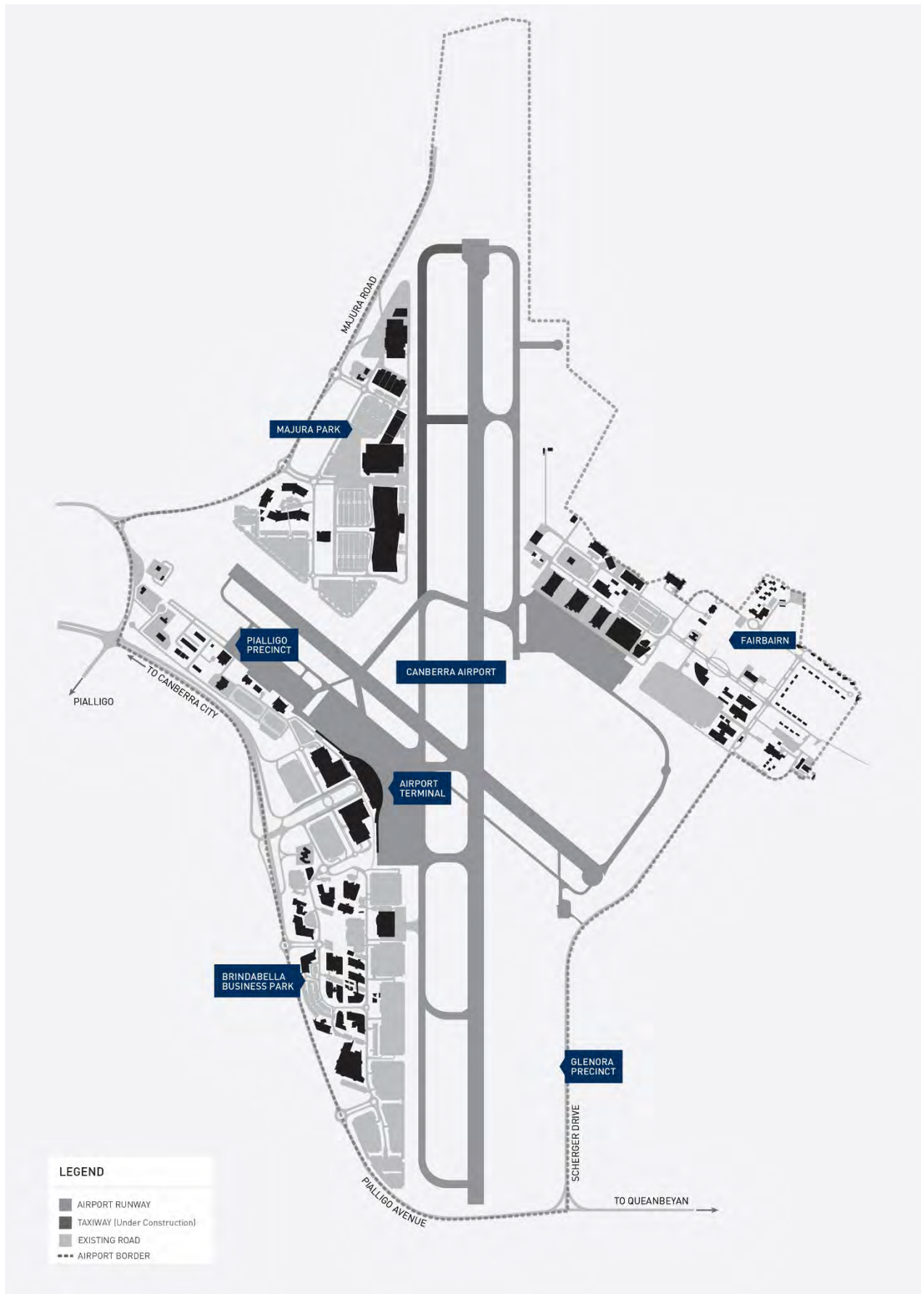
- 27 Brindabella Circuit, Brindabella Business Park. A proposed 19,500 sqm NLA office building.

Each of these building proposals will likely have active ground floor frontages for food and beverage and retail opportunities.

Earlier major development plan approvals include:

- Runway and Taxiway Upgrades – 2004 and 2006;
- Majura Park Shopping Centre - 2005;
- Southern Office Park – 2007;
- Majura Park and 15 Lancaster Place – 2008;
- The Terminal – 2003 and 2010; and
- The Vibe Hotel – 2014.

Figure: 8.1- Current infrastructure



8.3 AIRPORT TERMINAL AND PIALLIGO PRECINCT

8.3.1 AIRPORT TERMINAL

The terminal precinct is, and will remain, the main area for processing arriving and departing passenger movements. This precinct currently handles the vast majority of the passenger movements through Canberra Airport, with a small minority moving through the Pialligo precinct, and through Fairbairn.

