
CHAPTER 4
**INTEGRATION WITH LOCAL
PLANNING AND ECONOMIC
DEVELOPMENT STRATEGIES**





“Canberra Airport has commenced international services and will play an increasing role in serving international visitors to the Canberra region.”

NSW GOVERNMENT'S SOUTH EAST AND TABLELANDS REGIONAL PLAN 2036



4. Integration with local planning and economic development strategies

This Chapter of the Draft Master Plan provides an overview of Canberra Airport's history and ongoing strategies to integrate with the land use planning and economic development of the City Region.

This 2020 Master Plan replaces the 2014 Master Plan.

Canberra Airport services over 950,000 residents of Canberra and the Southern NSW Region. Over 520,000 (55%) of these residents are located in NSW.

The Canberra/Queanbeyan population is expected to reach and exceed 500,000 in 2019/20.

During the 20-year span (to 2040) of this Draft Master Plan the Canberra Region population is expected to increase to over 1.2 million people (about a 28 percent increase).

4.1 CITY REGION PLANNING

Much has happened practically and strategically in the planning realm of Canberra and the Region since the approval in January 2015 of the 2014 Master Plan. The significant changes demonstrating the further integration of Canberra Airport into the City Region's key land use planning documents and economic development considerations are summarised below in this Chapter.

4.1.1 NATIONAL CAPITAL AUTHORITY (NCA) AND NATIONAL CAPITAL PLAN (NCP)

The NCA updated the NCP following review and consultation via Amendment 86. This was the first wholesale review since the inception of the National Capital Plan in 1990. The Minister approved Amendment 86 on 5 May 2016.

Canberra Airport has actively engaged with the NCA for over 21 years to integrate the Airport's Master Plan into the Australian Government's vision for the Capital.

The Airport's Master Plan/s continue to adopt the land use definitions of the NCP following ongoing consultation with the NCA, initially in 1998.

The April 2019 revised NCP includes the following relevant to Canberra Airport's integration within the planning framework:

- The Airport forms part of The Central National Area, Part 4.1.
- The Airport is listed with major employment generating land use locations, Part 3.5.3.a.
- The Airport is a Defined Activity Centre, NCP Fig 8. (Figure 4.1).
- The Airport is "subject to a Master Plan under other legislation." This provision sets up the Master Plan as the Airport's Precinct Code.
- Has some regard to the National Airports Safeguarding Framework (NASF).

4.1.2 THE NSW GOVERNMENT

- Finalised on 12 July 2017 the South East and Tablelands Regional Plan 2036 including statements, "Canberra Airport is the catalyst for diverse growth opportunities for farmers and agricultural producers, who supply markets across Asia" and describes Canberra Airport as one of NSW Global Gateways. Direction 1: "Leverage access to the global gateway of Canberra Airport. As there is no aircraft noise curfew, its international services are unconstrained. Canberra Airport's ongoing ability to operate and expand its services cannot be jeopardised by residential development."
- Finalised in 2018 the Future Transport Strategy 2056 which acknowledges Canberra, Newcastle and the Gold Coast as "global gateway cities – the key entry points to NSW" and notes these "global gateways serve extended catchments, supporting the surrounding regional cities, centres and villages."
- Proclaimed in 2018 a number of local government regions as Joint Organisations, including the Canberra Region Joint Organisation (CRJO).
- NSW Transport, Freight and Ports Plan 2018-2023. This plan notes the lack of curfew restrictions at Canberra Airport and the increasing use of Canberra Airport by NSW businesses.
- NSW Premier and Cabinet's Regional Economic Development Strategies (REDS). The *Southern Tablelands REDS 2018-2022* specifically discusses the relationship between the councils in this area, commuting and access to Canberra Airport.

