

APPROVED
MAJOR DEVELOPMENT PLAN

AVIATION HANGAR FACILITY

32 NOMAD DRIVE,
PIALLIGO PRECINCT,
CANBERRA AIRPORT

December 2024

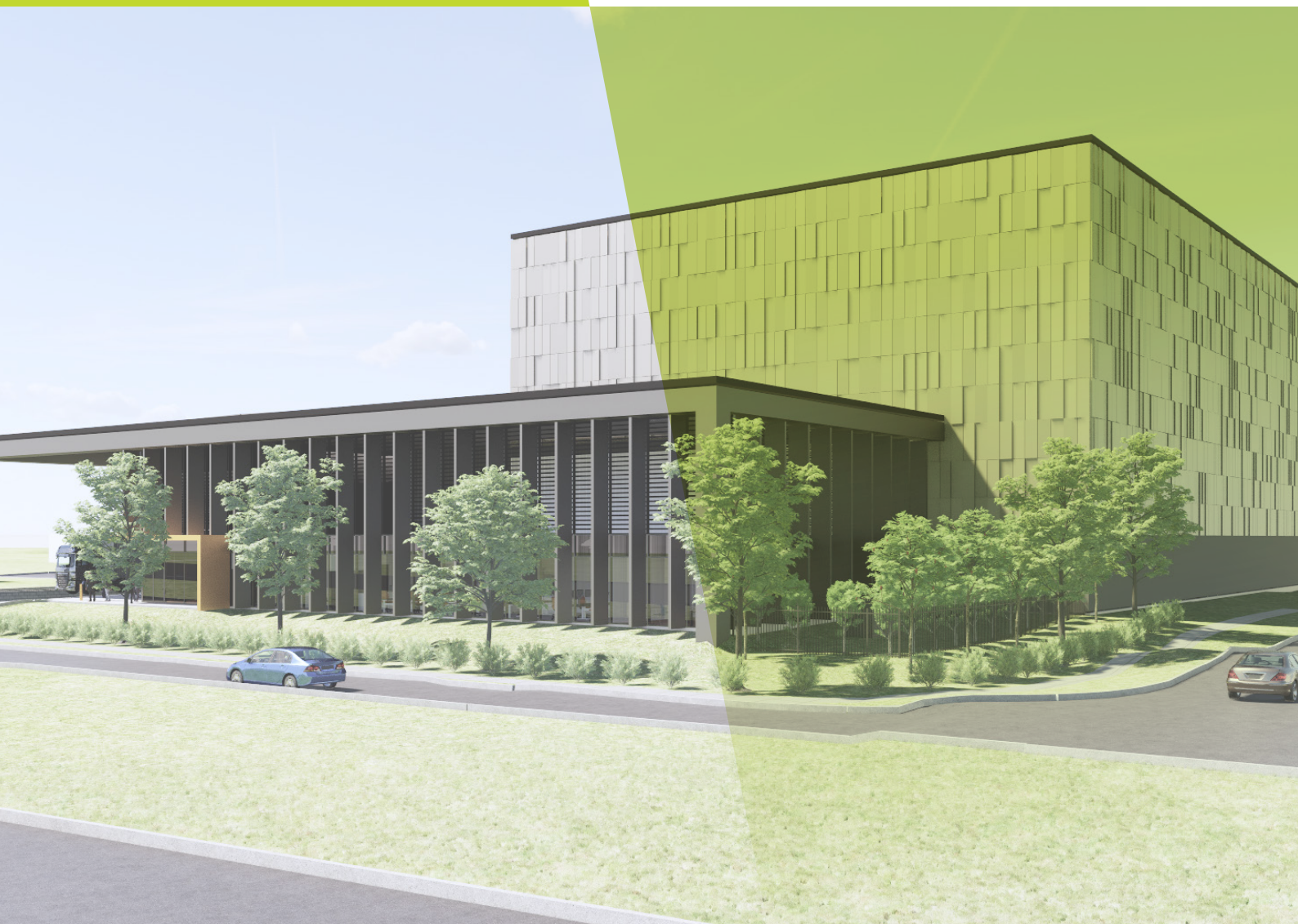


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Glossary

ABC	Airport Building Controller
ACT	Australian Capital Territory
AEO	Airport Environment Officer
ALC	Airport Lessee Company
AES	Airport Environment Strategy
ANEF	Australian Noise Exposure Forecast
ASA	Airservices Australia
BRA	Building Restricted Area
CASA	Civil Aviation Safety Authority
CRJO	Canberra Region Joint Organisation
CEMP	Construction Environmental Management Plan
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DITRDCA	Department of Infrastructure, Transport, Regional Development, Communications and the Arts
DWP	Dewatering Management Plan
EMS	Environmental Management System
EPBC	Environment Protection and Biodiversity Conservation Act 1999
FHMP	Fairbairn Heritage Management Plan
GBCA	Green Building Council of Australia
GLA	Gross Lettable Area
GVA	Gross Value Added
LDSI	Limited Detailed Site Investigation
LOR	Limit of Reporting
MDP	Major Development Plan
MNES	Matters of National Environmental Significance
MOS	Manual of Standards
MTOW	Maximum Take Off Weight
NABERS	National Australian Built Environment Rating System
NASF	National Airports Safeguarding Framework
NCA	National Capital Authority
NCC	National Construction Code
NCP	National Capital Plan
NEMP	National Environmental Management Plan
NOTAM	Notice to Airmen
OLS	Obstacle Limitation Surface
PANS-OPS	Procedures for Air Navigation Services – Aircraft Operations
pdMDP	preliminary draft Major Development Plan
PFAS	Per- and poly-fluoroalkyl substances
TOC	Top of Casing
TIA	Traffic Impact Assessment
VOC	Volatile Organic Compound

Executive Summary

Canberra Airport proposes to develop an aviation hangar facility (the proposal) in the Pialligo Precinct.

The proposal is located at 32 Nomad Drive (the site) which is bounded by Nomad Drive to the south-west, Rayner Road to the south-east, airside taxiways to the north-east and car storage facilities to the north-west.

The new proposal will add to the aviation facilities in the Pialligo Precinct to further develop this area into a distinct aviation hub at Canberra Airport.

Key Findings

Master Plan and Airport Lease

The proposal is consistent with the Canberra Airport 2020 Master Plan and the conditions of the Canberra Airport Lease.

Operational Assessment

Aviation operations and safety

The development has been assessed against impacts on building induced wind shear, lighting, the Obstacle Limitation Surface (OLS) and Prescribed Airspace and no adverse impacts to aviation operations and safety have been identified during construction or when the proposal is in use and operational.

Canberra Airport has engaged with the Civil Aviation Safety Authority (CASA) and Airservices Australia (ASA) and, following assessment of the proposal, they have advised that the proposed development will not adversely impact aviation operations and safety.

Ground transport operations

During construction and operation, the proposal has been determined to generate minor increases to traffic in the Pialligo Precinct of Canberra Airport. An assessment of the existing road network has determined that the network has sufficient capacity to accommodate the construction traffic movements without impacting safety or efficiency during construction. The existing network also has sufficient capacity to accommodate the minor additional traffic that will be generated once the proposal is operational.

Environmental Assessment

Potential environmental impacts during construction of the proposal have been assessed, including for impacts on soil, groundwater, hydrology, noise and vibration, wind, air quality, flora and fauna, waste, visual impacts on amenity and impacts on cultural heritage.

The site is a brownfield redevelopment following demolition of former General Aviation Hangars and hardstand taxi lanes. Accordingly, the site is highly disturbed and does not contain any environmentally sensitive areas, nor does the site contain significant flora or fauna.

The assessment has identified a need to actively manage the groundwater ingress anticipated during construction of the basement of the proposal and this will require implementation of a dewatering process and treatment of the groundwater prior to discharge. A site-specific Construction Environmental Management Plan (CEMP) will be prepared for consideration and subsequent approval by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) prior to the commencement of construction.

Economic Contribution

With construction to commence in mid-2025, there are significant local economic benefits associated with the proposal to stimulate the ongoing economic recovery of the ACT and Capital Region.

- The proposal will generate approximately 548 on-site building jobs and 828 off-site building jobs during construction and indirect full-time equivalent jobs during the course of construction, with many accruing locally.
- Total direct and indirect Gross Value Added (GVA) to the economy is estimated at more than \$191 million.
- The aviation hangar facility is likely to generate approximately 20 additional fulltime equivalent jobs in total on an ongoing basis across the Territory.
- These ongoing jobs are equivalent to an average annual contribution of \$190 million of direct and indirect GVA over a 20-year period.

The proposal is consistent with the Canberra Airport 2020 Master Plan which provides for industry development in the Pialligo 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 identified 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. Canberra Airport 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 and the new East Canberra District Strategy. Refer to **Figure 1**.

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

Most of the land north and south of the Airport is currently used for broadacre purposes because it is overflowed by aircraft and 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.

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 distances for sustainable transport initiatives.

