



SSD_10154 QANTAS FLIGHT TRAINING CENTRE

URBIS

IPC APPLICANT BRIEFING

19 NOVEMBER 2019

AGENDA

1. INTRODUCTION + PROJECT CONTEXT – DAVID HOY, DIRECTOR URBIS
2. THE ROLE OF THE FTC - TIM HARNETT, FLIGHT TRAINING , QANTAS
3. OVERVIEW OF THE PROPOSAL – DARREN GIFFEN, NOXON GIFFEN ARCHITECTS
4. STAKEHOLDER CONSULTATION – EMMA FITZGERALD, SENIOR CONSULTANT, URBIS
5. KEY ASSESSMENT ISSUES
 1. URBAN DESIGN + DESIGN EXCELLENCE – DARREN GIFFEN, NOXON GIFFEN ARCHITECTS
 2. TRAFFIC – TIM ROGERS, COLSTON BUDD ROGERS & KAFES
 3. NOISE + VIBRATION – ALAN EDLER, NORMAN DISNEY YOUNG
6. RESPONSE TO SUBMISSIONS + MITIGATION MEASURES – EMMA FITZGERALD, SENIOR CONSULTANT, URBIS
7. DRAFT CONDITIONS – EMMA FITZGERALD, SENIOR CONSULTANT, URBIS
8. QUESTIONS

