



**The Hon Catherine King MP**

**Minister for Infrastructure, Transport, Regional Development and Local Government  
Member for Ballarat**

Ref: MS25-002481

Mr Stephen Byron AM  
Chief Executive Officer  
Capital Airport Group Pty Ltd  
Level 4, 21 Terminal Avenue  
CANBERRA AIRPORT ACT 2609

via: [s.byron@canberraairport.com.au](mailto:s.byron@canberraairport.com.au)

Dear Mr Byron

*Stephen*

Thank you for submitting a draft minor variation to the approved 3 Wellington Place office development Major Development Plan at Canberra Airport under the *Airports Act 1996* (the Act). I am pleased to advise that I have approved the draft minor variation under paragraph 95(2)(a) of the Act.

I ask that you continue to actively engage with the Civil Aviation Safety Authority and Airservices Australia during construction of the office development at 3 Wellington Place, to avoid any impacts the development may have on aviation operations and safety. I also encourage you to continue to engage with the Airport Environment Officer during the construction of the office development.

I note that the approved MDP states that the Net Lettable Area (NLA) would be up to 16,500 m<sup>2</sup>. I acknowledge that you have stated that the NLA will not change. I am approving this draft minor variation on the basis that the NLA will remain at or below 16,500 m<sup>2</sup>.

I also request that you provide the final minor variation to the 3 Wellington Place Major Development Plan to my department for review prior to its publication. Publication of the minor variation is required within 50 business days of my approval in accordance with section 96 of the Act.

Yours sincerely

Catherine King MP

20/10/2025



# **APPROVED MAJOR DEVELOPMENT PLAN MINOR VARIATION MULTI-STOREY OFFICE DEVELOPMENT**

**3 WELLINGTON PLACE, MAJURA PRECINCT CANBERRA  
AIRPORT**

**NOVEMBER 2025**

**REVISION 04**

Prepared by  
Planning & Environment Team  
Canberra Airport  
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Canberra Airport ACT 2609

APPROVED MAJOR DEVELOPMENT PLAN MINOR VARIATION MULTI-STOREY OFFICE  
DEVELOPMENT

Project Approved Final Minor Variation to Major Development Plan Multi-storey  
commercial office building  
Site 3 Wellington Place, Majura Park, Canberra Airport ACT  
Applicant Canberra Airport  
Date 28 November 2025  
Revision 05

**Document history and status**

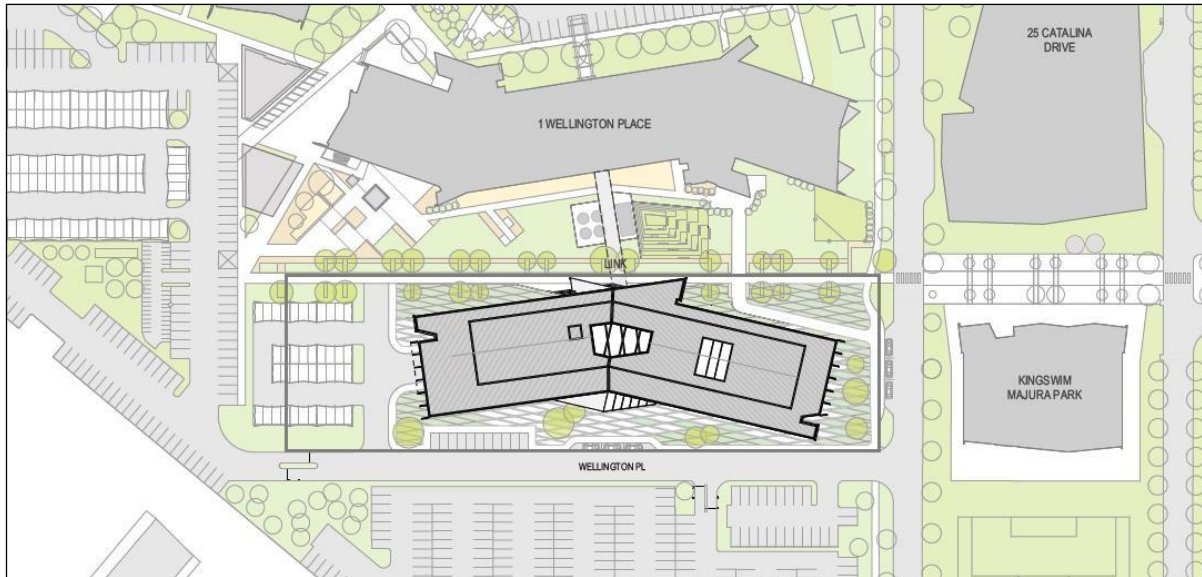
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## 1. Background

On 18 December 2023, the Minister for Infrastructure, Transport, Regional Development and Local Government approved a Major Development Plan (MPD) for the construction of a six-storey office building, plus roof top plant located at 3 Wellington Place, Majura Precinct Canberra Airport. On 29 May 2024, Ben Meagher Assistant Secretary (Acting) Domestic Airports Branch provided confirmation that the Construction Environmental Management Plan (CEMP) prepared by Canberra Airport satisfied all conditions of the approved MDP (refer to **Appendix A** for Minister and Department Approval letter for MDP and CEMP conditions). Below is a site plan and south perspective of the originally MDP approved building.



**Figure 1:** Originally approved MDP building footprint and grey area outlines site area of approximately 8,500m<sup>2</sup> prepared by GMB Architects.



**Figure 2:** Originally approved MDP building as viewed from the south perspective prepared by GMB Architects.

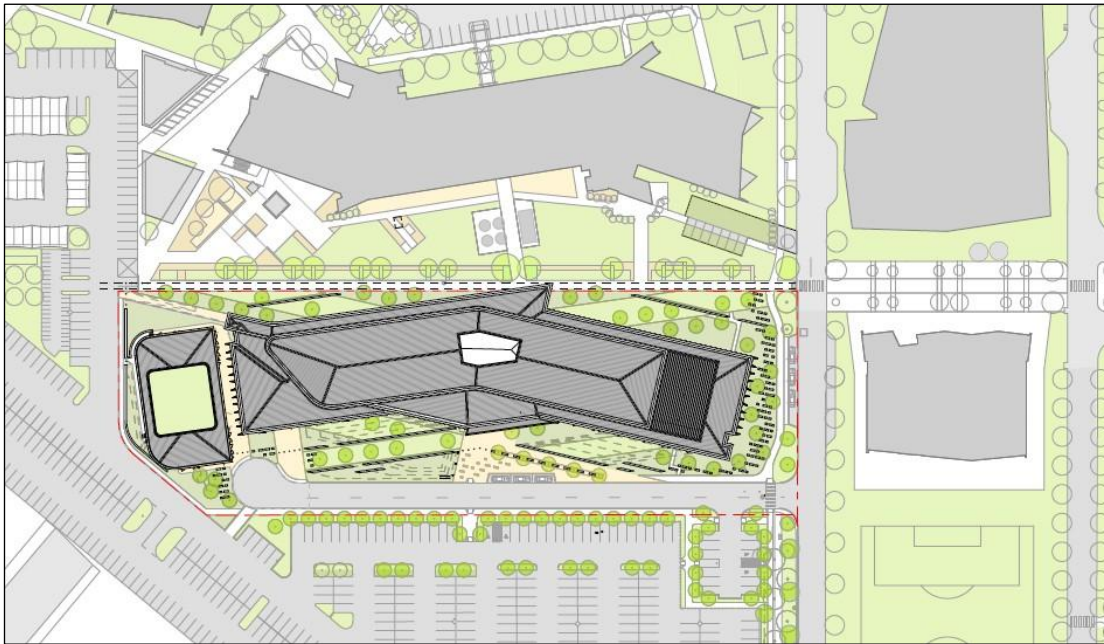
Since obtaining the original MDP approval Canberra Airport leasing and project teams have been working with the prospective tenant to finalise a building design which meets the user requirements. This design work has resulted in the following key variations to the approved MDP:



## APPROVED MAJOR DEVELOPMENT PLAN MINOR VARIATION MULTI-STOREY OFFICE DEVELOPMENT

- Reduction in the overall in number of storeys from the approved MDP of six levels to proposed variation MDP of five levels of office, plus roof top plant.
- Reduce the maximum building height from 27.20 metres to 25.03 metres.
- Extend to the building form to the west by approximately 24.3 metres to accommodate predominantly service and plant rooms and the east by approximately 4 metres.
- No change to the building Net Lettable Area (NLA) of approximately 16,500m<sup>2</sup>.
- Introduction of a connected single level plant room situated west immediately of the building.

