



Qantas Flight Training Centre

*State Significant
Development Assessment
(SSD-10154)*



November 2019

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Cover photo

Artist Impression – View East From Future Sydney Gateway (Noxon Giffen 2019)

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Glossary

Abbreviation	Definition
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
BCA	Building Code of Australia
CIV	Capital Investment Value
Consent	Development Consent
Council	Bayside Council
Department	Department of Planning, Industry and Environment
DPI	Department of Primary Industries
EES	Environment, Energy and Science Group
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
ESD	Ecologically Sustainable Development
LEP	Local Environmental Plan
Minister	Minister for Planning and Public Spaces
RMS	Roads and Maritime Services
RTS	Response to Submissions
SEARs	Secretary's Environmental Assessment Requirements
Secretary	Secretary of the Department of Planning, Industry and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
SSD	State Significant Development
TfNSW	Transport for NSW



Executive Summary

Introduction

This report details the Department of Planning, Industry and Environment's (the Department) assessment of a Development Application for State significant development (SSD-10154) for the Qantas Flight Training Centre. Qantas Airways Limited (the Applicant) proposes to construct and operate a flight training centre and multi-deck car park at 297 King Street, Mascot in the Bayside local government area (LGA).

The site is located north-east of Sydney Airport within an area of land holdings owned by the Applicant known as the Mascot Campus. It is currently used as a car park for Qantas employees.

Development Background

The Applicant currently operates a flight training centre located within the Qantas Jet Base in Sydney Kingsford Smith Airport (Sydney Airport), Mascot. The Applicant is Australia's national airline carrier, which operates frequent domestic and international services.

The existing flight training centre is currently the largest in the Southern Hemisphere which supports and trains over 2,500 pilots annually. The facility currently houses 12 full-motion flight simulators, one for each aircraft type in the Applicant's fleet, and emergency training facilities. The existing facility is critical to the Applicant's operations and it supports the safe and efficient operation of Sydney Airport by ensuring all Qantas pilots and flight crew comply with Civil Aviation Safety Authority (CASA) regulations by undertaking regular on-going mandatory testing. Without a functioning flight training centre, the Applicant would not be able to meet the legislated level of continual training and pilots and cabin crew would not be able to fly.

The Applicant advised that it was informed by the Roads and Maritime Services (RMS) in 2018 that its existing flight training centre would be directly impacted by the proposed Sydney Gateway road project (Gateway Project). As part of the Gateway Project, Qantas Drive would be widened and would encroach within the footprint of the Applicant's existing flight training centre thereby requiring its relocation.

To ensure its operations and the broader operations of Sydney Airport can continue, the Applicant is seeking to construct and operate a new flight training centre before being required to vacate the existing premises for the Gateway Project in December 2021.

The development was declared State Significant Development (SSD) under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) by an order made by the then Minister for Planning on 28 February 2019. The order was made with the advice of the Independent Planning Commission (the Commission) that deemed the proposal was of State and regional significance because of the critical need to maintain the continuity in providing a specialised training facility for the safe and efficient operation of Sydney Airport, and the critical construction timing resulting from the Gateway Project.

Project Description

The Applicant proposes to construct a flight training centre, comprising of two components, being the Flight Training Wing for the delivery of flight simulator training and the Emergency Procedures Hall for the delivery of emergency procedures training.

The Flight Training Wing is proposed at the eastern end of the development and would include 14 simulator bays with full motion flight simulators and associated computer rooms, meeting rooms and offices. The Emergency Procedures Hall is proposed at the western extent of the development and would include full scale cabin mock ups, an evacuation training pool and a slide descent tower.

In addition, the Applicant proposes to construct a multi-deck car park to be constructed over two stages. Stage A would comprise five storeys (18 m) with a total of 748 spaces and Stage B would comprise the remaining nine storeys for a cumulative total of 2,059 spaces and an overall height of 43.80 m. The car park would provide parking for employees and users of the flight training centre, and would replace and consolidate several existing car parks across the Mascot Campus, Qantas Jet Base and the Domestic Terminal currently used by Qantas staff.

Engagement

The Department exhibited the Development Application (DA) and accompanying Environmental Impact Statement (EIS) for the development between Thursday 4 June 2019 and Thursday 4 July 2019. A total of 16 submissions were received on the proposed development during the exhibition period, including 12 from public authorities, three from special interest groups and one submission from the public. Of the 16 submissions received, one objected to the development. The key issues raised in the submissions include traffic impacts, urban design, construction noise and construction hours, stormwater management, off-site flooding impacts and landscaping. The Applicant submitted a Response to Submissions Report (RTS) and an addendum report to address and clarify matters raised in the submissions.