4.1.3 THE ACT GOVERNMENT

- Refreshed with Canberra Airport on 8 April 2015 the 2010 Memorandum of Understanding (MOU). Both the 2010 and 2015 MOU's followed approval of the 2009 and 2014 Master Plans. It is likely that once this 2020 Master Plan is approved, a refreshed 2020 MOU will be agreed.
- Rezoned Broadacre land adjacent Majura Park to facilitate the IKEA development (opened 16 November 2015) leveraging off the Airport's investment at Majura Park.
- Taken leadership to position the Canberra Region as an international city region by developing and implementing an International Engagement Strategy in 2016 following the appointment of a Commissioner for International Engagement.
- Further developed Brand CBR, in response to the International Engagement Strategy as a badge for inbound tourism and outbound trade. The Airport is the key in the evolving international City Region.
- Finalised the ACT Planning Strategy 2018, a refresh of the previous 2012 Strategy which notes "Canberra Airport is an important infrastructure asset for the Canberra Region, as well as a hub for business and economic growth."
- Set out in the 2018 ACT Planning Strategy are engagement mechanisms with the region including the Canberra Region Joint Organisation (CRJO) and the ACT-NSW Memorandum of Understanding for Regional Collaboration (2016) and ongoing Annual Work Plan.
- Collaborated with Canberra Airport in actively engaging with Airlines, State, Federal and foreign governments to attract international Airline carriers to Canberra while remaining focused on growing domestic aviation with more city pairs and attracting more Low Cost Carrier airlines.

4.1.4 CANBERRA AIRPORT'S EVOLVING ROLE IN THE REGION

Canberra Airport works in close consultation with the ACT and NSW Governments and CRJO to ensure that the Airport plays a positive role in the overall growth, social and economic prosperity of Canberra and the broader communities of Southern NSW.

The 2018 ACT Planning Strategy notes "Canberra has become a globally connected city following the introduction of daily international flights from Canberra Airport. This direct global reach has the potential to significantly stimulate the economies of the

Canberra region, providing opportunities for current and prospective exporters in the city and region, and enhancing tourism opportunities. The airport, rail infrastructure from Canberra to Sydney and the national highways into and out of the ACT provide a good basis for the distribution of freight and are important considerations in shaping the city for a successful and globally connected economy.”

ACT Chief Minister Andrew Barr, in his submission to the Senate Rural and Regional Affairs and Transport References Committee Inquiry into the operation, regulation and funding of air route service delivery to rural, regional and remote communities (February 2018) noted the following:

“Improving and expanding on the air route services available in the ACT and surrounding regional areas will contribute positive benefits for the tourism industry, improve economic growth and employment, and facilitate the development of the ACT as a regional freight hub.

Additional air services to Canberra Airport, either stand-alone freight flights or freight carried on passenger services, has the potential to unlock major export markets for regional agricultural producers.”

4.1.5 ACT AND NSW COLLABORATION IN THE CONTEXT OF CANBERRA AIRPORT

In a joint media release on 12 November 2018, Andrew Barr, ACT Chief Minister, and John Barilaro, NSW Deputy Premier, stated:

“The ACT and NSW Governments have committed to improving freight and export opportunities at Canberra Airport as part of its regional agreement.”

ACT Chief Minister, Andrew Barr, and NSW Deputy Premier and Minister for Regional NSW, John Barilaro, marked it as a key priority in the 2018-19 ACT-NSW Work Plan.

Mr Barr and Mr Barilaro have both been strong supporters of the Airport’s potential as a regional airfreight hub, particularly for time-sensitive fresh meats, fruits and dairy products.

Mr Barr said progress under the MoU was also strengthening the ACT Government’s vision for a borderless region.

“The local visitor economy particularly benefits from a borderless region,” Mr Barr said.

“Tourism is one of the key drivers of our economy and given the ACT’s popularity with local and overseas visitors, it is only sensible to pursue a shared vision with NSW to further open up the opportunities for our regional experience seekers.”

“The joint collaboration between Destination Southern NSW and VisitCanberra under this MOU has enabled the development of regional tourism promotion, industry development and co-investment activities.”

“Under our Future Transport 2056 Strategy, Canberra is identified as a Global Gateway City, hosting an airport with both domestic and international freight capabilities and potential access for regional NSW businesses,” Mr Barilaro said.

“The collaboration between our state governments, as well as alignment with our local government strategies, is good news for our southern NSW and ACT producers seeking easy and fast access to markets, particularly in Asia, with additional flow-on benefits to cargo flights and passenger services,” he said.

4.2 THE CANBERRA AIRPORT AEROTROPOLIS AND THE FUTURE EASTERN BROADACRE

An Aerotropolis is a multi-faceted transport, business and retail aviation gateway.

Canberra Airport’s ongoing investment and development over the past 20 years in response to previous Master Plans provides a solid platform upon which the ACT Government will over time develop their adjacent Majura Estate proposal (Eastern Broadacre), consistent with the National Capital Plan (NCP) and stage one of the Estate, IKEA.