Below is a site plan and south perspective of the approved MDP minor variation.



**Figure 3:** Approved MDP minor variation site plan prepared by GMB Architects.



**Figure 4:** Approved MDP minor variation building as viewed from the south perspective by GMB Architects

Importantly, the final minor variation to the MDP was approved on 20 October 2025 and remains broadly consistent with the previously approved MDP, the Canberra Airport Master Plan 2020 and the approved minor variation does not generate adverse environmental impacts.

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Notwithstanding the minor nature of the variation, Canberra Airport has proactively consulted with a variety of stakeholders, this included:

- Airservices Australia who have provided a letter of support for the proposed variations.
- Civil Aviation Safety Authority (CASA) who have provided a letter of support for the proposed variations.
- Members of Canberra Airport's Planning Coordination Forum (PCF) with no concerns nor issues raised.
- Members of Canberra Airport's Community Aviation Forum (CAF) with no concerns nor issues raised.

Given the minor nature of variation, the letters of support provided by Airservices and CASA, consultation with members of the PCF and CAF, and the absence of public submissions during the original public notification of the preliminary draft MDP, Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government Member for Ballarat supports the viewpoint that the additional consultation process under section 95A of the Act would merely duplicate the extensive consultation process already completed. Therefore, further consultation is unnecessary and not in the public interest.

Canberra Airport obtained approval from Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government Member for Ballarat, on the 20 October 2025, under section 95(2)(a) of the Airports Act 1996 for the draft variation of the MDP.

To assist the draft variation, enclosed are the following documents:

- Minister Approval MDP and Department Approval MDP Conditions Letter (refer **Appendix A**).
- Windtech letter of review titled "*Canberra Airport, 3 Wellington Place, Majura Park updated building design June 2025*" dated 30 June 2025 (refer to **Appendix B**).
- Airservices Australia letter of review and support for minor variation Major Development Plan 3 Wellington Place, Majura Park Canberra Airport (refer to **Appendix C**).
- CASA letter of review and support for minor variation to Major Development Plan 3 Wellington Place, Majura Park Canberra Airport (refer to **Appendix D**).

On 20 October 2025, Canberra Airport received written advice that the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government Member for Ballarat has approved the draft minor variation under paragraph 95(2)(a) of the Airports Act 1996.

## 2. Scope of Minor Variation

The purpose of the minor variation to the MDP is to demonstrate that the building changes discussed in this report are fully consistent with the building and works documented in the originally approved MDP. The minor variations MDP are discussed in detail in the following sections.

### 2.1 The MDP Context

The relevant elements of the proposed development described in the MDP are:

*The proposal is to construct a multistorey office building to a height of 27.2 metres and RL 592.000 at 3 Wellington Place with up to a total of 16,500m<sup>2</sup> NLA in the Majura Office Park. Currently the site is an on-grade bitumen sealed car park.*

*The site for the proposal has an area of approximately 8,500m<sup>2</sup>.*

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

- *up to 16,500m<sup>2</sup> NLA floor space;*
- *multistorey office building to a height of 27.2 metres above ground level (RL 592.000m);*
- *vehicle access;*
- *atrium / lobby area; and*
- *a number of lifts, including service lifts.*

The approved minor variation MDP is broadly consistent with the originally approved MDP.

### 2.2 Need for the proposal

Canberra Airports leasing and project teams have been working with the prospective tenant to finalise a building design which meets the specific user requirements. This detailed design work has resulted in minor changes to the building form and scale, which is comparable to the approved building form and style.

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

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

Since obtaining the approval of the MDP minor variation timing of construction of the proposal is expected to commence in the late 2025 or the first quarter of 2026. The proposal will be developed by the proponent to provide A-Grade office space to further extend the Canberra Airport Aerotropolis.

*“In the past, airports were seen as transport hubs for moving goods and people from one region or country to another. Not so today. Airports are now business destinations in their own right and provide a powerful economic engine for their region and local communities.*



*Increasingly, airport precincts are home to business and industrial parks; information, communications and technology complexes; retail centres and hotels.”<sup>1</sup>*

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. Access to the existing commercial office buildings and retail buildings within the Majura Park Precinct will be maintained with minimal disturbance.

3 Wellington Place will further connect the Majura Office Park in regard to built form and user amenity. With construction to commence in late 2023, there are significant local economic benefits associated with the proposal to stimulate the ongoing economic recovery of the ACT and Capital Region post-Covid, these include:

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

Urbis Economic Study – 2020.

### 2.3 Variation required to the MDP

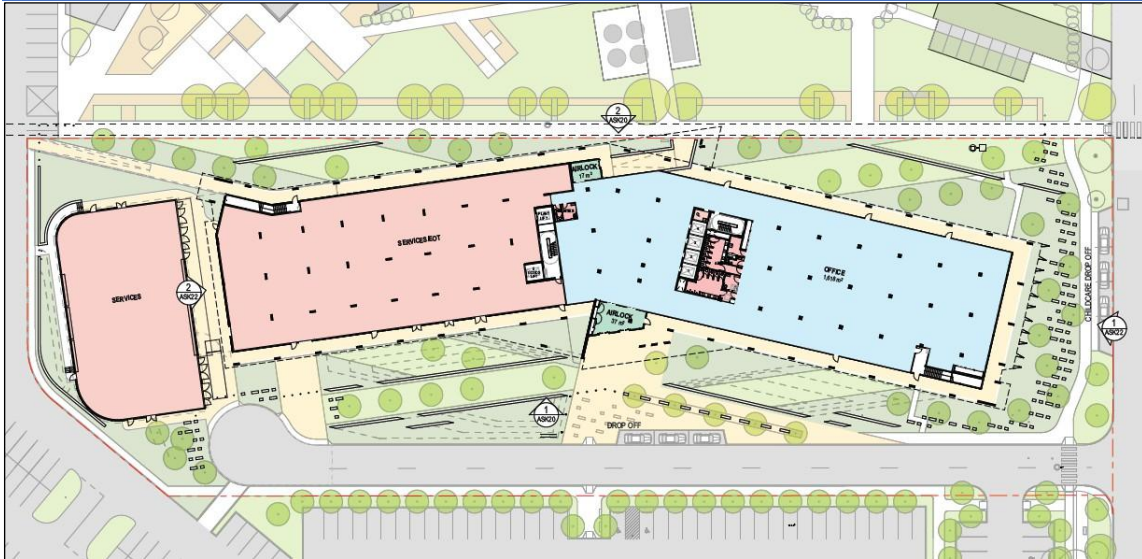
Since obtaining MDP approval Canberra Airport leasing and project teams have been working with the prospective tenant to finalise a building design which meets the user requirements. This design work has resulted in the following key variations to the originally approved MDP:

- A reduction in the overall in number of storeys from the originally approved MDP of six levels to the approved minor variation MDP of five levels of office, plus roof top plant.
- Reduce the maximum building height from 27.20 metres to 25.03 metres.
- Extend to the building form to the west by approximately 24.3 metres to accommodate predominantly service and plant rooms and the east by approximately 4 metres.
- No change to the building Net Lettable Area (NLA) of approximately 16,500m<sup>2</sup>.
- Introduction of a connected single level plant room situated west immediately of the building.