Amendments to the Development Application

Under Clause 55(1) of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) an applicant, with the agreement of the consent authority, may amend a development application before the application is determined. In November 2019, the Applicant lodged an amended application in accordance with Clause 55 of the EP&A Regulation. The Department considered whether the changes proposed in the amended application would be generally consistent with the original application.

Both the original application and the amended application sought approval for a flight training centre and multi-deck car park. However, the amended DA removes the demolition works component as the Applicant is seeking separate approval for the demolition works via a complying development certificate to facilitate early works. The amended DA also included a revised site boundary to remove the catering building and Qantas bus refuel area from the land to which the DA applies, so it closely aligns with the extent of construction activities associated with the development. As such, the Department considered the application to be consistent with requirements of Clause 55 of the EP&A Regulation and recommends the Commission, as the consent authority, accept the amended application. Therefore, this report assesses the amended development application.

Assessment

The Department identified the key issues for assessment are traffic, urban design and construction noise.

Traffic

Qantas staff currently have access to approximately 5,480 car parking spaces across the Mascot Campus and Sydney Airport. However, the Applicant anticipates it will lose access to around 2,000 car spaces due to lease expirations and the closure of several carparks throughout the Mascot Campus and Sydney Airport. The Applicant is proposing to offset parking lost throughout the Mascot Campus and Sydney Airport by consolidating its operational staff parking in one location and constructing a multi-deck car park. Given the Applicant's operations are not changing, the traffic assessment indicated the development would be a redistribution of existing trips in and around the Mascot Campus and Sydney Airport.

Predicted traffic volumes generated by the relocated parking spaces are not expected to significantly impact on the operation of the immediate local road network including the King Street/O’Riordan Street and Qantas Drive/Robey Street intersections, where a good to satisfactory Level of Service (LoS) is expected to be maintained. However, traffic impacts may be experienced at the Qantas Drive/Lancastrian Road intersection where the LoS may reach capacity and the queue length, being 97 metres (m), may exceed the current length of the right turn bay, which is 80 m in length.

To manage this issue, the Applicant has committed to extend the right turn bay along Qantas Drive at the Qantas Drive/Lancastrian Road intersection to at least 100 m to prevent an overflow of queuing vehicles. TfNSW supports this approach and recommended this requirement be included in the conditions of consent. The Department is satisfied the proposed extension works would be effective in mitigating any potential impacts on the operation of Qantas Drive and the regional road network. The Department has also recommended the Applicant prepare a Workplace Travel Plan to increase the mode share of public transport and active transport for the development and an Operational Environmental Management Plan, which includes details of the access arrangements and strategies for vehicles entering and exiting the development.

During construction, the Applicant confirmed it is making arrangements for temporary parking within the vicinity of the site during the construction period while the parking on-site is not available. The Department considers the proposed construction works would be temporary in nature and are unlikely to impact on the local road network. The Department has recommended conditions of consent requiring the Applicant to include details of interim construction parking arrangements in a Construction TMP.

Urban Design

The Department engaged with the Applicant prior to lodgement and during the assessment process, identifying the design of the car park as a key assessment issue and encouraging the use of further design elements to reduce the bulk of the building, enhance the overall urban design outcome and minimise visual impacts.

The Applicant undertook option studies for both the development layout and car park design. The layout responds to the critical needs of the development, including providing separation from external noise sources and vehicular access around the perimeter for simulator installation and maintenance, while providing landscaping to 15.69% of the site. The car park height is not inconsistent with surrounding development which have heights of up to 50 m and the car park incorporates a combination of design elements including a lightweight chain wire mesh façade with pattern detailing and cantilevered planter boxes which result in a high-quality urban design outcome that mitigates visual impacts. The overall design outcome was supported by Council who commended the façade design of the flight training centre and supported the use of landscaping on the car park façade.

The Department consulted with the Government Architect NSW and concurs with its finding that the design is appropriate to the type and location within a commercial and industrial setting and exhibits design excellence in accordance with the Botany Bay Local Environmental Plan 2013.

Noise

Construction noise was a key concern raised by the Travelodge and Wilson Parking group who operate the adjoining Travelodge Hotel. The Applicant is proposing extended construction hours of 7 am to 7 pm Monday to Sunday for earthworks and external construction and 24 hours per day for internal (non-noisy) works upon completion of the building envelope. The extended construction hours are needed to facilitate the necessary construction program of the flight training centre so it can vacate the existing facility by 31 December 2021 to allow the RMS to meet its construction timeframes for the Sydney Gateway Project.

