APPENDIX A

PRELIMINARY DRAFT
MAJOR DEVELOPMENT PLAN

3 WELLINGTON PLACE,
MAJURA PARK
OFFICE DEVELOPMENT

May 2023

CANBERRA
AIRPORT

Table of Contents

Glossary

ABC	Airport Building Controller
AEO	Airport Environment Officer
ALC	Airport Lessee Company
AMSL	Above Mean Sea Level
ANEF	Australian Noise Exposure Forecast
ASA	Airservices Australia
ATC	Air Traffic Controller
BRA	Building Restricted Area
CASA	Civil Aviation Safety Authority
CRJO	Canberra Region Joint Organisation
CEMP	Construction Environmental Management Plan
DAS	Digital Aerodrome Service
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DITRDCA	Department of Infrastructure, Transport, Regional Development, Communications and the Arts
EMS	Environmental Management System
EPBC	Environment Protection and Biodiversity Conservation Act 1999
GBCA	Green Building Council of Australia
GVA	Gross Value Added
ILS	Instrument Landing System
LDSI	Limited Detailed Site Investigation
LoS	Line Of Sight
MDP	Major Development Plan
MOP	Majura Office Park
MOS	Manual of Standards
MOU	Memorandum of Understanding
MPSC	Majura Park Shopping Centre
MTOW	Maximum Take Off Weight
NASF	National Airports Safeguarding Framework
NCA	National Capital Authority
NCC	National Construction Code
NCP	National Capital Plan
NEMP	National Environmental Management Plan
NLA	Net Lettable Area
NOTAM	Notice to Airmen
OLS	Obstacle Limitation Surface
PANS-OPS	Procedures for Air Navigation Services – Aircraft Operations
PCA	Property Council of Australia
PCA	Potentially Contaminating Activity
PCF	Planning Co-ordination Forum
PFAS	Per- and poly-fluoroalkyl substances
TCCS	Transport Canberra and City Services
TIA	Traffic Impact Assessment
VOC	Volatile Organic Compound

Executive Summary

Canberra Airport proposes to develop an office building at 3 Wellington Place, Majura Office Park, up to 16,500m² NLA over six storeys. 3 Wellington Place will further connect the Majura Office Park in built form and user amenity.

With construction to commence in late 2023, there are significant local economic benefits associated with the proposal to stimulate the ongoing economic recovery of the ACT and Capital Region post-Covid.

- Around 300 direct and indirect full-time equivalent jobs during the course of construction, with many accruing locally.
- Total direct and indirect Gross Value-Added to the economy is estimated at more than $59 million.
- The commercial office and supporting retail are likely to generate over 1,100 additional fulltime equivalent jobs in total on an ongoing basis across the Territory.

  (Urbis Economic Study – 2020)

The proposal is consistent with the Canberra Airport 2020 Master Plan which provides for office developments in the Majura Precinct and is also consistent with the ACT Planning Strategy 2018 which recognises Canberra Airport as:

> "….. an important infrastructure asset for the Canberra Region, as well as a hub for business and economic growth. As an important employment location, the airport provides office space and a wide range of commercial and retail facilities. Every day, more than 30,000 people travel to and from the airport to travel, greet, work, do business or shop." (page 62)

Chapter 1 Introduction

1.1 Location

The Canberra Airport Aerotropolis forms part of the Central National Area (as denoted in the National Capital Plan [NCP]) and is located in the Majura Valley, eight kilometres East of Canberra's Central Business District and four kilometres North-West of Queanbeyan. It is located on the East-West Transport Corridor as defined in the NCP, which contains over 75 percent of Canberra's employment. It is also denoted as a Defined Activity Centre in the NCP. The Airport is part of the Eastern Broadacre area described in the ACT Planning Strategy 2018.

Similar airports around the world, where major activity nodes are developing, are now known as an Aerotropolis.

Majura Park, Canberra Airport – March 2022

Most of the land North and South of the Airport is currently used for broadacre purposes because it is overflown by aircraft or because of its long association with Department of Defence activities. This land (including the Airport) is denoted as a potential Employment Corridor in the ACT Planning Strategy 2018. Amendment 86 to the NCP (May 2016) rezoned lands West and North-West of the Airport as Potential Future Urban. The IKEA development is Stage 1 of proposals by the ACT Government for employment/retail land sales in this rezoned area which is designed to leverage off the planning, investment and risk undertaken by Canberra Airport in developing Majura Park since 2005.

This proposal is situated within Majura Park. Majura Park is a mixed-use precinct within the Airport Aerotropolis made up of retail and office tenants, together with supporting amenities and landscaped public spaces. Majura Park continues to activate the broader Majura Valley destination in attracting interstate visitors to retail stores such as Costco, Woolworths and Aldi and professional services, including a medical centre, together with leisure experiences.

The Airport site adjoins the Majura/Airport Interchange at the junction of Canberra's North-South and East-West road corridors. As such, the Airport is strategically located for the development of a major activity node reinforcing the "30-minute city" catchments of Canberra, Queanbeyan and parts of the subregion. Being so close to Canberra City and Parliament House, as well as having such a large number of residents (particularly from Queanbeyan, Tuggeranong and Gungahlin) drive through the Majura/Airport Interchange or nearby the Airport every day, the Airport Aerotropolis is a key employment location to minimise drive times and travel distance for sustainable transport initiatives.

1.2 The Proposal

The proposal is to construct an office building at 3 Wellington Place with up to a total of 16,500m² NLA in the Majura Office Park (MOP). Currently the site is an on-grade bitumen sealed car park.

The proponent requires the office building to be market ready for new tenant opportunities as they emerge, to attract "the kind of businesses that gain value from the connectivity that a 24-hour airport offers". [1]

The proposal site within Majura Park is illustrated in **Figure 1**.

If the development proceeds at the maximum development of 16,500m² NLA, the building cost will be in the order of $68 million, subject to final design and specification, adding a projected $59m to Canberra's economy.

1.3 The Project

The construction of this proposal is the next stage in the development of the MOP, consistent with the current Canberra Airport 2020 Master Plan.

The timing of construction of the proposal is subject to a tenancy agreement to lease but indicatively is scheduled to commence in late 2023. The proposal will be developed by the proponent to provide A-Grade office space to further extend the Canberra Airport Aerotropolis.

> "In the past, airports were seen as transport hubs for moving goods and people from one region or country to another. Not so today. Airports are now business destinations in their own right and provide a powerful economic engine for their region and local communities.
>
> Increasingly, airport precincts are home to business and industrial parks; information, communications and technology complexes; retail centres and hotels.[2] "

The ongoing development of Canberra Airport as an Aerotropolis is consistent with the Australian Government's aspirations for all leased federal airports and the now under construction Western Sydney Airport.

The Australian, ACT, NSW Governments and the Canberra Region Joint Organisation (CRJO) are working together to capture this opportunity for the Canberra Region leveraging off the Canberra Airport Aerotropolis. The NSW Government's recently updated Draft South East and Tablelands Regional Plan 2022 describes Canberra Airport as the catalyst for diverse growth opportunities.

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[1] Fletcher,P. [2017] *Luncheon Address – NSW Division of Property Council*, 3 November 2017.

[2] Mrdak, M [2015] *The difficulty of planning and investing in productive infrastructure – Western Sydney Airport*. 12 June 2015 Address to the AFR National Infrastructure Summit. www.infrastructure.gov.au/department/media/mr-120615 accessed 13 September 2019

The Future Transport 2056 Regional Services and Infrastructure Plan, also in redraft, describes Canberra as one of three NSW Gateway Cities with Canberra Airport providing global connectivity.

The proposal will be designed and constructed to meet Australian Government building standards and performance levels, high levels of environmental design and sustainability, as well as any applicable, specific ASA and CASA requirements. The proposed site has an area of approximately 8,500m², with a total building footprint of up to 3,200m². The site for the proposal within Majura Park is shown in **Figure 1** and the footprint of the proposal is illustrated in **Figure 2**.

Figure 1: Proposal Site

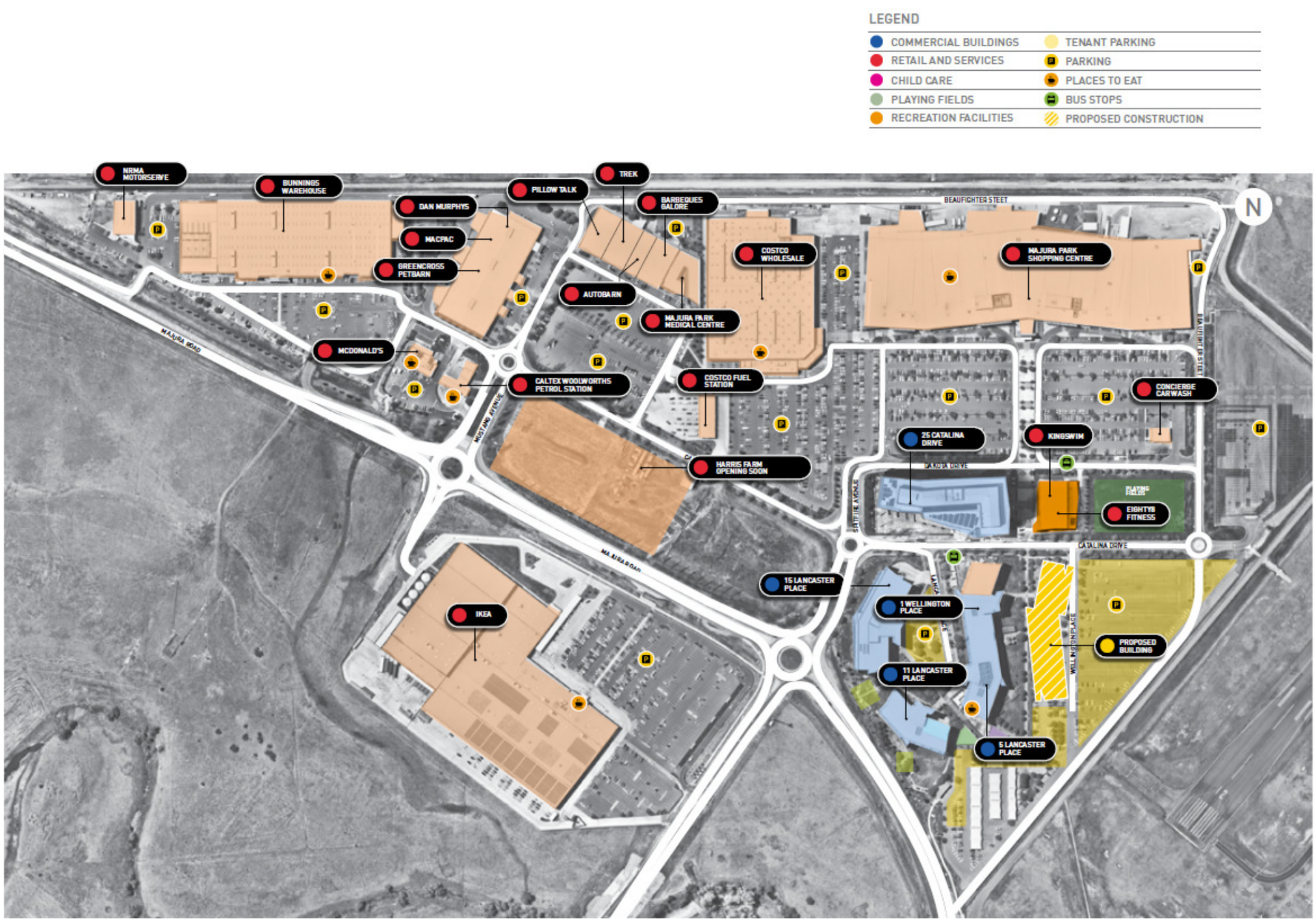
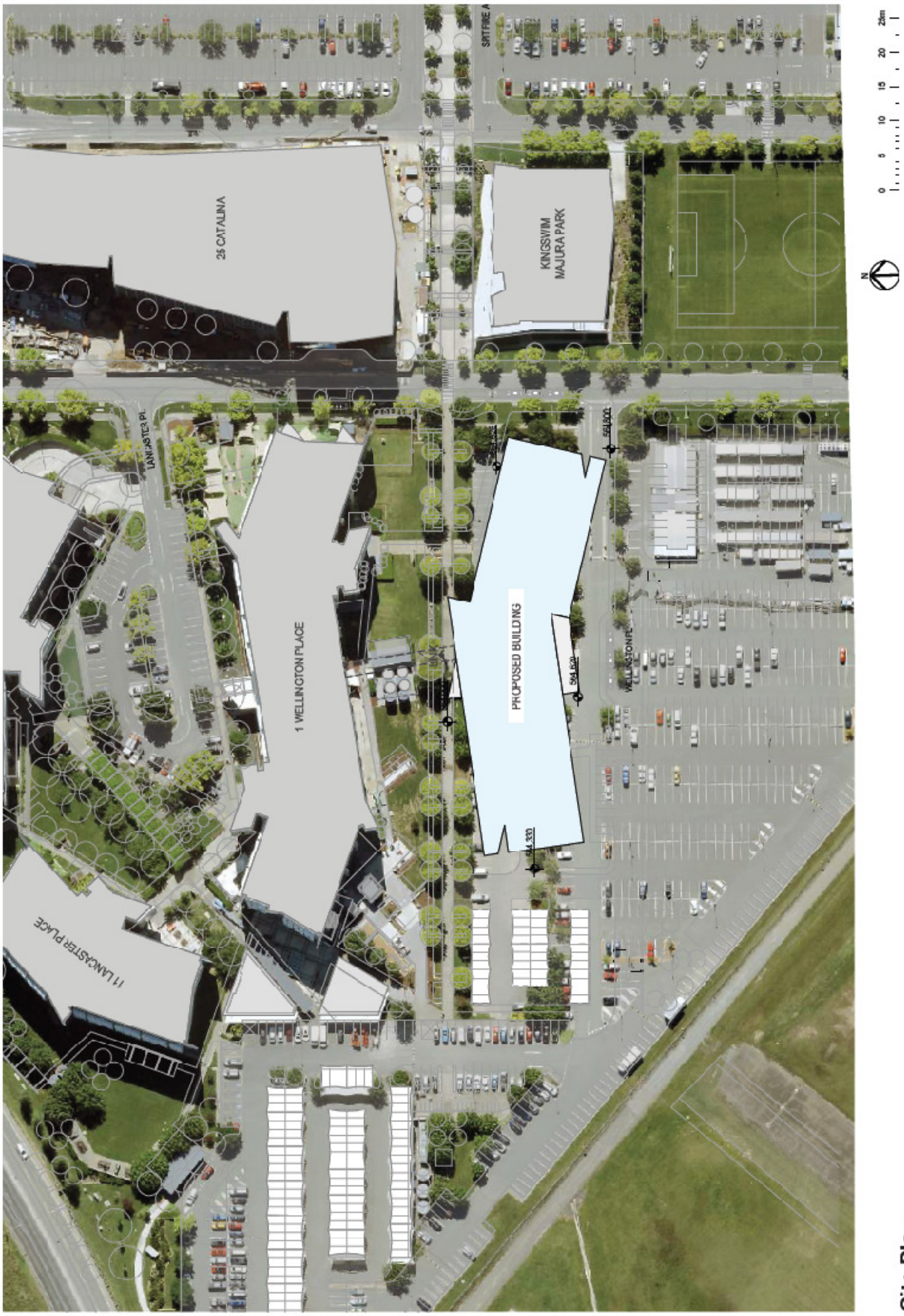


Figure 2: Proposal Building Footprint (3,200m²)



1.4 The Proponent

The Australian Government granted a long-term Airport Lease for Canberra Airport to Canberra Airport Pty Limited as part of the Phase II sale of Federal Airports.