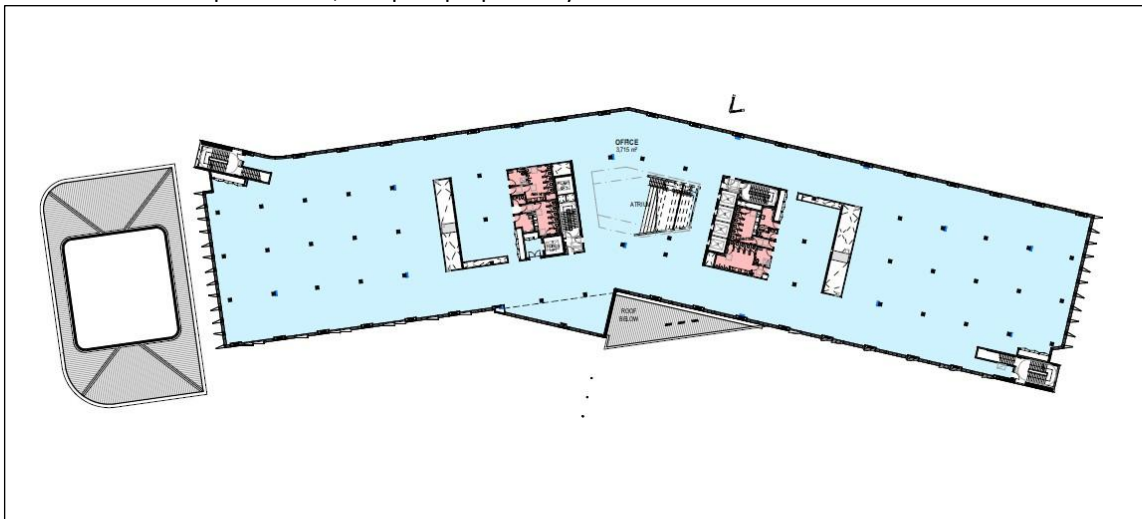
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<sup>1</sup> Mrdak, M [2015] *The difficulty of planning and investing in productive infrastructure – Western Sydney Airport*. 12 June 2015 Address to the AFR National Infrastructure Summit. [www.infrastructure.gov.au/departments/media/mr-120615](http://www.infrastructure.gov.au/departments/media/mr-120615) accessed 13 September 2019

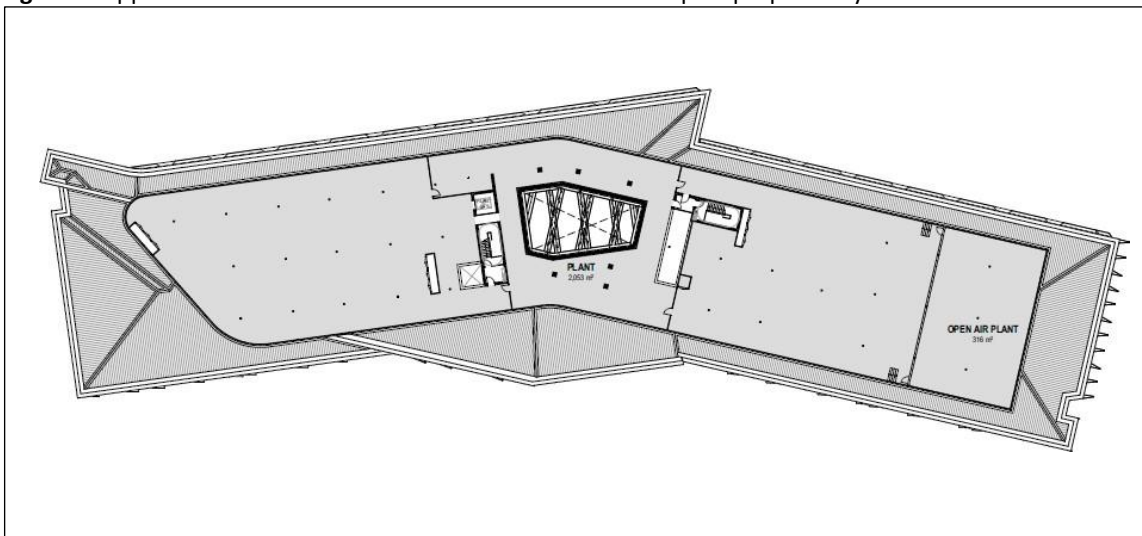
APPROVED MAJOR DEVELOPMENT PLAN MINOR VARIATION MULTI-STOREY OFFICE  
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**Figure 5:** Approved minor variation to the MDP site plan illustrating extensive plant room areas and ground floor and detached plant room, site plan prepared by GMB Architects.

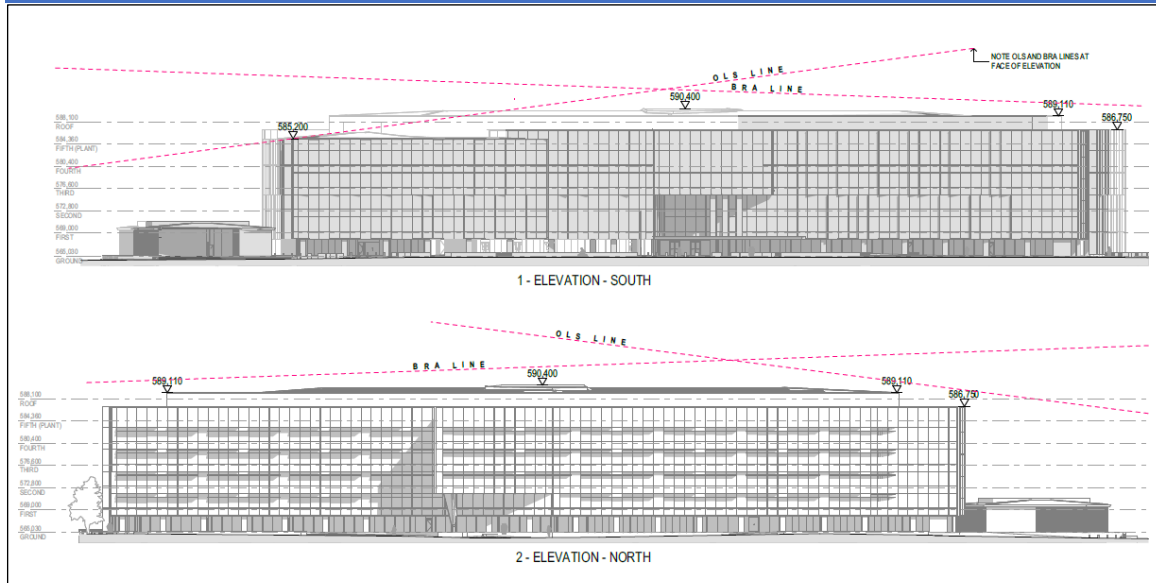


**Figure 6:** Approved minor variation to the MDP indicative floor plan prepared by GMB Architects.

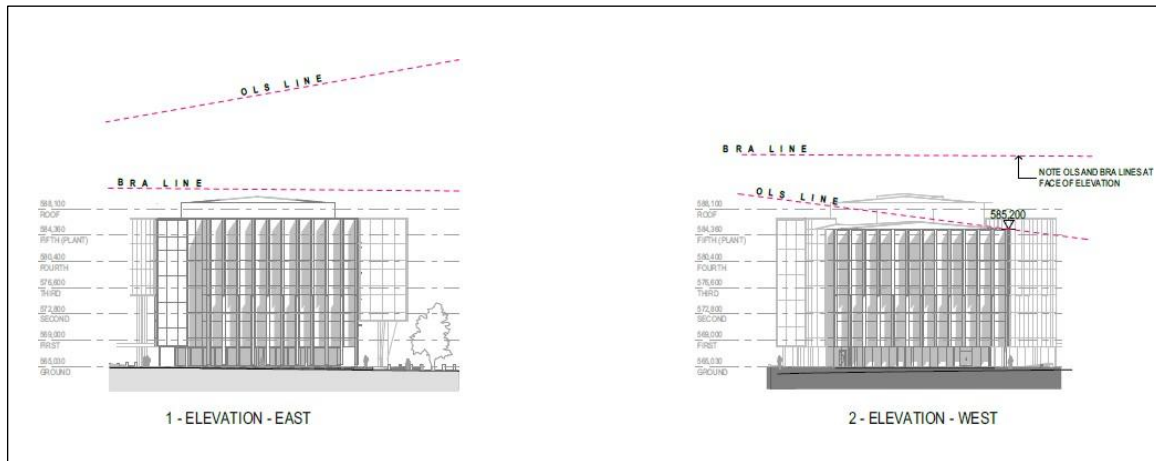


**Figure 7:** Approved minor variation to the MDP roof top plan prepared by GMB Architects.

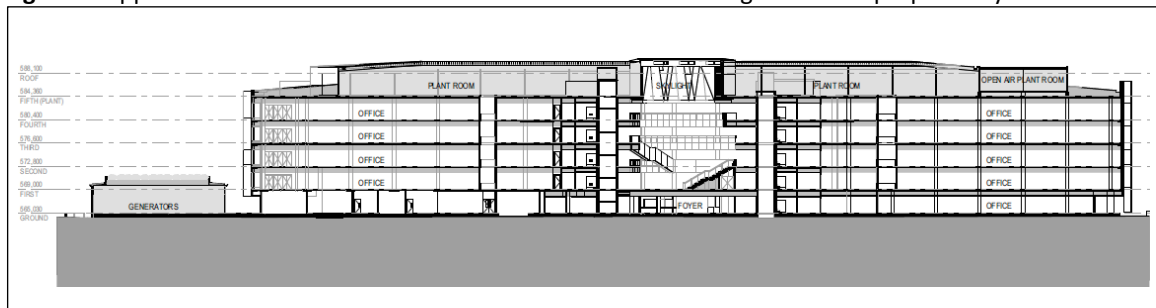
## APPROVED MAJOR DEVELOPMENT PLAN MINOR VARIATION MULTI-STOREY OFFICE DEVELOPMENT