The Terminal since September 2016 services both international and domestic airlines. Singapore Airlines and Qatar Airways both now provide daily services.

Like many modern terminals, the terminal has been, and will continue to be, complemented by a wide range of facilities in the area. These facilities may include services such as, but not limited to, on-grade and structured car parks, taxi, bus and hire car facilities, feeder ramps, offices, maintenance facilities, food outlets, retail, hotels, showrooms and conference facilities.

Over time, the terminal and airline apron will grow towards the Qantas maintenance hangar [9 Brindabella Circuit] in the south and the current general aviation apron to the west. Refer to Figures 8.2 and 8.3.

An area for the development of support activities is provided adjacent to the terminal area, predominantly within the terminal and Pialligo precincts. Such facilities are designed to cater for services needed by the users and customers of the terminal. Terminal support facilities include, but are not restricted to, airfreight services and support services, catering and food outlet services, general maintenance and special areas for RPT operations, retail facilities, rental car facilities and maintenance, parking and administration, fuel facilities and other support activities and services, necessary for the operation of the terminal and the provision of RPT services.

The Vibe Hotel, dnata airline kitchen and Pak Fresh Freight have been developed and commissioned since 2015.

This area is planned to provide a number of sites with direct airside road access, and sites without direct airside access as required. The progressive relocation of airfreight and catering buildings and services to this area will continue.

8.3.2 PIALLIGO PRECINCT

The Pialligo precinct, which currently incorporates much of the general aviation activity on the Airport, is undergoing a makeover with new infrastructure completed including roadways, Pak Fresh freight, dnata kitchen, and rental car facilities for Hertz expansion and Europcar. The precinct currently caters for a range of activities for a variety of aviation, office and other uses.

The terminal expansion outlined above has meant much of the land in this precinct is required for airline operations and associated support facilities. This requirement for land within the Pialligo precinct is likely to develop further as airline operations continue to expand and there is further need for increased terminal and apron expansion.

It should be noted land within the precinct is limited due to the proximity of Pialligo Avenue and the short distance between Runway 12/30 and Pialligo Avenue, and it is expected the future overall development plot ratio for the precinct as a whole will be in the order of 0.6:1 [building area NLA : land area]. Refer to Figures 8.1 and 8.2.

The objective is to create an attractive landscaped setting for the growth of a wide range of businesses in the precinct area. New buildings will be of a high-quality character similar to the existing higher quality buildings in the Pialligo precinct.

Landscaping in the Pialligo precinct largely requires upgrading to a higher character with the removal of existing trees and their replacement with younger, more durable, stock. This area will be developed further to open up a range of sites and to further expand activity. As part of this redevelopment, the main access route through the Pialligo precinct, will be realigned to run through the centre of the precinct [from the terminal precinct to connect with Fairbairn Avenue] and named George Tyson Drive. Landmark, larger scale commercial buildings will also be developed including at the current gateway to the Airport and at the corner of Pialligo and Fairbairn Avenues. As pressure develops on existing sites, further sites to allow for greater growth and the expansion of aviation operations [including general aviation] will also be opened up in other precincts.

As previously discussed, freight and other support services are likely to become an increasingly significant use for this area as the Airport develops as an important freight hub in the context of an evolving east coast airfreight network and as international services commence.

The southern part of this precinct presents opportunities to develop an 'airport park' commercial zone providing a new, attractive frontage to Pialligo Avenue between Fairbairn Avenue and the entrance to the Airport.

Possible development within the next eight years

- Airline maintenance facility;
- freight facilities;
- An airline apron;
- A freight apron;
- airline catering facilities; and
- George Tyson Drive extension.

The range of land use opportunities forecast for the Airport terminal and Pialligo precinct within the next 20 years are as set out in Table 8.2.

Figure 8.2 - Terminal and Pialligo precinct



Table 8.1- Airport Terminal and Pialligo precinct indicative land use table

Category	Permitted and Intended Uses Include
Transport Facility	The use of land or a building for or associated with the movement of goods and people by road, rail, and air.
Industry	The use of land for the principal purpose of manufacturing, assembling altering, repairing, renovating, ornamenting, finishing, cleaning, washing, winning of minerals, dismantling, processing, or adapting of any goods or any articles.
Tourist Facility	The use of land for the purpose of providing entertainment, recreation, cultural or similar facilities for use mainly by the general touring or holidaying public. This may include a restaurant, café, bar, service station, tourist accommodation (including motel) and the retail, sale of crafts, souvenirs, antiques and the like.
Commercial Accommodation	A building or place used for the purpose of providing temporary accommodation and includes hotel, motel, guest house, caravan park/camping ground, serviced apartment, serviced house and the like.
Defence Installation	A building or place operated by the Department of Defence or the armed forces of Australia and includes Department of Defence offices, offices associated with national security and defence communication facilities, but does not include facilities associated with military aviation.
Broadacre	As set out in the National Capital Plan. Section 3.6.3.