As Canberra Airport is located on Commonwealth land, the Australian Government's statutory officers include the ABC and the AEO. Canberra Airport Pty Limited is the ALC under the provisions of the *Airports Act 1996* (the Act). Under this Act responsibility for decisions regarding the use and development of airport land resides with:

- The Minister for Infrastructure, Transport, Regional Development, Communications and the Arts (the Minister) for proposals considered to be 'major airport developments', or
- Canberra Airport, the ABC and AEO for all other proposals (refer to Section 1.6 Major Development Plan Process).

The proponent of the proposal is:

Canberra Airport Pty Limited
Level 4, Plaza Offices West
21 Terminal Avenue
CANBERRA AIRPORT ACT 2609

1.5 Objective

The objective of this proposal is to construct an A-Grade office facility subject to demand. This objective is consistent with the vision for Canberra Airport as presented in the Canberra Airport 2020 Master Plan and previous Master Plans to:

- develop Canberra Airport as a first-class quality facility as the major public transport gateway to the National Capital;
- meet the evolving transport needs of the Region's business and resident community;
- maximise the growth of a wide range of aeronautical and other businesses; and
- continue investment.

The construction of the proposal will provide ongoing job opportunities, economic activity from the investment, optimise the social and economic benefits of the Airport to the Region, and facilitate additional income streams to ensure that all of the detailed objectives of the Airport are performed in a viable, safe, comfortable, secure and environmentally sustainable way.

As is evident with the development of Canberra Airport over the past twenty-five years, the diversity of income generated from non-aviation development like the proposal has facilitated aviation development with capacity to service future growth.

1.6 Major Development Plan Process

A "major development", as defined under the Act, requires the preparation of an MDP which is considered and may be approved by the Minister.

This MDP was prepared because the proposal is expected to exceed the requirements under subsection 89(1) of the Act, notably:

> 89(1)(e) – constructing a new building where the building is not wholly or principally for use as a passenger Terminal; and the cost of construction exceeds $25 million or such higher amount as is prescribed.

In addition, the proposal will be subject to:

- Compliance with the development requirements of Canberra Airport Pty Limited; and
- Submission of an Application for a Building Permit to the ABC in accordance with the Airports (Building Control) Regulations 1996.

1.7 National Construction Code

The proposal will be designed and built to comply with the NCC.

1.8 National Capital Plan Employment Location

As set out in the NCP, Canberra Airport is within the Central National Area, is an employment location and the relevant precinct code is the Canberra Airport 2020 Master Plan.

This proposal is consistent with the NCP.

1.9 Construction Environmental Management Plan

A site-specific CEMP will be prepared for this proposal consistent with the following:

- *National Environment Protection (Assessment of Site Contamination) Measure 1999* (ASC NEPM);
- *PFAS National Environmental Management Plan (NEMP) 2020*, including its guideline values, as amended from time to time; and
- *National Water Quality Management Strategy* (NWQMS), including the *Australian and New Zealand Guidelines for Fresh and Marine Water Quality* (2000), revised 2018.
- *National Strategic Plan for Asbestos Awareness and Management 2019-2023*

The draft site-specific CEMP will be submitted to DCCEEW for comment and approval prior to commencement of construction and will, where relevant, include Management Sub-Plans for the following:

- Construction Traffic
- Flora and Fauna
- Waste (including asphalt testing/recycling/disposal)
- Threatened Species
- Erosion and Sediment
- Surface Water
- Landscape (including tree removal and replacement procedures)
- Unexpected Finds
- Topsoil and Subsoil
- Water Reuse and Discharge
- Noise, Vibration and Acoustic

Soil exported off the proposed site at Canberra Airport will be subject to the following waste and/or reuse guidance in the ACT and/or NSW.

- **ACT Waste** *Environmental Standards: Assessment and Classification of Liquid and Non-Liquid Wastes, July 2021*
- **ACT Reuse** *Contaminated Site – Information Sheet 4: Requirements for the Re-use and Disposal of Contaminated Soil in the ACT, 2022*
- **NSW Waste** *Waste Classification Guidelines Part 1: Classifying Waste, 2014 including as relevant Addendum to the Waste Classification Guidelines (2014) Part 1: Classifying Waste, 2016*
- **NSW Reuse (VENM)** *Protection of the Environment Operations Act, 1997*
- **NSW Reuse (ENM)** *The Excavated Natural Material Order, 2014*

1.10 Soil and PFAS Testing

A Limited Detailed Site Investigation (LDSI) was undertaken by Agon Environmental to support the MDP for the purpose of identifying potentially contaminating activity (PCA) at the site, provide an assessment of potential risks to human health and the environment and provide a conclusion as to the suitability of the site for the proposed land use.

The LDSI was designed to comply with the requirements of the ASC NEPM, PFAS NEMP 2.0 and the Airports (Environment Protection) Regulations 1997. The LDSI included, but was not limited to, a desktop historical review of past practices at the proposal site and adjacent sites in the MOP. Of the 68 samples analysed, 41 were tested for PFAS preferentially targeting the fill profile and found:

- A total of 68 samples have been analysed for a broad range of analytes including TRH, BTEXN, PAHs, PCBs, PAHs, Phenols, OCP and Metals. PFAS were also assessed in 41 samples preferentially targeting the fill profile (i.e. likely source of PFAS impacts) within the site area. Soil analysis data did not identify the presence of chemical contamination with the exception of trace concentrations of Sum (PFHxS + PFOS) at 4 of the 20 sample locations. All soil analysis results were either less than the laboratory limit of reporting or the adopted assessment criteria.

The Conceptual Site Model has considered both qualitative and quantitative data and has not identified any completed contaminant source-pathway-receptor linkages.[3]

The results of the testing regime undertaken by Agon Environmental indicate a PFAS Management Plan is not required in the site-specific CEMP, because the levels are below the NEMP 2.0 adopted assessment criteria.

[3] Agon Environmental, {2023} *Limited Detailed Site Investigation Report, 3 Wellington Place*, Page 19

Chapter 2 Proposal Description

2.1 Office Development

The proponent will have carriage of the base building design, fittings and equipment, construction and ownership of the completed building.

The proposal will be in keeping with the high architectural standard of the existing adjacent MOP and the wider Majura Park. The proposal will marry best practice campus style workplace principles within master planned landscaped precincts. This, in combination with the A-Grade quality building, will create an internal and external 'village' for a tenant achieving co-location, breaking the historical constraints of disjointed and siloed workplaces.

The proponent has been a member of the Green Building Council of Australia (GBCA) since its inception. 8 Brindabella Circuit was the first office building in Australia to be awarded a 5 Star Green Star Rating by the GBCA. All buildings on Canberra Airport, including the proposal, are designed and built in response to GBCA principles.

The opportunity for commencing a third stage of the MOP is an important design aspect of this proposal. The proposal will further bridge the existing MOP with nearby pedestrian thoroughfares and recreational, retail and medical amenities. The development will be visible from aircraft on both the main Runway 17/35 and cross Runway 12/30. It is important that the building embraces architectural language from the surrounding precinct to influence a welcoming modern design on all facades.

Figures 3, 4 and 5 conceptually represent the proposal.

Proposal Site and Specifications

The proposal will be situated in Majura Park. The site for the proposal has an area of approximately 8,500m².

Subject to commercial negotiation, it is anticipated the proposal will consist of:

- up to 16,500m² NLA floor space;
- up to six storeys (ground plus five upper storeys) to a height of 27.2 metres above ground level (RL 592.0);
- vehicle access;
- atrium / lobby area; and
- a number of lifts, including service lifts.

Final design and specification is yet to be finalised, however the proposal may provide space for a loading dock, general storage, waste management, meeting facilities, a gym, bike storage, shower and toilet amenities and potentially a café, a kiosk and other tenant amenities. Externally, the proposal will include access areas for service vehicles, pedestrian thoroughfares and landscaping.

The proposal will be designed to meet all applicable building standards and respond to GBCA principles.

Figure 3: Indicative Office Development – View from South

Figure 4: Indicative Office Development – View of East Elevation Along Catalina Drive

Figure 5: Indicative Office Development – View from West Adjacent 1 Wellington Place

Parking Facilities

The proponent has a history of providing car parking space capacity ahead of demand. This is evident in all Airport precincts. The proponent plans, designs and builds all car parking and provides ongoing customer service in all Airport precinct car parks, including at Majura Park.

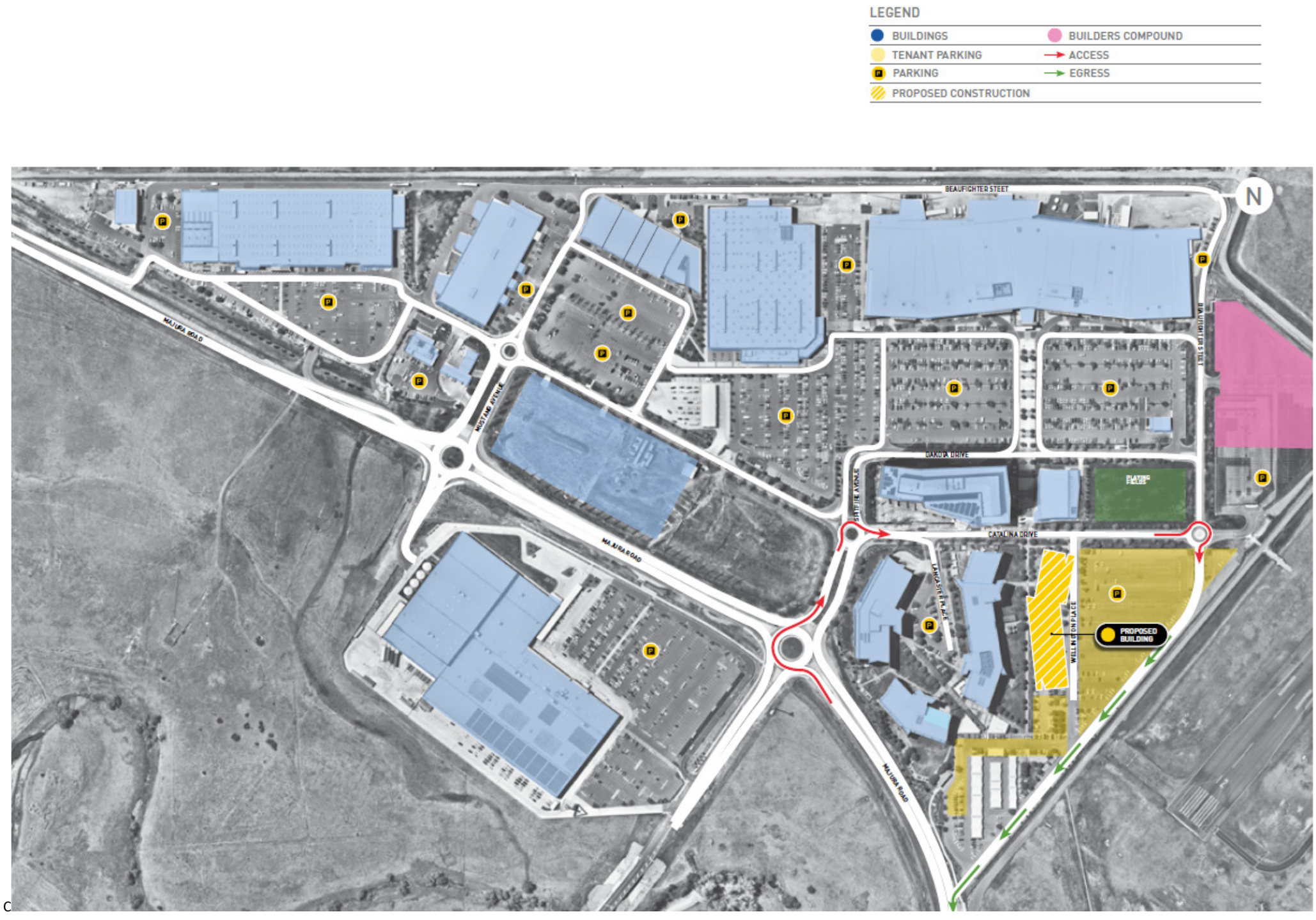
Majura Park Precinct has been surveyed and confirmed to contain a total of 4,534 car spaces (excluding motorcycles). Currently the Majura Office Park contains a total of 1,301 office car parking spaces which is distributed across buildings basements and surface car parking areas.

The proposed development will require the removal of 184 office car parking spaces.

A future Majura office car park expansion is planned to provide approximately 587 car parking spaces to be completed by March 2024.

Once the future Majura office car park expansion is completed a total of 2,046 car parking spaces are provided for use by the Majura Office Park Precinct. This is greater than the minimum numeric requirements for car parking associated with commercial office uses at Canberra Airport. Refer to **Figure 6**.

Figure 6: Car Parking Access and Egress to 3 Wellington Place



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Building Height

The proposal will be six storeys (ground plus five upper storeys) up to a height of 27.2 metres above ground level.

Building Material and Finishes

Final design and specification are yet to be decided, however external finishes, all with non-glare finishes, are likely to be as follows:

- Roof - Powder coated metal decking, similar to that used for the existing Majura Office Park.
- External walls - A mix of masonry and glazing. The masonry at ground level or on particular facades will have applied finishes. Concrete features may also be included.
- Windows - Double glazed with low 'e' high performance glass to deliver high levels of thermal and noise attenuation performance and mitigate glare.
- Paving - Tiled, brick or concrete paving.
- Solar panels may be constructed on the roof similar to nearby buildings.
- Internal finishes:
- Floors - Generally modular carpet tiles (subject to building occupant) with hard surfaces in foyers and wet areas.
- Walls - Hard surfaces, generally plaster board or similar.
- Ceilings - Generally modular mineral fibre tile within a metal grid system.

All building products and specifications will be consistent with NCC requirements.

The design of the building envelope will be similar in character to the other high-quality buildings that have been constructed at the Airport. It is intended the building facade will comprise selected materials consistent with the other buildings in the business park portraying quality and sophistication.

2.2 Canberra Airport Precincts

Canberra Airport is now Canberra's third largest office precinct, after Civic and the Parliamentary Triangle, supporting a growing working population of approximately 22,000 people expected to reach 36,000 people by 2040 (2020 Master Plan).

The Airport provides a total master-planned workplace solution encompassing:

- A regional; domestic; and international air terminal
- Integrated public transport
- Landscaped gardens
- Childcare centres
- A range of parking facilities
- Conferencing facilities
- BBQ facilities
- Playing fields
- Gymnasiums

- Tennis courts
- A swimming pool
- Cafes
- Retail offerings
- Medical practitioners
- Hotel accommodation and associated facilities

The proposal will be located at 3 Wellington Place in Majura Park, with easy pedestrian access to facilities within the Park and beyond via a shared-use path alongside Majura Road and Fairbairn Avenue.