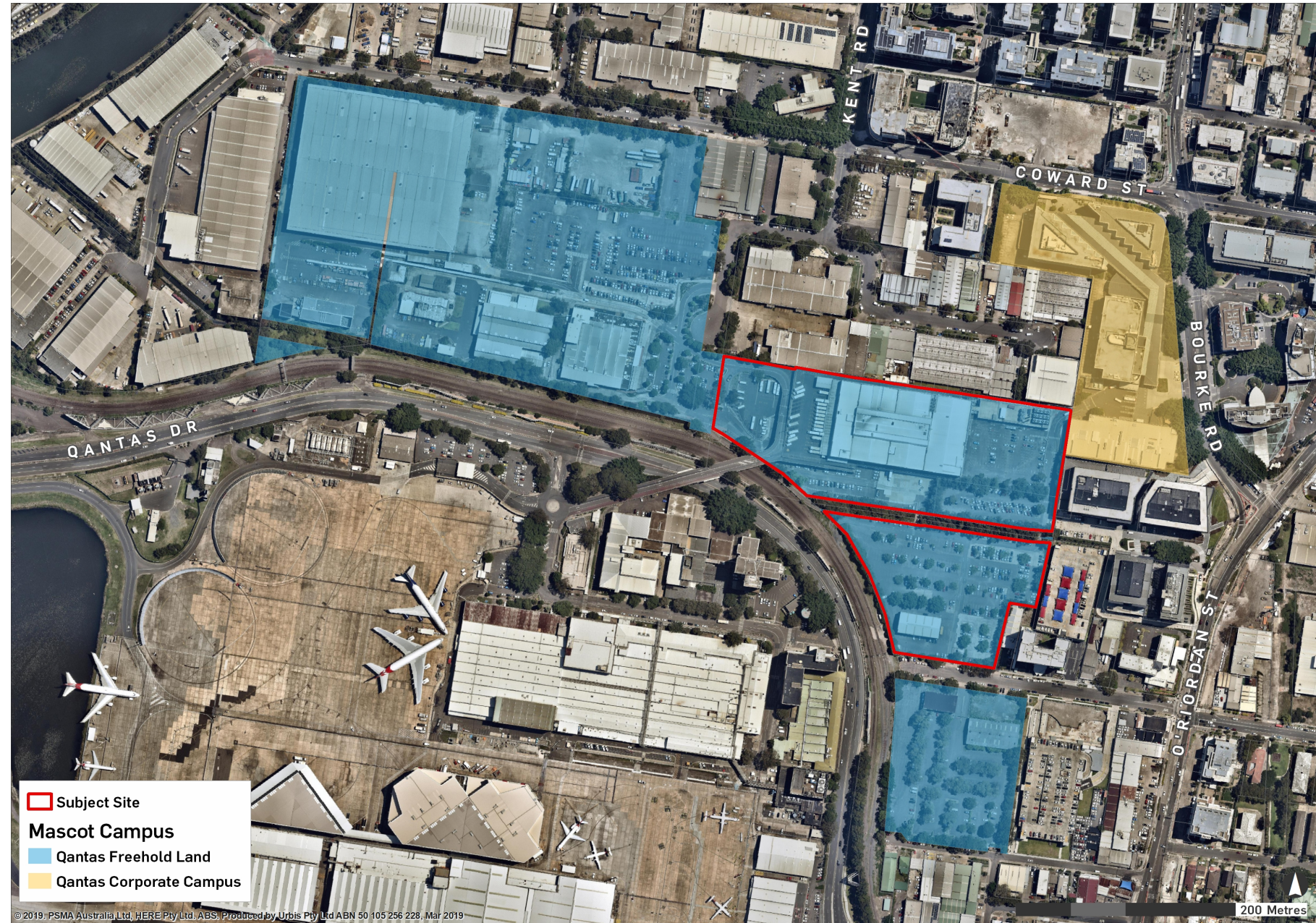


**PROJECT CONTEXT
AND BACKGROUND**

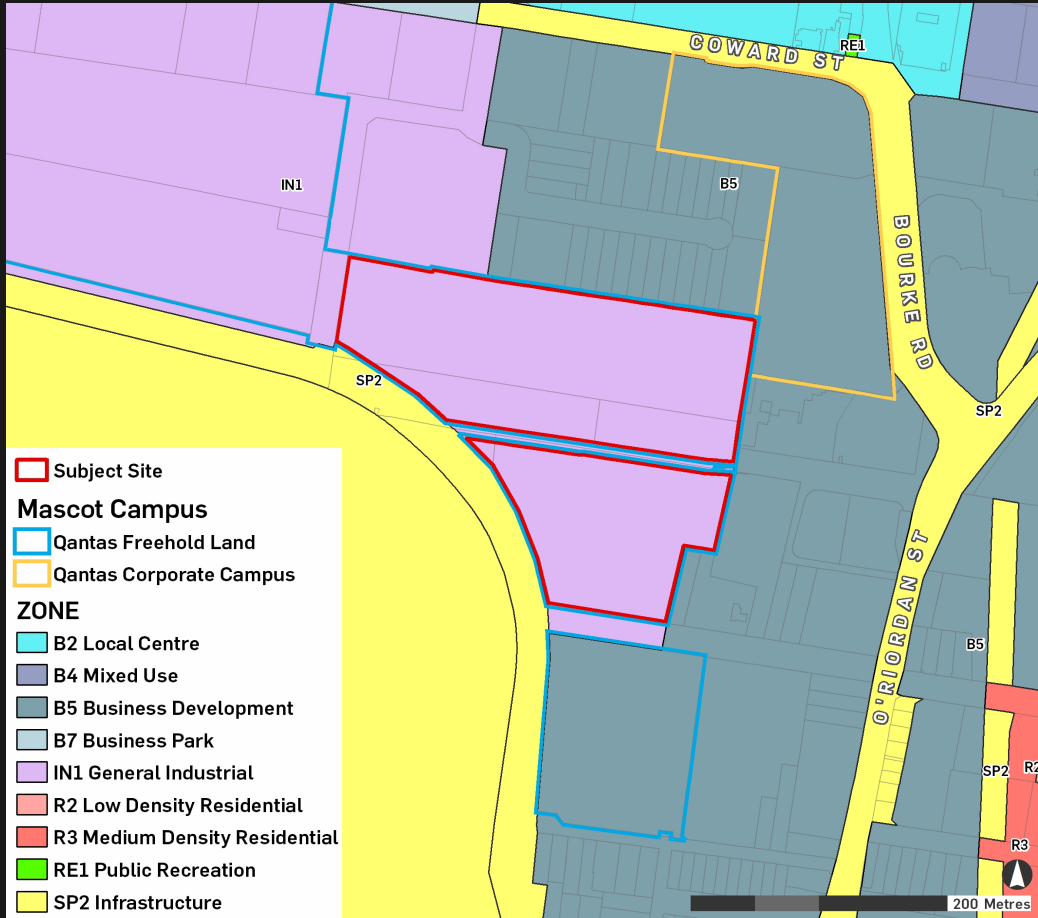
MASCOT CAMPUS

Qantas has significant property interests in Mascot and within the Airport to support their operations, including:

- 16.5ha of freehold land to north of the Airport in Mascot
- 2.7ha of leased land for 'Corporate Campus'
- Leases on significant portions of the Airport



IN1 GENERAL INDUSTRIAL ZONE



Objectives of the zone are:

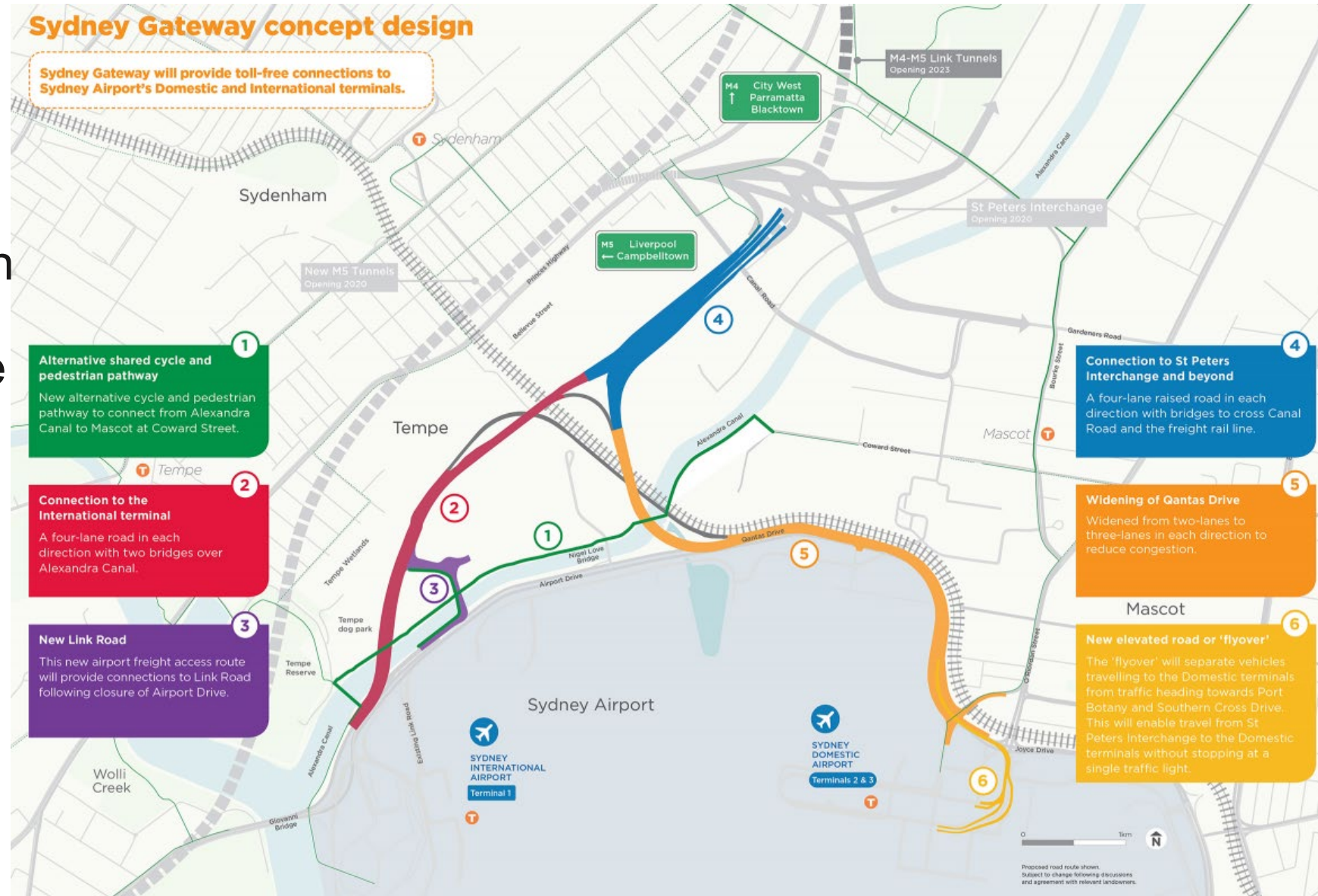
- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.