The NCP opens-up vast opportunities following rezoning from Broadacre to “Potential Future Urban areas” for the ACT’s Eastern Broadacre land within the Majura Valley subject to detailed investigations. This land is adjacent to, and nearby, IKEA and the Airport’s Majura Park.

Canberra Airport has engaged with the ACT Government and NCA for over 15 years in regard to the future Eastern Broadacre being a significant employment corridor resource for the ACT. The area was first informally identified in the ACT Government’s Canberra Spatial Plan 2004.

The Airport supported the early rezoning of ACT land to facilitate the ACT’s sale to IKEA for their development opposite the Airport’s Majura Park. Clearly the ACT leveraged the sale of the IKEA site off the Airport’s office and retail planning, investment, development and management of Majura Park. IKEA continues this leveraging by adopting its marketing address as Majura Park.

The 2018 ACT Planning Strategy notes in regard to this future employment corridor proposal:

“The east of the city, including parts of the Majura Valley and Jerrabomberra Valley and around Fyshwick and the airport, has been identified for the growth of employment-generating land uses such as industrial and related uses. This area, known as Eastern Broadacre, is unsuitable for housing because of aircraft noise and the presence of critically endangered flora and fauna. However, it is ideally suited to less sensitive uses such as light industrial and warehousing distribution stations and freight support facilities given its proximity to national freight routes, the airport and existing industrial areas at Fyshwick, Symonston and Hume.”

The 2018 ACT Planning Strategy also notes in regard to employment locations generally within Canberra:

“Several employment areas have emerged in locations outside the city and town centres, the traditional primary locations for employment; for example, Lonsdale Street, Braddon, the Equinox Business Park in Deakin and Canberra Airport.

Undertaking analysis to understand the structural elements and factors affecting employment location informs appropriate planning and infrastructure decisions, particularly around the integration of land use and transport. Key areas of focus for this analysis are the role of the airport as an employment node, the continued relevance of existing and proposed corridors (e.g. the East–West and North–South corridors under the National Capital Plan), out-of-centre employment locations, and existing, emerging and potential clusters.”

Canberra Airport will continue to engage in this ongoing work with the ACT Government in the context of the NCP. The NCP reinforces the ongoing development of the Airport, consistent with the Airport’s Master Plan, as a Defined Activity Centre and as an employment location.

The Airport Aerotropolis is already a major employment and competitive retail location in the City Region and beyond. The ACT Government has already identified two additional sites of similar size to IKEA for development. These two sites are located west of IKEA and east of the Majura Parkway. The future investment in these two sites and more sites yet to be identified of the ACT’s Majura Estate (Eastern Broadacre) over the next 10 years will connect with Defence and AFP Majura education and training facilities with the Aerotropolis. These future sites will in practical terms spread the Aerotropolis footprint forming a larger employment and retail destination. Refer Figure 4.2

4.3 CURFEW-FREE CANBERRA AIRPORT

Canberra Airport is the only curfew-free global gateway airport servicing NSW. Sydney, Gold Coast and Newcastle Airports all have curfew operation constraints overnight between 11pm and 6am.

The 2018 ACT Planning Strategy notes: “Unlike many Australian airports, Canberra Airport is curfew-free, providing significant capacity to facilitate growth in both international and domestic freight and passenger movements.”

The NSW South East and Tablelands Regional Plan 2036 notes at Action 1.1 “Protect Canberra Airport’s current and future operations by maintaining restrictions on the location of nearby residential development.”

Canberra Airport welcomes the ACT and NSW Government’s long-term future support for ongoing 24/7 operations as an economic competitive advantage for the ACT and the broader southern NSW region.

4.4 NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK (NASF) – SAFEGUARDING AIRPORTS AND COMMUNITIES AROUND THEM

Canberra Airport plays a pivotal role in the current and future success of Canberra and the region as a major domestic and global trade gateway providing social and economic dividends to the communities of the city region.

Canberra Airport recognises the importance of managing on-airport development in unison with metropolitan and regional planning strategies, and seeking where possible, to have Canberra Airport recognised in these strategies as a critical economic and business gateway to be protected from inappropriate land uses that are in conflict with the aircraft flight paths in the vicinity of the Airport.

Canberra Airport, while located totally within the ACT, has low flying arriving and departing aircraft flight paths over part of both the ACT and NSW within 20km to the north, east, west and south of the Airport. The NSW Local Government areas of Queanbeyan-Palerang Regional and Yass Valley Councils are in part traversed by these low flying aircraft flight paths.