Existing Majura Office Park, Canberra Airport

Majura Park is centrally located to the rest of Canberra, sitting at the intersection of Canberra's East-West and North-South arterial road network, and approximately eight kilometres from the City and six kilometres from the Parliamentary Triangle as shown in **Figure 7**. Around two-thirds of the Canberra and Queanbeyan population live within a 20-minute drive of the Airport.

Figure 7: Proximity to Canberra City and Parliamentary Triangle

Majura Park is recognised as a leading example of urban design and place making. It is designed to create a sense of community and achieve on site a balance between work, health and lifestyle.

2.3 Needs of Airport Users

The proposal will not adversely affect airport users.

The proposal forms a further stage to the established and highly successful Majura Park as a mixed-use area and will reinforce the long-term concept for Majura Park as a commercial hub.

Opportunities will be enhanced for existing government agencies, blue-chip business, and retail and café businesses situated in or in the vicinity of the Park. Tenants of 3 Wellington Place will be within walking distance of the MPSC, a recreational centre and playing field, on and off-airport speciality retailers, a medical centre as well as petrol stations and car wash facilities.

Majura Park Shopping Centre, Canberra Airport

Majura Park Childcare Centre, Canberra Airport

The proponent owns and manages most of the buildings in Majura Park with a high focus on customer service to airport tenants.

The proponent will consult existing tenants throughout the MDP process and during construction.

The contractor will be required to comply with the provisions of the Canberra Airport site-specific CEMP which will be submitted to DCCEEW for approval and, once implemented, it will be monitored proactively by the proponent. If any complaints are received by the proponent during construction, work practices and work times will be reviewed and adjusted to meet reasonable and practical compliance with the site-specific CEMP.

Risk and Hazard Management – Construction and Operation

There is a low level of hazard and risk associated with the construction and operation of the building as it will comply with current building standards and relevant health and safety standards.

The potential for incidental hazards such as fire within the building is controlled by adherence to building codes and standards such as the NCC and all relevant Australian Standards, and by the operation, as required, of work, health and safety legislation. The NCC prescribes requirements for fire extinguishers, hose reels, and emergency exits.

The proposal will comply with the Canberra Airport Safety Management System. Furthermore, risk assessments will be conducted as part of all Method of Working Plans (MOWP) published for the purposes of building the proposal.

Australian Standard 2021:2015 is the criterion for the acoustic insulation of buildings. The siting, design and construction of the proposal is consistent with the provisions of Australian Standard 2021:2015 and other relevant standards. Work, health and safety requirements within and adjacent to the proposal will be managed in accordance with relevant statutory requirements.

Provisions for Mobility Impaired People

The proposal will be compliant with the NCC Standard 1428.1. Provisions for mobility impaired people will include – consistent with the proponent's development criteria and disability policies:

- Disabled persons toilets;
- At grade access to the building from the vehicle drop-off point;
- Mobility-impaired parking;
- Uniform floor levels throughout the interior; and
- Lifts access to levels.

2.4 Building Services and Facilities

The Airport site is serviced to the boundary by all utilities. The reticulation of all utility services within the Airport is planned, constructed, owned and managed by the proponent to a high quality and with redundant capacity designed to service growth over time and to achieve the optimum life cycle of each utility reticulation.

Power Supply - Electricity

The proposal will be supplied with electricity adequate to supply all building, lighting and other services.

Water Supply

Adequate supplies from Icon Water are readily available through the Airport site's reticulation system which has no constraints to capacity following upgrades in 2006/07 to Grade 1 Fire Service.

Wastewater and Sewage disposal

The proposal will be connected to the existing wastewater and sewage reticulation systems in the precinct. No constraints to capacity for these services currently exist in this area.

Telecommunications

The proposal will incorporate current telecommunications technologies in all respects, including the ability for fibre optics communication/data transmission. There are cabling conduits for multiple carriers throughout the precinct owned and managed by the proponent. No constraints to capacity for these services currently exist in this area.

Lighting

Where appropriate, the proposal will be fitted with internal and external non-glare, energy efficient light fixtures. External light fixtures will be installed to comply with requirements outlined in Chapter 9 of Manual of Standards Part 139, and also the National Airports Safeguarding Framework (NASF) *Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports*, to meet air safety requirements.

The proposal is within Zone A where any up lighting is restricted to zero candela at 3 degrees above the horizontal. The final design of the building will encompass this restriction.

Heating, Ventilation and Air-Conditioning

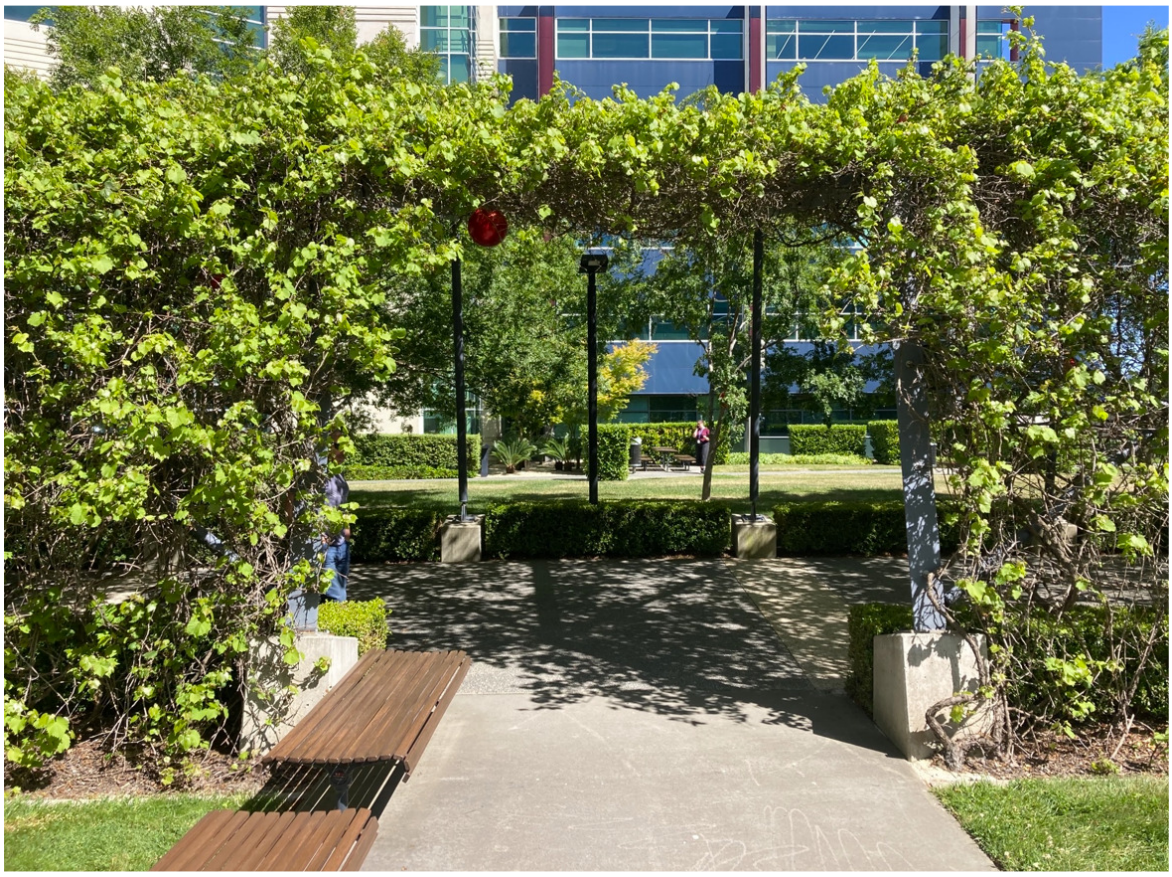
The proposal will incorporate an energy efficient air-conditioning system managed by building plant computer systems consistent with operational requirements, GBCA principles and efficient low energy use targets.

2.5 Landscaping and Site Planning

The proponent designs, constructs and manages all landscaping on, around and adjacent to the Airport and its perimeter.

Landscaping will be consistent with existing development within Majura Office Park in order to create an urban and landscape design that is harmonious in form and texture both within the Airport and on surrounding land to reinforce the site as the public transport gateway to the National Capital.

Paper Plane sculpture at entry into Majura Park



Majura Office Park Landscaping

The surrounds of the proposal will be landscaped to extend the strong unified landscape theme which is being progressively implemented throughout the Airport.

Landscaping will be designed to minimise attraction to birds and other wildlife in compliance with the NASF Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports.

The management of rubbish will be undertaken in a similar manner to that implemented in other buildings on-airport to ensure no bird attraction or foreign object debris risk exists.

2.6 Signage

Signage relevant to the completed building will be generally consistent with signage throughout Majura Park, including:

- Tenant signs - business name and logo, subject to commercial agreement;
- Ground transport and traffic signage; and
- Safety and hazard signage as required.

Identification signage on the building may be permitted following negotiated commercial signage agreements with airport management.

2.7 Construction

Earthworks to a depth of up to two metres will be required to accommodate the foundation of the proposal.

Sufficient laydown and layby areas for construction activities will be provided. The proponent has considerable experience in managing construction proposals of a large scale so that access to the proposed site and through Majura Park will be maintained with minimal disturbance.

2.8 Operation and Maintenance

The proposal will be maintained within the overall asset maintenance function of the proponent.

2.9 Impact on Aviation

The proposal will not affect flight paths at the Airport.

Navigational Aids, Radar and Building Restricted Area (BRA)

The BRA surface in relation to the proposal is illustrated in **Figure 8A**. The design does not encroach the BRA surface.

OLS and PANS-OPS

The proposal will not affect or penetrate the OLS or PANS-OPS as illustrated in **Figure 8B**.

The roof of the proposal will stand at a height of RL 592.0 metres AMSL (height 27.2 metres above ground level) which is below the lowest point of the OLS. The design does not encroach the OLS surface.

The final design of the building may vary from the above due to design height considerations in the context of navigation aids and will again be checked against the OLS to ensure the OLS is not exceeded at any point. The PANS-OPS sits above the OLS. Because the proposal is below the OLS, it will also be below the PANS-OPS.

Should cranes be required at any time during construction that may penetrate the prescribed airspace, clearances will be sought in compliance with the *Airports (Protection of Airspace) Regulations 1996*.

National Airports Safeguarding Framework (NASF)

This subsection provides a review and high level assessment of the proposed development having regard to the requirements and guidelines of the National Airports Safeguarding Framework (NASF). The stated purpose of the NASF is to enhance the current and future safety, viability and growth of aviation operations by supporting and enabling the following:

- the implementation of best practice in relation to land use assessment and decision making in the vicinity of airports and strategic helicopter landing sites;
- assurance of community safety and amenity near airports and strategic helicopter landing sites;
- better understanding and recognition of aviation safety requirements and aircraft noise impacts in land use and related planning decisions;
- the provision of greater certainty and clarity for developers and land owners;
- improvements to regulatory certainty and efficiency; and
- the publication and dissemination of information on best practice in land use and related planning that supports the safe and efficient operation of airports and strategic helicopter landing sites.

In addition, the NASF consists of a number of Guidelines which have been considered as part of the proposal. Commentary against the relevant Guidelines is provided below:

Guideline A: Measures for Managing Impacts of Aircraft Noise

Refer to Section 3.4 Noise and Vibration which states that the impacts of aircraft noise will be managed in accordance with AS2021-2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction (AS2021).

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

The Wind Study commissioned for the proposed development indicates compliance with the NASF Guideline B.

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

The development will be managed in accordance with the Canberra Airport Bird and Wildlife Hazard Management Plan.

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

Refer to Section 2.4 Building Services and Facilities, subsection Lighting, which states external light fixtures will be installed to comply with the requirements of the NASF Guideline E.

Guideline G: Protecting Aviation Facilities — Communications, Navigation and Surveillance (CNS)

Airservices Australia has confirmed that the development will not adversely impact the performance of any Communication, Navigation and Surveillance (CNS) facilities and is located outside the BRA. Refer to Section 2.9 Impact on Aviation.

Guideline I: Managing the Risk in Public Safety Areas at the Ends of Runways

The proposed development is outside the public safety area.

Figure 8A: BRA Impact Assessment at the proposed building (Plan View)

Figure 8B: OLS Impact Assessment at the proposed building (Plan View)

Air Traffic Control (ATC) Line of Sight (LoS)

A Line of Site Assessment was carried out for the proposed building from the ATC to the adjacent Runway 12-30 (as shown in **Figure 9**). This utilised the ATC eye level RLs of 589.9m and height of the building of RL 592.0m. When looking over the building, the lowest level the controller sees is RL 588.1m, which is approximately 26.1m above ground.

Airservices Australia has confirmed *"Canberra Airport ATC notes that there will be no operational impact caused by the proposed office development at 3 Wellington Place, Canberra Airport. Their only stipulation is that the building height must be at or below the heights of the existing buildings in the vicinity".*

Air Traffic Control (ATC) Line of Sight (LoS) – Future Digital Aerodrome Service (DAS)

The ATC is expected to convert to a DAS system which, when implemented, will result in ATC operations moving to a location closer to Point Cook Avenue. This location has been agreed between Canberra Airport and Airservices Australia and is expected to be operational in the next few years.

A Line of Site Assessment was carried out for the proposed building from the future location of the DAS tower to the adjacent Runway 12-30 (as shown in **Figure 10**). This utilised the DAS eye level RLs of 605.6m and height of the building of RL 592.0m. When looking over the building, the lowest level the camera sees is RL 586.9m, which is approximately 24.9m above ground.

Figure 9: ATC Line of Sight Assessment

Figure 10: DAS Line of Sight Assessment

Views from the proposed DAS eye level at 605.6m before and after the 3 Wellington building is constructed are shown in **Figure 11 and 12** below.

Figure 11: Views from Proposed DAS (without 3 Wellington Place)

Figure 12: Views from Proposed DAS (with 3 Wellington Place)

A comparison of the two images above indicates the proposed building is not visually dominant when viewed from the future DAS location and existing trees are partially obstructing views from the DAS where the future building will be located.

Ongoing consultation is occurring between the ATC and Canberra Airport concerning the 3 Wellington development and the future DAS, including any possible mitigation measures that may be required.

Chapter 3 Environment and Heritage

Consistent with the proponent's drive for world-leading environmental outcomes, 3 Wellington Place will be at the forefront of environmentally sustainable design. The proposal is expected to achieve at least a 5 NABERS rating and GBCA 5 Star Green Star design requirements. Environmental measures will include:

- solar generation on the roof;
- International WELL Health-Safety Rating;
- programmable lighting;
- high use of recycled building materials and low VOC materials; and
- sizing of plant to allow maximum efficiency.

3.1 Approach to Assessment

Immediate and Regional Environment

The site is not located within or near any threatened listed species, including Natural Temperate Grassland flora and fauna.

Environmental Impacts

Environmental impacts relate both to the construction period and the occupation and use of the building once constructed. The potential impacts of the use of the proposal and the mitigation and management of any adverse impacts are addressed in the following sections in relation to:

- Site Conditions;
- Hydrology and Water Quality;
- Noise and Vibration;
- Wind;
- Air Quality;
- Flora and Fauna;
- Waste Management;
- Visual Impact and Landscape; and
- Cultural Heritage.

