

The Canberra International Airport and employment location strategies

Introduction

- 8.1 The National Capital Plan (NCP) encourages office employment in the city centre - Civic, in the town centres and in other defined office employment centres within two transport corridors.¹
- 8.2 Underlying the office location policy is the aim of maintaining the intended character of Canberra as the national capital in respect to transport and environment.
- 8.3 Other defined office locations outside of the town centres more recently include the Canberra International Airport (the Airport). Unlike other office locations, the privately managed airport is subject to its own Master Plan and is regulated by the Department of Infrastructure, Transport, Regional Development and Local Government in terms of the planning and building activities that may be undertaken there.
- 8.4 There is divided opinion about employment and retail development at the Airport. There are concerns that the Airport is now subject to its own Master Plan and not subject to the planning controls of the National Capital Authority (NCA) or the ACT Planning and Land Authority (ACTPLA). These concerns are exacerbated by the possibility that current planning arrangements at the Airport could change the nature of metropolitan planning in Canberra. In addition, the current and future

1 National Capital Authority, 2008, *Consolidated National Capital Plan*, NCA, Canberra, p. 6.

traffic and transport considerations as development in and around the Airport precinct continues to grow are of concern.

Sale of the Airport

- 8.5 With the enactment of the *Airports Act 1996*, the Commonwealth Government moved to divest its interest in airports. Under specific Commonwealth airport legislation² 'all major Australian airports, including all capital city airports [became] governed by the same set of planning and building control laws.'³ In the case of Canberra Airport, however, a regulation of the *Airports Act 1996* also made it subject to the NCP. This provision was removed in 2006.
- 8.6 In 1998, the Commonwealth Government granted a long-term lease to Canberra International Airport Pty Ltd.⁴ The granting or sale of this lease included an 'extensive set of development rights.' The Commonwealth Government currently has an extensive planning system in place to guide the use of these development rights.⁵
- 8.7 The acts and regulations that govern airports provide for comprehensive planning control of airports and include all building activities. The Airport states that in many cases these provisions are 'significantly more onerous than either the requirements of Territory planning laws or the National Capital Plan.'⁶
- 8.8 These laws require the development of a master plan, environment strategy, major development plans and submission of a range of different types of planning approval processes for developments.⁷

2 *Airports Act 1996; Airports Regulations; Airports (Building Control) Regulations 1996; Airports (Control of On-Airport Activities) Regulations 1997; Airports (Environmental Protection) Regulations 1997; Environment Protection Biodiversity and Conservation Act 2000.*

3 Canberra International Airport, *Submission 70*, p. 1.

4 National Capital Authority, 2008, *Consolidated National Capital Plan*, NCA, Canberra, p. 81.

5 Canberra International Airport, *Submission 70*, p. 2.

6 Canberra International Airport, *Submission 70*, p. 1.

7 Canberra International Airport, *Submission 70*, p. 1.

Airport planning controls

The Airport Master Plan

- 8.9 The Airport Master Plan is the primary planning document for the Airport and outlines 'a range of issues, including the development proposals for the airport and the proposed land uses on the airport'.⁸ The Master Plan has a timeframe of 20 years and beyond and must be revised every five years.⁹
- 8.10 The review of the Master Plan involves an extensive 90-day public consultation process at which point the plan is then subject to ministerial approval. The consultation process includes making the Draft Master Plan available to the public for comment. The relevant minister (Minister for Transport) also receives all public submissions.¹⁰
- 8.11 Further to undertaking a Master Plan, all major developments at the Airport are subject to public consultation under the 'Major Development Plan process'.¹¹ This requires that a development proposal undergoes an additional 90-day public consultation process similar to that applicable for the Master Plan with all submissions taken into consideration and passed on to the relevant Minister.
- 8.12 Approval of the development application is at the discretion of the Minister. The Minister may also approve an application with conditions attached.¹²
- 8.13 In addition, all works must be approved by the Airport Building Controller (the Controller). The Controller is located within the Department of Infrastructure, Transport, Regional Development and Local Government.¹³ The Controller ensures that the development is in line with all relevant legislation and primarily in line with the Airport's Master Plan.¹⁴
- 8.14 Any development at the Airport is also subject to environmental regulation under the *Environment Protection and Biodiversity Conservation Act 1999* and the *Airports (Environment Protection) Regulations*. The Act and related regulations provide that where there is a significant environmental