A NASF has been developed since our 2009 Master Plan, by the Australian Government, in consultation with the State and Territory Governments to safeguard Australian airports and the communities around them.

The NASF is a national land use planning framework that aims to:

- Improve community amenity by minimising aircraft noise-sensitive developments near airports, including through the use of additional noise and improved noise-disclosure mechanisms; and
- Improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.

The NASF was developed in response to the Aviation Policy White Paper (2009). A National Airports Safeguarding Advisory Group was formed to manage, consult and develop the NASF. The National Airports Safeguarding Advisory Group comprises Australian, State and Territory Government planning and transport officials, the Australian Government Department of Defence, the Civil Aviation Safety Authority, Airservices Australia and the Australian Local Government Association.

While the NASF was formally endorsed by the Standing Committee on Transport and Infrastructure on 18 May 2012, amendments and new guidelines have been added between 2012 and 2018. Little has yet been achieved on a National or Canberra Airport level in regard to the implementation of improved land use planning law and policies crucial to the success of the total NASF. Canberra Airport notes the ACT's intention of future works in response to the 2018 Planning Strategy.

Canberra Airport with ongoing consultation has agreed arrangements with NCA, ACT, the Queanbeyan-Palerang Regional and Yass Valley Councils and NSW Planning in having developments referred to the Airport that may impact the declared airspace and the safety of aircraft movements.

It would be useful to have these loose arrangements incorporated into the NCP, the Territory Plan (TP) and each Local Environment Plan (LEP) for Queanbeyan-Palerang Regional and Yass Valley Councils. Canberra Airport will continue to work with all planning authorities within the ACT and NSW to achieve this in the context of the Safeguarding Framework.

Canberra Airport has adopted and considers all relevant Guidelines when assessing on-airport development, including Airport operations.

4.4.1 NASF PRINCIPLES

The following seven (7) principles were identified by the Standing Committee on Transport and Infrastructure as fundamental to an effective NASF:

- Principle 1:** The safety, efficiency and operational integrity of airports should be protected by all governments, recognising their economic, defence and social significance.
- Principle 2:** Airports, governments and local communities should share responsibility to ensure that airport planning is integrated with local and regional planning.
- Principle 3:** Governments at all levels should align land use planning and building requirements in the vicinity of airports.
- Principle 4:** Land use planning processes should balance and protect both airport/aviation operations and community safety and amenity expectations.
- Principle 5:** Governments will protect operational airspace around airports in the interests of both aviation and community safety.
- Principle 6:** Strategic and statutory planning frameworks should address aircraft noise by applying a comprehensive suite of noise measures.
- Principle 7:** Airports should work with governments to provide comprehensive and understandable information to local communities on their operations concerning noise impacts and airspace requirements.

Canberra Airport notes that these principles are consistent with Criteria 3, 4 and 9 of the nine criteria adopted by the Council of Australian Governments in December 2009 for the “Future Strategic Planning of Capital Cities” in Australia.

The Principles recognise that responsibility for land use planning rests primarily with State, Territory and Local governments, however that a national approach can assist in improving planning outcomes near airports and under flight paths. Responsibility for the regulation of flight safety, however, rests with the Australian Government (refer Chapter 11 of this Master Plan).

4.4.2 NASF GUIDELINES

In all nine (9) Guidelines have been developed and endorsed by the Standing Committee on Transport and Infrastructure as follows:

- A: Measures for Managing Impacts of Aircraft Noise
- B: Managing the Risk of Building Generated Windshear and Turbulence at Airports, updated through processes including public consultation 2015-2018
- C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports
- D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation
- E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports
- F: Managing the Risk of Intrusions into the Protected Airspace of Airports
- G: Protecting Aviation Facilities – Communication, Navigation and Surveillance (CNS)
- H: Protecting Strategically Important Helicopter Landing Sites
- I: Managing the Risk in Public Safety Areas at the Ends of Runways

Implementation of the NASF Guidelines

The NCP sets out the following in context of the Guidelines:

At 3.1.5:

- a, The Australian Noise Exposure Forecast (ANEF) system; and
- b, Guideline F: Protected airspace provisions in relation to Canberra Airport.

At 4.9.4

- Guideline F: Similar planning constraints are noted with aids provided at Figure 101 in regard to ADFA and RMC.