**Figure 8:** Approved minor variation to the MDP north and south building elevations prepared by GMB Architects.



**Figure 9:** Approved minor variation to the MDP east and west building elevations prepared by GMB Architects.



**Figure 10:** Approved minor variation to the MDP building section prepared by GMB Architects.

### 3. Conditions of the approval of the MDP

As part of the original MDP approval issued by the Minister on 18 December 2023 two conditions were required to be addressed by Canberra Airport. On 29 May 2024 Ben Meagher Assistant Secretary (Acting) Domestic Airports Branch provided confirmation that the CEMP prepared by Canberra Airport satisfied all conditions of the approved MDP (refer to **Attachment A**). For completeness the MDP conditions are detailed below.

<p>Major development plan – 3 Wellington Place, Canberra Airport, ACT Per- and poly-fluoroalkyl substances (PFASs) and other contaminants advice</p> <p>Part A – Advice specific to the project</p> <ol style="list-style-type: none"> <li>1. Canberra Airport Pty Ltd (CAPL) must, prior to <b>construction</b>, submit a Construction Environment Management Plan (CEMP) consistent with the <b>PFAS National Environmental Management Plan</b> to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts for approval on the advice of the Airport Environment Officer (AEO).</li> <li>2. THE CEMP must: <ol style="list-style-type: none"> <li>a. Include specific details regarding testing of waters and include guidance on the proposed testing regime of all water to be disposed of (e.g. sampling density, analytes, criteria), and that the freshwater 99% species protection criteria for <b>PFOS</b>, <b>PFOA</b>, and <b>PFHxS</b> sourced from the <b>PFAS National Environment Plan</b> be adopted, to ensure that water proposed to be discharged to the stormwater system or applied onto the site is suitable for those purposes.</li> <li>b. Include management measures for the disposal of waters should testing identify that the water is not of suitable quality for release to stormwater systems or for re-use on the site.</li> <li>c. Commit that the assessment, management, remediation and criteria to be adopted for the unexpected finds protocol will be undertaken in accordance with Commonwealth-endorsed national guidelines including the <b>PFAS National Environmental Management Plan</b>, the <b>National Environment Protection Measure</b> and the <b>National Water Quality Management Strategy</b>.</li> <li>d. Include the PFAS (Soil) Management Framework Checklist detailed in the <b>Canberra Airport PFAS Soil Management Framework</b>.</li> </ol> </li> </ol>
<p>Part B - Definitions</p> <p>In these conditions any bolded use of a word or term refers to the below definition of that word or term:</p> <p><b>AEO means Airport Environment Officer</b></p> <p><b>CEMP means Construction Environmental Management Plan.</b></p> <p><b>Commencement</b> means the date on which the first instance of any activity associated with the Action (including <b>clearing</b>) is undertaken.</p> <p><b>Construction</b> means the erection of a building or structure that is, or is to be, fixed to the ground and wholly or partially fabricated on-site; the alteration, maintenance, repair or demolition of any building or structure; any work which involves breaking of the ground (including pile driving) or bulk earthworks; the laying of pipes and other prefabricated materials in the ground, and any associated excavation work; but excluding the installation of temporary fences and signage. Construction does not include pre-clearance surveys or monitoring programs or the installation of signage or temporary fencing to prevent unauthorised use of the site.</p> <p><b>PFAS means</b> Per- or poly-fluoroalkyl substance.</p> <p><b>PFASs means</b> Per-and poly-fluoroalkyl substances. Per-and poly-fluoroalkyl substances include PFOS (perfluorooctane sulfonate), PFOA (perfluorooctanoic acid), PFHxS (perfluorohexane sulfonate), and their direct and indirect precursors. Precursors and other PFASs can contribute over time to the total PFAS load in the environment and should be considered to the fullest extent possible. Appropriate analytical methods, including TOP and TOF assays and limits of reporting, are discussed in the PFAS NEMP 2.0, as updated from time to time (HEPA 2020: 88–94). For the purposes of this project, where the identity of PFOS, PFOA, and PFHxS precursors are unknown a standard suite of 28 analytes may be used for the measurement of the sum of PFASs and may be reported, for example, as 'Sum of PFASs (n=28)'.</p> <p><b>PFHxS means</b> Perfluorohexane sulfonate.</p> <p><b>PFOA means</b> Perfluorooctanoic acid.</p> <p><b>PFOS means</b> Perfluorooctane sulfonate.</p>

Figure 11: Original MDP approval conditions from Ministers Letter of 18 December 2023.

#### 4. Precinct planning factors

The minor variations to the originally approved multi-storey commercial office development remains consistent with the requirements for developments in the Majura Office Precinct 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 approved minor variation to the original MDP approval is consistent with Table 8.3 (page 133) of the Canberra Airport 2020 Master Plan which provides that for the Majura Precinct an 'Office' is an indicative land use:

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

Further, page 119 of the Master Plan states "While Canberra Airport may extend, vary or modify its existing buildings and/or car parking areas within each precinct, [including changing the use of that building or car park], it will only undertake such works in accordance with, and after obtaining, all relevant approvals." As indicated previously in this report Canberra Airport has obtained all necessary approvals for the construction of the proposed development with the exception of obtaining Airport Building Controller approvals to commence construction on site. The relevant ABC applications and approvals will be pursued following completion of the MDP variation process with the Department.



## 5. Consultation with stakeholders

It is acknowledged that no public submissions were made during the consultation processes forming part of the original MDP approval. Despite no public submission been received during the original MDP approval processes, Canberra Airport proactively consulted with a variety of stakeholders on the approved minor variations to the MDP. A list of the stakeholders is provided below:

- Airservices Australia with a letter of support provided to Canberra Airport for the approved MDP minor variation (refer to **Appendix C**).
- Civil Aviation Safety Authority (CASA) with a letter of support provided to Canberra Airport for the approved MDP minor variation (refer to **Appendix D**).
- Canberra Airport Planning Coordination Forum (**PCG**) on 3 June 2025 (refer **Appendix E**) which consists of the following stakeholders:
  - ACT Government City and Environment Directorate – Strategic Planning and Policy Environment representative;
  - ACT Government City and Environment Directorate – Transport and City Services (Roads);
  - ACT Government Infrastructure Canberra representative;
  - Commonwealth Government National Capital Authority;
  - Canberra Region Joint Organisation General Manager;
  - Regional Development Australia – Southern NSW & ACT Chief Executive Officer;
  - Electorate Officer, The Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories Minister for Emergency Management, Member for Eden-Monaro;
  - Commonwealth Government Department of Defence; and
  - NSW Local Government Queanbeyan-Palerang Regional Council General Manager and Strategic Planning representative.
- Canberra Airport Community Aviation Consultation Group (**CACG**) Wednesday 9<sup>th</sup> April 2025 (refer **Appendix E**) which consists of the following stakeholders:
  - Pialligo Residents Association representative;
  - North Canberra Community Council representative;
  - Tuggeranong Community Council representative;
  - Gungahlin Community Council representative;
  - Weston Creek Community Council representative;
  - Jerrabomberra Residents Association representative;
  - Fernleigh Park Community Association representative;
  - Ridgeway Community Group representative;
  - Airservices Australia representative;
  - ACT Chief Minister, Treasury and Economic Development Directorate representative;
  - RAAF 34 Squadron, Defence Establishment Fairbairn, Logistics Flight Commander; and
  - Swissport, Manager Airport Services Canberra.