The flight training centre is best defined as an industrial training facility, which are listed as works permitted with consent in the land use table.

DEVELOPMENT STANDARD	CONTROL	PROPOSED	
HEIGHT	44M	FTC: 19M CAR PARK 43.8M	✓
FSR	1.5:1	0.49:1	✓
LANDSCAPE AREA	10%	15.69%	✓

SYDNEY GATEWAY PROJECT

Provide new, high capacity road connection linking the Sydney motorway network at the St Peters interchange with the Sydney Airport and Port Botany, to improve traffic flow and support domestic and international freight, trade and tourism.



QANTAS' MASCOT CAMPUS – OPTIMAL RELOCATION SITE

RELOCATING FTC TO KING STREET NORTH IS MOST EFFICIENT FOR COST AND TIME – I.E. NOT DELAYING SYDNEY GATEWAY PROJECT TIMELINES.

URBIS.COM.AU

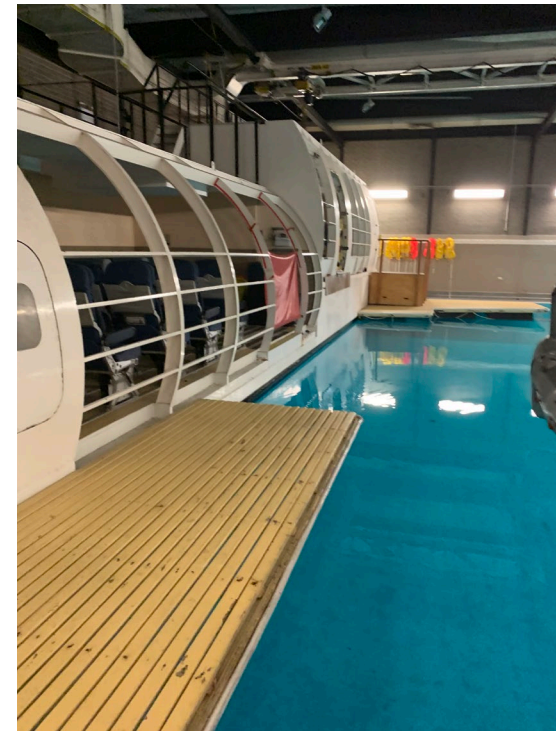




**ROLE OF THE FLIGHT
TRAINING CENTRE**

ROLE OF THE FLIGHT TRAINING CENTRE

- Building 148 houses the Qantas Group Flight Training Centre, the largest facility of its kind in the Southern Hemisphere featuring:
 - 12 bays for state of the art flight simulators;
 - Several classrooms to teach ground theory to flight crew and cabin crew;
 - A large training pool; and
 - Several mock aircraft hulls to provide cabin crew essential emergency procedures training.
- The Flight Training Centre is Qantas' principal centre for the training of its 2,000 pilots and 3,600 cabin crew, and operates 24 hours a day, seven days a week.



FACILITY IS CRITICAL TO QANTAS GROUP'S BUSINESS & OPERATIONAL CONTINUITY

Facility ensures pilots and cabin crew are trained according to CASA requirements.

Without a fully functioning facility, significant portions of the Qantas' operation would cease.