Further information about these matters may be developed by the proponent when submitting a building application for the proposal. A site-specific CEMP will be developed for the proposal.

3.2 Site Conditions

Soil Conditions

The alluvial soils of the Majura and Molonglo Valley floodplains typically range from loams to sandy loams and silty loams to light and medium clays to a depth of 2 to 3 metres. Below that, they comprise mainly sands, gravely sands and sandy gravels, to a depth of approximately 4 metres. The soil conditions of the site are consistent with this description.

Agon Environmental has undertaken in-situ testing and subsequent soil analysis has found levels (including for PFAS) less than the adopted criteria outlined in all regulations and guidelines, despite a layer of fill being present (refer to Section 1.10 Soil and PFAS Testing).

All soil excavated during the construction works will be classified prior to reuse or disposal off Airport consistent with the site-specific CEMP.

A geotechnical assessment will be undertaken, as required, for structural purposes.

3.3 Hydrology and Water Quality

Surface Hydrology

Stormwater from the site drains via a network of open and closed drains and water systems to the Woolshed Creek and ultimately the Molonglo River. The Molonglo River flows generally westwards to Lake Burley Griffin and ultimately to the Murrumbidgee River North-West of Canberra.

The proponent maintains a comprehensive environmental management program in relation to stormwater quality. This program ensures minor pollutants emanating from the access roads and car parking areas will not significantly affect the quality of stormwater discharge from the Airport into receiving waters such as the Molonglo River. This is outlined in the *Canberra Airport Water Management Plan*. Stormwater from the constructed building will be directed into the existing network of drains. The capability of these drains is not fully utilised.

All sewage and wastewater from the proposal will be conveyed directly to the existing ICON sewerage system servicing the Airport.

It is unlikely there will be significant impact from the proposal on the water quality of the Molonglo River or downstream waters.

Groundwater

The proponent has a network of groundwater monitoring and irrigation wells. It is unlikely there will be any impact on groundwater quantity levels or quality as a result of this proposal, and indeed with the excavations to a depth of two metres it is unlikely groundwater will be intercepted.

3.4 Noise and Vibration

Construction Noise

There is expected to be a certain level of noise and vibration associated with the construction of the proposal. This noise is not expected to be any different from that produced in the construction of any other building on Airport and will comply with all work, health and safety criteria.

Every effort will be made to screen noise and vibration exposure from the general public during the construction phase.

Construction is generally expected to occur during daylight hours therefore no construction noise is expected to be generated at night. Construction noise will be managed in accordance with the approved site-specific CEMP.

Airport Noise

The site is located approximately 340 metres from the western displaced threshold of Runway 12/30 and is exposed to noise impacts from aircraft operations, both from aircraft taking off and landing and from ground manoeuvres.

The proposed offices are in the vicinity of the 25-30 Ultimate Capacity ANEF Contours (technically endorsed August 2019). AS2021:2015, Table 2.1, determines that a commercial building within this area is conditionally acceptable. The proposal is therefore consistent with AS2021:2015, similar to existing buildings on Canberra Airport. The proposal will demonstrate compliance with the relevant Australian Standards as part of future detailed construction documentation and drawings, which will be reviewed, assessed and determined by the Airport Building Controller.

It is likely some people working on the construction of the proposal, or those that later work in the proposal while walking to and from car parking areas, bus stops or other buildings or facilities in the Precinct, may be subject to aircraft noise exposure while an aircraft passes for relatively short periods. This situation exists for people who currently work in the vicinity of the Airport and there are no known resultant adverse amenity or work, health and safety issues.

3.5 Wind Studies

A wind tunnel analysis has been completed on the proposal by independent consultants Windtech to support the MDP.[4] The building is approximately 340 metres from the western displaced threshold of Runway 12/30 and is therefore located inside the region, described in Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports, requiring assessment for building induced windshear and turbulence.

A comparison between the existing conditions with the proposed development was analysed. In undertaking its analysis of the wind tunnel results, Windtech used 12 years of wind climate data for Canberra Airport.

In its analysis Windtech notes the proposal does not reach or exceed the 7 knot and 6 knot criteria in NASF Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports. In the wind tunnel the proposal marginally impacted the 4-knot worst-case turbulence:

> *"The RMS turbulence levels have been compared with the 4 knot criteria. The results for the existing conditions case and the proposed development case exceed the 4 knot criteria. The worst-case turbulence levels with the proposed development in place are comparable to the existing conditions. There are increases in the turbulence levels at specific locations of elevation and chainage. The largest difference in the turbulence levels was observed for the 0° wind direction.*

[4] Windtech [2022] *Windshear and Turbulence Study 3 Wellington Place, Majura Park, Canberra Airport*, 13 February 2023, page 3.
[4] Ibid, page 33.

With the inclusion of the proposed development there is an increase from 0.16% to 0.25% in the annual probability that the maximum turbulence levels will exceed the 4 knot criteria when compared with the existing conditions. This probability is equivalent to a change from 14 hours per year to 22 hours per year, an increase of 8 hours per year on average.

The majority of these increases occur when the wind is from the north (an increase from 0.06% to 0.12%) and north-north-west (an increase from 0.05% to 0.08%). The minimum mean wind speeds for the exceedances of the criteria to occur are 18kts and 25kts for the north and north-north-west direction respectively."[5]

Importantly, when Canberra Airport experiences those wind speeds from the north and north-north-west direction, Runway 17/35 or Runway 30 is utilised for landing not Runway 12.

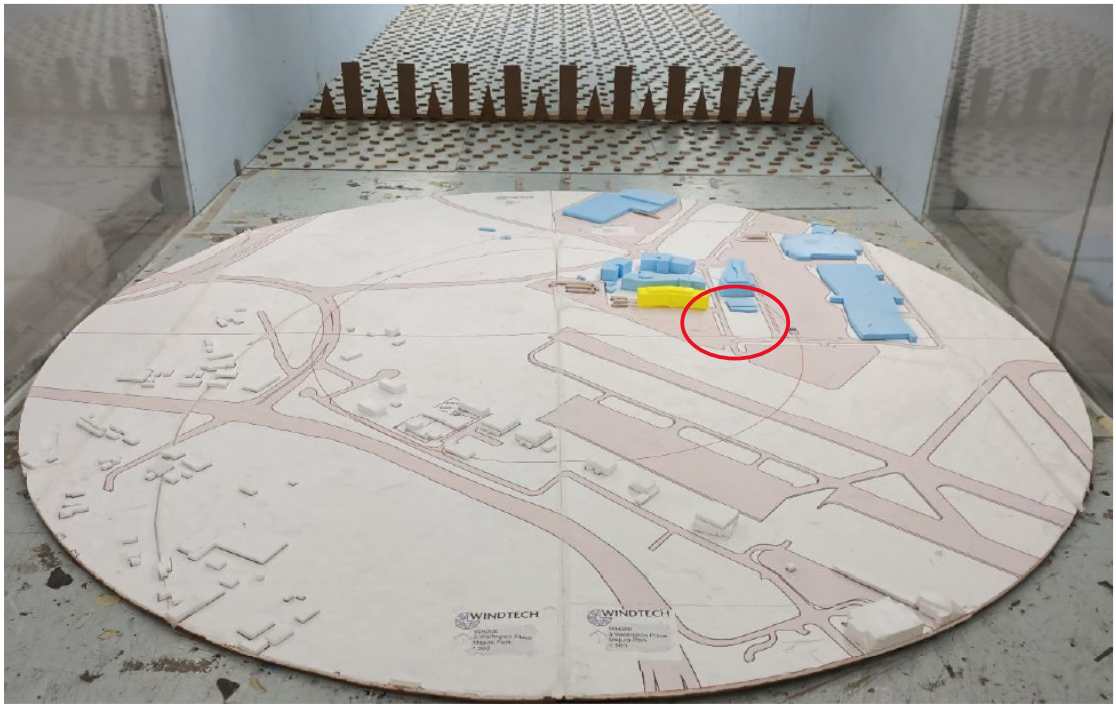
Additionally, the wind study integrates the displaced threshold by stating that "The locations of the various study points tested for this study are shown in **Figure 13**. Additional study points were also included based on an alternate touchdown location position to the south-east of the current touch down zone."[6]

CASA advice received on 18 April 2023 in terms of the proposed development states:

A minimal increase in turbulence was modelled indicating an exceedance of the NASF guideline criteria when winds exceed 18kts and 25kts for the north and northwest directions respectively. CASA acknowledges that when winds meet this criteria, Runways 17/35 or Runway 30 would likely be the active runways.

CASA has no objection to the proposal subject to Airservices Assessment identifying no impacts. Refer to pages 25 and 28 re Airservices advice – no impacts.

Figure 13: Photograph of the Model in the Wind Tunnel for Runway 12/30 (View from the South, Existing and Proposed)



[5]Ibid, pg iv
[6]Ibid, pg 21

3.6 Air Quality

The results of air emissions monitoring undertaken in 2018, on and in the vicinity of the Airport, indicated all measured pollutant concentrations were well below the National Environment Protection (Ambient Air quality) Measure limits. The Airport Environment Strategy (Appendix 1 of the Canberra Airport 2020 Master Plan) prescribes air quality monitoring is undertaken every eight years therefore air quality monitoring will next be undertaken in 2026.

Air quality at the Airport and in the ACT generally is regarded as very good and no significant impact has been measured from airport operations. Air quality is not expected to change with this proposal.

3.7 Flora and Fauna

The proposal site is currently an on-grade car park bordered by existing buildings and roadways within the built environment of the Majura Park. Endangered flora and fauna are not known to be within the vicinity of the proposal site and confirmation of this is provided in the Airport Environment Strategy.

The Majura Office Park has been developed as a business park where the office buildings are conceptually pavilions in the park. Prior to, and since, the endorsement of NASF Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports, Canberra Airport's selection of tree, shrub and grass species has had a focus of mitigating bird and wildlife attraction.

The proponent not only designs, constructs and maintains, but also manages the landscaping at Canberra Airport, including Majura Park. Landscaping at Majura Park has been developing and maturing over the past seventeen years and the Airport monitors the landscaping for bird and wildlife attraction. During this time, some species have been removed and replaced by a new species to mitigate bird and wildlife attraction.

Canberra Airport has an established Bird and Wildlife Management Committee that meets regularly and monitors all bird and wildlife activity on the Airport and takes corrective action as required.

3.8 Waste Management

The operation of the proposal is likely to result in the generation of some solid waste. However, there is unlikely to be a significant impact on the waste stream generated by the Airport and so no changes to the existing waste management and monitoring processes that apply to the Airport will be required.

Canberra Airport has implemented a number of recycling initiatives at the airport, including the establishment of an onsite worm farm in Fairbairn for food waste.

3.9 Visual Impact and Landscape

The proposal will add to the built environment of Majura Park with the potential for positive visual impacts from certain viewing directions both on and off the Airport. The key viewing audience for the proposal will be people travelling within Majura Park as well as those in aircraft using the main Runway 17/35.

A major consideration in the landscape planning and design is the use of landscape materials that minimise bird attraction with the objective of reducing the threat of bird strike to aircraft using the Airport.

3.10 Cultural Heritage

Indigenous Heritage

The archaeological sensitivity of the Airport was developed by a two-stage cultural heritage study undertaken in 2001 (Australian Archaeological Survey Consultants 2001) which involved detailed modelling and then test-pitting on the Airport site. The proposed development site is not a known location of archaeologically significant material and was heavily disturbed in creating the Majura precinct. In accordance with the Airport Environment Strategy, in the unlikely event archaeologically significant material is uncovered during works or future land management works they will be reported to Canberra Airport and the AEO and an appropriate management strategy will be developed. The site-specific CEMP will include an Unexpected Finds Protocol and this will be activated in the event significant material is uncovered.

European Heritage

The only site with any European heritage relevance within the boundaries of the Airport is on the former RAAF Base Fairbairn located in the North-Eastern sector of the Airport some distance from the proposed development site, therefore no impact on European heritage is expected.

3.11 Potential Construction Impacts of the Proposal

The following potential impacts have been identified during construction. Should these impacts occur, they will be managed in accordance with the site-specific CEMP.

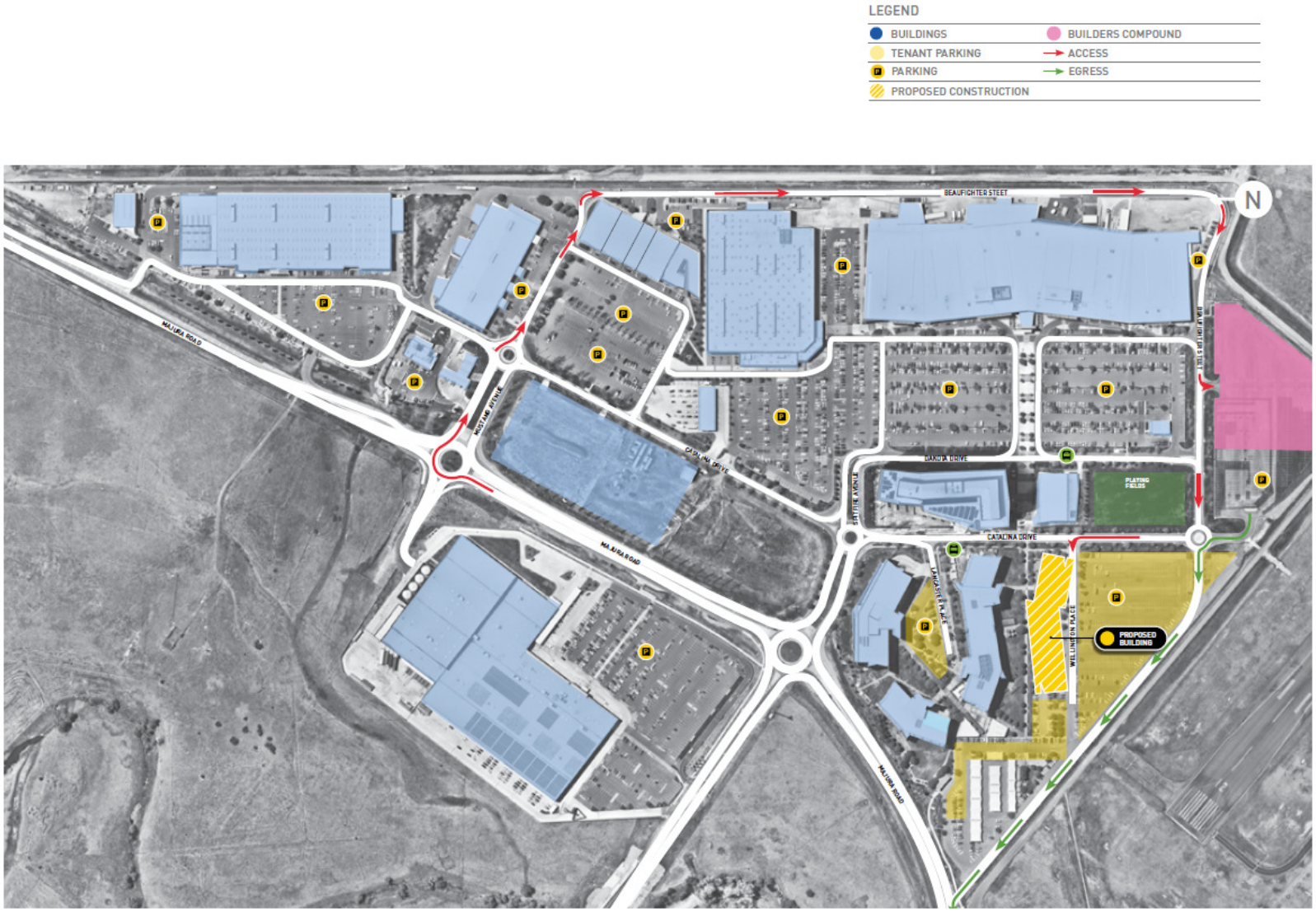
Construction Traffic

Construction traffic associated with the works includes the delivery of building materials and equipment as well as vehicle movements associated with the construction workforce. The construction workforce will park in nearby car parks, which have ample capacity, and not on the site itself.