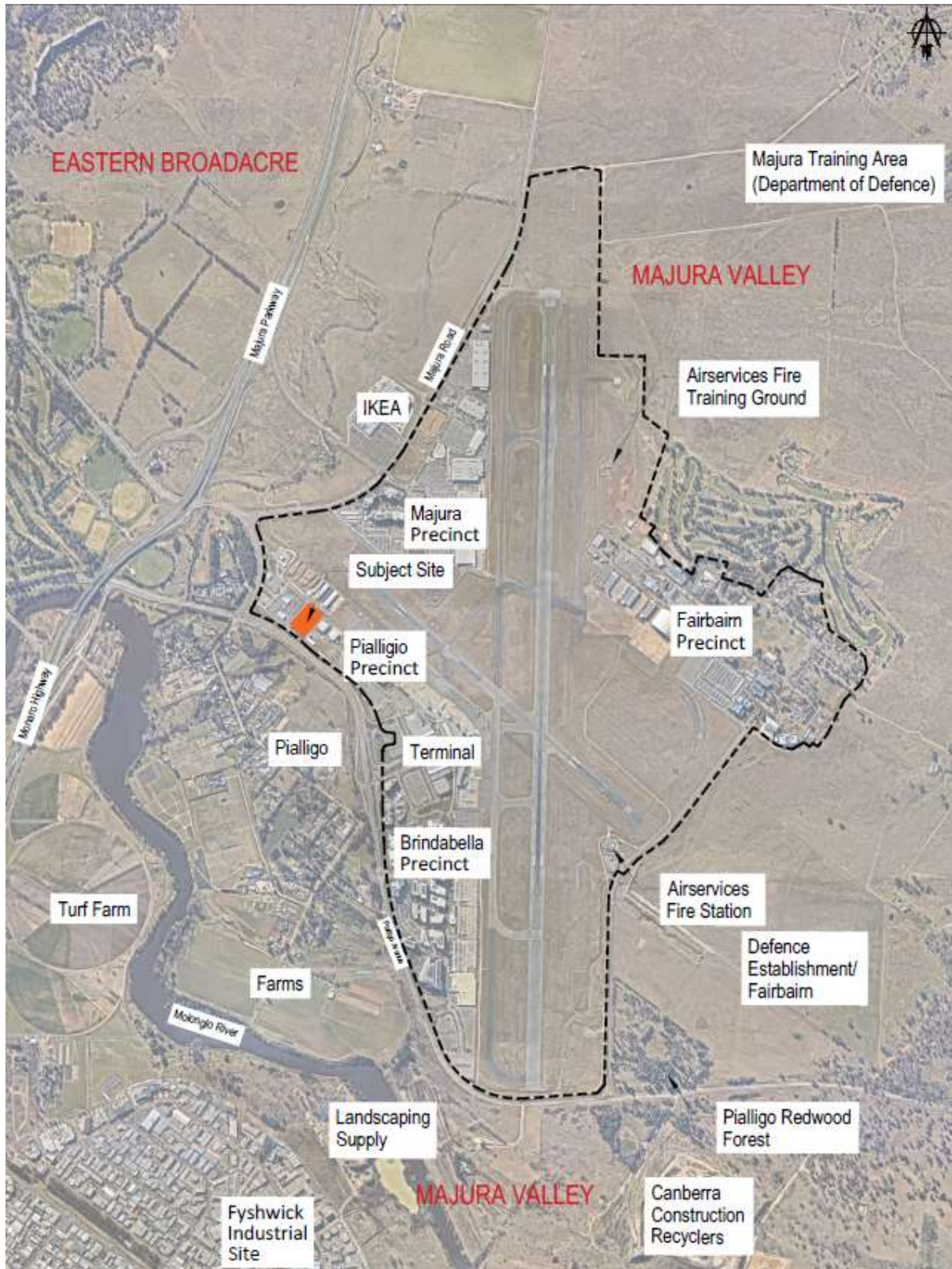
This proposal is situated within the Pialligo Precinct of Canberra Airport. The Pialligo Precinct accommodates much of the general aviation activity on the Airport and currently caters for a range of activities for a variety of aviation, office and other uses. The development of Canberra Airport's Pialligo Precinct is expected to accommodate expanding airline operations, terminal areas and apron expansions.

1.2 The Proposal

The proposal is to construct a fit for purpose aviation hangar facility to include a partial services basement and ancillary office and warehouse facilities. The site is located at 32 Nomad Drive and contains frontages to Rayner Road and Nomad Drive in the Pialligo Precinct of Canberra Airport. The site area is approximately 10,800m² and has an approximate building footprint up to 7,700m².

The base building cost will be in the order of \$87 million, subject to final design and specification, adding a projected \$191 million to the Canberra economy.

Figure 1: Canberra Airport Site Context



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

The timing of construction of the proposal is subject to a tenancy agreement to lease which is indicatively scheduled to commence post approvals. The proposal will be developed by the proponent to provide a fit for purpose Aviation Hangar to further extend the Canberra Airport Aerotropolis.

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 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.

Currently the site is vacant following the 2022 demolition of aviation hangars from the 1990s to accommodate the General Aviation recreation light aircraft. The General Aviation displaced recreation aircraft have been relocated directly north-east of the site in T-hangars purposely built in 2022 to accommodate the aircraft.

The site for the proposal has an area of approximately 10,800m². The proposal includes a partial services basement to an approximate depth of 3.5 metres. No basement parking is proposed with the development, as the basement is for services purposes only. The services basement will be accessed from the airside taxiway (Taxiway Kilo) to the north-east.

An image of the existing site location for the proposal within Pialligo is shown in **Figure 2** and the footprint of the proposal is illustrated in **Figure 3**.

Figure 4 shows surrounding industrial land uses such as the car storage lots located directly to the north-west, and aviation support facilities such as Dnata Catering located to the south-east.

Figure 2: Site View from Rayner Road, Canberra Airport – May 2023



Figure 4: Proposal Site

PIALLIGO PRECINCT PLAN

LEGEND

- BUILDINGS
- PROPOSED CONSTRUCTION
- PUBLIC PARKING
- BUILDERS COMPOUND



1.3 The Proponent

In May 1998, 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 Airport Building Controller (ABC) and the Airport Environment Officer (AEO). Canberra Airport Pty Limited is the Airport Lessee Company (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 and Local Government (the Minister) for proposals considered to be 'major airport developments', or
- Canberra Airport and the ABC and AEO for all other proposals (refer Section 1.6).

The proponent of the proposal is:

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

1.4 Objective

The objective of this proposal is to construct an aviation hangar facility in response to an increasing demand for aviation facilities at Canberra Airport. 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; and
- maximise the growth of a wide range of aeronautical and other businesses.

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. It will also 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.

1.5 Background to Hangar Development at Canberra Airport

Over the past twenty-five years Canberra Airport has developed and renovated several aircraft hangars for a range of aircraft sizes in response to demand. These hangars are in the Brindabella Business Park, Fairbairn and Pialligo Precincts of Canberra Airport.

Brindabella Business Park Precinct

The Qantas maintenance hangar is located adjacent to Taxiway Bravo and was location-planned in the early 2000s to be on the southern side of the then future Airline Terminal precinct (developed in 2009-2014). The hangar forms an integral part of the Brindabella Business Park at 9 Brindabella Circuit and the strategically dispersed Qantas maintenance facilities in Australia. This modern and well-equipped hangar has been in operation for over 20 years, initially operated by 'Qantas Defence' providing deep/substantial servicing to Defence aircraft. Over most of the 20 years, various Qantas aircraft types, including the Qantas Boeing 717 fleet have been serviced. Recently, the new Airbus A220 fleet aircraft arrived in Canberra from Canada for checks and maintenance at the hangar as the B717 fleet is phased-out of operation.

Fairbairn Precinct

Fairbairn is located to the north-east of the Airport's runway and taxiway system. Fairbairn was initially developed in the late 1930s as a Second World War RAAF Base which continued operations until June 2004. The three former RAAF Hangars 46, 47 and the northern section of Hangar 48 were renovated during 2005-2020 and updated with contemporary veneer facades to provide opportunities for adaption to new aviation uses, while protecting their heritage status, consistent with the Airport's Fairbairn Heritage Management Plan (FHMP). A new major hangar and ancillary support facilities, including new apron expansion, was developed in 2004-2005 for the Australian Government RAAF Squadron 34 Special Purpose Aircraft (SPA) executive fleet operations.

Pialligo Precinct

The Pialligo Precinct is located to the south-west of Canberra Airport's main runway and the taxiway system adjoins the Terminal Precinct to the west. This Precinct was initially developed between 1960–2000 mainly for hangars and on-grade parking for General Aviation aircraft, including pilot training and recreation flying.

Since 2000, the Precinct has seen a transition in land uses and development. In addition to servicing General Aviation, the Pialligo Precinct has been incrementally developed by Canberra Airport to comprise an aviation fuel farm, airline freight hangars, aircraft hangars, an airline/aviation catering kitchen, rental car back-up facilities, small scale offices and on-grade car parking for Terminal and Precinct staff/visitors.

The site for the proposal involved the demolition of a number of small aviation hangars in late 2022, with the users relocated in mid-2022 to new modern General Aviation Hangars directly north of the site.

This proposal is consistent with the Canberra Airport 2020 Master Plan and future market demand in response to the evolving aviation market demand trends over the past twenty-five years at Canberra Airport for aircraft hangar space.

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 relevant requirement of 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.

The proposal is consistent with the relevant provisions of the NCP.

1.9 Construction Environmental Management Plan

A site-specific CEMP will be prepared and implemented 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;
- *National Water Quality Management Strategy (NWQMS)*, including the *Australian and New Zealand Guidelines for Fresh and Marine Water Quality* (2000), revised 2018; and
- *National Strategic Plan for Asbestos Awareness and Management 2019-2023*.

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

- Construction Traffic;
- Waste (including asphalt testing/recycling/disposal);
- Erosion and Sediment;
- Water;
- Noise and Vibration;
- Air Quality and Dust; and
- Handling and Storage of Hazardous Materials.

Canberra Airport PFAS Soil Management Framework

In 2023, Canberra Airport developed a PFAS Soil Management Framework (the Framework) at the request of the ACT Environment Protection Authority (ACT EPA) as a guidance document for regulators and Canberra Airport stakeholders to understand the management and approvals processes for PFAS-impacted soils at Canberra Airport.

The Framework was subsequently agreed to following extensive consultation with representatives from the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA), including the AEO, the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW) and the ACT EPA.

The purpose of the Framework is to:

- Establish an Airport-wide approach across multiple regulatory agencies to assess the reuse of PFAS-impacted soils at Canberra Airport;
- Establish an Airport-wide approach across multiple regulatory agencies to facilitate the disposal of PFAS-impacted soils offsite to a licensed disposal facility in the ACT or NSW;
- Establish a PFAS Soil Management Checklist for inclusion in template Canberra Airport CEMPs;
- Provide confidence to regulatory agency decision makers that PFAS-impacted soils at Canberra Airport are appropriately managed and disposed of off-Airport in accordance with the PFAS National Environmental Management Plan (NEMP) 2.0 (as amended from time to time), and other relevant Commonwealth, ACT and NSW standards and guidelines; and
- Provide certainty to Canberra Airport that, if required, disposal of PFAS-impacted soils offsite to a licensed ACT or NSW facility can occur in a timely manner.