**OVERVIEW OF NEW
FLIGHT TRAINING
CENTRE**

CONTEXT

NEW MULTISTOREY CARPARK

QANTAS CAMPUS

**NEW QANTAS GROUP
FLIGHT TRAINING**



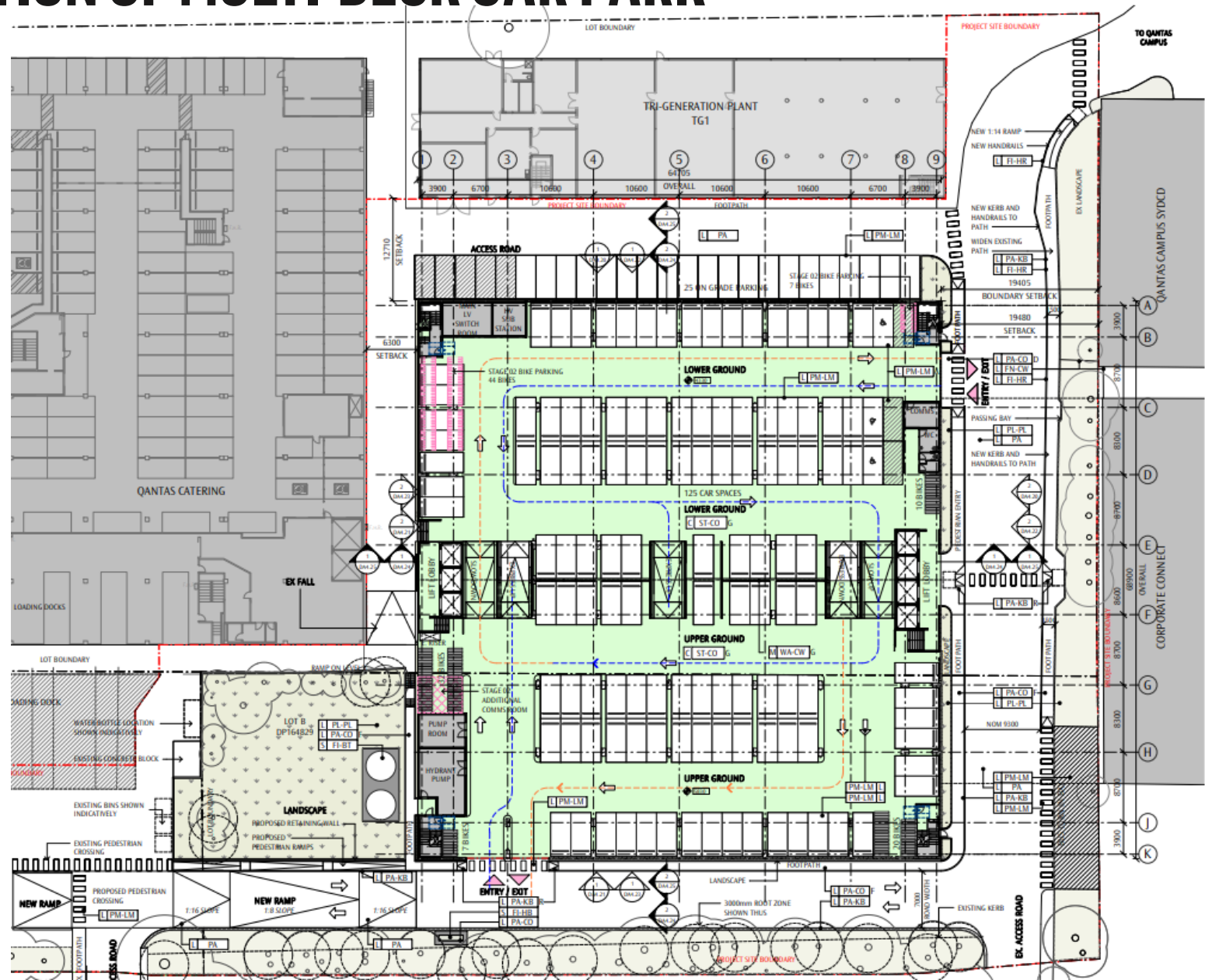
SITE

- Designed from the inside out
- Maximise use of triangular section of site
- Simulators away from noise, parallel halls
- Car park to Trigen, split level



CONSTRUCTION AND OPERATION OF MULTI-DECK CAR PARK

- 14 storey split-level multi-deck car park
- Built across two stages which will total 2,059 car spaces and an additional 38 spaces at-grade – total 2,097 spaces;
- At completion will include 21 cantilevered façade planter boxes along north, east and southern facades