Office	Any premises used for the purpose of administration (including commercial or public administration) and clerical, technical, professional or like business activities.
Other Land Uses: Bank, Car Park, Childcare Centre, Communications Facility, Community Facility, Consulting Rooms, Educational Establishment, Indoor Recreation Facility	As set out in the National Capital Plan. Appendix A.

8.4 BRINDABELLA BUSINESS PARK

Development of a vibrant, flexible and supportive commercial environment is essential to the long-term growth of Canberra Airport as a commercial entity.

Commercial development generally associated with airports throughout Australia and overseas and permitted at Canberra Airport includes but is not limited to hotels, conference centres, service stations, food and beverage outlets, retail, offices, reservation centres, and business park. These diverse airport developments are now known worldwide as Aerotropolis.

Brindabella Business Park has led a significant diversification of the uses across Canberra Airport. Brindabella Business Park was conceived as an aerospace, defence and IT hub and has developed into a multi-use zone, largely for a wide range of office accommodation but also for a range of uses such as small-scale retail, aircraft maintenance, and other professional services.

Brindabella Business Park has developed since its inception in 2000 into Australia's most sustainable business park and incorporates a number of landmark sustainable buildings. It is part of the Canberra Airport major Activity Node as initially acknowledged by the ACT Government in 2002-4 in the ACT Economic White Paper [2003] and The Canberra Spatial Plan.

Brindabella Business Park has opportunities now available for the development of up to three additional buildings. Currently there is 148,000 square metres NLA of buildings completed, and 20,000 square metres NLA approved (9 Molonglo Drive) and yet to be constructed. In addition, two major development plans (6 and 27 Brindabella Circuit) are being progressed for up to 40,000 square metres NLA. On completion of these three buildings, Brindabella Business Park will realise a plot ratio less than 0.8:1 (Figure 8.3).

Additional parking may be provided by way of structured car parks on existing car parks if required. Buildings are also permitted to be built on existing car parks or ovals during the life of this 2020 Master Plan.

Possible development within the next eight years

- One or more office buildings on sites bounded by Brindabella Circuit, Molonglo Drive and Pialligo Avenue and as set out on Figure 8.3; and
- Structure car parking over existing on-grade car parking areas with access from Brindabella Circuit and/or Molonglo Drive.

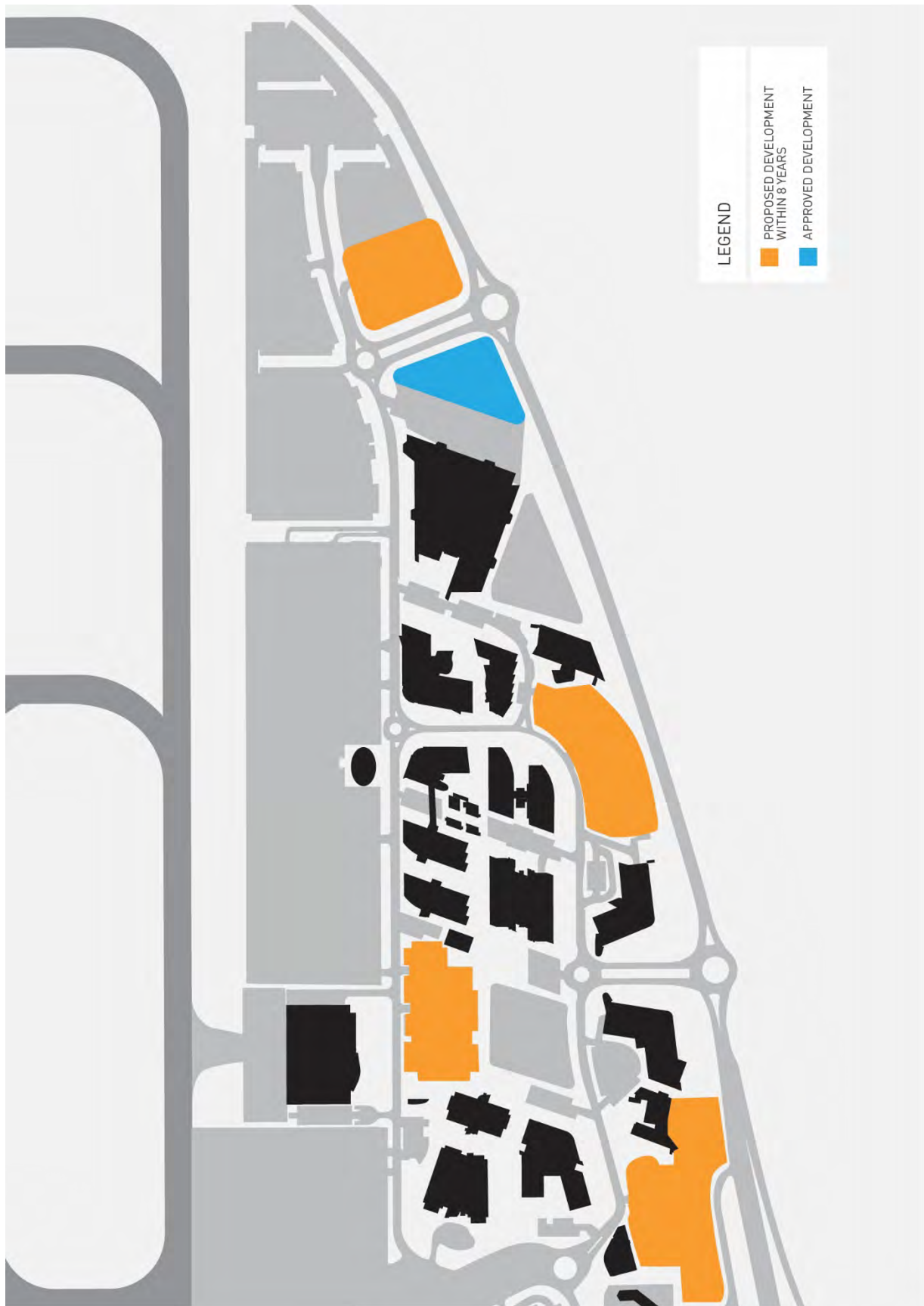
The range of land use opportunities forecast for Brindabella Business Park within the next 20 years is set out in Table 8.2.