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 EPA** *Environmental Standards: Assessment and Classification of Liquid and Non-Liquid Wastes, July 2021;*
- **ACT EPA** *Contaminated Site – Information Sheet 4: Requirements for the Re-use and Disposal of Contaminated Soil in the ACT, 2022;*
- **NSW EPA** *Waste Classification Guidelines Part 1: Classifying Waste, 2014 including as relevant Addendum to the Waste Classification Guidelines (2014) Part 1: Classifying Waste, 2016;*
- **NSW EPA (2020)** *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites; and*
- **NSW EPA** *The Excavated Natural Material Order, 2014.*

All soil disturbance for the proposal will be managed in accordance with the PFAS Soil Management Framework and the associated PFAS Soil Management Framework Checklist.

Chapter 2 Proposal Description

2.1 Aviation Hangar Facility

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

The proposal has adopted a quality selection of materials and finishes which effectively articulate the hangar facade and provide a visual appealing streetscape presentation to Pialligo Avenue, Nomad Drive and Rayner Road. The development is articulated by the physical stepping of the proposed development towards Nomad Drive and use of architectural elements.

Figure 6 and **Figure 7** represent the perspectives of the proposal.

Figure 5: Perspective from Airside – north-east corner



Figure 6: Perspective from Landside Admin Entry – south-west corner – Nomad Drive



Figure 7: Perspective from Landside Nomad Drive – south-east corner



Proposed Site and Specifications – 32 Nomad Drive

The proposal will be situated in the Pialligo Precinct of Canberra Airport. The site for the proposal has an area of approximately 10,800m².

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

- building footprint of approximately 7,700m²;
- height of approximately 24.4 metres above ground level (RL 586.40), stepping down to 10.5 metres near Nomad Drive (RL) 572.500;
- landside and airside access;
- lift access;
- storage areas;
- plant room and generator room;
- ancillary office space;
- toilets and amenities;
- atrium / lobby area;
- airside fence;
- airside pavement interface;
- loading docks; and
- partial services basement.

Externally, the proposal will include access areas for service vehicles, truck turning movements, pedestrian thoroughfares along Nomad Drive and Rayner Road and landscaping.

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

Building Height

The proposal will have a maximum height of 24.4 metres (RL 586.400) stepping down to a height of 10.5 metres fronting Nomad Drive and the airside land.

Parking Facilities

The proponent has a history of providing car parking space capacity ahead of demand and this is evident in all of Canberra Airports precincts. The proponent plans, designs and builds all car parking and provides ongoing customer service in all Airport precinct car parks, including at Pialligo. Refer **Figure 8** for car parking facilities in Pialligo.

This proposal involves the removal of a small number of existing car parking spaces which operate under a permit on Rayner Road and Nomad Drive. Refer to Section 4.2 Car Parking for further information.

The proposal also includes a number of onsite car parking spaces for staff as well as truck parking and loading areas.

Figure 8: Car Parking Access and Egress

CANBERRA AIRPORT PIALLIGO PRECINCT CAR PARKING ACCESS AND EGRESS

LEGEND	
 BUILDINGS	 PUBLIC PARKING
 PROPOSED CONSTRUCTION	 ACCESS
	 EGRESS



External 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 sheeting, similar to that used for the existing Pialligo Precinct.
- External walls - A mix of precast concrete cladding and aluminium parametric panels with powder coat finish and glazing around the office space. The finishes at ground level or on particular facades will be precast cladding.
- Louvres - Aluminium louvres along the office façade for ventilation and noise attenuation.
- Windows - Double glazed 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 will be subject to additional design during the Building Approval process.

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 newly constructed buildings in Pialligo portraying quality and sophistication with modern architectural design.

2.2 Canberra Airport Precincts

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



Existing Nomad Drive, Pialligo, Canberra Airport

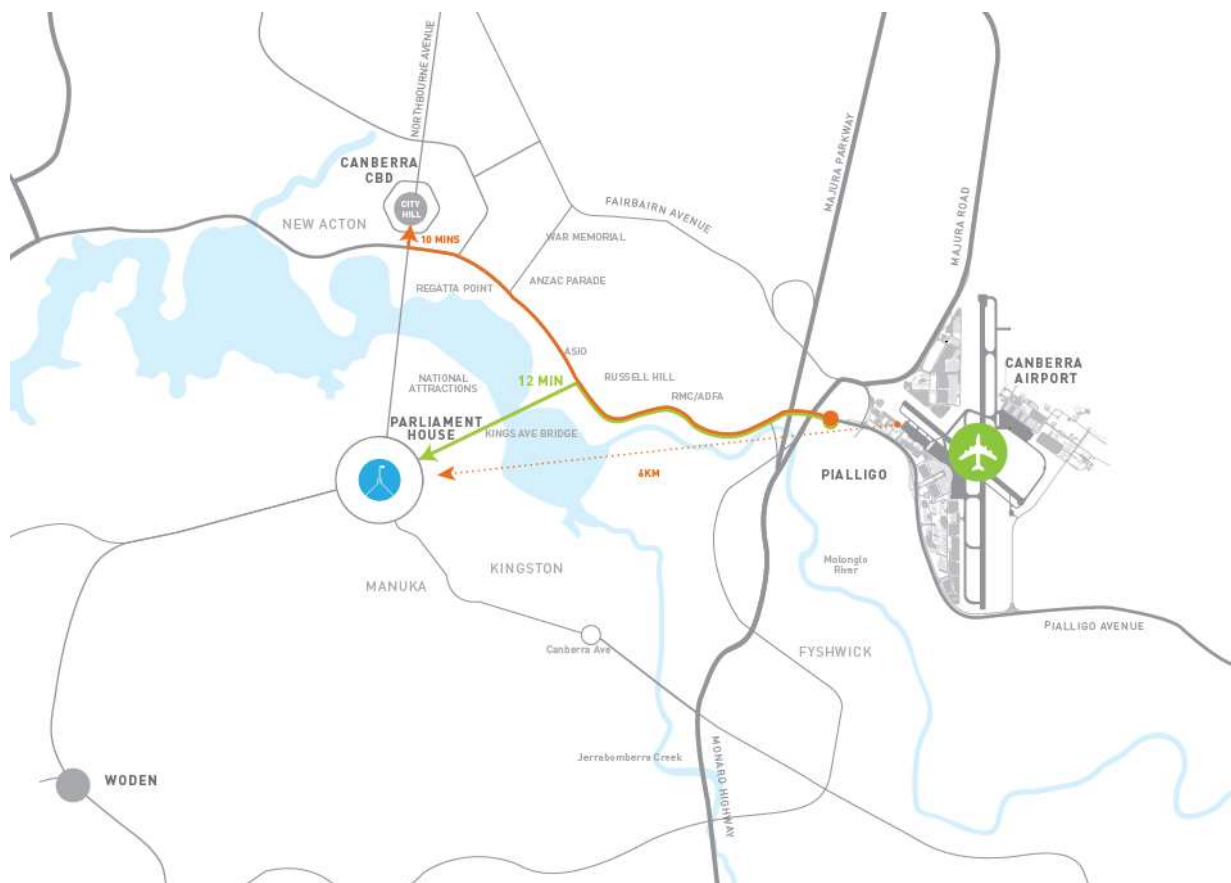
The Airport provides a total master-planned workplace solution encompassing:

- 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 32 Nomad Drive situated at the corner of Nomad Drive and Rayner Road in Pialligo, with easy pedestrian access to facilities within the Pialligo Precinct and beyond via a shared-use path alongside Majura Road and Fairbairn Avenue.

Pialligo 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 10 minutes from the City and six kilometres from the Parliamentary Triangle as shown in **Figure Error! Reference source not found.9**. Around two-thirds of the Canberra and Queanbeyan population live within a 20-minute drive of the Airport.

Figure 9: Proximity to Canberra City and Parliamentary Triangle



The ongoing development of the Pialligo Precinct as an aviation hub will continue as Canberra Airport develops its aviation capabilities and services. As such, new constructions will be of a high-quality build and character similar to other buildings constructed in Canberra Airport's Precincts.

2.3 Needs of Airport Users

The proposal will not adversely affect airport users.

The proposal is an addition to several other aviation facilities and industrial uses in the Pialligo Precinct of Canberra Airport, aimed at reinforcing and developing this area into an important aviation hub and Terminal support uses at Canberra Airport.

Opportunities will be enhanced for local manufacturing, high tech, blue-chip and café businesses situated at Canberra Airport. Tenants of the development will be within convenient distance of the Majura Park and Brindabella Business Park Precincts of Canberra Airport. Both the Majura Park and Brindabella Business Park Precincts have various amenities available such as a recreational centre, playing fields, speciality retailers, a medical centre as well as petrol stations and car wash facilities.



George Tyson Drive, Pialligo, Canberra Airport



View of the recently (2022) demolished General Aviation Hangars (left), 14 Rayner Rd - (right) Pialligo, Canberra Airport

The proponent owns and manages all the buildings in the Pialligo Precinct with a high focus on customer service to airport and aviation 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 DITRDCA for approval and, once implemented, 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 proposal as it will comply with current building standards and relevant health and safety standards.

The potential for incidental hazards such as fire within the proposal 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 in compliance with all Method of Working Plans (MOWP) published for the purposes of construction of the proposal.

Australian Standard 2021:2015 is the criterion for the acoustic insulation of buildings for aircraft noise intrusion. 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 AS 1428.1. Provisions for mobility impaired people will include the following, 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;
- Disabled 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 Pialligo. 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. Lighting arrangements will be developed during the detailed design phase by a qualified lighting designer to 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 build on recent works completed in Pialligo for new constructs in order to create a landscape design that is harmonious in form and texture both within the Airport and on surrounding land to reinforce the site as the gateway to the National Capital.