At 4.11.5

- Guideline C: The NCP sets out in regard to the Jerrabomberra Wetlands “Overall, emphasis will be placed on habitat diversity rather than significant increases in general waterbird populations in order to minimise the risk of birdstrike to aircraft using Canberra Airport.”

As a result, the NCA and ACT planners have regard to these provisions.

The 2018 ACT Planning Strategy Action 2.6.3 sets out the ACT's intention to:

"Incorporate appropriate provisions for the National Airports Safeguarding Framework in the review of the Territory Plan" the work to review the Territory Plan has commenced in response to the final 2018 ACT Planning Strategy. Further amendments to the NCP may also be required.

Canberra Airport welcomes this Action 2.6.3 proposal and will work with ACT and NCA on the outcome form.

Canberra Airport also looks forward to working with NSW Planning, Local Councils and the CRJO on similar actions and outcomes.

In regard to other advances, Guideline A is in a process towards implementation in part. Guidelines C, B and F are implemented as explained below. Guidelines D, E, G, H and I have not yet commenced implementation.

Guideline A: Measures for Managing Impacts of Aircraft Noise

Canberra Airport continues to work co-operatively with the ACT and Australian Governments, NSW Government and the relevant local government areas to achieve substantive compliance with this Guideline's objectives to protect residential suburbs from aircraft noise.

1. Following community outcry in the early 1990's the Australian Government enacted the Canberra and Queanbeyan Noise Abatement Areas in late 1995. Details of these and subsequent noise abatement procedures are set out fully in Chapter 12 of this Master Plan. The outcome is that over 99.7 percent of ACT and Queanbeyan residents experience nominal levels, if any aircraft noise, as a result of what are regarded as world best practice noise abatement procedures. This was a Commonwealth Government initiative.
2. The one area that has been unable to achieve similar protection, and would require implementation of Guideline A, is a strip of land within both NSW and ACT located south and north of the Airport, aligned with the Airport's main Runway 17/35 centre line. This strip of land is generally bounded by the Queanbeyan and Canberra Noise Abatement Areas. Low flying jet aircraft arrive or depart Canberra Airport over this strip of land.

3. Although not totally aligned with Guideline A, the NSW Government has decided to implement a planning policy limiting further rezoning from rural to residential to land only located outside the Canberra Airport 2008 20 ANEF contour. The policy will result in:
 - i. No future rezoning of land for residential purposes within Canberra Airport's ANEF 20. This is consistent with, and a key element of, the NSW Planning Minister's decision to rezone the western part of South Tralee (Queanbeyan Local Government area) in November 2012. This was confirmed in the South East and Tablelands Regional Plan 2036 at Action 1.1 "Protect Canberra Airport's current and future operations by maintaining restrictions on the location of nearby residential development." To date no town planning law has been enacted in NSW or the ACT in locking in this protection.
 - ii. Existing residential development within ANEF 20 (some 800 houses) are to be required to provide noise attenuation consistent with table 3.3, AS 2021-2015. No town planning law has been enacted in NSW or the ACT in locking in this protection.
 - iii. All new rezoning (rural to residential) will required to provide noise attenuation consistent with table 3.3, AS 2021-2015. The rezoning LEP of part of South Tralee to residential included this provision.

Separately Canberra Airport has negotiated with the developer of South Tralee, the Village Building Company, that the contracts for sale will include the following clause:

"This land is subjected to aircraft noise at any time by the 24 hour/7 day passenger, freight and defence aircraft flight operations arriving and departing Canberra Airport.

The frequency of aircraft movements and the size of the aircraft are forecast to increase indefinitely into the future.

It is the responsibility of landowners to noise attenuate their property to ensure their amenity as Canberra Airport will remain curfew free".

4. As yet the National Capital Plan and the Territory Plan are both silent in regard to protecting the community from aircraft noise. The Canberra Spatial Plan 2004 did have a protection zone. The 2018 Planning Strategy notes:

"The airport's capacity to operate effectively is reliant on the effective management of the land surrounding it. Buildings, structures and landscaping that intrude into flight paths can limit or prevent use of an airport.

Residential development under flight paths can lead to complaints about noise and, eventually, pressure for operational restrictions or curfews”.

Further within Direction 2.5; “This area, known as Eastern Broadacre, is unsuitable for housing because of aircraft noise and the presence of critically endangered flora and fauna”.