Table 8.2 - Brindabella Business Park precinct indicative land use table

Category	Permitted and Intended Uses Include
Transport Facility	The use of land or a building for or associated with the movement of goods and people by road, rail, and air.
Industry	The use of land for the principal purpose of manufacturing, assembling altering, repairing, renovating, ornamenting, finishing, cleaning, washing, winning of minerals, dismantling, processing, or adapting of any goods or any articles.
Tourist Facility	The use of land for the purpose of providing entertainment, recreation, cultural or similar facilities for use mainly by the general touring or holidaying public. This may include a restaurant, café, bar, service station, tourist accommodation (including motel) and the retail, sale of crafts, souvenirs, antiques and the like.
Commercial Accommodation	A building or place used for the purpose of providing temporary accommodation and includes hotel, motel, guest house, caravan park/camping ground, serviced apartment, serviced house and the like.

Defence Installation	A building or place operated by the Department of Defence or the armed forces of Australia and includes Department of Defence offices, offices associated with national security and defence communication facilities, but does not include facilities associated with military aviation.
Broadacre	As set out in the National Capital Plan. Section 3.6.3.
Office	Any premises used for the purpose of administration (including commercial or public administration) and clerical, technical, professional or like business activities.
Other Land Uses: Bank, Car Park, Childcare Centre, Communications Facility, Community Facility, Consulting Rooms, Educational Establishment, Indoor Recreation Facility, Outdoor Recreation and Retail Plant Nursery.	As set out in the National Capital Plan. Appendix A.

Figure 8.3 - Brindabella Business Park precinct



8.5 MAJURA PARK PRECINCT

Majura Park has developed into one of Australia's best planned retail precincts and is currently home to:

- Woolworths supermarket;
- Costco's third Australian store;
- Aldi
- Bunnings;
- Big W;
- Majura Park Shopping Centre;
- Lollipops Playland; and
- Medical Centre.

Other significant retail tenants occupying dedicated tenancies include:

- King Swim and Eccentric Gym;
- Woolworths Service Station;
- Costco Service Station;
- McDonalds;
- Dan Murphy Airport Cellars;
- Pet Barn;
- Pillow Talk;
- Barbeque's Galore
- Trek Cycles; and
- Ray's Outdoors.

As such Majura Park has acted as a major attractor to the broader Capital and southern NSW region. The ACT Government has leveraged off the Majura Park infrastructure through the development of a bulky goods retail park [initially of 7.8 hectares] with IKEA.

As with previous Master Plans, this 2020 Master Plan confirms Majura Park will be the only Airport precinct external to the passenger terminal retail area, with a shopping centre [incorporating a large number of small tenancies] over 5,000 square metres GLA before 2029.

This precinct has formed a commercial hub for Canberra Airport. The vision for this precinct is for a mixed-use area, capitalising on the retail and office opportunities that exist for the precinct, and developing Majura Park as a vibrant, exciting business, office, industry, leisure, and retail zone. Currently there is 21,000 square metres Gross Leasable Area Retail [GLAR] of shopping centre use, 31,500 square metres of bulky goods retail, 7,000 square metres of other retail [plus the service station and McDonalds], 2,500 square metres of medical and sports centre uses and 38,000 square metres NLA of completed offices in Majura Office Park.