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

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*.

All waste will be managed in a similar manner to that implemented in other buildings on-airport to ensure no bird attraction or foreign object debris (FOD) risk exists.



Office Spaces to a hangar, George Tyson Drive, Pialligo 2023



Capital Jet Hangar, George Tyson Drive Pialligo 2023

2.6 Signage

Signage relevant to the completed building will be generally consistent with signage throughout Pialligo, as approved by the Proponent, including:

- Tenant signs - business name and logo, subject to commercial agreement;
- Airside security signs as required;
- 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

The proposal will utilise a partial services basement which is approximately 3.5 metres below ground level. As the water table is approximately 1.2 metres below ground level, secant wall piles will be anchored into bedrock around the perimeter of the basement footings to effectively waterproof the basement to enable safe construction and operation. The design of secant wall piles is subject to further detailed design by the successful contractor.

The management of the possible groundwater ingress will be managed in accordance with the site-specific CEMP which will include:

- dewatering of the groundwater into holding tanks;
- treatment of the groundwater to reduce PFAS concentrations to an appropriate industry standard (i.e. 0.002ug/L) (or as close as practicable), and
- discharging the treated groundwater to a suitable location. The ultimate discharge location will be determined following finalisation of the Dewatering Management Plan (DWP), subject to approval by DITRDCA.

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 proposal site and through Pialligo 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.

Canberra Airport has obtained ASA and CASA confirmation that the proposal will not impact Canberra Airport aerodrome operations and safety.

ASA

Airservices ATC has reviewed the Wind Study, OLS and BRA Drawings and stated the following:

ATC agreed with the results of the supplied Wind Shear report, noting the comment that, "With the inclusion of the proposed development there is an increase from 0.20% to 0.35% in the annual probability that the maximum turbulence levels will exceed the 4 knot criteria when compared with the existing conditions and the minimum wind speed that generates these exceedances is 19kts.....

The proposed activity does not impact Airservices operations or facilities at Canberra aerodrome."

CASA

CASA has reviewed the Wind Study, OLS and BRA Drawings and stated the following:

"The wind shear analysis as provided indicates that the 4 knot criteria will increase from 0.20% to 0.35%, the majority of this exceedance occurring when winds from the south exceed 21 knots. CASA agrees with the report findings which state that under such conditions, Runway 17/35 would be the runway in use."

CASA has determined that the development will not be a hazardous object under the regulation 139.180(1) of the Civil Aviation Safety Regulations 1998 due to the development not infringing the OLS or the BRA, and the shear increase to Runway 12/30 being minor."

OLS and PANS-OPS

The proposal will not affect or penetrate the OLS or PANS-OPS as illustrated in **Figure 10**.

The proposed building will have a maximum height of RL 586.400 which is below the lowest point of the OLS. The design does not encroach the OLS surface.

Navigational Aids, Radar and Building Restricted Area (BRA)

The BRA surface in relation to the proposal is illustrated in **Figure 11**. The design does not encroach the BRA surface.

The final design of the building may vary due to design height considerations in the context of navigational 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*.

Air Traffic Control Line of Sight

A review of the current and planned future air traffic control tower line of sight in Fairbairn against the proposal has indicated that there is no impact to the line of sight.

National Airports Safeguarding Framework (NASF)

Developing land near an aerodrome can impact on the operations and safety of an airport.

The proposal has been assessed against the NASF. The purpose of the NASF is to enhance the current and future safety, viability and growth of aviation operations. The assessment against the NASF Guidelines is summarised in Table 1.

Table 1: Assessment of the Proposal against NASF Guidelines

NASF Guidelines	Comment
<i>Guideline A: Measures for Managing Impacts of Aircraft Noise</i>	Applicable Refer to Section 3.6 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).
<i>Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports</i>	Applicable The Wind Study commissioned for the proposed development indicates compliance with the NASF Guideline B. ASA and CASA have endorsed the results of the Wind Study.
<i>Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports</i>	Applicable The development will be managed in accordance with the Canberra Airport Bird and Wildlife Hazard Management Plan.
<i>Guidelines D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation</i>	Not Applicable The Proposal is not a wind turbine farm.
<i>Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports</i>	Applicable 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.
<i>Guideline F: Managing the Risk of Intrusion into the Protected Airspace of Airports</i>	Applicable The proposed building is below the OLS as endorsed by ASA and CASA. Refer to Section 2.9 Impact on Aviation, and Figure 10 . However, temporary obstacles during construction may require approval and this will be determined following consultation with ASA, CASA and DITRDCA.
<i>Guideline G: Protecting Aviation Facilities – Communications, Navigation and Surveillance (CNS)</i>	Not Applicable The site is located outside of the BRA. Refer to Section 2.9 Impact on Aviation, and Figure 11 .
<i>Guideline I: Managing the Risk in Public Safety Areas at the Ends of Runways</i>	Not Applicable The proposed development is outside the public safety area.

Figure 10: OLS Impact Assessment at the proposed building (Plan View)

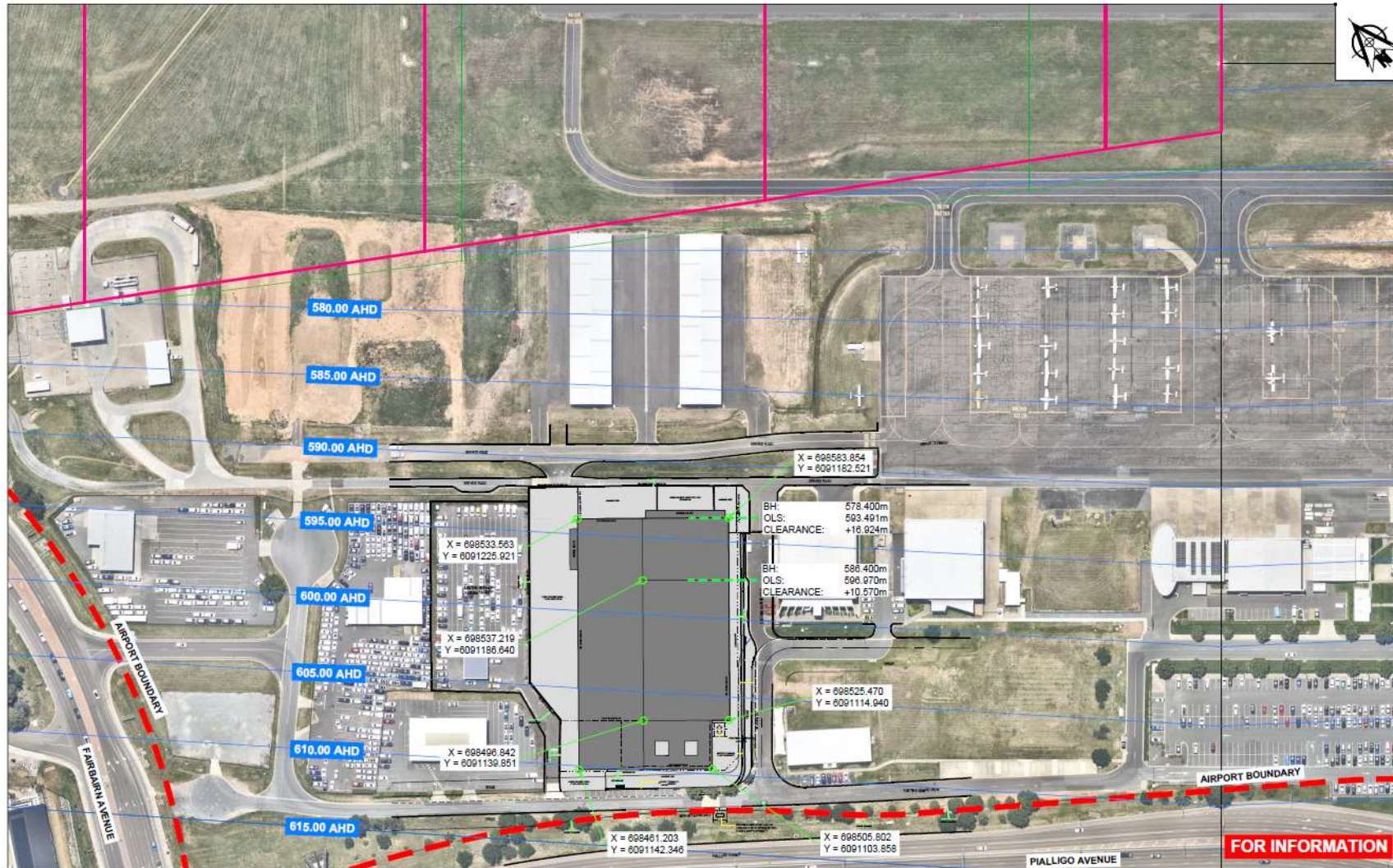
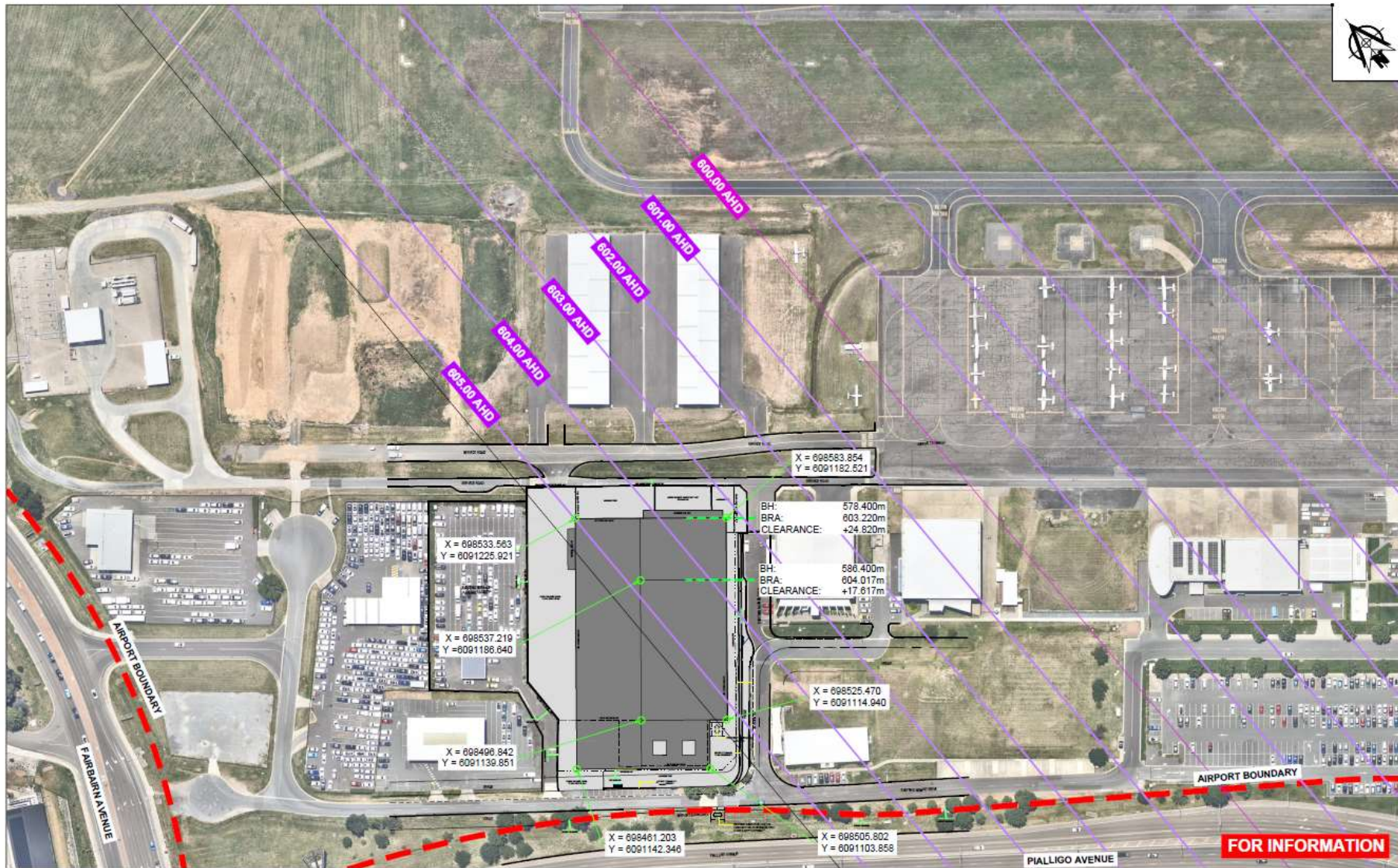