8 Canberra International Airport, *Submission 70*, p. 2.

9 Canberra International Airport, *Submission 70*, p. 2.

10 Canberra International Airport, *Submission 70*, p. 2.

11 Canberra International Airport, *Submission 70*, p. 3.

12 Canberra International Airport, *Submission 70*, p. 2.

13 Canberra International Airport, *Submission 70*, p. 3.

14 Canberra International Airport, *Submission 70*, p. 3.

impact as a result of a development application, it must be referred to the Minister for the Environment. The Minister for the Environment then makes a draft determination regarding the proposed development and invites public comment. Once public comment is received, the Minister must make a final determination.¹⁵

Airport compliance with the NCP and the Metropolitan Canberra Policy Plan

8.15 Prior to 2006, the *Australian Capital Territory (Planning and Land Management) Act 1988* (the PALM Act) provided that the Airport was subject to the NCP. With the enactment of the Airports Amendment Bill 2006, the Airport became excluded from the PALM Act and its planning obligations brought in line with those of other leased federal airports.¹⁶ These obligations are outlined in the previous section.

8.16 In contrast to the fact that the Airport is subject to its own Master Plan, and not subject to the NCP or the Metropolitan Canberra Policy Plan, the Airport argued that its strategic plan is consistent with the NCP in terms of town centre location and transport provisions. The Airport stated:

The strategic location of the Airport as a Defined Employment Centre and on one of the two Transport Corridors highlights its suitability as an employment location and indicates the consistency of the Airport's activities with the National Capital Plan. Further, the development of Brand Depot was approved by the National Capital Authority as being a permissible land use as well as being consistent with the retail hierarchy outlined in the National Capital Plan.¹⁷

8.17 The Airport recounted how it had merged its Master Plan into the NCP and the ACT planning system:

... the four to five years worth of integration of the airport's planning into both the national capital Commonwealth's planning and also the ACT government's planning. It began in August 1999 when our own master plan was approved following the purchase of the airport in May 1998. What followed first of all was amendment 30 to the National Capital Plan that was around in January 2000, and that enmeshed much of that master plan into the National Capital Plan. Then in mid-2000 we signed a memorandum of understanding with the ACT government to look

15 Canberra International Airport, *Submission 70*, p. 4.

16 Vaile M, Minister for Transport and Regional Services, *Airports Amendment Bill 2006, Explanatory Memorandum*, p. 2.

17 Canberra International Airport, *Submission 70*, p. 6.

at the embracing of that master plan, to look at how that would be enmeshed into the ACT planning system and also how the transport infrastructure would be delivered, both on and off the airport, to facilitate the delivery of the master plan.¹⁸

8.18 The Airport further advised that it meets the requirements of the ACT Government's Canberra Spatial Plan in terms of the definition of an Activity and Employment Node and as a 'priority one' employment area.¹⁹

8.19 The ACT Government put the view that it would be helpful to have a mechanism in place for airport master plans to have regard to Territory planning interests and take into consideration infrastructure implications for the ACT Government. Further, the ACT Government put forward the view that both the Commonwealth and ACT Governments should have an oversight role where planning at the Airport is concerned. The ACT Government stated:

I think the situation can be improved, but I am speaking from a national perspective in terms of our participation in both the Local Government and Planning Ministers Council and the Australia Transport Council, which I think have modified their proposals of recent years, which were demanding that airports be the subject of local planning control – in our case, the subject of the Territory Plan administered by the ACT Planning and Land Authority – to acknowledge that the Commonwealth government sees these as major ports, if you like, that are critical to the national economy and therefore our concern about a lack of appropriate recognition of the impact of airports on local infrastructure and metropolitan systems could be addressed through a greater level of independent scrutiny of their master plans and their proposals when they are placed with the Commonwealth transport department to ensure that they are not inappropriately impacting on that local metropolitan system. We think that that is a reasonable way of both acknowledging the Commonwealth's ongoing interest in these critical pieces of national infrastructure and acknowledging that there are implications on local systems as a result of that. I believe those proposals are going to be articulated in much greater detail in response to Minister Albanese's discussion paper.²⁰

8.20 In relation to future planning control arrangements, the Airport stated that it would not be opposed to returning to NCA planning control. The

18 Canberra International Airport, Mr Stephen Byron, *Transcript T2*, p. 44.

19 Canberra International Airport, *Submission 70*, p. 6.

20 ACT Planning and Land Authority, Mr Neil Savery, *Transcript T2*, p. 14.

Airport prefaced its response by stating that it would prefer to be subject to the planning controls of one jurisdiction only, either the Commonwealth or Territory governments and not both. The Airport stated:

If it were to come under that jurisdiction, then we ought to get out of the other Commonwealth planning jurisdiction. We would like to not be a piece of land that became the only one in the ACT with two planning jurisdictions. So we would like an outcome where we had one planning jurisdiction. We would probably have the view that, given the all-encompassing nature of the Airports Act regime, that is probably the better place. But, if we were to come out of that place and go to the National Capital Authority place, then the National Capital Plan would need to be updated – and it could be – to reflect, firstly, the nature of the land uses that were sold to the airport and, secondly, what is in our current master plan. If that were done, and we were out of all the other regimes, we could do that.²¹

Commercial and retail development at the Airport

8.21 There is ongoing concern about continuing development at the Airport. Concerns centre around the impact that developments at the Airport are having in terms of growing an artificial town centre, which has no supporting population and the impact this is having on traffic congestion as commuters now make their way across Canberra to their place of employment. A further concern about the impact this is having on the metropolitan structure of Canberra was also highlighted. The changing nature of Canberra's metropolitan policy plan is discussed in more detail in Chapter 9.

8.22 The Walter Burley Griffin Society suggested that developments around the Airport were not in line with the national interest or expanding the city centre. The impact on transport was also commented on. The Walter Burley Griffin Society stated:

The decision to develop Canberra airport as a commercial and retail hub was not in the national interest or in the interest of this city. It is an interesting development and I commend the company for seizing the entrepreneurial opportunity that it presented, but the opportunity should never have been presented. The function of the Canberra airport is to move people in and out of the national capital as efficiently as possible. That is almost impossible

21 Canberra International Airport, Mr Stephen Byron, *Transcript T2*, pp. 44-45.

to achieve today. The only validity of this type of land use in this location is to provide efficiency in terms of coming in and out of the airport. To the extent that you can do your business without coming in to the city at all, the new development is not only not in the national interest but also not in the interests of the city. The sale and redevelopment of the airport is a public policy debacle. The long-term lease of the airport was sold for \$66.5 million in 1998. The cost of road improvements to the airport, as far as I can determine from the available record, is already in the area of over \$130 million.²²

- 8.23 The ACT Government added that while the Canberra Spatial Plan recognises the Airport precinct as an employment hub, it also acknowledges that there is no longer a limit on the amount of commercial development in the area as Amendment 44 to the NCP does not apply. This would leave the Airport free to continue developing its precinct without restriction. The ACT Government stated:

Again, I stress that we are not saying there should be no development at the airport. The Canberra Spatial Plan recognises it as part of a potential employment hub. The ACT government back in 2004-05, when draft amendment 44 of the National Capital Plan was considered, supported up to a maximum of 120,000 square metres of office development at the airport. It felt that was an adequate balance. But now that the National Capital Authority's controls have been removed, there is potentially unfettered commercial development opportunity at the airport.²³

- 8.24 To counter the possible negative impact on the town centre structure of the NCP, the ACT Government was of the view that some development at the Airport could have taken place in Gungahlin. The ACT Government advocated that continued developments at the Airport have the potential to further negatively impact on the metropolitan planning of Canberra, especially with the removal of NCA planning control. The ACT Government stated:

It has the potential to skew the metropolitan planning of Canberra. Certainly our spatial plan and the current metropolitan structure plan do not anticipate the airport being a commercial town centre, if you like. It still has a little way to go, because it does not have a significant retail component, but the commercial office component alone is starting to be comparable with our two larger town centres, Belconnen and Woden. That ultimately has to have some

22 Walter Burley Griffin Society Inc., Professor James Weirick, *Transcript T1*, p. 5.

23 ACT Planning and Land Authority, Mr Neil Savery, *Transcript T2*, p. 16.

impact. For instance, some of the development that has occurred at the airport could potentially or foreseeably have occurred in Gungahlin, as an emerging town centre where we are looking for some local employment opportunities. No-one is suggesting that you can achieve self-containment, that everyone who works in a town centre is going to live adjacent to the town centre. That is not the nature of things, but nonetheless it is changing the distribution of the development pattern that would otherwise have occurred under the metropolitan planning.²⁴

- 8.25 The Airport argued that over the last six to eight years there has been growing demand for land to develop for retail and office space in Gungahlin, Civic and Barton, but that the ACT Government would not release land in these areas. Consequently, the Airport met the demand for commercial office space within its own precincts. The Airport stated:

Six times a year we told them to sell more land. We even put up our hand and bought some and developed some product in Civic when we could, and we said three years ago we wanted to buy land in Gungahlin. If the ACT government had sold more land in Civic, Barton or Gungahlin five, six, seven or eight years ago – as we told them to – there would be less development at the airport now. They did not do it – and if we had not done it then where would these people be?²⁵

Traffic management issues

- 8.26 With employment growth in and around the airport and growth of the satellite of Gungahlin, traffic congestion on Majura Avenue and around the Airport at Pialligo Avenue has increased. In addition, the duplication of the road between the airport and Civic, which would relieve traffic pressure, has been delayed.²⁶
- 8.27 The ACT Government also raised concerns about the traffic congestion around the Airport as a result of growth in Gungahlin and expansion of the Airport precinct. The ACT Government stated:

The amount of office development at Canberra airport is now reaching a figure that is comparable with Woden Town Centre, which is the second largest commercial centre in the ACT. We have had no capacity to effectively plan for that, yet the imposition – particularly of traffic implications but potentially of

24 ACT Land and Planning Authority, Mr Neil Savery, *Transcript T2*, p. 16.

25 Canberra International Airport, Mr Stephen Byron, *Transcript T2*, pp. 46-47.

26 Canberra International Airport, *Submission 70*, p. 9.

the erosion of the functionality of that development – is something that the ACT government has to wear. We are not saying that all of the traffic issues around the airport are the result of traffic being generated by the airport. It is accepted that there is growth in Gungahlin and, obviously, in Queanbeyan that is bringing traffic there, but it is undeniable that a commercial centre approaching the scale of Woden is going to have traffic implications. We have limited capacity to be involved in the planning of that exercise, other than through the master plan. But at the end of the day the master plan does not go through the sort of scrutiny that we believe – and other jurisdictions believe, in their situations – is appropriate in the context of metropolitan planning.²⁷

8.28 The Airport stated that traffic congestion was attributable to the delay in road duplications along significant routes.²⁸ However, traffic congestion is expected to be reduced with the completion of road works, which are being undertaken, jointly by the Airport and the ACT Government, in particular, the completion of the Monaro Highway extension.²⁹

8.29 The breakdown of the costs of a shared funding arrangement for roads infrastructure between the Commonwealth and Territory governments was commented on by the ACT Government:

The ACT Government will fund \$25 million of these works and have already allocated funds of \$15 m as part of the 2007/08 Capital Works Program with another \$10.0m under consideration for the 2008/09 Capital Works Program – Canberra Airport Group will also make a financial contribution of more than \$5.0 m. The Federal Government funding of \$30.0m is likely to be identified in the 2009/10 Federal Roads Program.³⁰

8.30 It is expected that with the completion of the upgrades to the road system, that traffic congestion in and around the Airport area will be eased.³¹ A bus service also now regularly runs directly between the airport and all town centres except Belconnen³², which will also serve to alleviate pressure on traffic.

27 ACT Planning and Land Authority, Mr Neil Savery, *Transcript T2*, p. 14.

28 Canberra International Airport, Mr Stephen Byron, *Transcript T2*, pp. 45-46.

29 Canberra International Airport, *Submission 70*, p. 10.

30 ACT Government, *Submission 69.1*, p. 4.

31 ACT Government, *Submission 69.1*, p. 4.

32 Canberra International Airport, *Submission 70*, p. 11.

Conclusions

- 8.31 The committee notes that development at the Airport has not been subject to the control of the NCA since the *Airports Amendment Act 2006*. Since then, commercial and retail development has continued to grow without being limited by the NCP as was the intention of Amendment 44.
- 8.32 The committee received evidence that the Airport area has grown to the point where it is an employment centre, but without the residential population to support it as a functioning town centre. As an increased number of commuters travel daily to the Airport, traffic congestion is created across Canberra in areas where significant traffic congestion was not previously experienced.
- 8.33 The committee received evidence that the emergence of the Airport precinct as an employment centre and the resulting increased reliance on the existing transport network is skewing the metropolitan planning of Canberra. Further, these development and transport outcomes have the potential to change the intended character of Canberra.
- 8.34 The committee believes that while the planning controls that exist within the Airport Master Plan allow for some level of consultation, there is no real provision to limit the amount of office and retail space that may be developed at Canberra Airport in the future.
- 8.35 The committee acknowledges that regular consultation and discussion takes place between the Airport, the NCA and the ACT Government. However, the committee believes that there is no onus on either the NCA or the ACT Government to inform the Airport if a proposal is inconsistent with either the NCP or the Territory Plan and there is no formal mechanism for the Airport to act on such advice.
- 8.36 The committee believes that if further development at the Airport is not consistent in some way with the NCP, then the distinct character of the national capital as envisaged by the Griffin Plan may be eroded over time.