There is also 25,000 square metres NLA of offices at 25 Catalina Drive which has been approved and yet to be constructed at Majura Office Park.

Buildings can be built on the existing vacant land as shown in the indicative Figure 8.4 and also on existing car parks. Structured parking may also be built on existing car parks. Majura Park will likely have a similar plot ratio outcome to Brindabella Business Park and be in the order of 0.7:1 as agreed with the ACT Government, and over time, the office space will approach approximately half that in Brindabella Park. Access to the precinct is from Majura Road, now duplicated between Mustang and Fairbairn Avenues and the Majura Parkway via the south bound slip lane, Meddhung Road.

Majura Park may also be developed over time to include aviation and aviation support facilities to respond to the needs of aviation users.

Possible development within the next eight years

- Additional retail premises provided by either extension to existing retail and/or new building/s on future development sites proposed in Figure 10.4; and
- Office building/s shown as approved or on nearby site shown as proposed in Figure 8.4.

The indicative range of land use opportunities forecast for Majura Park within the next 20 years is as set out in Table 8.3.

Table 8.3 - Majura Park precinct indicative land use table

Category	Permitted and Intended Uses Include
Transport Facility	The use of land or a building for or associated with the movement of goods and people by road, rail, and air.
Industry	The use of land for the principal purpose of manufacturing, assembling altering, repairing, renovating, ornamenting, finishing, cleaning, washing, winning of minerals, dismantling, processing, or adapting of any goods or any articles.

Tourist Facility	The use of land for the purpose of providing entertainment, recreation, cultural or similar facilities for use mainly by the general touring or holidaying public. This may include a restaurant, café, bar, service station, tourist accommodation (including motel) and the retail, sale of crafts, souvenirs, antiques and the like.
Commercial Accommodation	A building or place used for the purpose of providing temporary accommodation and includes hotel, motel, guest house, caravan park/camping ground, serviced apartment, serviced house and the like.
Defence Installation	A building or place operated by the Department of Defence or the armed forces of Australia and includes Department of Defence offices, offices associated with national security and defence communication facilities, but does not include facilities associated with military aviation.
Broadacre	As set out in the National Capital Plan. Section 3.6.3.
Office	Any premises used for the purpose of administration (including commercial or public administration) and clerical, technical, professional or like business activities.
Other Land Uses: Bank, Car Park, Childcare Centre, Communications Facility, Community Facility, Consulting Rooms, Educational Establishment, Indoor Recreation Facility, Outdoor Recreation and Retail Plant Nursery.	As set out in the National Capital Plan. Appendix A.

Figure 8.4 - Majura Park precinct



8.6 FAIRBAIRN PRECINCT

Fairbairn is comprised largely of the land occupied by the former RAAF Base in that precinct. The base was vacated by the Department of Defence in May 2004, with the exception of the 34 Squadron SPA Fleet. Since that date, the focus has been on the rejuvenation of the precinct, the refurbishment of the useable buildings in Fairbairn, and the development of additional major uses such as several office buildings.

Currently there is approximately 34,000 square metres NLA completed in six new office buildings [including the ACT Emergency Services Agency Headquarters and Communications Centre], approximately 50,000 square metres GFA of renovated hangars and adapted former RAAF buildings used for a variety of uses including offices. On completion, Fairbairn will likely have a similar plot ratio outcome to Brindabella Business Park and Majura to be in the order of 0.65:1. Development within the Fairbairn precinct will be consistent with the Canberra Airport Fairbairn Housing Strategy.

Fairbairn is currently accessed from Pialligo Avenue to the south via Scherger Drive. This 2020 Master Plan, in line with every Master Plan which has been approved since 1997, proposes a second access road from Majura Road to the north as indicated in Figure 8.7. The Airport is engaged in a process with the Australian (through the Departments of Defence and Infrastructure, Transport, Regional Development and Communications) and ACT Governments for the land to be transferred to the ACT Government and then leased to the Airport with the obligation to immediately construct the road. The alignment of the road is agreed with all parties and it is hoped that arrangements for the transfer can be concluded in the next twelve months with construction to commence early in the 2020/21 financial year.

8.6.1 FAIRBAIRN URBAN CHARACTER AND HISTORIC VALUE

With the upgrades to the landscaping and the rejuvenation of gardens and main avenues, Fairbairn now has an outstanding urban character and a unique manicured feel. Over time, the landscaping will develop a more urban feel as the number of people using Fairbairn increases.