Figure 11: BRA Impact Assessment at the proposed building (Plan View)



Chapter 3 Environment and Heritage

Environmental compliance at Canberra Airport is governed by the *Airports Act 1996* (Cth), the *Airports Regulations 1997* (Cth) and the *Airports (Environment Protection) Regulations 1997* (Cth) (AEPR). The AEPR are administered by the Airport Environment Officer, an independent regulator appointed by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

Under Section 70 of the *Airports Act 1996* (Cth), as the ALC, Canberra Airport is now required to develop a new Master Plan every eight (8) years following amendment to the *Airports Act* in 2018. This includes an Airport Environment Strategy (AES) that details a framework for assessing compliance at the Airport with relevant environmental legislation and standards and to promote the continual improvement of environmental management at the Airport. The Canberra Airport AES, incorporated as Appendix 1 to the 2020 Master Plan, provides a framework that covers all environmental matters arising from the operation and ongoing development of the Airport. The AES represents a commitment by Canberra Airport to mitigate environmental impacts, including a commitment to environmental monitoring and auditing.

The AES outlines Canberra Airport's ongoing commitment to manage and develop the airport site in a safe and environmentally sustainable way. The proposal has incorporated sustainable design principles and the principles of NABERS where this is possible. However, due to the small size of the ancillary office space, the proposal does not qualify for a NABERS rating.

Environmental measures that may be included in the final design are:

- programmable lighting;
- high use of recycled building materials and low VOC materials; and
- sizing of plant to allow maximum efficiency.

The airport site contains a potential Aboriginal artifacts (PAD) site north-west of the Scherger Drive and Pialligo Avenue intersection. Additionally, some European heritage areas are in the Fairbairn Precinct, with remnants of the former RAAF Base. These heritage values are managed in response to the FHMP. The proposal does not impact these heritage sites.

3.1 Approach to Assessment

Immediate and Regional Environment

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

Environmental Impacts

Environmental impacts relate to both the construction phase and the occupation and operational use of the proposal once constructed. The potential impacts of the operational 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;
- Groundwater Assessment;
- Soil Assessment;
- Wind Studies;
- Air Quality;
- Flora and Fauna;
- Waste Management;
- Visual Impact and Landscape;
- Cultural Heritage, and
- Potential Construction Impacts of the Proposal.

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

An Environment Assessment Report was prepared to support this MDP and has been provided separately to DCCEEW for consideration and assessment. The Environment Assessment Report address all relevant provisions of the *Environment Protection Biodiversity Conservation Act 1999* (EPBC Act) and associated guidelines. The Environment Assessment Report concludes that the proposed action will have no material impacts on MNES subject to the Mitigation, Management and Monitoring Measures outlined in the Report.

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.

Further details about the soil conditions on the site itself are outlined in the Agon Environmental Limited Detailed Site Investigation (LDSI) report which will be included as an attachment to the site-specific CEMP.

Agon also undertook in-situ testing and subsequent soil analyses, which is also reported upon in the LDSI, and found levels (including for PFAS) less than the adopted criteria outlined in all regulations and guidelines.

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 under Pialligo Avenue to 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 discharged from the Airport into receiving waters such as the Molonglo River. This is outlined in the *Canberra Airport Water Management Plan*.

Surface stormwater from the proposal site 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 Water sewerage system servicing the Airport.

The proposal will not impact the water quality of the Molonglo River nor downstream waters during construction and the ongoing operation of the proposal.

3.4 Groundwater Assessment

Groundwater in the Pialligo Precinct is approximately 1.2 metres below ground level with a directional flow travelling south-west towards Canberra Airport's boundary with Pialligo Avenue. The proposed building foundations will be excavated to a depth of 3.5 metres and groundwater will likely be intercepted during this stage of the construction work. For further information on this matter refer to section 2.7 Construction for mitigation measures to prevent groundwater ingress.

A groundwater assessment was conducted on the proposal site which included the testing of three wells onsite, in addition to four wells upgradient and four wells cross gradient of the site. Three of the upgradient wells were installed for this assessment to better understand the extent of contamination upgradient of the site.

The standing water level on the site varied between 1.14 to 1.23 metres to the Top of Casing (TOC). The upgradient TOC varied between 0.78 metres to 1.14 metres, while the cross-gradient TOC varied between 2.18 to 3.51 metres. The deeper water levels are typically associated with areas of lower elevation towards the Molonglo River.

Most analytes were below the adopted assessment criteria with the exception of:

- PFAS – reported at all wells for PFOA, PFOS and PFOS+PFHxS in excess of the PFAS NEMP 2.0 adopted criteria for ecological, recreational and drinking water criteria with average concentrations of onsite wells for PFOA 0.06 µg/L, PFOS 0.57 µg/L and PFOS+PFHxS 2.25 µg/L. Further details on PFAS are provided in the site-specific CEMP and the Soil and Groundwater Assessments undertaken by Agon.
- Copper – PWM1 (0.002 mg/L) reported at a cross-gradient well exceeded the NEPM GIL criterion (0.0014 mg/L) and the AEPR of (0.002 mg/L). The copper sample is likely to be reflective of background levels in the aquifer and is not considered to be a cause for concern.
- TPH + C10-C36 – UK02 (1,900 µg/L) reported at an onsite well exceeded the AEPR criterion of 600 µg/L.
- Nitrogen (Total) – Concentrations ranged from 1,100 µg/L to 20,800 µg/L for all wells, with an average concentration of 20,800 µg/L which exceeds the AEPR of 100 µg/L. The highest concentrations were reported in the upgradient wells.

The groundwater parameters indicate the samples are aerobic, fresh to slightly brackish, pH neutral and are generally consistent between the wells sampled.

The groundwater required to be dewatered during construction will be managed in accordance with a Dewatering Plan (DWP) to be developed by the successful contractor, in consultation with the proponent, and discharged to a suitable location after treatment.

The Risk Assessment Summary at section 6.2.4 of the Agon Environmental Groundwater Assessment and Management Plan of 22 March 2024 states:

Overall, the risk assessment has identified potentially complete PFAS source-pathway-receptor-linkages associated with the reuse of PFAS impacted water for re-infiltration or irrigation. However, these potentially complete linkages are not expected to pose an unacceptable or an increased risk from a human health or environmental perspective, as per the completed Risk Assessment.

However, Agon propose the following management/mitigation measures to verify/assure the Risk Assessment outcomes, these are:

- Implementation of a commercially available/proven water treatment system prior to infiltration/irrigation, Agon and CAG have consulted with suitably qualified PFAS treatment contractors who have nominated the following treatment option:
 - Placement of the dewatered groundwater into temporary above ground storage containers, this may be scaled to handle larger or smaller volumes of water as may be encountered during dewatering activities. As the basement footprint is smaller than the 'site area' there is believed to be sufficient space for the storage/treatment of water on the site.
 - Water quality testing of the dewatered groundwater to be completed in accordance with the Quality Control Plan outlined in Enviropacific (2024).
 - The water treatment system, at a minimum, will be designed to reduce Sum of PFAS concentrations to an appropriate industry standard (i.e. 0.002 µg/L, refer Appendix D). The treatment system will also consider other water quality parameters to infiltration/irrigation.
 - Enviropacific were engaged by CAG to prepare a document titled Enviropacific (2024) '32 Nomad Drive Type 3 1.1 Mobile Water Treatment Plant – Supporting Documentation'. The purpose of the document was to outline the overall process of the water treatment facility and details the proposed conceptual operation, process flow, quality control, treatment capabilities/capacity and waste streams of the water treatment system.