In addition to the above stakeholder consultations Canberra Airport has briefed the following stakeholders regarding the minor variation to the MDP:

- Airport Building Controller at regular monthly meetings.
- Airport Environment Officer at regular monthly meetings.

- Department of Infrastructure – Airports Branch – Domestic Aviation and Reform team representatives in November 2024 and follow up email correspondence between November and December 2024.

As indicated above Canberra Airport has completed an extensive program of stakeholder consultation and engagement on the minor variations to the MDP, with no issues raised.

### 5.1 Issues Raised by Stakeholders

No issues were raised by stakeholders, while Airservices Australia and CASA has provided letters of review and support for the minor variation to the MDP. For the letters of review and support provided by Airservices Australia and CASA refer to **Appendices C** and **Appendices D**.

### 5.2 Section 95 Minor variation of major development plan (2)(c) and section 95A

Given the minor nature of the minor variation, the letters of support provided by Airservices and CASA, consultation with members of the PCF and CAF, and the absence of public submissions during the original public notification of the preliminary draft MDP, Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government Member for Ballarat supports the viewpoint that the additional consultation process under the Act would merely duplicate the extensive consultation process already completed.

## 6. Assessed minor variations to the MDP

There are several aspects of the approved minor variation which required assessment to the originally approved MDP, these matters are:

- A reduction in the overall in number of storeys from the originally approved MDP of six levels to the approved minor variation MDP of five levels of office, plus roof top plant.
- Reduce the maximum building height from 27.20 metres to 25.03 metres.
- Extend to the building form to the west by approximately 24.3 metres to accommodate predominantly service and plant rooms and the east by approximately 4 metres.
- No change to the building Net Lettable Area (NLA) of approximately 16,500m<sup>2</sup>.
- Introduction of a connected single level plant room situated west immediately of the building.

The above matters have been addressed under various headings in the following sub-sections of this report.

There are no other matters associated with the approved minor variations to the MDP which require assessment, consistent with the matters to be addressed under section 91 of the *Airports Act 1996*.

### 6.1 No change to building Net Lettable Area

The originally approved MDP building has an approximate NLA of 16,500m<sup>2</sup> and the approved minor variation does not change the approved NLA.

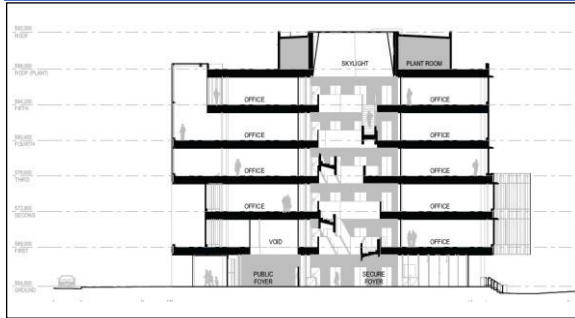
### 6.2 Building height and form

As discussed previously the key building height and form changes to the originally approved MDP are a reduction in height and number of storeys and lengthening of the building to the west which are described below:

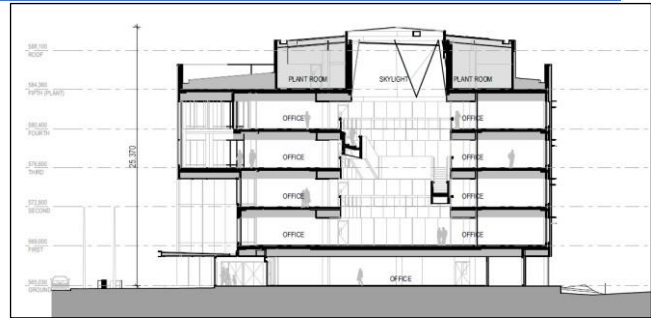
- A reduction in number of storeys from the originally approved MDP six levels of office to the approved minor variation of five levels of office, plus roof top plant.
- Reduce the maximum building height to 25.3 metres.
- Extend the building form to the west by approximately 24.3 metres to accommodate predominantly service and plant rooms.

The approved minor variation to seeks to reduce the overall building height to 25.3 metres which is a reduction in height of approximately 2 metres from the originally approved MDP building that has a maximum height of 27.2 metres. The building height and storeys change is required by the prospective tenant with the approved minor variations illustrated in figure 11 and figure 12 below. The reduction in the building height and number of storeys has been thoroughly assessed against the Master Plan with the proposed reduction in height compliant with the Master Plan. In addition, Windtech has prepared a memo letter review and assessment advice demonstrating no impact on aviation operations and safety matters at the airport. The WindTech memo letter has been subsequently reviewed by Airservices and CASA who agree with the assessment and have provided letter of support for the minor variations to the MDP (refer to **Appendices C** and **Appendices D** for full details).

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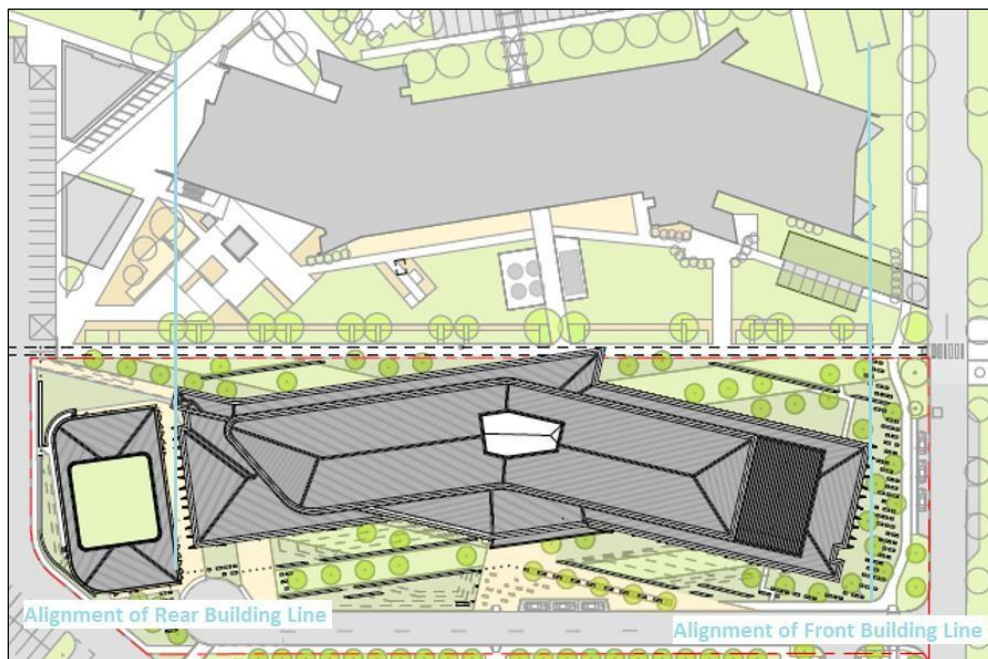


**Figure 13:** MDP original approval building height of six storeys plus roof top plant.



**Figure 14:** Approved minor variation to MDP with a reduced building height and five storeys plus roof top plant.

The approved minor variation to lengthen the building in a westerly direction by approximately 24.3 metres has also been extensively reviewed, having regard to the requirements of the Master Plan, WindTech, Airservices and CASA. From an overall Majura Park Precinct design perspective lengthening the building to the east and west provides a much-improved urban design and architectural outcome with the proposed building seamlessly integrating with the existing building form and footprint of the existing building situated to the north (see figure 15 below).



**Figure 15:** Approved minor variation to MDP revised building footprint alignment with broader precinct.

### 6.3 Single level plant room

The approved minor variation to the MDP includes the introduction of a connected single level plant room situated west immediately of the building. The plant room is critical to service the needs of the tenant and functioning of the building. The plant room has been designed to provide a cohesive relationship with the architectural design of the building and broader integration with the precinct. The proposed plant room has no adverse impacts on the airport, airport users not broader locality.

## 6.4 Building Materials and Finishes

Although building materials and finishes are yet to be fully designed. All building materials and finishes will be a high quality, durable and incorporate non-glare finishes. The following materials and finishes are likely to be considered:

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

All building products and specifications will be consistent with the 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 that the building facade will comprise selected materials, consistent with the other buildings in the business park portraying quality and sophistication.