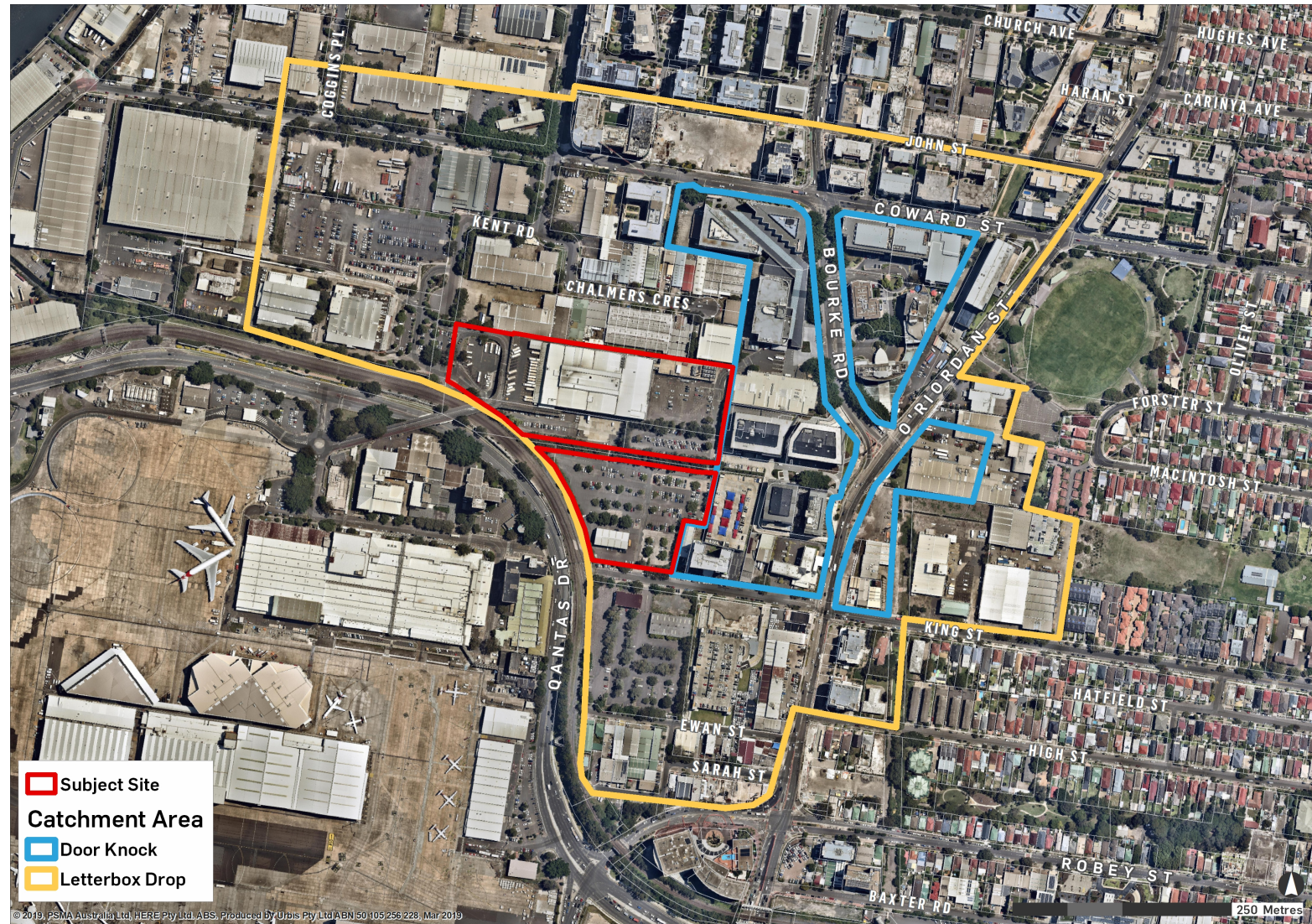
**STAKEHOLDER
CONSULTATION**

ENGAGEMENT WITH AGENCIES

- A total of seventeen (16) submissions were received during and after the exhibition period. Twelve (12) were received from State government agencies, Bayside Council, utility providers and aviation stakeholders during the exhibition period.
- During and post the exhibition period the Project team have continued to engage with stakeholders to seek to resolve any matters as they arose; this has included: DPIE; RMS; TfNSW; EES; ARTC; AMP Capital; Bayside Council staff and Councillors; Travelodge and Sydney Water.
- All matters raised by stakeholders have been addressed and resolved.
- The Department engaged with the GANSW to confirm design excellence.

ENGAGEMENT WITH COMMUNITY + STAKEHOLDERS

- Throughout the process Qantas has consulted extensively and resolved all stakeholder issues.
- 1,200 letters distributed to neighbours.
- Dedicated project email & 1800 number.
- Door knock of neighbours on Bourke Rd & O’Riordan St.
- Ongoing engagement with industrial neighbours in the immediate vicinity, including Goodman, AMP, Travelodge & Wilson Carpark.





**KEY ASSESSMENT
ISSUES**

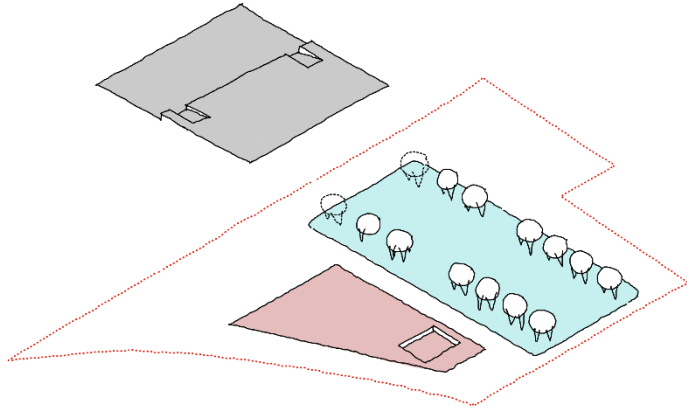


**URBAN DESIGN +
DESIGN EXCELLENCE**

URBAN DESIGN + DESIGN EXCELLENCE

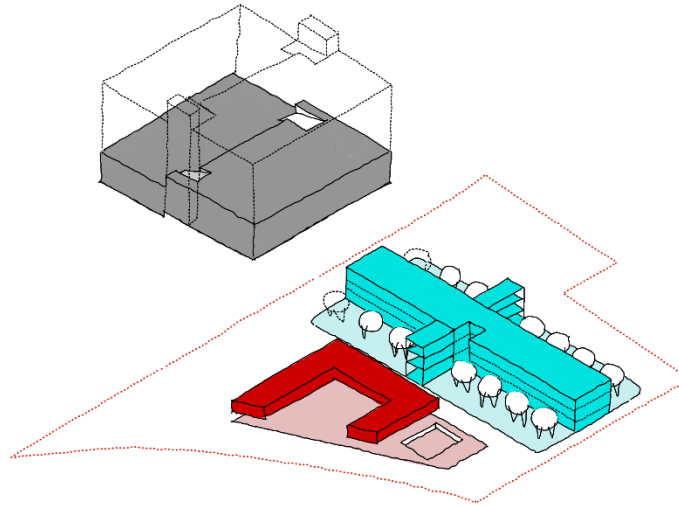
- The design of both the Flight Training Centre and Carpark is response to the technical requirements of the project and the context
- The siting creates a high quality urban environment internally and to King St
- The built forms are articulated and scaled to improve the quality and amenity of the surrounding area
- The materials are durable and reinforce the language of the main elements.
- This combination of design elements result in a high-quality urban design outcome for an industrial development that mitigates visual impacts.