Additionally, the supporting documentation provides case studies for the removal of PFAS from similar historic plants. The ultimate PFAS water treatment system chosen by the proponent would operate under a relevant Environment Protection License for the treatment and discharge of wastewater. The supporting documentation prepared by Enviropacific is intended to be the framework for water treatment at

the site during dewatering at the site. A copy of this document is provided in Appendix D.

Further information on the treatment of the groundwater and discharge options of the treated groundwater are provided in the site-specific CEMP and the Agon Groundwater Assessment and Management Plan of the proposal site.

3.5 Soil Assessment

As outlined in Section 4.0 Soil Assessment of the Agon Environmental LDSI, a soil investigation, including site characterisation, has been undertaken as part of the MDP assessment by Agon Environmental. This soil investigation included:

- Desktop reviews of historic aerial imagery, review of historical building plans, interview with Canberra Airport Group employee, site history appraisal and previous environmental assessments.
- Soil sampling of boreholes, test pits and surface samples for laboratory analysis.

A site investigation was undertaken in March 2022 and sampling was selectively targeted at the potential contaminants of concern in terms of:

- Previous Site Use as Aviation Hangars (note sampling took place before demolition of the former General Aviation hangars at the proposal site).
- PFAS Impacts.
- Potential Fill of Unknown Origin.

The result of the investigation indicates that contamination in soil and sediment across the site was not present at concentrations likely to have an adverse effect on human health and/or the environment. Agon concluded in summary:

- Between 48 and 58 samples have been analysed for a broad range of analytes including TRH, BTEXN, PCBs, PAHs, Phenols, OCP, PFAS and Metals. Soil analysis data did not identify the presence of significant or widespread chemical contamination which is consistent with findings of the environmental assessment undertaken in the adjoining areas (refer Section 3.2).
- PFAS were not detected in any of the selected soil samples analysed. Whilst an extensive assessment of PFAS in soils was not completed, sufficient assessment has been undertaken to rule out the presence of significant or widespread PFAS impacts at the site. This finding is supported by the findings of the nearby environmental assessments summarised in Section 3.2 which identified occasional detections of low PFAS concentrations in soil.

Agon provided the following recommendations in Section 5.0 Conclusion:

- Groundwater at (and in proximity to) the site is approximately 1.2mbgl and will require dewatering and management during construction of the basement structure. The contamination status of groundwater is unknown.
- It is recommended groundwater at (and in proximity to) the site be assessed for PFAS (and other contaminants) to determine if groundwater at the site presents a human health risk during construction and/or future occupancy of the site. In addition, the management of groundwater during construction works will need to be considered.

The recommendations have been partially addressed with the completion of a Groundwater Assessment and Management Plan by Agon which included management measures for groundwater as discussed in Section 3.4. To fully address the recommendations, a DWP will be developed by the successful contractor, in consultation with the proponent, prior to commencement of construction.

3.6 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 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. No sensitive receivers are immediately adjacent to the Pialligo Precinct, accordingly no adverse impacts are expected from construction noise.

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 360 metres from the western displaced threshold of Cross Runway 12/30 and is exposed to noise impacts from aircraft operations, both from aircraft taking off and landing and from ground manoeuvres. It should be noted that the aircraft that largely use Cross Runway 12/30 are General Aviation small aircraft of less than 5.7 tonnes Maximum Take Off Weight (MTOW), which are considered quieter than the larger jet engine aircraft that use the Main Runway 17/35.

The proposal intersects directly with the 25 ANEF Contours and is ultimately located within the 20-30 range of the Ultimate Capacity ANEF Contours (technically endorsed August 2019). AS2021:2015, Table 2.1, determines that a light industrial building within this area is conditionally acceptable. The proposal is therefore consistent with AS2021:2015, similar to the adjacent existing General Aviation Hangars in Pialligo.

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.

Because of the above factors the proposal is highly unlikely to affect noise exposure levels at the Airport.

3.7 Wind Studies

A wind tunnel analysis has been completed for the proposal by independent consultants Windtech to support the MDP.¹ The building is approximately 250 metres from the western displaced threshold of Runway 12/30 and is therefore located inside the region, described in NASF *Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports*, requiring assessment for building induced wind shear and turbulence.

A comparison between existing conditions and those with the proposal in place was analysed. In undertaking its analysis of the wind tunnel results, Windtech used twelve 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. However, 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 180° wind direction.

With the inclusion of the proposed development there is an increase from 0.20% to 0.35% in the annual probability that the maximum turbulence levels will exceed the 4 knot criteria when compared with the existing conditions and the minimum wind speed that generates these exceedances is 19kts. The majority of this increase (0.03% to 0.13%) occurs for winds from the south when the mean wind speed exceeds 21kts.”²

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.

¹ Windtech *Wind Tunnel Assessment for the Potential for Wind Shear, Nomad Drive, Canberra Airport*, 9 February 2024, page 4

²Ibid, pg 4

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



Additionally, the wind study integrates the displaced touchdown zone to the south-east with the inclusion of additional study points based on this location. “Ideal landing flight paths associated with both touchdown zones were considered in the design of the experimental test point layout used in this report.”³

3.8 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 (8) 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.

3.9 Flora and Fauna

The proposal site is currently vacant following the demolition in late 2022 of the General Aviation hangars utilised by light aircraft. There are a number of exotic planted trees in the southern verge of Nomad Drive, however endangered flora and fauna are not located in the vicinity of the site and confirmation of this is provided in the Airport Environment Strategy as well as the Environment Assessment Report.

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.

³Windtech *Wind Tunnel Assessment for the Potential for Wind Shear, Nomad Drive, Canberra Airport*, 9 February 2024, page 5

The Pialligo Precinct incorporates much of the General Aviation activity at the Airport and it will continue to expand as airline operations continue to grow. As part of this expansion process, landscaping in Pialligo will be upgraded to a higher character with the removal of some existing trees which will be replaced with younger, more durable, stock which in turn will provide a more unified and distinct landscaped precinct. The selection of trees, shrubs and grass species for the upgraded landscaping in Pialligo, including the landscaping works for the proposal, will focus on mitigating bird and wildlife attraction in compliance with NASF *Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports*.

The proponent not only designs, constructs and maintains, but also manages the landscaping at Canberra Airport, including at Pialligo. Landscaping in the Pialligo Precinct has developed and matured over the past seventeen years and the Airport actively monitors the landscaping to mitigate bird and wildlife attraction. In the result, over time some species have been removed and replaced by new species to ensure mitigation of bird and wildlife attraction.

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

3.10 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.

3.11 Visual Impact and Landscape

The proposal will add to the built environment of the Pialligo Precinct 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 south on Pialligo Avenue as well as those in aircraft using the Cross Runway 12/30.

3.12 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 does not contain archaeologically significant material and the site has been heavily disturbed in creating the Pialligo 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 of relevance within the boundaries of the Airport is on the former RAAF Fairbairn Base located in the north-eastern sector of the Airport some distance from the proposed development site, therefore no impact on European heritage is expected.

3.13 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 will include 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 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 Pialligo Avenue and Fairbairn Avenue 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 Fairbairn Avenue or Pialligo Avenue. Refer **Figure 13**.

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 in accordance with the site-specific CEMP. Emissions from diesel powered construction equipment and exhausts from vehicles travelling to and from the site are considered modest and insignificant in the context of both local and regional traffic.

Erosion and Sediment Control

A sediment control plan will be developed prior to construction to mitigate and manage 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 refuse facility.

Hazardous Materials

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

Figure 13: Construction Access and Egress to Pialligo Avenue and Fairbairn Avenue

CANBERRA AIRPORT PIALLIGO PRECINCT CONSTRUCTION ACCESS AND EGRESS

LEGEND	
● BUILDINGS	→ ACCESS
■ PROPOSED CONSTRUCTION	→ EGRESS
■ BUILDER COMPOUND	



3.14 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 MDP will be incorporated in the site-specific CEMP.

Chapter 4 Traffic Assessment and Parking

As part of the MDP process, a Traffic Impact Assessment (TIA) was commissioned to assess the impact of the proposal on the traffic flows at the Airport and surrounding the Airport to ensure the MDP will meet the requirements of Section 91 of the *Airports Act 1996*.

Canberra Airport has received written endorsement from Transport Canberra and City Services (TCCS) on the proposal and the associated TIA with the following conclusion:

Overall, the site doesn't seem to have traffic impact due to very low traffic generation and has a good accessibility to pedestrian/ cyclist/ transit/ parking services. As such, TCCS is satisfied and approves the TIA with no further comments or conditions.

4.1 Traffic Impact Assessment

Baseline Conditions

The proposal site is located at 32 Nomad Drive on the corner of Rayner Road and Nomad Drive in the Pialligo Precinct of Canberra Airport. **Figure 14** outlines the site location relative to the existing regional road network.

Both Rayner Road and Nomad Drive are single lane local access streets. Rayner Road is currently a no through road and is only accessed from Nomad Drive. Nomad Drive is accessed via a left in left out from Fairbairn Avenue (an arterial road) and George Tyson Drive (a local access street) that connects to the Canberra Airport Terminal.

Assessment of Impacts

During 2023, the proponent obtained advice from SCT Consulting to determine the potential impact on the road network and car parking from the proposal. The study focused on the expected traffic generation and distribution between Fairbairn Avenue and Pialligo Avenue.

A summary of the SCT Consulting TIA is provided as follows:

- identified a total trip generation of 20 trips during each peak, assuming all employees will use private vehicles;
- traffic distribution would be equally split between Fairbairn Avenue and Pialligo Avenue.

The SCT TIA concludes:

*"The increase in traffic is considered marginal relative to the background traffic already on the network in the area. The proposal is not expected to significantly increase delays at intersections in the surrounding network."*⁴

Mitigation Measures

Mitigation measures to reduce the limited impact on the transport network during the construction phase of the proposal will be implemented through a Construction Traffic sub-plan to be part of the Construction Environmental Management Plan, and through a Temporary Traffic Management Plan (TTMP) detailed in the site-specific CEMP.