## 6.5 Sustainability and climate change resilience

Canberra Airport aims to improve resource use efficiency through the adoption of more efficient designs and commercially sustainable technologies. Canberra Airport is a member of the Green Building Council of Australia, and the airport is committed to maximising the environmental sustainability of our developments both during construction and post completion operation. Consistent with these commitments, the approved minor variations to the MDP will be pursuing an appropriate NABERS rating and a Green Building pathway. The proposed building will be electric and connected to the ACT Governments Green Electrical grid, meaning the building is carbon neutral in operation.

Canberra Airport has been at the forefront of sustainable practices and is committed to leading the nation – and the world – by aiming to be net zero by 2030 in scope 1 and scope 2 emissions. Additionally, we aim to increase the use of sustainable aviation fuel to 10% by 2030 and work collaboratively with our stakeholders towards net zero emissions by 2050 for scope 3 emissions.

Canberra Airport supports the United Nations' target to limit the increase of global average temperature and aims not to exceed 1.5°C above pre-industrial levels. We also endorse the Australian Government's target of a 43% reduction of Greenhouse Gasses (GHG) by 2030 compared to 2005 levels and be net zero by 2050. Furthermore, we support the ACT Government's target of 67-75% reduction in GHG emissions by 2050 against the 2005 levels.



In June 2025, Canberra Airport was awarded direct accreditation at Level 4 under the global Airport Carbon Accreditation (ACA) program, placing it among the highest-ranked airports worldwide for climate action and sustainability. This recognition reflects more than two decades of consistent investment in carbon reduction initiatives across the airport precinct.

## 6.6 Universal Accessibility

The proposed building has been designed to ensure universal accessibility, which addresses the requirements of the *Disability Discrimination Act 1992*, Australian Standards and NCC.

## 6.7 Traffic, Transport and Carparking matters

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

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

The proposed development will require the removal of a quantum of existing car parking spaces. However, in 2024 Canberra Airport completed the Majura office car park expansion which delivered 587 car parking spaces. This is greater than the minimum numeric requirements for car parking associated with commercial office uses at Canberra Airport and far exceeds the quantum of car parking spaces removed by the development. Finally, the existing road networks and transport infrastructure has capacity to handle the proposed development and support from the ACT Government – Transport Canberra and City Services Directorate was obtained as part of the original MDP approval. Therefore, no further engagement is required as part of the minor variations to the MDP.

## 6.6 Environmental Assessment

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

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

All potential environmental impacts both during construction and post completion of works have been assessed as part of the originally approved MDP. The key environmental assessments have concluded that there are no potential impacts from the proposal in relation to soil, groundwater, hydrology, noise and vibration, wind, air quality, flora and fauna, waste, visual impacts on amenity and heritage from construction and operation of the proposed development. Furthermore, the site and proposed

development is not adversely impacted by existing environmental conditions, and the proposed development will be resilient to climate impacts.

The site of the proposed development has historically been extensively disturbed and occupied by primarily hardstand carparking and landscaped areas. The environmental assessment has concluded that the site does not contain any environmentally sensitive areas and nor does the site contain significant flora or fauna. Accordingly, the proposed development will not result in any adverse environmental impacts. Finally, the Department has approved the site specific CEMP for the development which incorporates all requirements of the approved MDP.

#### 6.7 Section 95 Minor variation of major development plan (1)(c)

As indicated in the above sections of this report, the variation to the MDP are considered minor, reasonable and appropriate, as the proposed variations retain the extensively the same development land use, footprint and building form of the originally approved MDP. Accordingly, the proposed variation submission satisfied the requirement of section 95(1)(c) of the Act.

## **7. Conclusions**

This minor variation to the Major Development Plan (MDP) provides for the construction of multistorey commercial office building at 3 Wellington Place, Majura Precinct of Canberra Airport.

This report and accompanying documentation are provided in support of the minor variation MDP application.

It is submitted that the proposed development and minor variation to the MDP satisfies the requirements of Section 95 of the Airport Act 1996, facilitating a quality commercial office development that is appropriate to the Majura Precinct of Canberra Airport, responds to the sites distinctive precinct layout and builds on the built form character of Majura.

**Appendices**

**Appendix A Ministers Letter of Approval for MDP and Department Letter of Approval for satisfaction of MDP approval conditions**

**Appendix B Windtech Memo Letter of Review for proposed variation MDP for 3 Wellington Place**

**Appendix C Airservices letter of approval and support for proposed variation to MDP approval at 3 Wellington Place Majura Park Canberra Airport**

**Appendix D CASA letter of approval and support for proposed variation to MDP approval at 3 Wellington Place Majura Park Canberra Airport**



**The Hon Catherine King MP**

**Minister for Infrastructure, Transport, Regional Development and Local Government  
Member for Ballarat**

Ref: MS23-004934

Mr Stephen Byron AM  
Managing Director  
Canberra Airport Pty Ltd  
Level 4, Plaza Offices West  
21 Terminal Circuit  
CANBERRA AIRPORT ACT 2609

Dear Mr Byron *Stephen*

Thank you for submitting the draft Major Development Plan (dMDP) for the 3 Wellington Place office development for my consideration under the *Airports Act 1996* (the Act). I am pleased to advise I have approved the dMDP, subject to the conditions detailed below and attached to this letter, in accordance with section 94(7) of the Act. In making my decision, I have been mindful of the contribution Canberra Airport makes to the economy and transport infrastructure of the Australian Capital Territory.

As you are aware, the Department of Climate Change, Energy, the Environment and Water (DCCEEW) has undertaken an assessment of the proposed development against the *Environment Protection and Biodiversity Conservation Act 1999*. In its advice on the outcomes of the assessment, DCCEEW has recommended approval conditions for the dMDP.

I have accepted the enclosed conditions proposed by DCCEEW and these apply to my approval of the dMDP. I expect Canberra Airport to work closely with both DCCEEW and the Airport Environment Officer (AEO) to ensure the conditions of my approval are met.

It is also my expectation that Canberra Airport will continue to work closely with Airservices Australia, the Civil Aviation Safety Authority, the Airport Building Controller, the AEO and the Department of Infrastructure, Transport, Regional Development, Communications and the Arts to ensure appropriate approvals are obtained prior to the construction of the 3 Wellington Place office development.

Canberra Airport is required to publish the final MDP within 50 business days of my approval, in accordance with section 96 of the Act. I ask that you provide the final version of the MDP to my department prior to publication.



In accordance with section 242 of the Act, and subject to the *Administrative Appeals Tribunal Act 1975*, an application may be made to the Administrative Appeals Tribunal for a review of my decision.

I wish you and your team all the best as this development is implemented.

Yours sincerely

Catherine King MP

18/12/2023

Enc

**Major development plan – 3 Wellington Place, Canberra Airport, ACT Per-  
and poly-fluoroalkyl substances (PFASs) and other contaminants advice**

**Part A – Advice specific to the project**

1. Canberra Airport Pty Ltd (CAPL) must, prior to **construction**, submit a Construction Environment Management Plan (CEMP) consistent with the **PFAS National Environmental Management Plan** to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts for approval on the advice of the Airport Environment Officer (AEO).
2. THE CEMP must:
  - a. Include specific details regarding testing of waters and include guidance on the proposed testing regime of all water to be disposed of (e.g. sampling density, analytes, criteria), and that the freshwater 99% species protection criteria for **PFOS, PFOA, and PFHxS** sourced from the **PFAS National Environment Plan** be adopted, to ensure that water proposed to be discharged to the stormwater system or applied onto the site is suitable for those purposes.
  - b. Include management measures for the disposal of waters should testing identify that the water is not of suitable quality for release to stormwater systems or for re-use on the site.
  - c. Commit that the assessment, management, remediation and criteria to be adopted for the unexpected finds protocol will be undertaken in accordance with Commonwealth-endorsed national guidelines including the **PFAS National Environmental Management Plan**, the **National Environment Protection Measure** and the **National Water Quality Management Strategy**.
  - d. Include the PFAS (Soil) Management Framework Checklist detailed in the **Canberra Airport PFAS Soil Management Framework**.

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## Part B - Definitions

In these conditions any bolded use of a word or term refers to the below definition of that word or term:

**AEO means Airport Environment Officer**

**CEMP means Construction Environmental Management Plan.**

**Commencement** means the date on which the first instance of any activity associated with the Action (including **clearing**) is undertaken.