It is unlikely there will be more than 50 construction vehicles in situ on any one day during the construction period. This volume of traffic will be mostly off-peak and insignificant relative to the daily traffic volumes on Majura Road which provides road access to the site.

Construction traffic will predominantly access the site throughout daylight hours. All construction traffic will access the site from Wellington Place. Refer **Figure 14.**

Figure 14: Construction Access and Egress to 3 Wellington Place



Pedestrians

A pedestrian management plan will be incorporated in information provided to the Airport Building Controller (ABC) and implemented throughout construction of the proposal.

Water Quality

Stormwater control measures will be implemented to control any sediment-laden run-off during excavations and for minor works such as construction of footpaths and parking areas.

Air Quality and Dust Management

There is the potential for some localised dust generation associated with soil excavation. Dust suppression measures, such as watering of exposed soil surfaces from non-potable supply, will be implemented to prevent dust generation as much for safety reasons as for environmental reasons. Emissions from diesel powered construction equipment and exhausts from vehicles travelling to and from the site are considered to be insignificant in the context of both local and regional traffic.

Erosion and Sediment Control

If not managed properly, there is potential for low levels of erosion and sedimentation during construction. While any erosion is expected to be minimal, a sediment control plan will be developed prior to construction to mitigate against erosion and sedimentation.

Airport Operations

If required during construction, crane penetrations through the OLS will be managed to ensure there is no impact on airport operations and in close consultation with ASA and CASA. A NOTAM will be issued as required.

All construction and related works will be managed in accordance with the Regulations set out in MOS Part 139.

There is not expected to be any impact on the operation of runways and taxiways at the Airport during construction of the proposal.

Construction Waste

Construction waste will be separated where economically and commercially practical and recycled or disposed of at a legally operating waste refuge.

Hazardous Materials

Hazardous materials will be managed in accordance with ACT legislation, and will include suitable storage, management and disposal techniques.

3.12 Environment Management System (EMS)

The proponent is committed to managing and developing the Airport in an environmentally sustainable manner and has established an EMS. In co-operation with all stakeholders, the proponent aims to maintain and continuously improve the environmental management of the Airport. The construction and operation of the proposal will be consistent with the EMS.

Prior to commencement of construction, the designated contractor(s) must implement the site-specific CEMP and a sediment control plan approved by the proponent. Best practice environmental management measures and the safeguard measures identified in this exposure draft MDP will be incorporated in the site-specific CEMP.

Chapter 4 Traffic Flows and Parking

4.1 Traffic Flows

The proponent co-ordinates, plans, designs, constructs, owns and manages all roads, road connections and car parking on the Airport site.

During 2022, the proponent obtained advice from Indesco to determine the impact on traffic and nearby intersections, including the currently under construction Harris Farm Markets facility and the addition of 3 Wellington Place. The study focused on weekday traffic flows at Majura Park, including the two roundabouts within Majura Park and the surrounding road system, and the Majura Parkway/Fairbairn Interchange.

Spitfire Avenue and Catalina Drive intersection, Majura Park

Since 2006, the proponent has worked co-operatively with the ACT Government on all road designs and capacities around Canberra Airport. The most recent road upgrades adjoining Majura Park include the duplication of Majura Road between the Fairbairn Avenue traffic signals and the Mustang Avenue roundabout and Meddhung Road, the link road off the Majura Parkway and the roundabout intersection of Majura Road and Spitfire Avenue.

The construction of Meddhung Road is a direct consequence of the ACT Government's undertaking to IKEA and the future servicing of at least two new development sites of a similar size to the IKEA site. This new development land created by Meddhung Road is positioned North and South of Meddhung Road between the Majura Parkway and Woolshed Creek.

The NCP was varied in May 2016 to rezone this ACT future development land from broadacre to urban. The ACT Government is likely to vary the Territory Plan to allow the land lease purposes of commercial and/or industrial uses as part of the overall finalisation of the Eastern Broadacre study.

The ACT Government and Canberra Airport believe the existing road structures, subject to minor upgrades, has capacity to cater for the additional land West of IKEA and future development of Majura Park. The traffic studies undertaken by the ACT Government in the precinct clarify the peak demand to be at retail weekend and Easter and Christmas shopping.

The Indesco study adopted the weekday AM peak hour for the proposed development as 7.30am-9.30am and the PM peak hour as 4.30pm–6.30pm.

Insofar as the local airport roads and the adjoining Majura Road are concerned, the Indesco study concludes:

> All subject intersections are performing at an acceptable level of service (LOS A, B and C). However, following movements experience queue distances that exceed the midblock length or turn lane storage lengths…
>
> Although some significant queue lengths have been identified, the average delays for all movements are at an acceptable level.[7]

Indesco also investigated any impact on traffic flows on the regional road network under existing conditions and without the development traffic and recommended:

Signal Phase Timing

- Fairbairn Avenue / Majura Road intersection (with development scenario)
  - AM Peak (Change cycle time from 100 to 102) – increase the South approach phase time from 31 to 33 seconds (phase B)

- Majura Parkway / Fairbairn Avenue intersection (without and with development scenario)
  - AM Peak (Change cycle time from 100 to 103) – increase the North approach phase time from 30 to 33 seconds (Phase D)

The proposed signal phase timing has been supported by the TCCS traffic signal team.

Geometric Configuration Improvement

Even though the traffic analysis shows an acceptable level of service for key intersections, the following geometric improvements are recommended to maintain the traffic performance of critical movements:

- Provide additional right turn lane storage capacity for the south to east movement in Majura Road / Fairbairn Avenue intersection

Given the poor performance of the Majura Road / Fairbairn Avenue intersection under the existing conditions and without the inclusion of the development traffic. Improvement works to address the existing capacity constraints are expected to be considered independently of the proposed development. Furthermore, it is noted that the proposed development has been demonstrated to have minimal impact on the performance of the road network.[8]

[7] Indesco *Majura Office Park Traffic Study Transport Impact Assessment Report*. November 2022, pages 11-12
[8] *Ibid, page 20*

The Airport met with Transport Canberra and City Services (TCCS) on 20 January 2023 concerning the proposal and TCCS provided feedback on the TIA via email dated 17 March 2023 as follows:

> *"TCCS is satisfied with the TIA as the study seemed to have addressed all the aspects related to development land use, parking, public transport, future traffic forecasts, traffic impact with & without development, suggested infrastructure upgrades, traffic impact mitigation measures, and so on. From the study, it is understood that the road network likely to experience traffic issues purely from the background/ non-development traffic, in the future. But on the other hand, the development traffic is expected to show only a minor-moderate impact on to the surrounding road network. Based on the review and study outcomes,* ***TCCS is satisfied and approves the traffic impact assessment study****."*

4.2 Car Parking

The proposal site is currently occupied by an on-grade car park which is utilised by 1 Wellington Place, the Majura Child Care Centre and Kingswim Majura Park (**Figure 15** shows alternate car parking access for these tenants).

The proponent has a history of providing car parking space capacity ahead of demand. This is evident in all Airport precincts, including the Majura precinct. The proponent plans, designs, builds and manages all car parking on the Airport.

The parking demand generated from the development is thought to be able to be accommodated in the Majura Precinct, which has a capacity of more than 4,500 car spaces.

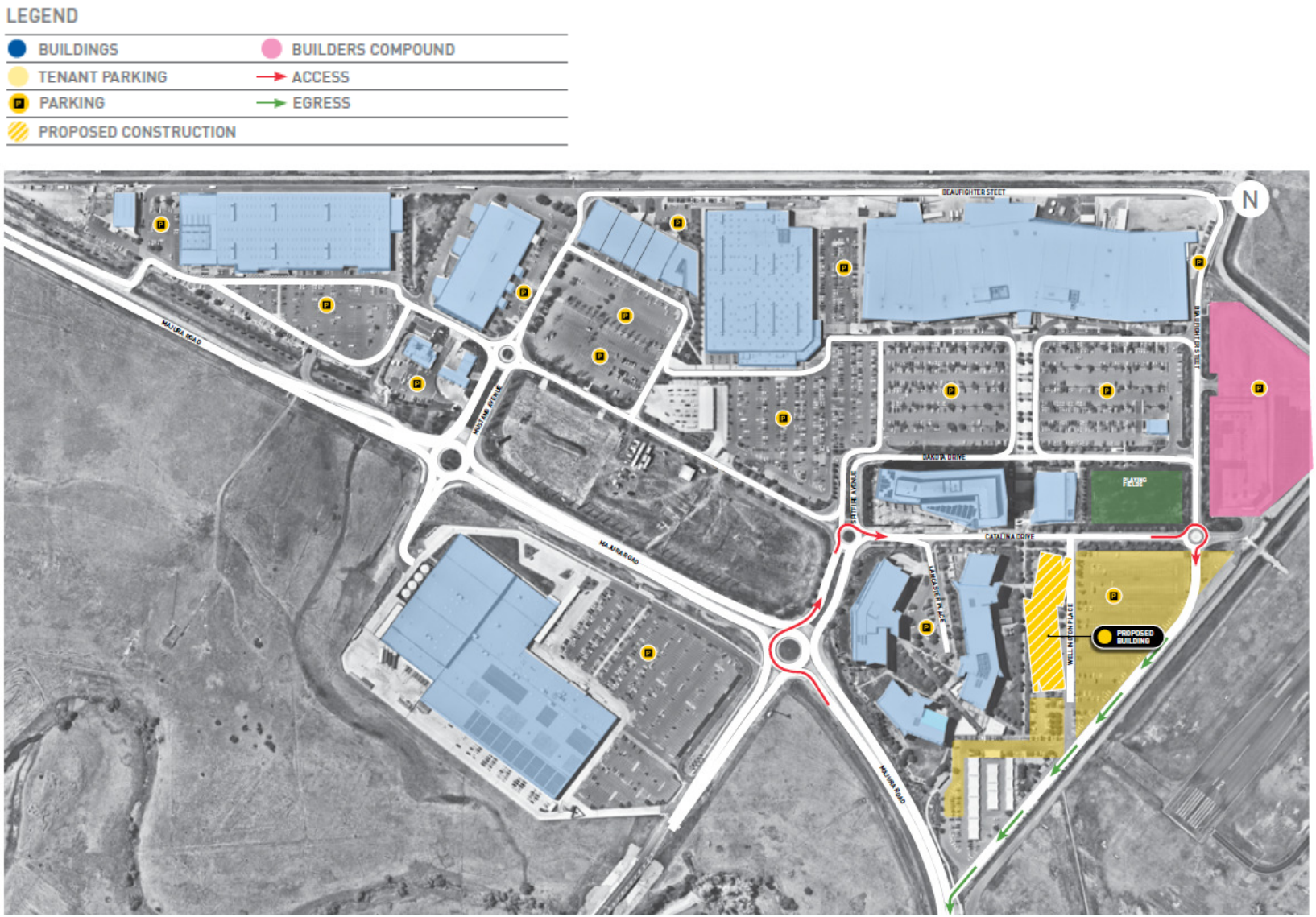
Currently the Majura Office Park contains a total of 1,301 office car parking spaces which is distributed across buildings basements and surface car parking areas.

The proposed development will require the removal of 184 office car parking spaces.

A future Majura office car park expansion is planned to provide approximately 587 car parking spaces to be completed by March 2024.

Once the future Majura office car park expansion is completed a total of 2,046 car parking spaces are provided for use by the Majura Office Park Precinct. This is greater than the minimum numeric requirements for car parking associated with commercial office uses at Canberra Airport.

Figure 15: Car Parking Access



4.3 External Road Network

The road network serving the Airport is part of the metropolitan and regional arterial road network connecting the Airport with Civic and the Parliamentary Triangle to the West, Queanbeyan to the East, Gungahlin to the North, Tuggeranong and Jerrabomberra to the South and the adjoining NSW hobby farm belt around the ACT. Canberra Airport is situated on the following nearby arterials which are major approach routes under the National Capital Plan:

- Pialligo Avenue, which is duplicated to BBP;
- Monaro Highway, which is duplicated to the Molonglo River;
- Majura Parkway, which is duplicated, connects with the Monaro and Federal Highways;
- Majura Road duplicated at the frontage of Majura Park and IKEA; and
- Fairbairn Avenue.

The proponent works closely with the NCA to integrate Airport land with long-term plans for these major approach routes. The proponent also works collaboratively through the Canberra Airport Planning Co-ordination Forum and other consultative processes with the NCA, the ACT Government and the Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) to provide appropriate integration of future development within the Majura Valley (i.e. the IKEA development on ACT Government land adjacent Majura Park) and to ensure adequate capacity in supporting infrastructure, including roads.

Following completion of the Majura Parkway in 2016, Majura Road is now a local road upgraded to dual lane in 2016/17 for the frontage of Majura Park, between Fairbairn Avenue and Mustang Avenue in the North. A link road (Meddhung Road) from the Majura Parkway to Spitfire Avenue via IKEA was opened prior to Christmas 2017.

Over the past twelve years, a number of studies of the Majura Interchange have been commissioned by various ACT Government agencies, including Roads ACT and the Economic Development Directorate. These studies have had regard to the potential new populations of urban renewal and infill in North and South Canberra, greenfield development in Molonglo and Queanbeyan, the ongoing growth of the Gungahlin residential areas, the growth in airline passenger traffic and employment levels at the Airport forecast in the Master Plan, and the traffic demand impacts of the ACT Government's new proposal of a Majura Valley retail and commercial precinct adjoining Canberra Airport, IKEA being stage one.

Following completion of the Majura Parkway, the Airport, NCA, ACT Roads and DITRDCA continued to meet to oversee road strategies within the vicinity of the Airport, including the Majura/Airport Interchange and major approach routes.