⁴ SCT Consulting *Canberra Airport Aviation and Storage Facility Traffic Impact Assessment*. May 2023, page 12

Figure 14: Regional Road Network



4.2 Car Parking

The site is a vacant brownfield development site with sixteen car parking spaces on Nomad Drive and fifteen parking spaces on Rayner Road which are restricted to Canberra Airport Permit Holders only. The car parking on Nomad Drive is currently not utilised and is barricaded from use. As the car parking is for Permit Holders only, the removal of these parking spaces will not impact any tenants in the vicinity. Refer **Figure 15** and **Figure 16**.

The proposal incorporates onsite parking for staff and truck loading/deliveries. The proposed car parking has been designed to comply with the ACT Parking and Vehicular Access General Code.

The adjacent car parking surrounding the site is exclusively for the use of Canberra Airport Permit Holders. This car parking will be removed with the proposal and six visitor car parking spaces are to be provided onsite, including one disabled space.

The modest car parking demand generated from the proposal and the removal of Canberra Airport Permit Holder spaces is thought to be able to be adequately accommodated with spare car parking capacity to the south-east of the proposal site, which has a capacity of 400 car spaces as shown in **Figure 17**.

Figure 15: Nomad Drive– Existing parking facilities

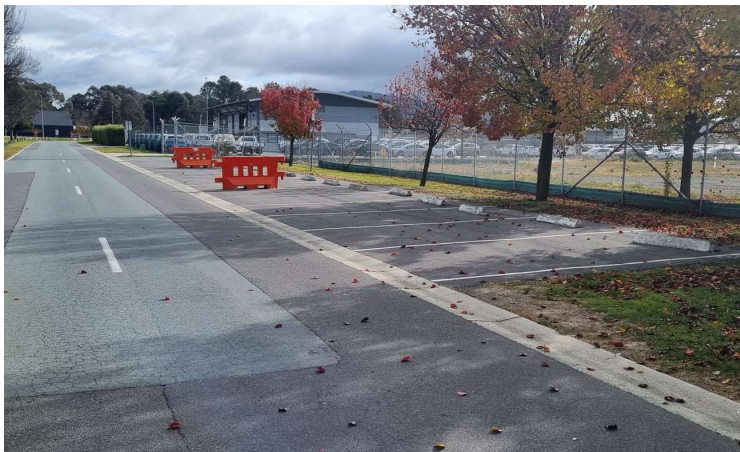


Figure 16: Nomad Drive – Existing Car parking restrictions



Figure 17: Alternate car parking available for tenants



4.3 Public Transport

Pialligo is fully integrated within the wider Canberra and Queanbeyan public transport network as shown in **Figure 18** and **Figure 19**.

The Airport is now serviced by 98 direct public bus services from the City on weekdays across three routes as shown in **Table 2**. Direct connections occur every 15 minutes for Route 3, and every hour for the new route 834 from Queanbeyan during the peak, facilitating easy transfer to services to Tuggeranong and Gungahlin from the City or Queanbeyan (NSW) to Canberra Airport.

A taxi rank is also readily accessible within 700 metres of the proposal site at the Airport Terminal and Uber and other ride share operations are on call.

Table 2: Local Public Transport Serving Canberra Airport

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

Figure 18: Bus Services Operating to Airport

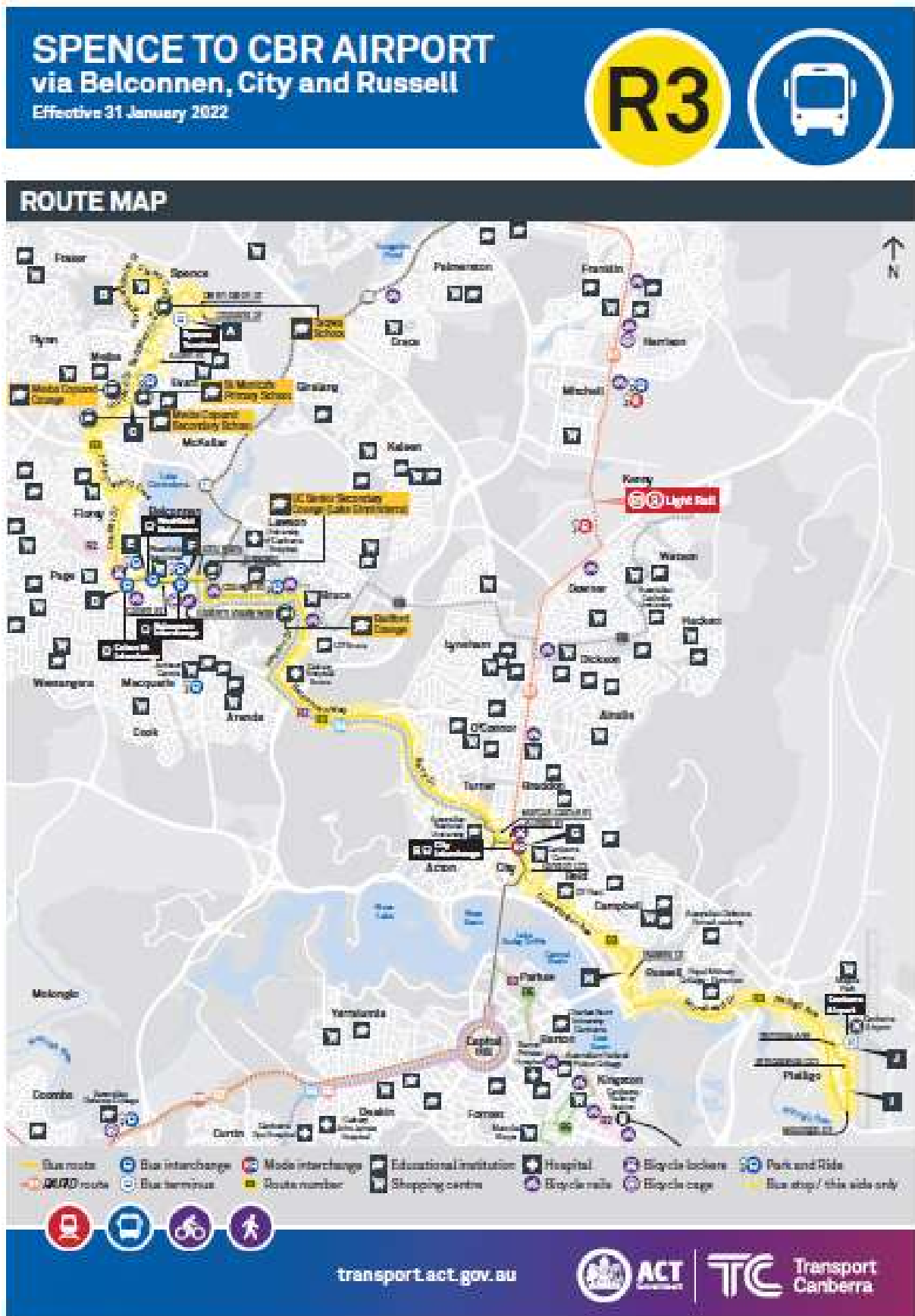


Figure 19: Bus Services Operating to Pialligo Precinct



Monday to Friday									
map ref	Route Number	834	834	834	834	834	834	834	
A	Queanbeyan Interchange (QBI) dep	6:50	7:50	8:55	10:55	12:56	3:10	4:10	6:10
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	7:40	8:46	9:53	11:53	1:53	4:00	5:00	6:03

Saturday						
map ref	Route Number	834	834	834	834	
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
D	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

4.4 Sustainable Transport Solutions

The Pialligo Precinct 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.

It is expected that the final design of the proposal will accommodate sufficient space inside the facility to securely store bicycles.

4.5 Vehicle Access

The access design concept for this proposal is for vehicular traffic, including service vehicles, to access the site from either Nomad Drive via Fairbairn Avenue or Nomad Drive via Pialligo Avenue. The primary access point for construction traffic, however, will be from Nomad Drive via Pialligo Avenue. Refer **Figure 13**.

4.6 Pedestrian Access

As the Pialligo Precinct is not fully developed there is currently limited footpath coverage in Pialligo to any major attractors. However, as the Precinct develops in the future, and street amenity improves, upgrading and expanding pedestrian connectivity will be considered by Canberra Airport as the number of pedestrians and demand increases.

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, soon to be developed for land release by the ACT Government.