**Construction** means the erection of a building or structure that is, or is to be, fixed to the ground and wholly or partially fabricated on-site; the alteration, maintenance, repair or demolition of any building or structure; any work which involves breaking of the ground (including pile driving) or bulk earthworks; the laying of pipes and other prefabricated materials in the ground, and any associated excavation work; but excluding the installation of temporary fences and signage. Construction does not include pre-clearance surveys or monitoring programs or the installation of signage or temporary fencing to prevent unauthorised use of the site.

**PFAS means** Per- or poly-fluoroalkyl substance.

**PFASs means** Per-and poly-fluoroalkyl substances. Per-and poly-fluoroalkyl substances include PFOS (perfluorooctane sulfonate), PFOA (perfluorooctanoic acid), PFHxS (perfluorohexane sulfonate), and their direct and indirect precursors. Precursors and other PFASs can contribute over time to the total PFAS load in the environment and should be considered to the fullest extent possible. Appropriate analytical methods, including TOP and TOF assays and limits of reporting, are discussed in the PFAS NEMP 2.0, as updated from time to time (HEPA 2020: 88–94). For the purposes of this project, where the identity of PFOS, PFOA, and PFHxS precursors are unknown a standard suite of 28 analytes may be used for the measurement of the sum of PFASs and may be reported, for example, as ‘Sum of PFASs (n=28)’.

**PFHxS means** Perfluorohexane sulfonate.

**PFOA means** Perfluorooctanoic acid.

**PFOS means** Perfluorooctane sulfonate.



**Australian Government**

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**Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts**

Mr Stephen Byron AM  
Chief Executive Officer  
Canberra Airport Pty Ltd  
Level 4, 21 Terminal Avenue  
CANBERRA AIRPORT ACT 2609

Dear Mr Byron

Thank you for your submission of a Construction Environmental Management Plan (CEMP) in response to the condition placed on the approval of the 3 Wellington Drive, Major Development Plan (MDP).

I am pleased to advise that the Airport Environment Officer (AEO) has confirmed the CEMP meets the requirement of the MDP condition of approval. I would like to commend Canberra Airport on its work on the CEMP and its strong ongoing engagement with the AEO to support the CEMP.

I wish Canberra Airport all the best in progressing with this development.

Yours sincerely

Ben Meagher  
Assistant Secretary (Acting)  
Domestic Airports Branch

29 May 2024



Date: June 30, 2025

To: Canberra Airport Pty Ltd

Address: Level 4, Plaza Offices – West Terminal Avenue Canberra Airport ACT 2609

Attn: Andrew Connor

RE: CANBERRA AIRPORT, 3 WELLINGTON PLACE, MAJURA PARK  
UPDATED BUILDING DESIGN JUNE 2025

Dear Sir/Madam,

This letter is in relation to proposed variations to the design of the approved development at 3 Wellington Place dated June 20025.

In 2023 a report with the results of wind tunnel measurements of building induced wind shear and turbulence for the 3 Wellington Place, Majura Park Development (Report dated: 23 February 2023) was prepared. It presented an investigation into the potential for building induced windshear and turbulence on Runway 12/30 generated by the development which is located to the north of this runway. The assessment was based on Guideline B of National Airports Safeguarding Advisory Group (NASAG) Framework.

The 2023 report found that with the inclusion of the development there is an increase from 0.16% to 0.25% in the annual probability that the maximum turbulence levels will exceed the relevant criteria when compared with the existing conditions. Runway 12 at Canberra airport is unique compared to the other three approaches. Due to the Canberra Noise Abatement Area landing on Runway 12 is limited to General Aviation that is less than 5.7 tonnes other than in emergencies. The report considered the recommend maximum tail wind speed for landing of three popular general aviation aircraft less than 5.7 tonnes and the minimum mean wind speeds for the exceedances of the criteria to occur. The report concluded that the minor increases in turbulence along the 12/30 runway do not impact operational conditions for General Aviation aircraft less than 5.7 tonnes landing on runway 12.

The development is located to the north of Runway 12/30 and south of a group of existing buildings including: 1 Wellington Place, 5 Lancaster Place, 11 Lancaster Place and 15 Lancaster Place. The 25 Catalina Drive development is located to the north-east. The development is located between these existing buildings and the 12/30 runway. A photograph of the development within the wind tunnel is presented in Figure 1. Under Guideline B of National Airports Safeguarding Advisory Group (NASAG) Framework the assessment of buildings is conducted for wind directions where the proposed development is located upwind of the runway threshold. For example, for the northerly wind direction. The observation that the increase in the probability of exceeding the relevant criteria is small (0.16% to 0.25%), although the development is significant in size, is due to the



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development's location relative to the existing buildings and the runway as well as its comparable size with these existing buildings.



Figure 1: Original 3 Wellington Place Development (Yellow) and existing surrounding buildings (Blue)

An update design for the 3 Wellington Place development dated June 2025 has been proposed (Figure 2 and Figure 3). The main building has increased in length by 24.3m (121.4m to 145.7m) and decreased in height by 1.8m (27.2m to 25.4m). The 3 Wellington Place development is located 25m south of the combined 1 Wellington Place / 5 Lancaster Place development. The 1 Wellington Place / 5 Lancaster Place development has a maximum height of 24.7m and overall length of 145m which is similar to the updated 3 Wellington Place design. The 25 Catalina Drive development is tallest of this group of buildings with a height of 27m.