These studies identified three network improvement priorities to be built over time in response to metropolitan and regional traffic demand growth:

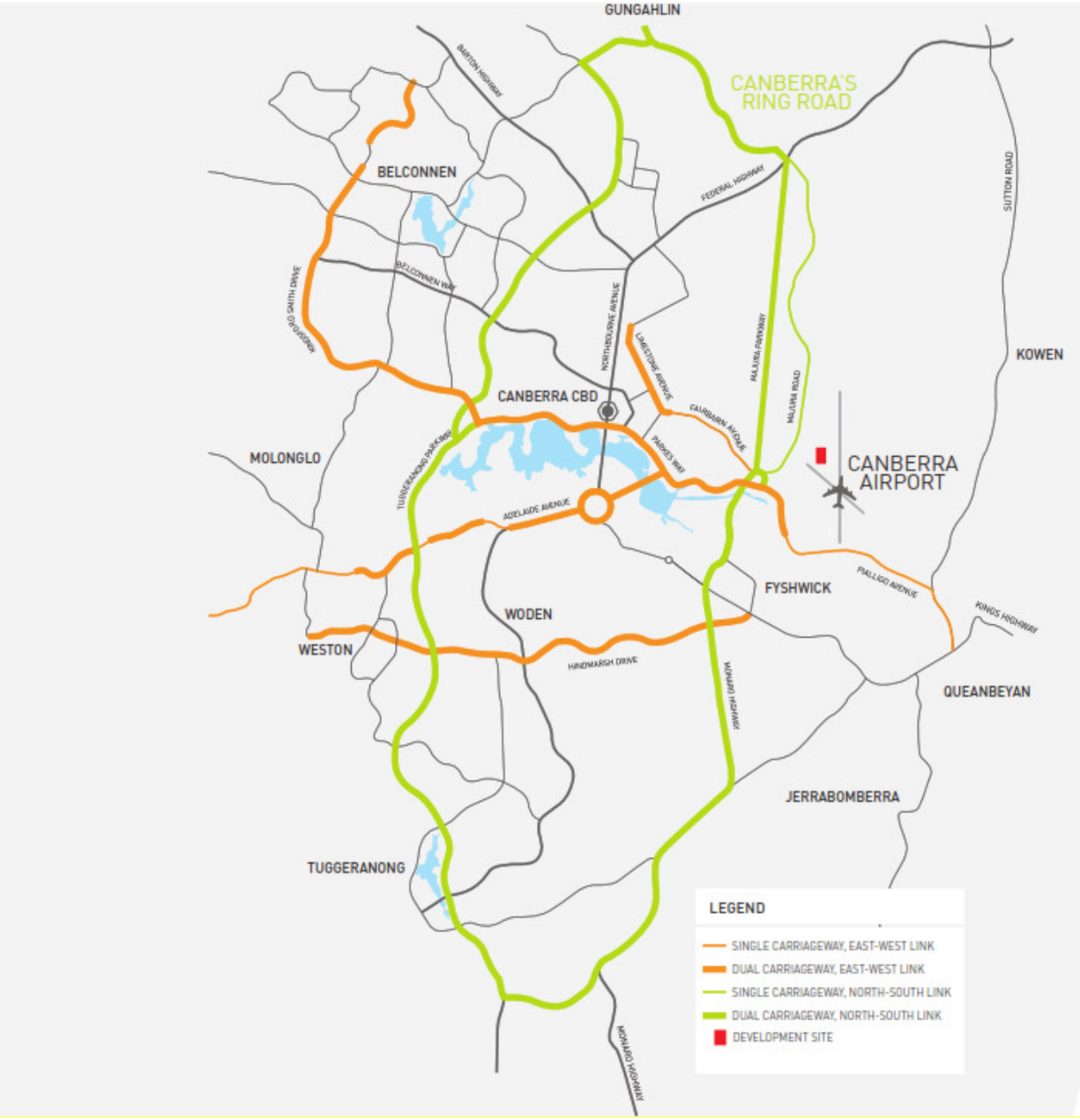
1. Additional lanes on Fairbairn Avenue in both directions from Pialligo Avenue through to the Majura Parkway northbound on-ramp;
2. Partial grade separation of the Pialligo Avenue/Fairbairn Avenue/Beltana Road intersection;
3. Staged duplication of Fairbairn Avenue to the War Memorial, noting that this was originally planned to be built in 1998-99 to satisfy traffic demand.

None of the road upgrades are a result of this proposal or any future development on Canberra Airport, consistent with the 2020 Master Plan.

A recent traffic study commissioned by the proponent and undertaken by Indesco for the proposal determines there is significant capacity at the Spitfire and Catalina Drive roundabout.

Figure 16 shows the Airport in the context of the Regional Road Network.

Figure 16: Regional Road Network



4.4 Public Transport

Majura Park is fully integrated within the wider Canberra and Queanbeyan public transport network as shown in **Figures 17 and 18**.

The Airport is now serviced by 98 direct public bus services from the city on weekdays across three routes as shown in **Table 1**. Direct connections every 15 minutes for Rapid 3, every 30 minutes for Route 54, and every hour for the new route 834 from Queanbeyan during the peak, facilitate easy transfer to services to Tuggeranong and Gungahlin from the City or Queanbeyan (NSW) to Canberra Airport. Route 54 accounts for approximately 30 percent of bus trips to the Airport.

A taxi rank is also readily accessible within 230 metres of the proposed development site at the MPSC and Uber and other ride share operations are on call.

Table 1: Local Public Transport Serving Canberra Airport

Route Destination	Service Provider	Route Number
City	Transport Canberra	3 and 54
Queanbeyan	CDC	834

Figure 17: Bus Services Operating to Airport

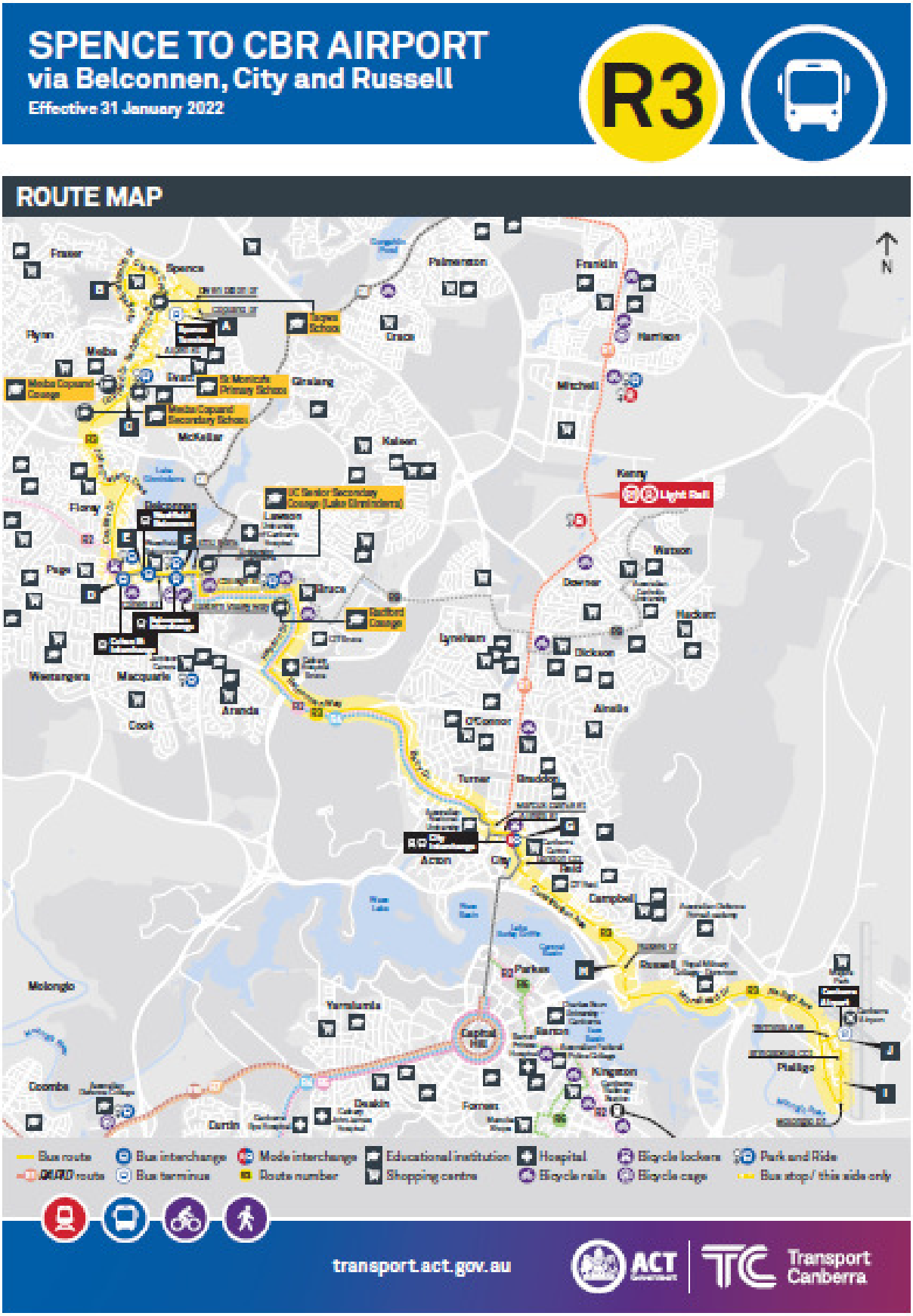
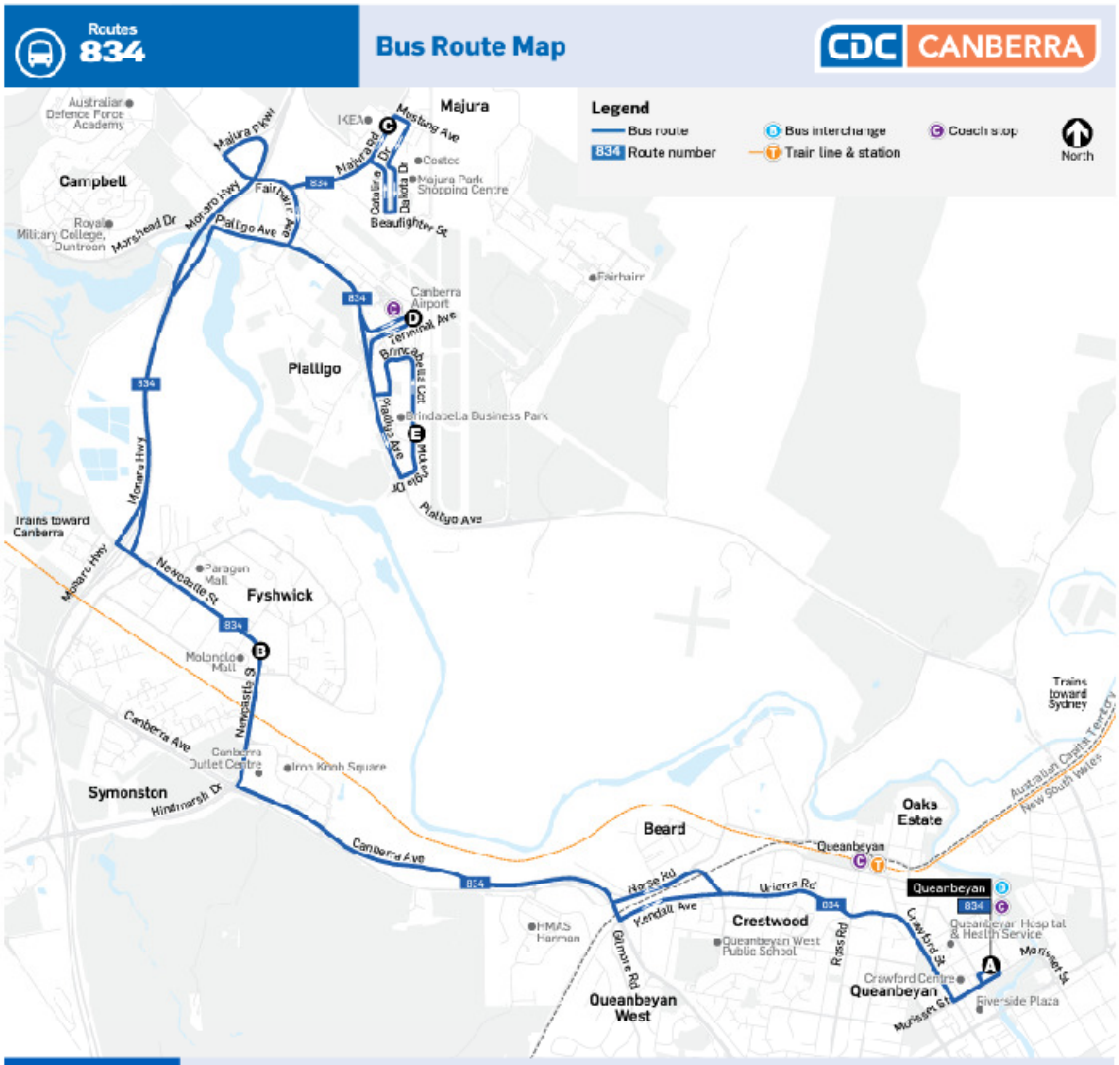


Figure 18: Bus Services Operating to Majura Precinct

Figure 18: Bus Services Operating to Majura Precinct continued



Monday to Friday								
map ref	Route Number	834	834	834	834	834	834	834	834
		am	am	am	am	pm	pm	pm	pm
A	Queanbeyan Interchange (QBI) dep	6:50	7:50	8:55	10:55	12:55	3:10	4:10	5:10
B	Newcastle St before Wollongong St	7:05	8:05	9:10	11:10	1:10	3:25	4:25	5:25
C	IKEA Majura Park	7:13	8:13	9:18	11:18	1:18	3:33	4:33	5:33
D	Canberra Airport	7:21	8:21	9:26	11:26	1:26	3:41	4:41	5:41
E	Brindabella Business Park	7:26	8:26	9:31	11:31	1:31	3:46	4:46	5:46
B	Newcastle St after Wollongong St	7:33	8:33	9:38	11:38	1:38	3:53	4:53	5:53
A	Queanbeyan Interchange (QBI) arr	7:48	8:48	9:53	11:53	1:53	4:08	5:08	6:09