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 Precincts and Eastern Broadacre area north of the Molonglo River include:

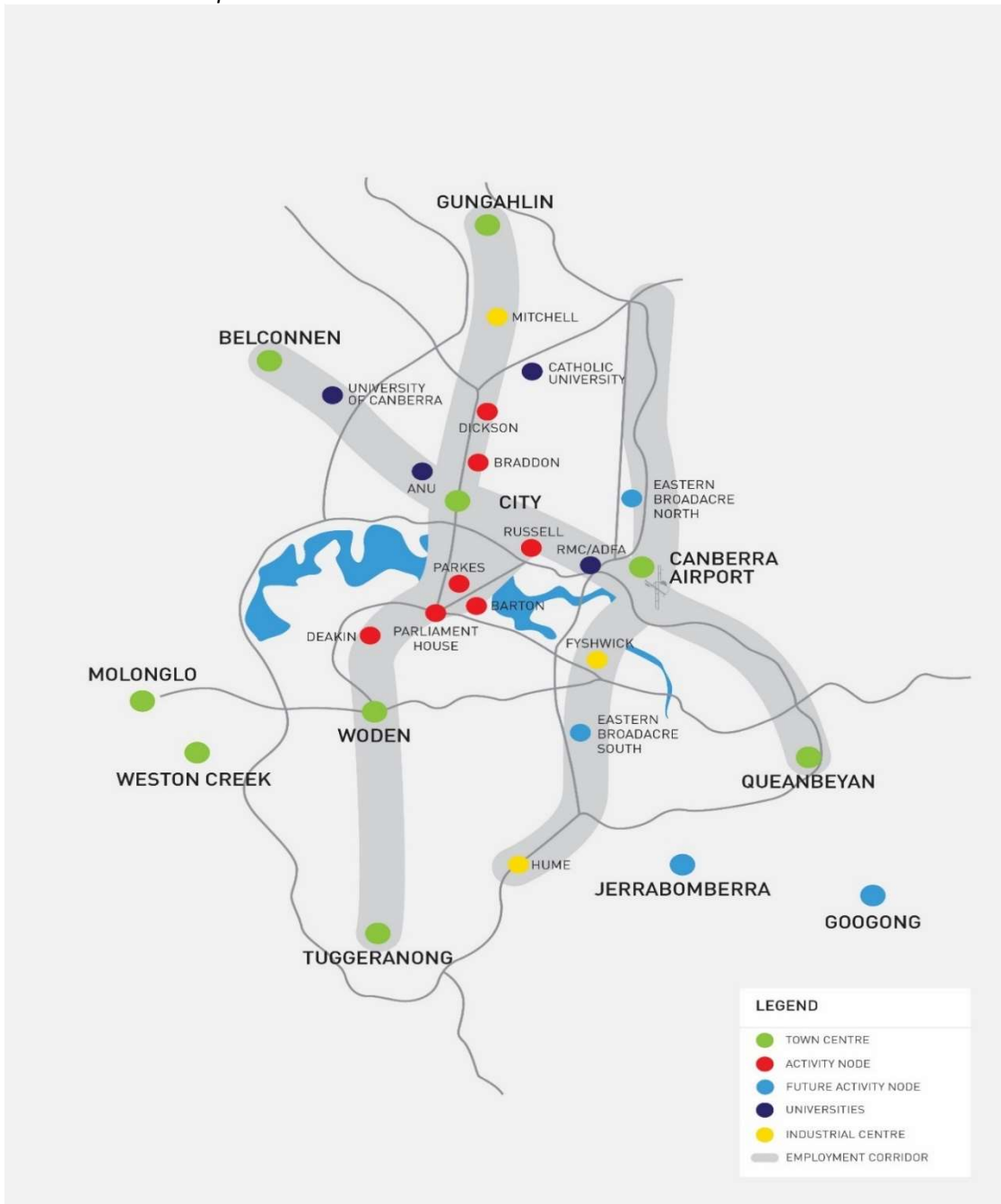
- Education: Royal Military College, Australian Defence Force Academy, Australian Federal Police and Defence Majura Training Area. These facilities are earmarked and planned by the Department of Defence for growth;
- Other Defence facilities;
- Canberra Airport Aerotropolis;
- IKEA; and
- Pialligo and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

Source Canberra Airport 2020 Master Plan



5.1 Economic Impact

Canberra Airport continues to be an economic driver in the ACT and is home to more than 300 businesses employing 22,000 people. The location of the Airport, combined with having 24/7 operations with no curfew, means that Canberra Airport is a critical driver and enabler for the ACT economy.

The Airport is Canberra's major public transport hub and only global gateway, including for VIPs travelling to Canberra, to Australia's 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 proposal further supports Canberra Airport's aviation aspirations, assisting the airport site to be a world-class airport for an emerging international city region.

The project, based on base building cost only, is estimated to cost \$11,333 per square metre of GLA (year 2024), of which 40% will be paid to labour (\$5,440 per sqm) and 60% paid for building materials (\$8,160 per sqm).

Further, the value added as an additional input to the Australian economy is 88%, resulting in a total input contribution to the Australian economy of \$89.7 million.

Based on these metrics, it is estimated that 32 Nomad Drive, Pialligo will contribute directly and indirectly, \$191m to the Australian economy and contribute approximately 548 on-site building jobs and 828 off-site building jobs during construction.

Canberra Airport has a long track record of using Australian companies and suppliers and in particular Canberra-based suppliers, consultants, and contractors.

On completion and full occupation of the proposal, it is expected the building will house over 20 staff on average.

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 Major Development Plan (pdMDP) throughout the public consultation period (note the Minister approved a shorter public consultation period of 30 business days rather than 60 for the proposal);
- Finalisation of the draft MDP for submission to the Minister, including having regard to issues raised during the public consultation period; and
- Advertising and making copies of the MDP available if or when approved by the Minister.

Prior to and throughout the MDP process, Canberra Airport proactively engaged with DCCEEW on the Agon Environmental Limited Detailed Site Investigation (LDSI) and the Groundwater Assessment and Management Plan seeking technical feedback on various options for the discharge of groundwater on Airport. The feedback from DCCEEW has been incorporated into this Major Development Plan (MDP) and detailed information will be included in the site-specific CEMP.

6.2 Stakeholder Consultation

In addition to public notices as prescribed by *the Act*, the proponent distributed the pdMDP 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, Treasury, Economic Development Directorate
- ACT Environment, Planning and Sustainable Development Directorate
- ACT Minister for Planning
- ACT Environment Protection Authority
- Transport Canberra and City Services

- Queanbeyan-Palerang Regional Council
- Canberra Region Joint Organisation
- Canberra Airport Planning Co-ordination Forum
- Canberra Airport Community Aviation Consultation Group
- Pialligo Precinct Tenants
- Qantas Airways
- Virgin Australia
- Fly Pelican
- Link Airways
- Rex Airlines
- Jetstar Airways
- Fiji Airways
- Australian Airline Pilots' Association
- General Aviation Users

The proponent hosted public consultation sessions at the Majura Park Shopping Centre and in the Brindabella Business Park.

The proponent took the opportunity to brief General Aviation users again about the proposal during an Airservices ATC Safety Awareness Information Night on 4 June 2024.

Chapter 7 Statutory Context

A “major development” as defined under the Section 89 of *the Act* requires the preparation of a Major Development Plan (MDP) which must be approved by the Minister.

The proposal is considered to be a major development as the cost of construction is estimated to be over the MDP threshold of \$25 million and therefore the proponent must prepare an MDP.

The contents of an MDP are set out in Section 91 of *the Act*. **Appendix B** demonstrates this MDP is consistent with these requirements.

An Environment Assessment Report was prepared to support this MDP and was provided separately to DCCEEW for consideration and assessment. The Environment Assessment Report was prepared in accordance with, and to address all, relevant provisions of the *Environment Protection Biodiversity Conservation Act 1999 (EPBC Act)* and associated guidelines. The Environment Assessment Report concluded the proposed action will have no material impacts on MNES subject to the Mitigation, Management and Monitoring Measures outlined in the Report.

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:

- world heritage areas;
- national heritage places;
- wetlands of international importance (listed under the Ramsar Convention);
- listed threatened species and ecological communities;
- listed migratory species (protected under international agreements);
- Commonwealth marine areas;
- Great Barrier Reef Marine Park,
- nuclear actions (including uranium mines); and
- water resources (that relate 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 and is not likely to have a significant impact on the environment on Commonwealth land.

7.2 ACT Planning Framework

The proposal site is identified as being 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 economy. The aviation-related activities and non-aviation activities that take place in 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.⁵ The 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 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:

⁵ Gallagher, K. [2014] *Submission by the ACT Government on the Canberra International Airport 2013-4 Preliminary Draft Master Plan*. June 2014.

- *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.”*

Canberra Airport has engaged with the ACT Government and NCA for over sixteen 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 Government’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.”

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.

In late 2023 the ACT Government enacted the new *Planning Act 2023* and Territory Plan. The proposal has been reviewed having regard to the strategic directions in the new Territory Plan and the proposal is consistent with those matters. Despite this, it is noted that the provisions of the *Planning Act 2023* and Territory Plan are not applicable to Canberra Airport which is National Land administered by the Commonwealth.

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 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 8.1 (page 126) of the Canberra Airport 2020 Master Plan which provides that for the Majura Precinct a 'Broadacre' is an indicative land use:

Broadacre: As set out in the National Capital Plan Section 3.6.3

Table 3 shows the permitted uses in the Broadacre Zone of the National Capital Plan.

Table 3: Broadacre Permitted Uses in the National Capital Plan (Effective April 2021)

Permitted Land Uses in the Broadacre Zone	
Administrative and Utility Services	Landscape Buffer
Agriculture	Open Space
Animal Care Facility	Outdoor Recreation Facility
Airport (Canberra International Airport only)	Park
Caravan Park/Camping Ground	Retail Plant Nursery
Community Facility	Scientific Research Establishment
Education and Office establishments used by the Department of Defence	Tourist Facility
Forestry (Majura and Kowen plantations only)	Transport Facility, including Road and Rail
General Farming	Mobile Home Park (Blocks 6 & 8 Section 97 and Block 17 Section 102 Symonston only).
Intensive Farming	

Airport (Canberra International Airport only) is a permitted use within a broadacre zone in the National Capital Plan and subsequently in the Pialligo Precinct.

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 thirteen MDPs, namely:

1. 3 Wellington office development, approved 18 December 2023;
2. 1 George Tyson Drive office development, approved 13 July 2021;
3. 27 Brindabella Circuit office development, approved 12 August 2020;
4. 6 Brindabella Circuit office development, approved 4 July 2019;
5. 25 Catalina Drive office development, approved 14 February 2019;
6. 9 Molonglo Drive office development, approved 16 July 2018;
7. Hotel development, approved 13 February 2014;
8. The Western Concourse Terminal Extension, approved 25 February 2010;
9. 15 Lancaster Place, approved 18 April 2008;
10. Southern Offices, approved 26 May 2007;
11. Outlet Centre, approved 26 April 2006;
12. Runway and Taxiway Expansion Program, approved 26 August 2004, and Minor Variation approved 5 April 2006; and
13. 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 as Appendix 1 of 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	1.4 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	1.4 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 Aviation Hangar and Ancillary Office and Warehouse 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	3.6 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 3.14 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 Assessment

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 airport lessee 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) as in force or existing at that time.	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 Pialligo 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.