Recommendation 11

- 8.37 **That the Department of Infrastructure, Transport, Regional Development and Local Government consult with the National Capital Authority to ensure that the Airport Master Plan and the major development plan is in line with the National Capital Plan.**

Planning of commercial and government office space

- 8.38 The 1984 Metropolitan Canberra Policy Plan, which for the most part has been incorporated into the NCP. The Metropolitan Canberra Policy Plan, based on a projected population of 400 000, included Civic and the town centres of Woden, Belconnen, Tuggeranong and Gungahlin. All centres included a significant level of employment and retail space. Civic would retain the largest proportion of employment at an estimated 25 000 people, with the central area around the city at 64 000.³³
- 8.39 Amendment 44 to the NCP provided for that ‘major office employment should be located within Defined Office Employment Centres located within the two transport corridors developed from Belconnen Town Centre to Queanbeyan and from Gungahlin Town Centre to Tuggeranong Town Centres in other defined office locations’³⁴ (which include Canberra Airport). See *Figure iv: Defined Office Employment Centres*.
- 8.40 The NCP recommends the adoption of a number of broad principles in terms of identifying the locations of office space in Canberra. These all include the underlying objective of retaining the ‘quality and significance of the national capital’ and aim to:
- avoid traffic congestion in the “Central National Area”;
 - avoid deterioration of the environmental and visual quality of the Central National Area of Canberra;
 - maintain the option of further employment in the Town Centres;
 - preserve the setting and significance of the Central National Area as a location for major national institutions;
 - ensure the dominant role of Civic is maintained in the hierarchy of centres; and
 - recognise the market demand for small and medium scale offices for the private sector in the commercial areas of Town, Group and Local Centres in other defined office locations.³⁵

Commonwealth Government office location strategy

- 8.41 In 1988, following recommendations by the Joint Committee on the Australian Capital Territory in its report: *Metropolitan Canberra*, the

33 National Capital Authority, 2008, *Consolidated National Capital Plan*, NCA, Canberra, p. 80.

34 National Capital Authority, 2008, *Consolidated National Capital Plan*, NCA, Canberra, p. 82.

35 National Capital Authority, 2008, *Consolidated National Capital Plan: Figure 19, Defined Office Employment Centres*, NCA, Canberra, p. 82.

Commonwealth Government developed a long-term Commonwealth office location strategy.³⁶

- 8.42 The Commonwealth office location strategy would:
- limit further growth of Commonwealth Offices in the city centre (Civic);
 - give priority to the development of office space in town centres, in particular Tuggeranong and Belconnen; and
 - limit office accommodation in Parkes and Barton to those Commonwealth Departments requiring close proximity to the Executive and Parliament.³⁷
- 8.43 In the early 1990s, there was a reduction in demand for Commonwealth Government office space following changes to the Commonwealth public sector (the public sector). The greatest changes to the public sector, which directly influenced the reducing demand for Commonwealth Government office space, included cuts in public sector employment, new outsourcing and competition policies and a Commonwealth property divestment program. With the addition of new approaches to public sector management and the greater freedom of choice of office location, the need for office space diminished over the decade 1990 to 2000.³⁸
- 8.44 With enactment of the *Financial Management and Accountability Act 1997* (the FMA Act), responsibility for property decisions for Commonwealth agencies was divested to the departmental secretary of each agency. Prior to the enactment of provisions in the FMA Act, one central agency was responsible for the coordination of property decisions of all Commonwealth agencies.³⁹
- 8.45 In addition to divestment of responsibility for decisions relating to office property, the Commonwealth Government also sought to divest its interest in airports. The sale of the Canberra airport lease to the Canberra Capital Airport Group in 1998 created a unique planning arrangement within Canberra as the Airport was subject to the NCP, and requirements under the *Airport Act 1996* to develop its own Master Plan. In 2006 the requirement to be subject to the NCP was removed.
- 8.46 On this basis, the Airport has undertaken significant development within its precincts and has attracted employment to the area through the leasing of office and retail space as discussed in the first half of this chapter.
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36 National Capital Authority, 2008, *Consolidated National Capital Plan*, NCA, Canberra, p. 81.