The Eastern Broadacre Discussion Paper, July 2010, noted the following at “5.4 Noise: Canberra Airport is located in the centre of the Eastern Broadacre area and the north-south alignment of the main runway means that aircraft noise is an issue for much of the area. Aircraft noise is one of the key reasons why the area was identified for employment and related uses instead of more sensitive land use such as residential.”

Canberra Airport will work with the NCA and ACT in regard to mechanisms to provide provisions in both the NCP and TP which are likely to follow the Eastern Broadacre planning outcomes.

Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports

Canberra Airport has implemented this amended updated Guideline in collaboration with the Civil Aviation Safety Authority (CASA) and Airservices Australia (ASA). Proposed new development is wind tunnel tested. Reports are shared with CASA, ASA, the Airlines, the Pilots unions and the Department of Infrastructure, Transport, Regional Development and Communications.

Canberra Airport has been advised by CASA correspondence to the Department of Infrastructure, Transport, Regional Development and Communications dated 26 April 2019 that “CASA’s position is that NASF Guideline B provides clear guidance on options for Leased Federal Airport (LFA) operators to construct non-aviation developments in a manner that does not create safety concerns.”

Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports

Canberra Airport acknowledges that Guideline F has been implemented broadly in the region:

1. This function has been managed by the Australian Government Department of Infrastructure, Transport, Regional Development and Communications and the Airport for many years within the regulations. Refer Chapter 11 Airspace Protection.

2. The NSW Government has an ongoing planning policy by Section 9.1 Directions to councils. Direction 3.5(4) requires councils to have regard to Obstacle Limitation Surface for Licensed Aerodromes.
3. The National Capital Plan at 3.1.5 and 4.9.4 references protected airspace provisions in relation to Canberra Airport as set out earlier.
4. ACT Planning is required to be consistent with the National Capital Plan.
5. Canberra Airport also has regard to the requirements when considering on-airport development.

Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports

Canberra Airport acknowledges that Guideline C has been implemented by both the NCA and the ACT Government in regard to the Jerrabomberra Wetlands.

Canberra Airport has internal and external Bird and Wildlife Committees that monitor both on and off-airport development and incidents.

Guideline E: Managing the Risks of Distractions to Pilots from Lighting in the Vicinity of Airports

Canberra Airport has ongoing consultations with CASA and the NCA. The Airport consulted and provided submissions to the NCA's development of its Outdoor Lighting Policy in August 2012 (which references CASA's requirements) and subsequently NCA's Development Control Plans (DCP), including Block 622 Majura 12/03 (May 2012) and Pialligo DCP 14/03 (October 2014).

Although primarily impacted, the airports and the airlines, including Canberra Airport have little authority or enforcement potential to ensure implementation of these off-airport Guidelines C, D, E, G, H and I.

Canberra Airport has aviation safety concerns arising from:

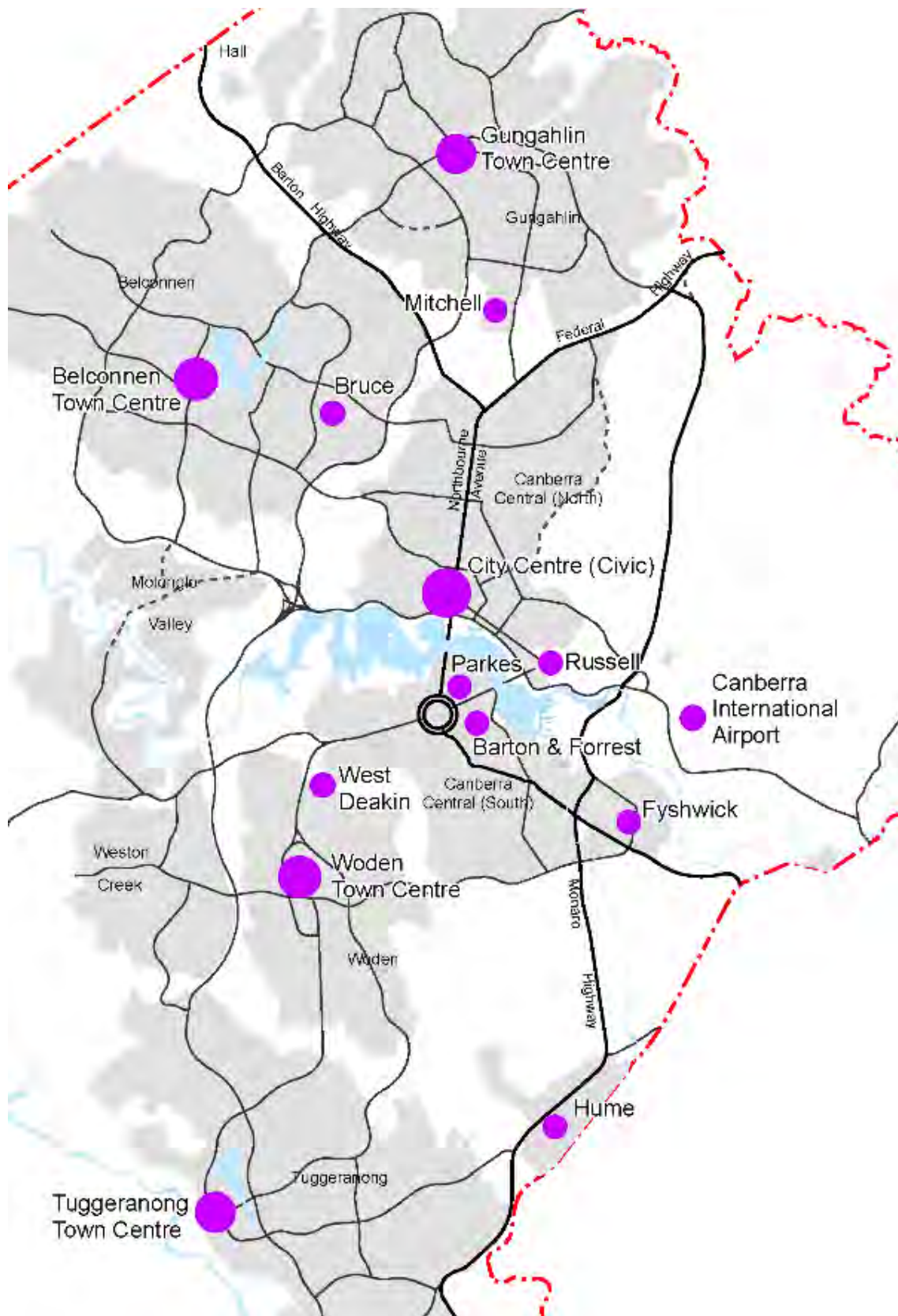
1. A potential aircraft safety risk from the Majura Winery solar farm as existing and expansions proposed, due to the location under the arrival flight path to Runway 17, nearby the Airport in the Majura Valley. Canberra Airport will accept no liability for any adverse outcome. Further Canberra Airport will seek immediate remedy for any constraint imposed on aviation operations by this proposal.

2. The proposal by the ACT Government to further develop bird attraction of the Jerrabomberra Wetlands nearby to the south of the Airport. The NCP at 4.11.5 still permits further wetland development. Canberra Airport will continue to work co-operatively with the ACT Government and the National Capital Authority (the approval authority) to mitigate bird strike risk.

These proposals and others raise an urgent need to achieve rigour in the ACT and region planning process regarding safeguarding aircraft movements into and out of Canberra Airport in compliance with the NASF. Where to locate solar farms, or other incompatible land uses posing a potential hazard to aircraft safety, is a high priority in the interest of public safety. The outcome of such a process starts with the implementation of all of the NASF and this can bring certainty to the location of development proposals.

Canberra Airport, in co-operation with the ACT Government, will reactivate the Integration Committee with the ACT Government for the Master Plan process and is hopeful of a breakthrough to achieve implementation of the balance of the NASF.

Figure 4.1 – National Capital Plan – Defined Activity Centres (Fig 8)



4.5 INTEGRATION

Canberra Airport maintains a regular dialogue with the Queanbeyan-Palerang Regional and Yass Valley Councils, the NSW and ACT Governments and the CRJO through direct consultation, the Planning Co-ordination Forum and the Community Aviation Consultation Group.