SITE STRATEGY



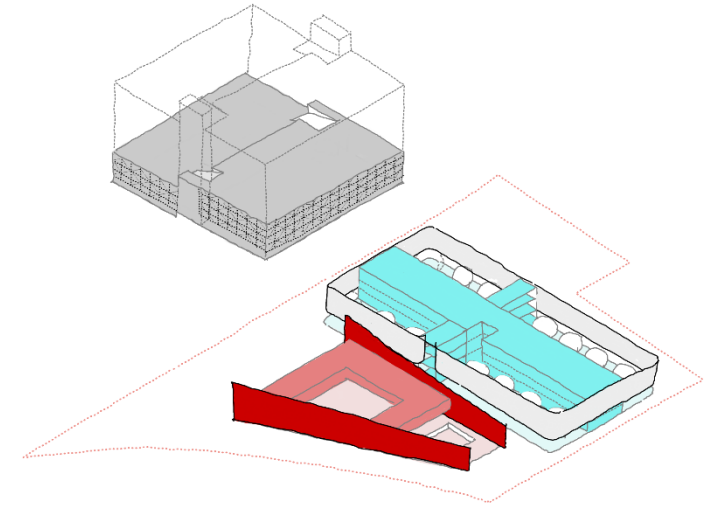
SITE LAYOUT

- Designed from the inside out
- Maximise use of triangular section of site
- Simulators away from noise, parallel halls
- Carpark to Trigen, split level



PROGRAMME

- Centralised Simulator support spaces
- EP classrooms wrapped around EP Hall
- Carpark expandability



ENVELOPE

- A secure perimeter, concrete dado
- A 'ribbon' enclosure with vertical slot windows
- Office 'layer' over
- EP acoustic barrier

CONCEPT

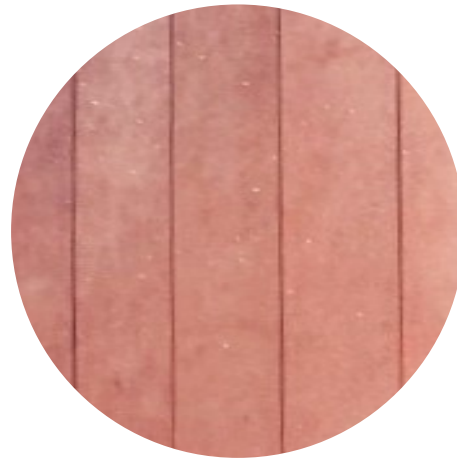


BRAND

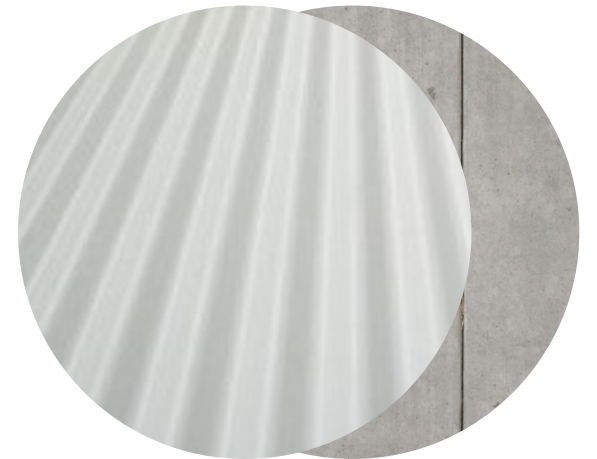
- In line with the Qantas Brand Guidelines for materials, textures and colour
- Sympathetic to the Qantas Campus
- Recognisable elements within the airline wide building language