Elements of the Fairbairn precinct were listed on the Register of the National Estate on 20 May 2003. However, this interim listing has now been superseded by the Fairbairn Heritage Management Plan (FHMP). As a consequence of this interim listing, and respective changes to the Environment Protection and Biodiversity Conservation Act 1999 [EPBC Act], Canberra Airport commissioned a heritage expert to produce the FHMP. The FHMP was approved by the then Department of Environment, Water, Heritage and the Arts in 2010 and has subsequently been reviewed without change in 2014 and 2019 in a manner co-ordinated with the review of the Master Plan and the Environment Strategy.

The intent at Fairbairn, like other Airport precincts, is to maintain the buildings and other infrastructure to a quality standard necessary to meet the demands of modern tenants. In some cases, this involves restoring older buildings where viable, while in other cases wholesale demolition and redevelopment of derelict building sites is required. Canberra Airport has already undertaken a major upgrade program to re-present Fairbairn since the Department of Defence vacated in May 2004.

These works include:

- The removal of all portable, demountable and temporary buildings [with over 50 such structures already removed from Fairbairn];
- The renovation and provision of new landscape within roadways, verges and around buildings [including the remedial works to trees that died or were severely impacted by the drought during 2002/03 and severe wind events since];
- The renewal of primary infrastructure services and the provision of new infrastructure as required;
- The refurbishment and/or adaption to new use of buildings [including adaptive reuse of six buildings of heritage interest]; and
- The construction of six new office buildings, including the ACT Emergency Services Agency Headquarters.

The FHMP contains elements that demonstrate direct contribution to Commonwealth heritage values and retain the ability to demonstrate significance. These elements include, but are not limited to, the roadway layout with axial alignment, the avenue of trees along the primary roadways [but not the individual trees], the campus style development character, and the relationship of development and aviation activities.

In previous Master Plans, the Airport identified some buildings of potential heritage interest, consistent with the FHMP, for demolition in the near to medium term. These buildings included:

- The former Sergeant's Mess, disused, run-down and demolished in 2010;
- The former Bellman Hanger, now warehouse - mooted for future removal when a new Taxiway Alpha is to be constructed;
- The former Transport Building demolished in 2009 due to asbestos;
- The former Gun Testing structure, now disused squash court and run-down - mooted for future removal when a new Taxiway Alpha is to be constructed;

- The former Staff College, disused, run-down and demolished in 2011;
- The former Photographic Store, now upgraded for alternate carpark office use; and
- The demolition of over 300 bedrooms of former residential accommodation for Airmen, Non-Commissioned Officers and Officers. This program was completed in 2013.

Some additional buildings will require demolition for road works and aviation infrastructure.

8.6.2 FAIRBAIRN AVIATION FACILITIES

Fairbairn has ample opportunities for the expansion of aviation operations. Already the SPA fleet and the ACT Emergency Services Headquarters have moved to the precinct. Fairbairn will continue to play a role in providing aviation services for the Airport in addition to visiting heads of state and VIPS. There is particular opportunity for non-regular public transport and airfreight facilities to be located in this precinct. Freight users will be targeted for this precinct as there are ample opportunities for this use. Major aviation services may be located largely immediately to the south of the existing apron towards Runway 12/30, with further expansion also to the north of the current aviation operations towards and beyond the run-up bay off Taxiway Alpha. Refer to Figure 8.5.

Fairbairn will also be an area for the development of further general aviation infrastructure and services. In this regard, Canberra Airport will continue to discuss services and facilities to be provided in that area with existing general aviation users at the Airport.

8.6.3 FAIRBAIRN COMMERCIAL DEVELOPMENT

Fairbairn will be developed as a vibrant and diverse mixed-use zone with a large variety of different uses. There is an increasing focus for tenants with high security requirements in the Majura Valley. Part of the vision for Fairbairn is to attract major security, Department of Defence, public and private sector and other tenants requiring such infrastructure, along with other office tenants who may be attracted to the precinct. An office and mixed-use zone will be developed without impact on aviation operations.

Canberra Airport from time to time continues to be approached by flight schools to establish a training college with on-airport accommodation. This may involve a range of education and training facilities in Fairbairn over time and may include a training school and aviation college.

Fairbairn will capitalise on the existing conference and training facilities by attracting tenants, operators and other users who may wish to use such facilities or be located in this area. This is likely to include tourism, retail, hotel, and other commercial accommodation. Finally, there is opportunity for a vibrant diversity of other uses such as light industrial, maintenance, data centre, and warehousing.

There are currently a number of accommodation buildings located in Fairbairn which were used to accommodate members of the RAAF. These buildings are currently used for accommodation. These buildings are located a substantial distance away from aviation activities. This use will continue through the medium to longer term. Significant accommodation has been demolished or relocated off Airport to make way for new higher order uses. There are restrictions on new residential development under the Airports Act.