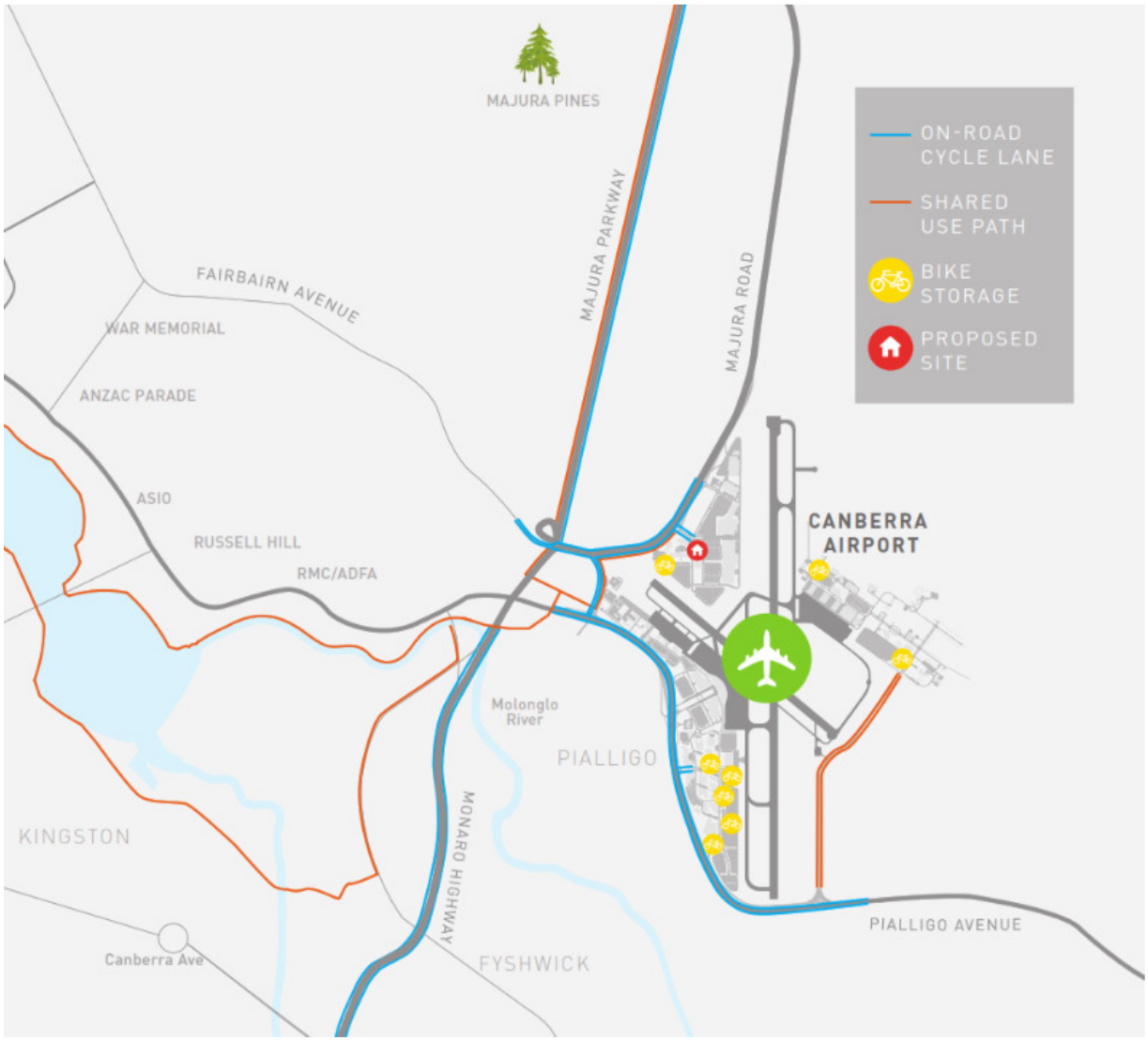
Saturday						
map ref	Route Number	834	834	834	834	834
		am	am	pm	pm	pm
A	Queanbeyan Interchange (QBI) dep	8:58	10:58	12:58	2:58	4:58
B	Newcastle St before Wollongong St	9:13	11:13	1:13	3:13	5:13
C	IKEA Majura Park	9:21	11:21	1:21	3:21	5:21
D	Canberra Airport	9:29	11:29	1:29	3:29	5:29
E	Brindabella Business Park	9:34	11:34	1:34	3:34	5:34
B	Newcastle St after Wollongong St	9:41	11:41	1:41	3:41	5:41
A	Queanbeyan Interchange (QBI) arr	9:56	11:56	1:56	3:56	5:56

4.5 Sustainable Transport Solutions

Majura Park is accessible via an off-road shared bike path running along Lake Burley Griffin from the City integrating with paths from all other town centres along the way**.**

Once at MOP, there are already ample facilities to securely store bikes while the proposal will likely include additional bike storage and changing amenities. **Figure 19** indicates relevant bike access and storage facilities.

Figure 19: Bike Access and Storage Facilities



4.6 Vehicle Access

The access design concept for 3 Wellington Place is for all new traffic, including service vehicles, to access the site from Catalina Drive and exit via Majura Road.

4.7 Pedestrian Access

Pedestrian access will be available via footpaths to bus stops, taxi areas and car parks.

Chapter 5 Community and Economic Impact

Canberra Airport has undergone a diverse redevelopment over the past twenty-five years as the major domestic public transport hub and, since 2016, the global gateway for Canberra and the Region.

The Airport is located on the main employment corridor between Belconnen through the Central National Area to Queanbeyan. Although a construct of Canberra Airport, **Figure 20** is a composite plan of existing and future employment locations mapped as corridors associated with major avenues and approach routes forming an 'H Plan' which locates the Airport as part of the main East-West employment corridor for Canberra. The Belconnen to Queanbeyan corridor via the Central National Area currently accommodates over 75 percent of Canberra's employment and contains a number of uses, most notably key office employment locations in the City and in the Central National Area (of which the Airport is a part).

The Airport is also located on the North-South (Eastern Broadacre) employment corridor running through the Majura Valley past the Airport and Fyshwick onto Hume.

The Northern part of the Eastern Broadacre is bounded by the Molonglo River in the South and the Federal Highway in the North. The Majura Parkway, a 100 km/hour freeway, is a main North-South road servicing the Canberra community and through traffic.

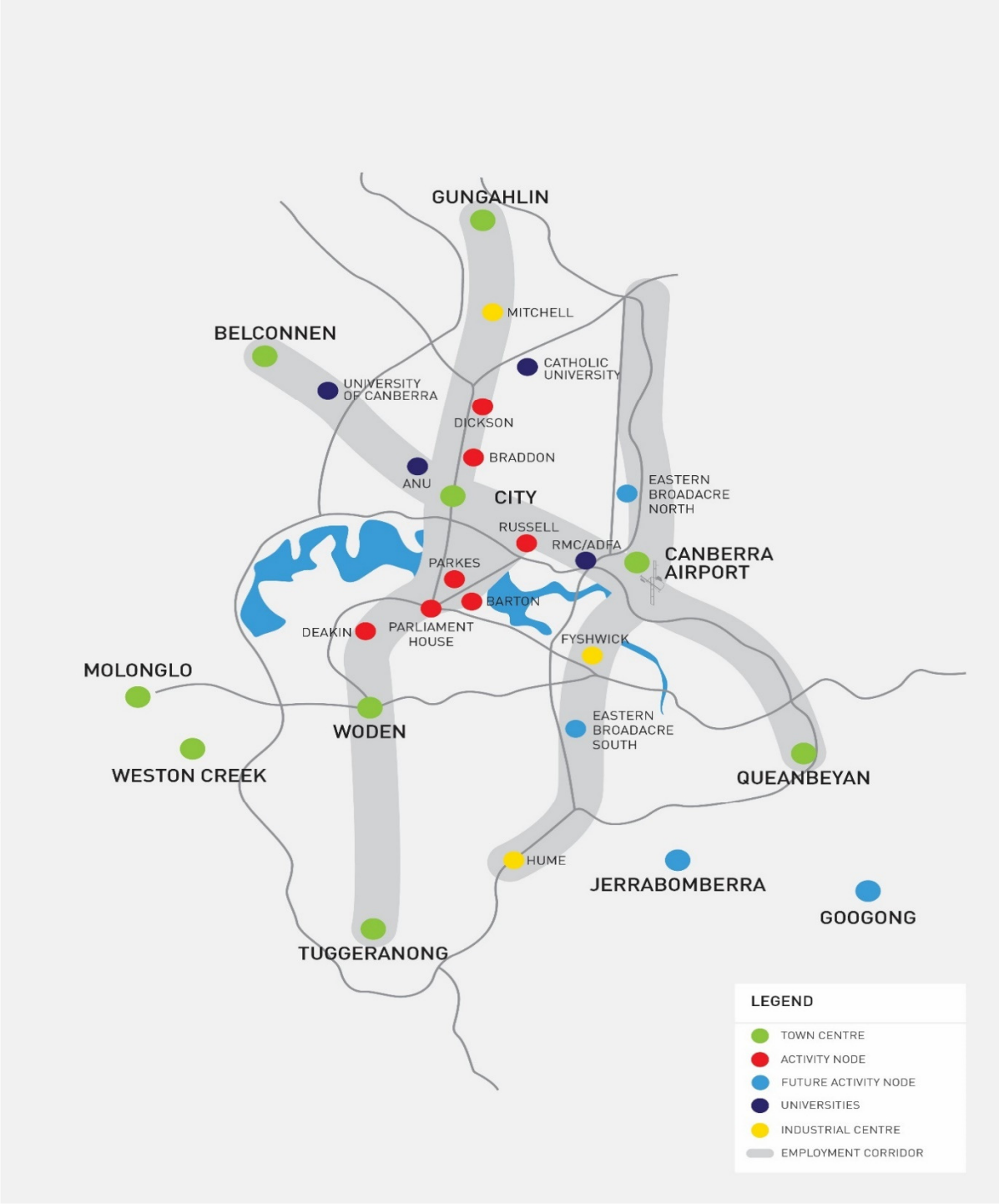
Existing development in the Airport Precinct and Eastern Broadacre area North of the Molonglo River include:

- Education: Royal Military College, Australian Defence Force Academy, Australian Federal Police and Defence Majura Training Area. These facilities are earmarked and planned by the Department of Defence for growth
- Other Defence facilities
- Canberra Airport Aerotropolis
- IKEA
- Pialligo and Majura retail, wineries, cafes, restaurants and function centres

The Eastern Broadacre will become a major new employment land growth area of Canberra over the next 5-20 years consistent with the ACT Planning Strategy 2018.

The international Costco and IKEA stores service Canberra and the Region and, in addition, further afield they are major tourist retail destinations. These stores also mitigate retail revenue loss to other cities, including Sydney.

Figure 20: Canberra 'H Plan' existing and future employment locations[9]



[9] Canberra Airport [2020] *Canberra Airport 2020 Master Plan*. February 2020.

5.1 Office Market

The Canberra office market is one of the largest in Australia comprising approximately 2.4 million square metres (m²) NLA (adjusted PCA January 2023). Canberra Airport contributes about 10.8 percent of this stock.

The Australian Government is the major user of Canberra's office buildings with high environmental performance requirements consistent with the private sector modern A-Grade PCA and the GBCA specifications, design principles and performance rating tools.

Over the past twenty-five years the Canberra office market has experienced ongoing renewal of aged buildings that are unable to meet contemporary environmental performance requirements, provide efficient buildings or indeed a building sufficiently large enough to lower operating costs arising from co-location. This renewal process is a worldwide trend in response to private and public sector market demands, work health and safety regulations, a tenant focus on higher staff productivity and post-Covid separation.

The PCA grades office buildings in Canberra from A, the best buildings, to D, the worst buildings. Industry acknowledges both C and D Grade buildings do not meet current market standards and over the next five to ten years these will be adapted to a new use or redeveloped either as new office accommodation or for alternate use such as a hotel, serviced apartments or residential use. This is a global trend of re-populating mixed in with commercial business districts. The ACT experience is in Civic, Woden, Belconnen and Northbourne Avenue North Canberra over the last twenty-five years as tenants relocate from older to newer buildings and residential density buildings have dominated redevelopment. Between January 2014 and January 2023, the PCA reports 244,122m² of C and D Grade stock has been withdrawn and is either already renewed or under urban renewal or adaption. This trend will be ongoing.

Over the last three years the proponent has constructed over 50,000m² of new office buildings on Canberra Airport while over 100,000m² of new offices has been completed in Civic. Currently there is 16,900m² of vacant space on Canberra Airport, most under leasing negotiation and mainly within the recently completed 6 Brindabella Circuit.

This proposal is consistent with future market demand in response to ongoing market renewal trends over the past twenty-five years in Canberra as tenants vacate older buildings for new or newer buildings and to meet new employment demand growth. This trend will be ongoing based on current evidence.

There is a strong market demand uptake of new A Grade office space in Canberra, including Civic, Barton and on Airport, with over 150,000m² built and leased over the past thirty months and being occupied following completion of fit out. In addition, recent announcements of the pre-lease of proposed office buildings before construction of over 100,000m² combined, in Civic by the Department of Education and in Barton by the ATO, is further evidence of this trend to new office buildings. The Commonwealth Government has also announced a new project in Barton of over 100,000m² NLA. As these and other new projects roll through to completion and occupation over the next three–five years, the market will be re-calibrating and the owners of the buildings being vacated will be making investment decisions to refurbish/upgrade, or adapt, or demolish and rebuild.

5.2 Economic Impact

The NSW Government's recent update of the Draft South East and Tablelands Regional Plan 2022 describes Canberra Airport as the catalyst for diverse growth opportunities. The Future Transport 2056 Regional Services and Infrastructure Plan, also currently in redraft, describes Canberra as one of three NSW Gateway Cities with Canberra Airport providing global connectivity.

The Airport is Canberra's major public transport and only global gateway, including for VIPs travelling to Canberra as the National Capital and the Region. As such, the Airport is recognised by the Australian, ACT and NSW Governments, the Canberra Region Joint Organisation (CRJO) and the community as significant infrastructure and a major economic enabler for Canberra and the Region as the global gateway and as an Aerotropolis.

The Covid crisis resulted in a significant downturn in the World's aviation market. Since late March 2020, all international operations at Canberra Airport have paused. Qatar Airways has announced its intention to return to Canberra, however no date has been confirmed. Domestic passenger movements are now trending +80 percent of a similar time pre-Covid following a strong upward trend since April 2022. There are now six airlines connecting Canberra with thirteen Australian cities. The positive outcome is more airlines connecting more Australian cities. A return to pre-Covid passenger movements is forecasted by July 2023.

The proposal further supports Majura Park, the Airport's mixed retail and office precinct, assisting the Airport site to be a world-class Airport for an emerging international city region. The proposed office development, which is within walking distance to Majura Park retail, will support the Airport site in its economic contribution to the surrounding region and enable stronger synergies with nearby employment and export hubs in the Majura Valley Defence corridor.

The ACT Chief Minister, Andrew Barr, in 2021 set a target of achieving 250,000 jobs by 2025, at the time an increase of 12,500 more than existing. The ACT Treasury Economic Indicators of 9 February 2023 nominates ACT employment at 259,500, with 12,200 job vacancies. The investment of approximately $68m for this proposal will provide jobs during construction and on completion will help service future office employment growth.

With construction to commence in late 2023, there are significant local economic benefits associated with the proposal to stimulate the ongoing economic recovery of the ACT and Capital Region post-Covid.

- Around 300 direct and indirect full-time equivalent jobs during the course of construction, with many accruing locally.
- Total direct and indirect Gross Value-Added to the economy is estimated at more than $59 million.
- The commercial office and supporting retail are likely to generate over 1,100 additional fulltime equivalent jobs in total on an ongoing basis across the Territory.

  (Urbis Economic Study – 2020)

On completion and full occupation of the proposal, it is expected the building will house up to 1,000 staff. During weekdays, these additional staff will have the opportunity to enjoy and explore the retail offerings of Majura Park, further reinforcing the precinct.

Chapter 6 Consultation

6.1 Approach to Consultation

Canberra Airport has a policy of ongoing engagement with key stakeholders in relation to planning, development and operational issues related to Canberra Airport. For the MDP process, the consultation strategy covers the following stages:

- Technical consultation during the preparation of the proposal;
- Notification to local planning ministers and authorities of the proposal;
- Notification to the Canberra Airport Planning Co-ordination Forum and Community Aviation Consultation Group of the proposal, including peak community and industry groups;
- Advertising and making available copies of the preliminary draft MDP throughout a public comment period;
- Finalisation of the draft MDP for submission to the Minister, including having regard to issues raised in the public comment period; and
- Advertising and making copies of the MDP available if or when approved by the Minister.