EARTH



AIR

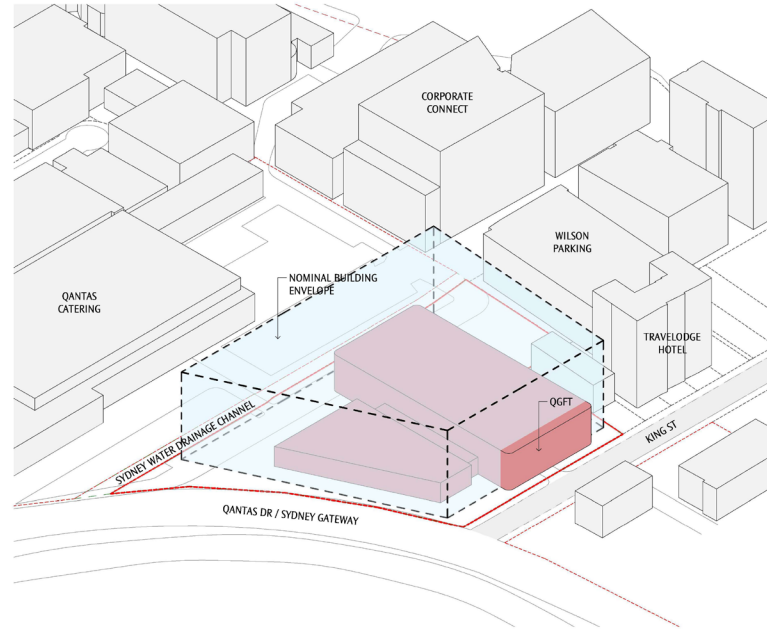




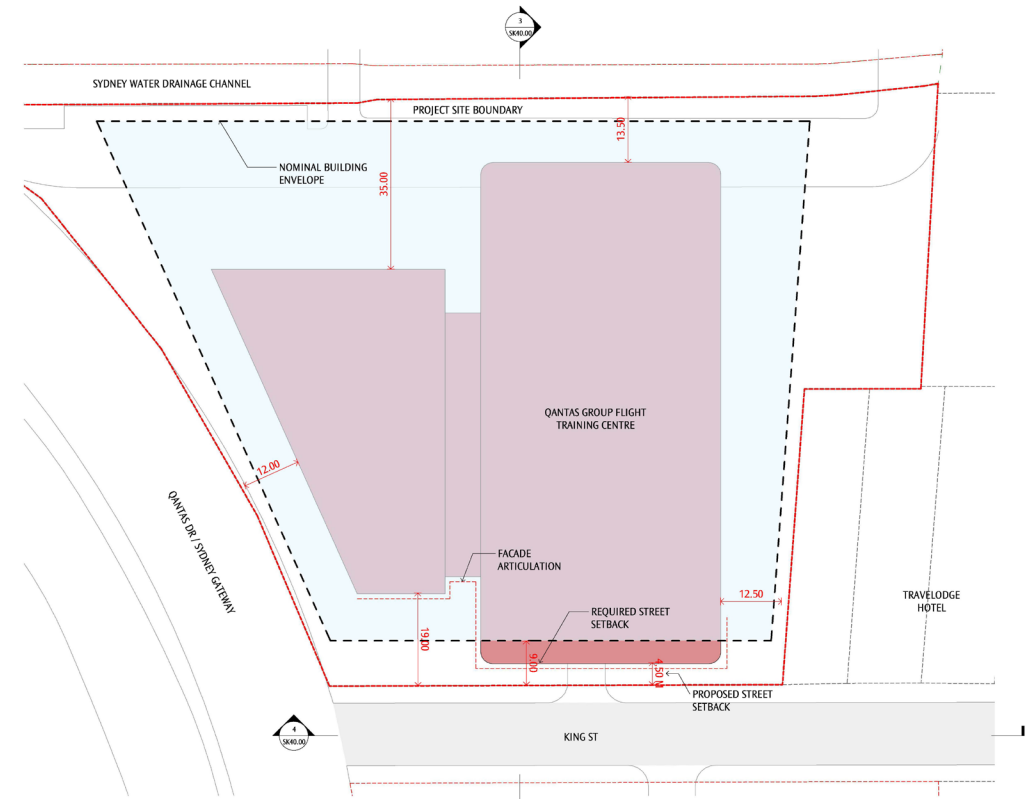


KING ST SETBACK

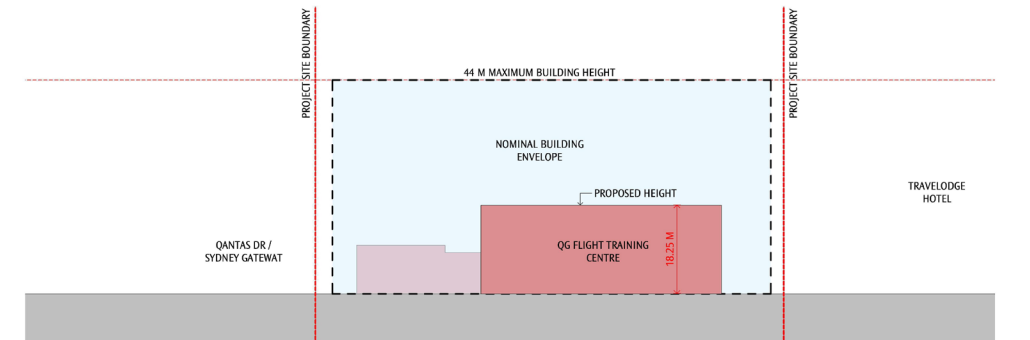
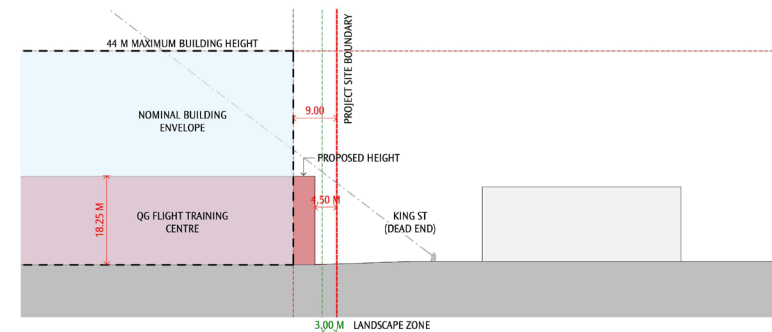
- Footprint of the Simulator Building is critical
- Setbacks generally, including the EP Hall to King St are well in excess of controls
- Heights of both the Sim & EP building are 20+ metres below the height limit



1 AXONOMETRIC VIEW



2 FLOOR PLAN
1:500





TRAFFIC

CURRENT PARKING

- Approx. 5,480 car parks across Mascot Campus, domestic terminal, international terminal and Jetbase
- Known losses circa. 2,000 spaces due to lease expirations and closure of car parks across Mascot Campus and Airport



TRAFFIC

- The SSD includes the relocation and replacement of some 2,000 Qantas parking spaces within the Airport Precinct to a new multi-deck car park in the Qantas Mascot Campus (King Street North).
- A detailed traffic assessment has been undertaken in consultation with RMS/TfNSW. This has determined that only a minor improvement to the intersection of Qantas Drive/Lancastrian Road (extension of right turn bay on Qantas Drive) is required to accommodate the redistributed traffic.
- The traffic and transport matters raised in the SEARS and in submissions have been addressed.
- Through appropriate design, conditions of consent and proposed management and mitigation measures, the traffic, transport and parking effects of the SSD are acceptable.