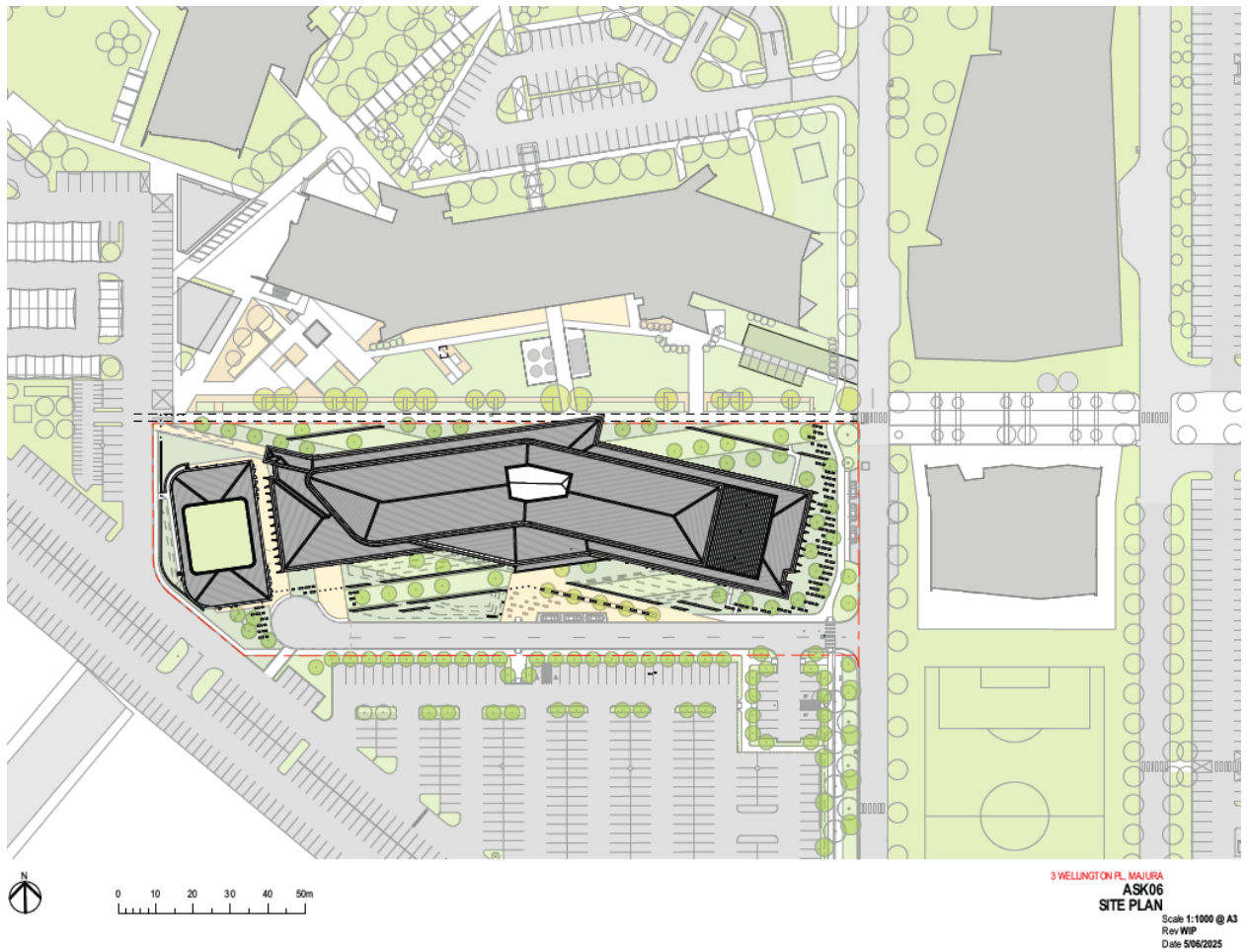
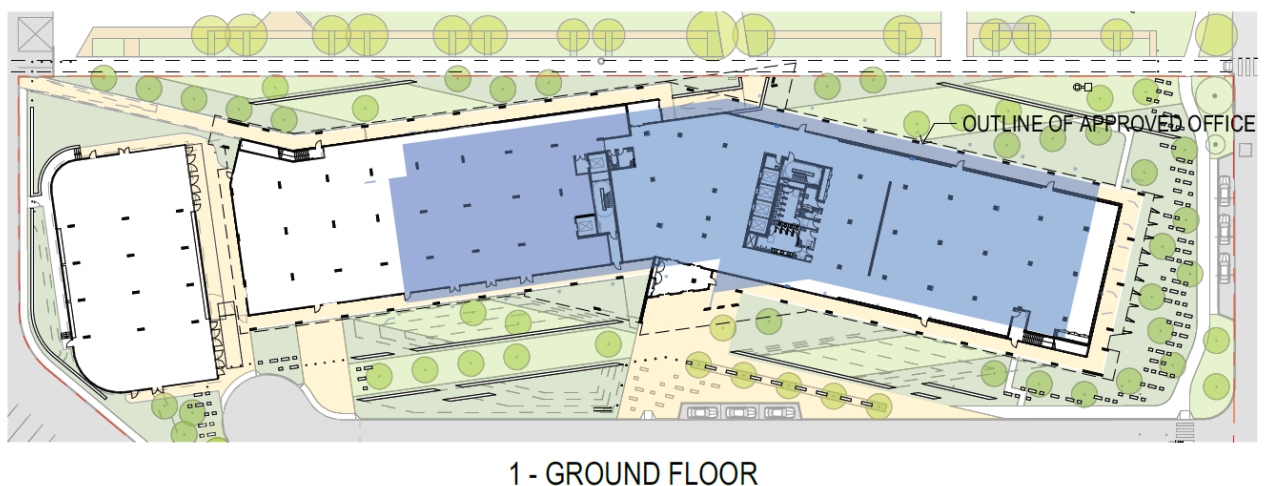


Figure 2: 3 Wellington Place June 2025 Site Plan



Guida Moseley Brown Architects



Figure 3: 3 Wellington Place Footprint Comparison



It is expected that the updated 3 Wellington Place development will generate a similar small increase in the probability of exceeding the criteria as the original 3 Wellington Place design, as it maintains the approved development's location relative to the existing buildings and the runway as well as its comparable size with these existing buildings. Although, the specific locations in elevation and chainage of the increases in turbulence described in the original report may change.

Furthermore, the updated design will not change the conclusion that "The minor increases in turbulence along the 12/30 runway do not impact operational conditions for General Aviation aircraft less than 5.7 tonnes landing on runway 12". This is due to discussion above the limitations on landing on Runway 12/30 and the recommend maximum tail wind speeds for landing for these aircraft.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Andrew Connor  
Planning and Environment Manager | Canberra Airport GPO Box 594  
Level 4, 21 Terminal Avenue | Plaza Offices – West | Canberra Airport ACT 2609  
T (02) 6275 2207  
Via email: A.Connor@canberraairport.com.au

Dear Andrew,

**Re: variation to the draft Major Development Plan (dMDP) - 3 Wellington Place, Majura Precinct Canberra Airport**

Thank you for the opportunity to review and provide feedback on Canberra Airport's variation to the proposed development at 3 Wellington Place, Majura Precinct Canberra Airport.

Airservices note the following changes to the previously approved dMDP:

- The updated variation building design decreases the approved MDP maximum building height by 1.8m
- The variation to the building extends to the west by approximately 24.3m with original building variation from January 2025 extended to the west by approximately 23.5m.
- A single level plant room is proposed to the west of the main building.

Following our assessment of the proposed variation to the dMDP, Airservices has not identified any significant safety or operational issues as relevant to our services, which include airspace procedures, air traffic management, aviation rescue firefighting, communication, navigation, surveillance (CNS) and enabling facilities in support of air navigation, environment and community engagement.

As per our previous response, Airservices's engineers note that the proposed property development maximum height cannot be increased without reassessment, and that the wall(s) facing the runway must not be composed of one flat, continuous metallic wall.

Air Traffic Control (ATC) do not anticipate any operational impact caused by the development. However, as per our previous response, ATC advise that the building height must be at or below the heights of the existing buildings in the vicinity.

The proposed use of any plant or cranes required for the construction of any proposed developments associated with this MDP will require separate consultation between the airport, the proponent(s) and Airservices, prior to construction commencing, to ensure there are no impacts on Airservices facilities or operations.

[Redacted signature block]



**Australian Government**  
**Civil Aviation Safety Authority**

AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

Andrew Connor  
Planning and Environment Manager  
Canberra Airport  
Level 4, 21 Terminal Avenue  
Plaza Offices West  
Canberra Airport 2609

Dear Mr Connor,

**PROPOSED CHANGES TO APPROVED MAJOR DEVELOPMENT PLAN FOR OFFICE  
DEVELOPMENT, 3 WELLINGTON PLACE, MAJURA PARK – JULY 2025**

Thank you for seeking the Civil Aviation Safety Authority's (CASA) advice about the proposed changes to the approved major development plan for the office development at 3 Wellington Place, Majura Park, immediately north of the runway 12 threshold as advised July 2025.

The latest adjustment to the building design has been amended to cater for the requirements of the new tenant. The overall maximum building height is increased slightly from the originally proposed variation building from 23.5 m to 25.370 m AGL with a maximum building height of RL 590.400.

The building will not infringe the obstacle limitation surfaces (OLS) or the building restriction area (BRA).

The latest variation to the building extends to the west by approximately 24.3m with the original building variation from January 2025 extended to the west by approximately 23.5m.

A new single level plant room is proposed to the west of the main building.

The original aviation wind assessment indicated a minimal increase in turbulence which resulted in exceedance of the NASF guideline criteria when winds exceed 18kts and 25 kts for the north and northwest directions respectively.

The updated wind assessment to review the new building footprint and layout (July 2025), states:

*"It is expected that the updated 3 Wellington Place development will generate a similar small increase in the probability of exceeding the criteria as the original 3 Wellington Place design, as it maintains the approved development's location relative to the existing buildings and the runway as well as its comparable size with these existing buildings."*



*Although, the specific locations in elevation and chainage of the increases in turbulence described in the original report may change.*

*Furthermore, the updated design will not change the conclusion that “The minor increases in turbulence along the 12/30 runway do not impact operational conditions for General Aviation aircraft less than 5.7 tonnes landing on runway 12”. This is due to discussion above the limitations on landing on Runway 12/30 and the recommend maximum tail wind speeds for landing for these aircraft.”*

The previous CASA advice remains, in that when winds meet the worst-case criteria, Runways 17/35 or Runway 30 would likely be the active runways.

The documents presented indicate that the proposal:

- Will not infringe prescribed airspace.
- Will have all construction works associated with this exposure draft MDP assessed for potential airspace impacts in consultation with Airservices and CASA as required under the *Airport (Protections of Airspace) Regulations 1996*.

CASA has no objection to the proposal subject to Airservices assessment identifying no impacts.

If you require any further information or wish to discuss any aspect of this letter, do not hesitate to contact [REDACTED]

Yours sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]