6.2 Stakeholder Consultation

In addition to public notices as prescribed by the Act, the proponent will distribute this proposal to the following organisations:

- Civil Aviation Safety Authority
- Airservices Australia
- National Capital Authority
- Department of Infrastructure, Transport, Regional Development, Communications and the Arts, including the AEO and ABC
- Department of Climate Change, Energy, the Environment and Water
- Department of Defence / RAAF 34 Squadron
- ACT Chief Minister
- Environment, Planning and Sustainable Development Directorate
- ACT Minister for Planning and Land Management
- Transport Canberra and City Services
- ACT Minister for Transport and City Services
- Queanbeyan-Palerang Regional Council and Yass Valley Council
- NSW Department of Planning and Environment
- Canberra Region Joint Organisation
- Canberra Airport Planning Co-ordination Forum
- Canberra Airport Community Aviation Consultation Group

- Property Council of Australia, ACT
- Canberra Business Chamber
- Qantas Airways
- Virgin Australia
- FlyPelican
- Link Airways
- Rex Airlines
- Jetstar
- Singapore Airlines
- Qatar Airways
- Fiji Airways
- Cathay Cargo
- Pilots Union
- General Aviation Users

The proponent intends to consult directly with the principal neighbouring tenants of the proposal during the preliminary draft MDP phase, as well as undertake public consultation sessions at the Majura Park Shopping Centre, Brindabella Business Park and in Fairbairn.

Chapter 7 Statutory Context

A major development as defined under the Section 89 of the Act requires the preparation of an MDP which must be approved by the Minister.

The contents of an MDP are set out in Section 91 of the Act. Appendix B sets out the consistency of this exposure draft MDP with the requirements and demonstrates this exposure draft MDP is consistent with these requirements.

7.1 Environmental Impact Assessment

The proponent is required to comply with the provisions of the EPBC Act which is the Australian Government's central piece of environmental legislation. The EPBC Act provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places – defined in the EPBC Act as matters of national environmental significance.

The nine matters of national environmental significance protected under the EPBC Act are:

1. World Heritage properties;
2. National heritage places;
3. Wetlands of international importance (often called 'Ramsar' wetlands after the international treaty under which such wetlands are listed);
4. Listed threatened species and ecological communities;
5. Listed Migratory species;
6. Commonwealth marine areas;
7. The Great Barrier Reef Marine Park,
8. Nuclear actions (including uranium mines); and
9. A water resource, in relation to coal seam gas development and large coal mining development.

In addition, approval is required for actions by Commonwealth agencies that are likely to have a significant impact on the environment, and actions by any person likely to have a significant impact on the environment on Commonwealth land.

This proposal complies with the provisions of the EPBC Act as the proposal does not impact any of these defined matters of national environmental significance or likely to have a significant impact on the environment on Commonwealth Land.

7.2 ACT Planning Regime

The site is identified as within the Central National Area under the NCP, which is administered by the NCA. However, under **Figure 12** (page 46) of the NCP, the Airport is subject to a Master Plan under the *Airports Act 1996*. This proposal is considered consistent with the NCP.

Although Canberra Airport is not subject to any statutory planning controls by the ACT Government, there are a number of policies and initiatives published by the ACT Government that are pertinent to the planning and development of Canberra and the surrounding Region. These include the 2018 ACT Planning Strategy and the Territory Plan.

In 2019, the ACT Chief Minister, Andrew Barr MLA, provided support for the ongoing development of the Airport site, including non-aeronautical development, in response to the approved 2020 Master Plan.

ACT Government and Canberra Airport Memorandum of Understanding (MoU)

The ACT Government supports the continuing development of Canberra Airport as an important element of the ACT's economy. The aviation-related activities and non-aviation activities that take place at Canberra Airport's various precincts contribute significantly to the economy of the ACT and the surrounding region. Canberra Airport's economic contribution is destined to grow in the next few decades and the ACT Government will continue to work with Canberra Airport and the Commonwealth to foster that growth.[10] The latest ACT Government and Canberra Airport MoU, agreed in April 2015, addresses integration between the Airport site and the broader ACT and Region. The MoU was signed by Chief Minister Andrew Barr MLA on behalf of the ACT Government.

ACT Planning Strategy 2018

The ACT Planning Strategy 2018, a refresh of the previous 2012 Strategy notes:

> "Canberra Airport is an important infrastructure asset for the Canberra region, as well as a hub for business and economic growth. Although outside the established centres hierarchy of the ACT, the airport's expanding and multi-faceted role will be a key consideration in a review of employment locations in the ACT."

The Strategy notes with respect to *'Meeting the growing and diverse transport needs of the city'*:

> "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."

The Strategy also notes with respect to the section on 'Freight Network':

> "Supporting growth in freight and export activity in the Canberra Region is a key focus of:
>
> - a strategy being developed by the ACT Government (Innovate Canberra) and key stakeholders including Canberra Airport, Austrade, the NSW Government and the business sector to support the development of Canberra Airport and surrounding precinct as an international air freight hub."

[10] Gallagher, K. [2014] *Submission by the ACT Government on the Canberra International Airport 2013-4 Preliminary Draft Master Plan*. June 2014.

Canberra Airport has engaged with the ACT Government and NCA for over fifteen years in regard to the future Eastern Broadacre being a significant employment corridor resource for the ACT. The Airport supported the early rezoning of ACT land to facilitate the ACT's sale to IKEA for its development opposite the Airport's Majura Park.

The ACT Planning Strategy 2018 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.

At the time of writing, Canberra Airport understands the Eastern Broadacre Strategic Assessment had been finalised and submitted to the DCCEEW for determination. Currently an Eastern Broadacre Infrastructure Feasibility Study to support the delivery of additional employment land is being prepared by the ACT for the Eastern Broadacre area.

The ACT Planning Strategy 2018 also sets out engagement mechanisms with the Region, including the CRJO and the ACT-NSW MoU for Regional Collaboration (2016), and an ongoing Annual Work Plan.

Canberra Airport will take the opportunity to consult the ACT Government on the progress of this proposal through regular meetings with relevant ACT Government Directorates and their agencies as well as the Canberra Airport PCF meetings.

Territory Plan

The Territory Plan is prepared and administered by the ACT Government in respect of all land in the ACT, as shown on Territory Plan maps.

In 2014, a variation was made to the Territory Plan concerning 7.8 hectares of land permitting the development of IKEA on ACT Government land adjacent Majura Park. This supported the sale of a long-term lease of the land to IKEA. Other ACT land West and North of IKEA are under planning as part of the Eastern Broadacre study. This land was rezoned to future urban in the NCP Amendment `86, approved in May 2016. Prior to sale by the ACT Government, this land was rezoned in 2019 to include land uses similar to IKEA, bulky goods retail, retail and light industrial.

Following the ACT Planning Strategy 2018 refresh, a review of the Territory Plan commenced in 2022 and this work continues in 2023.

This future development in the Majura Valley aligns with international trends of airports providing the:

> …opportunity to shape greenfields area into a major urban centre – and a vibrant hub of economic activity to support surrounding commercial development.[11]

[11] Fletcher,P. [2017] *Luncheon Address – NSW Division of Property Council*, 3 November 2017

7.3 Development and Building Approvals

In addition to any MDP requirements, construction of the proposal is subject to the submission of an application for a Building Permit to the ABC in accordance with the Airports (Building Control) Regulations 1996.

There is no requirement for any airspace approval under Part 12 of the Act for the proposal on completion, and all building permits will be obtained in accordance with Provision 5 of the Act.

An Application under Part 12 of the Act may be required for temporary obstacles (cranes) during construction of the office proposal, and the need for any such approval will be determined following consultation with ASA, CASA and DITRDCA.

7.4 Master Plan

This office proposal is consistent with detail about the development of the Airport as identified in Chapter 8 of the Canberra Airport 2020 Master Plan, approved on 13 February 2020.

The Master Plan provides a 20-year planning framework for Canberra Airport and considers:

- The development objectives for Canberra Airport;
- The future needs of airport users;
- Proposals for land use and related developments of the airport site;
- Forecasts relating to noise exposure levels and measures for managing aircraft noise intrusion into significant Australian Noise Exposure levels; and
- Environmental issues associated with the implementation of the Master Plan and plans for dealing with such environmental impact.

The proposal is consistent with Table 8.3 (page 133) of the Canberra Airport 2020 Master Plan which provides that for the Majura Precinct an 'Office' is an indicative land use:

> **Office:** Any premises used for the purpose of administration (including commercial or public administration (including commercial or public administration) and clerical, technical, professional or like business activities.

Further, page 119 of the Master Plan states "While Canberra Airport may extend, vary or modify its existing buildings and/or car parking areas within each precinct, [including changing the use of that building or car park], it will only undertake such works in accordance with, and after obtaining, all relevant approvals."

7.5 Relationship to Airport Planning

The relationship of the proposal to airport planning at the Airport, as required under sub-regulation 2.04(1) of the Airports (Building Control) Regulations 1996, is presented in the following sections.

The proponent has previously received approval for twelve MDPs, namely:

1. 1 George Tyson Drive office development, approved 13 July 2021;
2. 27 Brindabella Circuit office development, approved 12 August 2020;
3. 6 Brindabella Circuit office development, approved 4 July 2019;

4. 25 Catalina Drive office development, approved 14 February 2019;
5. 9 Molonglo Drive office development, approved 16 July 2018;
6. Hotel development, approved 13 February 2014;
7. The Western Concourse Terminal Extension, approved 25 February 2010;
8. 15 Lancaster Place, approved 18 April 2008;
9. Southern Offices, approved 26 May 2007;
10. Outlet Centre, approved 26 April 2006;
11. Runway and Taxiway Expansion Program, approved 26 August 2004, and Minor Variation approved 5 April 2006; and
12. Re-development of Terminal Buildings, approved 4 November 2003.

The proposal is not inconsistent with any of these approved MDPs.

7.6 Airport Environment Strategy (AES)

The AES, prepared under Part 6 of the Act and incorporated with the 2020 Master Plan, was approved on 13 February 2020. This proposal is consistent with the AES because it will not affect an area identified as environmentally significant in the AES and is not expected to have any significant environmental or ecological impact.

7.7 Airport Lease

The proponent acquired the long-term Airport Lease for Canberra Airport from the Australian Government in May 1998. This proposal is consistent with the conditions of the Lease in terms of clause 13.1 Development of airport site, defined at clause 13.11 Definition, as follows:

> 'Good Business Practice' means the good business practices expected of an airport operator having regard to the duties and obligations of the Lessee including, without limitation, providing appropriate facilities for the comfort, ease of access, expeditious movement and efficient use of the Airport Site by passengers and other users.

7.8 Pre-existing Interests

When the proponent became the airport lessee company for Canberra Airport in 1998, it assumed certain pre-existing obligations under various leases and licences and took the lease subject to certain other existing interests.

While many of these existing interests have now expired, some of them remain. However, none are located on the proposal site.

Appendices

Appendix A – Consistency of the MDP with Statutory Requirements

This Appendix indicates the requirements under section 91 of the Act for the contents of an MDP and demonstrates this MDP is consistent with these requirements.

Section 91 Contents of a major development plan	Relevant section of this MDP
(1A) The purpose of a major development plan, in relation to an airport is to establish the details of a major airport development that:	
(a) relates to the airport; and	1.5 Objective
(b) is consistent with the airport lease for the airport and the final master plan for the airport.	7.4 Master Plan 7.7 Airport Lease
(1) A major development plan, or a draft of such a plan, must set out:	
(a) The airport lessee company's objectives for the development; and	1.5 Objective
(b) the airport lessee company's assessment of the extent to which the future needs of civil aviation users of the airport, and other users of the airport, will be met by the development; and	2.3 Needs of Airport Users
(c) a detailed outline of the development; and	2.1 Office Development
(ca) whether or not the development is consistent with the airport lease for the airport; and	7.7 Airport Lease
(d) if a final master plan for the airport is in force—whether or not the development is consistent with the final master plan; and	7.4 Master Plan
(e) if the development could affect noise exposure levels at the airport—the effect that the development would be likely to have on those levels; and	3.4 Noise and Vibration
(ea) if the development could affect flight paths at the airport—the effect that the development would be likely to have on those flight paths; and	2.9 Impact on Aviation
(f) the airport lessee company's plans, developed following consultations with the airlines that use the airport, local government bodies in the vicinity of the airport and—if the airport is a joint user airport—the Department of Defence, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and	2.3 Needs of Airport Users
(g) an outline of the approvals that the airport lessee company, or any other person, has sought, is seeking or proposes to seek under Division 5 or Part 12 [changes to airspace protection] in respect of elements of the development; and	1.6 Major Development Plan Process, 1.7 National Construction Code and 3.11 Potential Construction Impacts of the Proposal
(ga) the likely effect of the proposed developments that are set out in the major development plan, or the draft of the major development plan, on:	
(i) Traffic flows at the airport and surrounding the airport; and	4.1 Traffic Flows

Section 91 Contents of a major development plan	Relevant section of this MDP
(ii) Employment levels at the airport; and	Chapter Five: Community and Economic Impact
(iii) The local and regional economy and community, including an analysis of how the proposed development fit within the local planning schemes for commercial and retail development in the adjacent area; and	Chapter Five: Community and Economic Impact
(h) the airport lessee company's assessment of the environmental impacts that might reasonably be expected to be associated with the development; and	Chapter Three: Environment and Heritage
(j) the airport lessee company's plans for dealing with the environmental impacts mentioned in paragraph (h) (including plans for ameliorating or preventing environmental impacts); and	Chapter Three: Environment and Heritage
(k) if the plan relates to a sensitive development – the exceptional circumstances that the airportlessee company claims will justify the development of the sensitive development at the airport; and	N/A
(l) such other matters (if any) as are specified in the regulations.	7.8 Pre-existing Interests
(2) Paragraphs (1)(a) to (k) (inclusive) do not, by implication, limit paragraph (1)(l).	Noted
(3) The regulations may provide that, in specifying a particular objective, assessment outline or other matter covered by subsection (1), a major development plan, or a draft of such a plan must address such things as are specified in the regulations.	7.8 Pre-existing Interests
(4) In specifying a particular objective or proposal covered by paragraph (1)(a), (c) or (ga) a major development plan, or a draft of a major development plan, must address:	
(a) The extent (if any) of consistency with planning schemes in force under a law of the State in which the airport is located; and	7.2 ACT Planning Regime
(b) If the major development plan is not consistent with those planning schemes – justification for the inconsistencies.	N/A
(5) Subsection (4) does not by implication, limit subsection (3)	Noted
(6) In developing plans referred to in paragraph (1) (f), an airport lessee company must have regard to Australian Standard AS2021—2000 (Acoustics—Aircraft noise intrusion—Building siting and construction).	2.3 Needs of Airport Users
(7) Subsection (6) does not, by implication, limit the matters to which regard may be had.	Noted

Appendix B – Land Uses in Majura Precinct

This Appendix outlines the permitted uses in the precinct the development site is located.

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.