37 National Capital Authority, 2008, *Consolidated National Capital Plan*, NCA, Canberra, p. 81.

38 National Capital Authority, 2008, *Consolidated National Capital Plan*, NCA, Canberra, p. 81.

39 Mr David Wright, *Transcript T4*, pp. 21-22.

Consulting in relation to the location of Commonwealth Government offices

- 8.47 Prior to the diminished requirement for Commonwealth Government office space in the period 1990 to 2000, the former Commonwealth Department of Administrative Services (DAS) was responsible for the coordination of Commonwealth property services.
- 8.48 With the disbanding of DAS, the coordination function for locating Commonwealth agencies was relinquished. Mr David Wright recounted the situation:
- ...one dimension of the divestment program that tends to be forgotten is that the loss of DAS [Department Administrative Services] and the transfer of responsibility for property decisions by individual departments to the secretary of the department meant that the ability of the territory, or indeed a Commonwealth agency like the National Capital Authority, to influence employment decisions in a proactive way was gone.⁴⁰
- 8.49 Mr Ed Wensing advised of the National Capital Development Commission's (NCDC - the precursor to the NCA) role in relation to decisions about commonwealth agency location. Mr Wensing advocated that a central agency responsible for locating commonwealth agencies balances employment and residential activities and creates a more sustainable city. Mr Wensing stated:
- ...in the days when the NCDC was around, it had a much greater degree of control over employment location by Commonwealth agencies than is currently the case. Clearly in a city where you are trying to balance employment and residential activities and you are trying to create a more sustainable city, someone needs to be given a much greater degree of influence over Commonwealth agency decisions about employment location.⁴¹
- 8.50 The ACT Government explained that in the past it had been consulted about the proposed locations of Commonwealth agencies, but that this was no longer the case. The ACT Government expressed that it would again like to be informed about proposals for agency locations. The ACT Government stated:
- In the past, the ACT government had a more engaged process with the Commonwealth about the location of Commonwealth facilities. Obviously, before self-government, decisions were made very deliberately by the Commonwealth government, not by

40 Mr David Wright, *Transcript T4*, pp. 20-21.

41 Mr Ed Wensing, *Transcript T3*, p. 60.

individual departments, as to where they would be located. There was a strategy, as you know, in relation to the development of the town centres. That process has changed over time. I am not necessarily saying that that is altogether a bad thing, but it would be very useful for us through our strategic land supply process to have an earlier awareness of what the intentions of Commonwealth departments are.⁴²

- 8.51 The Walter Burley Griffin Society argued that the NCA should be given greater responsibility and resources in relation to decisions about Commonwealth agency location. The Walter Burley Griffin Society stated:

The NCA in particular needs much greater powers and resources to fulfil its role where powerful Commonwealth departments and agencies, aided by land tenure and privatisation policies, can so readily undermine both the National Capital Plan and the Territory Plan.⁴³

Conclusions

- 8.52 The committee finds that since the devolution of responsibility for property decisions of individual departments, there is little consultation with relevant stakeholders. Further, it is evident that there is no coordination in relation to liaison with either the ACT Government or the community about future sites or developments for Commonwealth Government agencies.
- 8.53 The committee believes that a ministerial advisory body should be established to take responsibility for all property decisions involving locating agencies, which would identify a strategic approach to the location of Commonwealth Government offices.
- 8.54 The advisory body would be responsible for consulting with relevant stakeholders on behalf of the Commonwealth Government to formulate a Commonwealth agency location policy. In addition to providing general advice to the Government on a range of issues affecting Canberra, the advisory council could also be tasked with advising the Commonwealth Government on proposed future agency locations.
- 8.55 The ministerial advisory body should be the National Capital Consultative Council (as recommended by the committee in Chapter 4), co-chaired by the Minister for Home Affairs and the ACT Chief Minister, and
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42 ACT Planning and Land Authority, Mr Neil Savery, *Transcript T2*, pp. 22-23.

43 Walter Burley Griffin Society, Mr Brett Odgers, *Transcript T1*, pp. 3-4.

comprising other relevant Commonwealth and ACT Government ministers co-opted as necessary, representatives of the National Capital Authority, businesses, and the community within Canberra and the capital region.

Recommendation 12

- 8.56 **That the National Capital Consultative Council make recommendations to the Commonwealth Government for a policy to govern future locations of Commonwealth Government agencies in Canberra.**