Possible development within the next eight years

- Hangars within the area south-east and/or north-west of the existing and future expanded Fairbairn apron as set out on Figure 7.1;
- New apron as indicated on Figure 7.1;
- Freight and logistics facilities generally with frontage to the existing or future Fairbairn apron;
- Additional buildings and upgraded infrastructure for the SPA;
- New data centre sites including locations adjoining existing data centres on Scherger Drive and Amberley Avenue;
- Tertiary education and training facility nearby existing facilities on Laverton Avenue;
- Workplace childcare centre to be centrally located; and
- Office buildings, most likely on Richmond Avenue, Laverton Avenue and/or Scherger Drive.

The range of land use opportunities forecast for Fairbairn within the next 20 years are as set out in Table 8.4. Development at Fairbairn will be gradual and incremental in response to user demand. Buildings can be built on existing vacant land, existing car parks, and in place of buildings which have been or will be demolished. Development of the precinct is likely to take significantly longer than 20 years.

Table 8.4 - Fairbairn indicative land use table

Category	Permitted and Intended Uses Include
Transport Facility	The use of land or a building for or associated with the movement of goods and people by road, rail, and air.
Industry	The use of land for the principal purpose of manufacturing, assembling altering, repairing, renovating, ornamenting, finishing, cleaning, washing, winning of minerals, dismantling, processing, or adapting of any goods or any articles.
Tourist Facility	The use of land for the purpose of providing entertainment, recreation, cultural or similar facilities for use mainly by the general touring or holidaying public. This may include a restaurant, café, bar, service station, tourist accommodation (including motel) and the retail, sale of crafts, souvenirs, antiques and the like.
Commercial Accommodation	A building or place used for the purpose of providing temporary accommodation and includes hotel, motel, guest house, caravan park/camping ground, serviced apartment, serviced house and the like.
Defence Installation	A building or place operated by the Department of Defence or the armed forces of Australia and includes Department of Defence offices, offices associated with national security and defence communication facilities, but does not include facilities associated with military aviation.
Broadacre	As set out in the National Capital Plan. Section 3.6.3.

Office	Any premises used for the purpose of administration (including commercial or public administration) and clerical, technical, professional or like business activities.
Other Land Uses: Bank, Car Park, Childcare Centre, Communications Facility, Community Facility, Consulting Rooms, Educational Establishment, Indoor Recreation Facility, Outdoor Recreation and Retail Plant Nursery.	As set out in the National Capital Plan. Appendix A.

Figure 8.5 - Fairbairn precinct



8.7 GLENORA PRECINCT

This undeveloped area is adjacent Scherger Drive. Refer Figure 8.6. It plays an important role in terms of air navigation facilities and the Airservices Australia ARFF Fire Station.

It is likely the existing navigation facilities will be moved further south with the movement of the Runway 35 threshold within the next ten to twenty years.

There is significant opportunity to develop a mixed-use zone, which will incorporate a wide range of uses including a general aviation area, along with small scale retail and office uses, without impacting on aviation or ARFF operations.

Possible development within the next eight years

- A general aviation apron;
- Taxiways; and
- Hangars.

The range of land use opportunities forecast for Glenora precinct within the next 20 years is as set out in Table 8.5.

Table 8.5 - Glenora precinct indicative land use table

Category	Permitted and Intended Uses Include
Transport Facility	The use of land or a building for or associated with the movement of goods and people by road, rail, and air.
Industry	The use of land for the principal purpose of manufacturing, assembling altering, repairing, renovating, ornamenting, finishing, cleaning, washing, winning of minerals, dismantling, processing, or adapting of any goods or any articles.

Tourist Facility	The use of land for the purpose of providing entertainment, recreation, cultural or similar facilities for use mainly by the general touring or holidaying public. This may include a restaurant, café, bar, service station, tourist accommodation (including motel) and the retail, sale of crafts, souvenirs, antiques and the like.
Commercial Accommodation	A building or place used for the purpose of providing temporary accommodation and includes hotel, motel, guest house, caravan park/camping ground, serviced apartment, serviced house and the like.
Defence Installation	A building or place operated by the Department of Defence or the armed forces of Australia and includes Department of Defence offices, offices associated with national security and defence communication facilities, but does not include facilities associated with military aviation.
Broadacre	As set out in the National Capital Plan. Section 3.6.3.
Office	Any premises used for the purpose of administration (including commercial or public administration) and clerical, technical, professional or like business activities.
Other Land Uses: Bank, Car Park, Childcare Centre, Communications Facility, Community Facility, Consulting Rooms, Educational Establishment, Indoor Recreation Facility, Outdoor Recreation and Retail Plant Nursery.	As set out in the National Capital Plan. Appendix A.

Figure 8.6 - Glenora precinct



8.8 SIGNAGE POLICY

Airports in Australia have developed with commercial signs [including billboards] inside and outside terminal buildings. In keeping with the objective of developing a commercial environment, this 2020 Master Plan, consistent with previous Master Plans, proposes a commercial signage regime that would be controlled to optimise signage values, income and quality.