QANTAS DRIVE - LANCASTRIAN DRIVE INTERSECTION UPGRADE CONCEPT SKETCH





NOISE + VIBRATION

DESIGNING TO MITIGATE SOURCES OF NOISE + VIBRATION

CONSTRUCTION NOISE + VIBRATION

- Key design constraint is to insulate facility from external sources of noise and vibration – road and rail
- Focus on protecting amenity of and minimising impact to Travelodge during construction.
- The key noise sources during construction is from construction activities such as earthworks and bored piling. Excavation activities will be minimal and there would be no rock breaking activities.
- Development located within a high noise catchment exposed to a combination of aircraft, traffic, rail and commercial noise and located within 25 – 30 ANEF contour.
- Construction hours 7:00am – 7:00pm Monday to Sunday, with non-noisy works permitted 24 hours per day. Critical to integration with Gateway program.

OPERATIONAL NOISE

- The key sources of noise generation from development during operation from the operation of building plant and on-site car, service vehicle and bus movements
- Noise impacts from building plant and equipment will be minimal - any potential operational noise impacts from building plant and equipment would be negligible to surrounding receivers because of existing high background noise levels and the site's proximity to Sydney Airport
- Road traffic noise impacts associated with construction and operation of the development is not expected to increase significantly above existing background noise levels



**RESPONSE TO
SUBMISSIONS +
MITIGATION
MEASURES**

RESPONSE TO SUBMISSIONS + AMENDED APPLICATION

Included further refinements to the design and layout of the development and provided additional information in relation to:

- **Extended construction hours** and additional construction mitigation measures
- **Flooding** – including a revised flooding assessment
- **Traffic** with a focus parking and access arrangement
- **Urban design** including amendments to the façade of the car park proposing 21 cantilevered planter boxes
- Updated **Visual Impact Assessment**
- Increased **landscaping** on site and increased replacement ration of trees
- Relocation of building identification **signage**
- Development **contributions** and **revised CIV**
- Survey of **microbats**

RESPONSE TO SUBMISSIONS + AMENDED APPLICATION

The RTS was made available on the Department's website and to the relevant authorities, the key outcomes being:

- **Council** – issues resolved and suggested conditions
- **TfNSW** – requested further detail in relation to the analysis of Qantas Drive/Lancastrian Road intersection and supported proposed mitigation measures including extension of right turn bay to at least 100m
- **ARTC** – issues resolved and encouraged ongoing consultation between the projects
- **EES** – issues resolved and suggested conditions relating to landscaping and fauna management
- **SACL** – issues resolved
- **FRNSW** – issues resolves
- **Travelodge** – comments in relation to traffic had been resolved
- **AMP Capital** – confirmed their comments had been addressed and supported project

MITIGATION MEASURES

- Key consideration for mitigation measures has been construction management and amenity on visitors and employees to Travelodge during construction
- Range of mitigation measures have been proposed to suitably control development and mitigate any potential impacts
- Put forward in consultation with the Department who have deemed them to be appropriate
- Mitigation measures work in conjunction with the draft conditions
- Can be categorised under broad themes of construction impacts and operational impacts and reflect recommendations contained within our specialist reports
- Mitigation measures tie back to key assessment issues including traffic, noise and vibration and urban design



DRAFT CONDITIONS

REVIEW OF DRAFT CONDITIONS

Applicant agrees to all conditions except for the following which are requested for revision:

CONTAMINATION

Unexpected Finds

B41. Prior to the commencement of earthworks, the Applicant must prepare an unexpected contamination procedure to ensure that potentially contaminated material is appropriately managed. The procedure must form part of the of the CEMP in accordance with condition C2 and must ensure any material identified as contaminated must be **managed in accordance with the contamination management strategy specified in the CEMP, which may include excavation and off-site disposal or in-situ management beneath a capping layer. For off-site disposal of contaminated material ~~disposed off-site,~~ ~~with~~ the disposal location and results of testing will be** submitted to the Planning Secretary, prior to its removal from the site.

Site Auditor

B42. Prior to the commencement of any earthworks on site, the Applicant must engage a Site Auditor accredited under the Contaminated Land Management Act 1997 NSW Site Auditor Scheme. Prior to the commencement of construction, the Applicant must submit to the Planning Secretary, a Site Audit Report and a **Section B** Site Audit Statement, prepared in accordance with the NSW Contaminated Land Management - Guidelines for the NSW Site Auditor Scheme 2017, which demonstrates the site **can be made suitable for its intended industrial land use subject to the implementation of a contamination management strategy in the CEMP.** Prior to occupation, the Applicant must submit to the Planning Secretary, **a Site Audit Report and a Section A Site Audit Statement, prepared in accordance with the NSW Contaminated Land Management - Guidelines for the NSW Site Auditor Scheme 2017, which demonstrates the site** is suitable for its intended industrial land use. The Site Audit Statement is to be submitted to Council prior to the issue of an Occupation Certificate.



**SUMMARY &
CONCLUSION**

SUMMARY AND CONCLUSION

- Process started 12 months ago with Ministerial Call In as State Significant Development in recognition of time constraints associated with Gateway and the critical role that the FTC plays to Qantas' day to day operations.
- Throughout the process Qantas has consulted extensively and resolved all stakeholder issues.
- The critical assessment issues of traffic, urban design and noise and vibration have been assessed and found by the Department to be acceptable subject to appropriate mitigation measures
- Qantas concurs with the Department's evaluation, conclusions and recommendations contained in the report presented to the IPC on 11/11 subject to relatively minor changes to conditions B41 and B42.
- We're happy to answer any more questions that the IPC may have, but look forward to a timely determination.



QUESTIONS