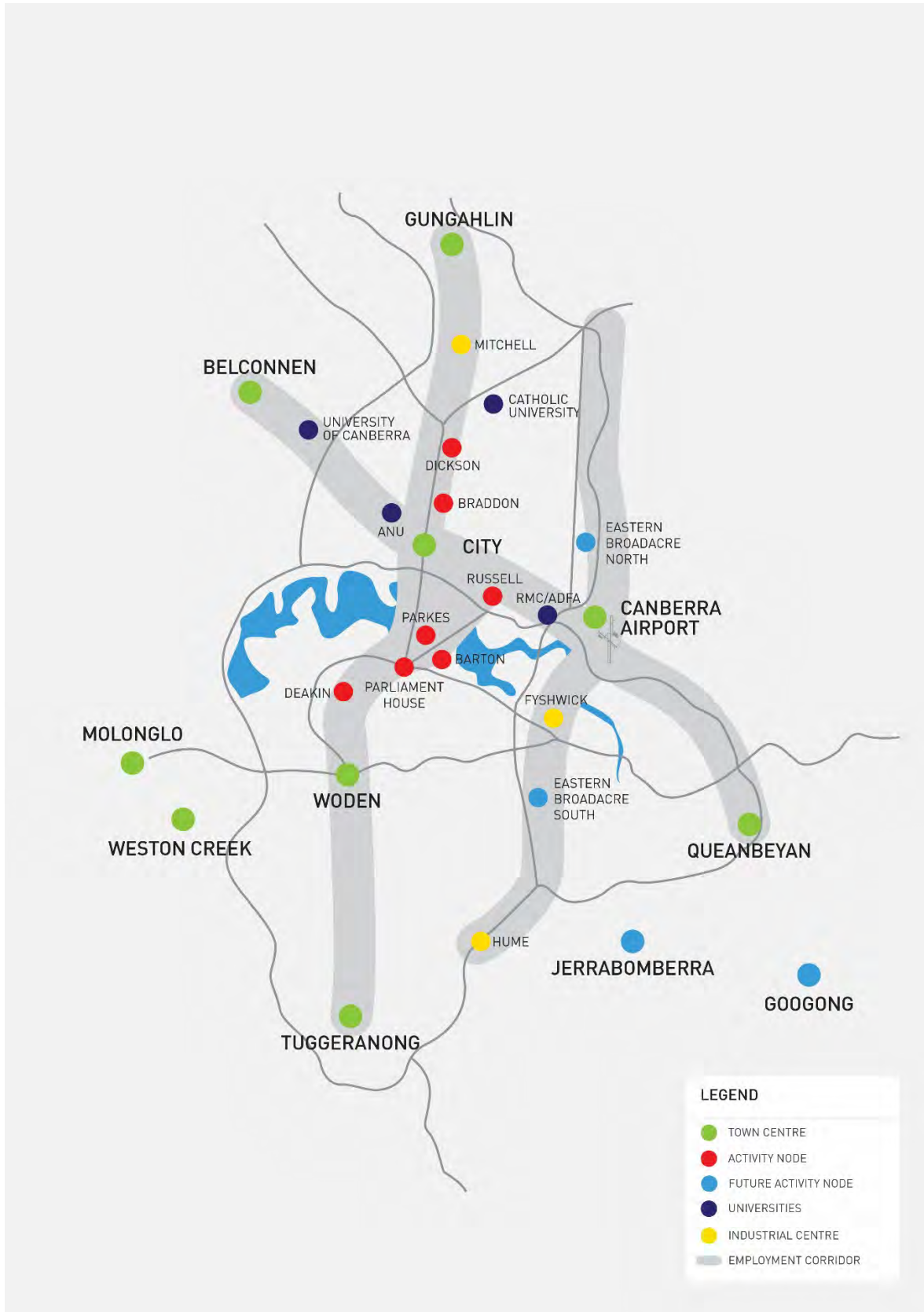
Since 1998, Canberra Airport has continued to engage in and contribute to all ACT and regional studies and has pre-consulted the relevant agencies and organisations on the proposals of this Draft Master Plan so as to ensure integration of the Airport within the regional context.

Although a construct of Canberra Airport, Figure 4.2 is a composite plan of existing and future employment locations mapped as corridors associated with major avenues and approach routes forming an 'H Plan'.

Canberra Airport is located at the intersection of the North-South future Eastern Broadacre employment land corridor and the East-West Belconnen to Queanbeyan corridor.

As set out above, land use planning in our region and more recently the international engagement strategy has better defined the Airport's active role in the City Region where now the Airport is integrated into all Commonwealth, ACT and NSW land use documentation and economic narrative.

Figure 4.2 Canberra 'H Plan' existing and future employment locations



Note: Canberra Airport at the intersection of two major employment corridors