8.8.1 GENERAL AND TENANT SIGNS

Signs allowed [subject to Canberra Airport's written approval] will include:

- Business name and logo;
- Advertising;
- Ground transport and traffic signage;
- Precinct signage;
- Safety, security, and hazard signage as required; and
- Other signs deemed appropriate to the Airport's presentation.

Identification signs required by airfreight, air support facilities, rental car business, and general aviation services will be standardised by use and area.

Ground transport and traffic signage will be integrated with accepted standard design and colours as adopted in the ACT. All parking areas will be clearly signed as part of the ground transport signage system, including car rental parking areas. Signage and identification of specific car rental parking areas will be visible, while not dominating the land transport signage.

8.8.2 ADVERTISING SIGNS (BILLBOARDS AND OTHER ADVERTISING SIGNAGE AND CONCEPTS)

It is intended to develop commercial advertising and signage facing into and out of the Airport. Terminal advertising will be largely integrated into the interior and exterior design of the buildings, landscaping, car parking or roadways and be of a high graphic standard.

Subject to obtaining all relevant approvals, advertising billboards and other advertising signage and concepts visible from internal and external roadways and the Airport will incorporate a wide range of designs to maximise the visual impact of the billboards. These structures will be illuminated subject to aviation regulatory requirements. They may be built in all Airport precincts and will generally adjoin the Airport boundary to be visible from the regional roads.

8.9 EXTERNAL PLANNING CONTEXT AND POTENTIAL CONFLICTS

The design and planning of the National Capital located the Airport close to the City Centre and the Parliamentary Zone, while ensuring flight paths were well away from residential areas. This has resulted in a convenient and long-term sustainable airport.

The Airport surrounds generally comprise Broadacre use policy areas defined by Section 3.6.3 of the National Capital Plan.

The range of uses permitted in the Broadacre Areas is as follows:

- Administrative and utility services;
- Agriculture;
- Animal care facility;
- Airport [Canberra International Airport only];
- Caravan park/camping ground;
- Community facility;
- Education and office establishments used by the Department of Defence;
- Forestry [Majura and Kowen Pine plantations only];
- General farming;
- Intensive farming;
- Landscape buffer;
- Open space;
- Outdoor recreation facility;
- Park;
- Retail plant nursery;
- Scientific research establishment;
- Tourist facility;
- Transport facility, including road and rail;
- Mobile Home Park (Blocks 6 & 8 Section 97 and Block 17 Section 102 Symonston only) and may include
- Dwelling, if necessary, for the operation of any of these uses.

The definitions of uses permitted in Broadacre Areas are defined in Appendix A of the National Capital Plan.

From time to time, sections of land may be purchased adjoining or near the Airport site for future Airport growth or access. This land may be incorporated in the Airport lease subject to the approval of the Australian Government. Any land incorporated in the lease will be included in the most relevant precinct and land uses outlined in Tables 8.1 to 8.5 corresponding to that precinct will apply unless a minor variation to this 2020 Master Plan is undertaken. Development within these lands for aviation growth may require approvals under the EPBC Act and/or the Airports Act major development plans.

Issues external to the Airport site, but of importance to the Airport surrounds and to the Majura Valley area, as set out in Figure 8.7, are planning and infrastructure issues and include:

- Land use planning under and adjoining aircraft flight paths;
- Planning of Pialligo and the Beltana Road area adjoining Pialligo Avenue, including proper maintenance of creeks and stormwater channels to prevent build-up of stormwater flows and flooding recharge back into the Airport precinct;
- Environmental planning, including in relation to habitat protection areas and floodplain issues but especially the issue of bird strike of aircraft and the incompatibility of development of the artificial man-made Jerrabomberra Wetlands proposed expansion of the bird sanctuary;
- Stormwater detention to protect the runway from flooding and debris, which has the potential if not provided properly, to be a danger to aviation operations;
- Duplication of Fairbairn Avenue to the War Memorial and the City;
- Duplication and realignment of Pialligo Avenue for runway extension.
- Development of a light rail network connecting Canberra Airport with the City, Queanbeyan, and other areas of the ACT;
- Ongoing use of the MTA by Department of Defence to the east and north-east of the Airport, which must be carefully co-ordinated by ATC as exploding ordinances are not compatible with aircraft landing or departing overhead;
- Other land use planning of the Majura Valley area of the Eastern Broadacre are to be compatible with the Airport operations and development;
- Long term design, alignment and timing of the HSR link between Sydney and Canberra; and
- Runway End Safety Areas [RESA] and Public Safety Zones at each end of Runway 17/35 and 12/30. The Public Safety Areas [NASF Guideline I] extend into land currently not owned by Canberra Airport [refer Figure 8.7, Item 6 in the Plan].

Figure 8.7 – External planning context