While noise levels of up to 63 dB(A) may be experienced at the Travelodge Hotel during construction, this complies with the noise management level of 70 dB(A) at the site boundary under the *Interim Construction Noise Guideline 2009*. The Department considers this noise level is acceptable given the development is located within an existing high noise catchment that is exposed to a combination of aircraft, traffic, rail and commercial noise. The Department has recommended revised construction hours that restrict when external constructions may be undertaken to minimise impacts to adjoining receivers. Works outside of standard construction hours would be limited to internal works, thereby the Department concludes the proposed construction works would be short-term in nature and can be managed through adequate noise mitigation measures and recommended conditions.

The Department notes that operational noise impacts would be minimal as noise emissions would be limited to building plant and equipment which are largely contained within the footprint of the flight training centre. The Department also considers road traffic noise emissions during construction and operation of the development would be negligible given existing high background noise levels in the vicinity of the site. The Department's assessment concludes the potential noise impacts associated with the operation of the development are minimal and can be managed by the Applicant.

Summary

The Applicant currently operates a flight training centre within Sydney Airport that houses 12 full-motion flight simulators, one for each aircraft type in the Applicant's fleet, and emergency training facilities. The facility is critical to the Applicant's operations for pilots and cabin crew to meet the legislated level of continual training required to fly. The existing facility will be impacted by the Gateway Project, thereby requiring its relocation. As such, to ensure the Applicant's operations and the broader operations of Sydney airport can continue, the Applicant is seeking to construct and operate a new flight training centre before being required to vacate the existing premises for the Gateway Project in December 2021.

The Department considers the impact of the development can be mitigated and/or managed to ensure an acceptable level of environmental performance, subject to recommended conditions of consent, including:

- implementation of the management and mitigation measures identified in the EIS and addendum RTS
- preparation of a construction noise management plan, construction and operational traffic management plan and a landscape management plan
- extending the right turn lane on Qantas Drive at the Qantas Drive/Lancastrian Road intersection to the satisfaction of RMS
- restriction of construction hours to between 7:00 am to 7:00 pm Monday to Sunday, with non-noisy works to permitted 24 hours per day

As the Commission is the consent authority for the application, the Department recommends the Commission accept the amended application.

The Department concludes the impacts of the development are acceptable and can be appropriately managed through implementation of the recommended conditions of consent. Consequently, the Department concludes that the proposal is in the public interest and is approvable and recommends that the Commission accepts the amended application. This report is hereby presented to the Commission for determination.



Contents

Glossary	iii
Executive Summary	iv
1. Introduction	1
1.1 The Department’s Assessment	1
1.2 Development Background	1
1.3 Site Description	2
1.4 Surrounding Land Uses	4
1.5 Surrounding Road Network	4
1.6 Other Development Consents	4
1.7 Sydney Gateway Road Project.....	4
2. Project Description	6
2.1 Description of the Development.....	6
2.2 Proposed Flight Training Centre.....	7
2.3 Multi-Deck Car Park	11
2.4 Applicant’s Need and Justification for the Development.....	12
3. Strategic Context	13
3.1 Greater Sydney Region Plan.....	13
3.2 Eastern City District Plan	13
4. Statutory Context	14
4.1 State Significant Development	14
4.2 Permissibility	14
4.3 Consent Authority	14
4.4 Other Approvals	15
4.5 Considerations under Section 4.15 of the EP&A Act	15
4.6 Environmental Planning Instruments.....	15
4.7 Public Exhibition and Notification	15
4.8 Objects of the EP&A Act.....	15
4.9 Ecologically Sustainable Development	17
4.10 Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).....	17
5. Engagement	18
5.1 Consultation.....	18

5.2	Submissions	18
5.3	Response to Submissions	20
6.	Assessment.....	22
6.1	Traffic and Parking	22
6.2	Urban Design	27
6.3	Noise	37
6.4	Other Issues	40
7.	Evaluation	46
Appendices.....		48
	Appendix A List of Documents	49
	Appendix B Statutory Considerations.....	50
	Appendix C Key issues – Council and Community Views.....	54
	Appendix D Recommended Instrument of Consent	56



1. Introduction

1.1 The Department's Assessment

This report details the Department of Planning, Industry and Environment's (the Department) assessment of a Development Application for State significant development (SSD-10154) for the Qantas Flight Training Centre. The proposed development (the development) involves the construction and operation of a flight training centre and multi-deck car park in Mascot. The Department's assessment considers all documentation submitted by Qantas Airways Limited (the Applicant), including the Environmental Impact Statement (EIS), Response to Submissions (RTS) and RTS addendum, and submissions received from government authorities, stakeholders and the public. The Department's assessment also considers the legislation and planning instruments relevant to the site and the development.

This report describes the development, surrounding environment, relevant strategic and statutory planning provisions and the issues raised in submissions. The report evaluates the key issues associated with the development and provides recommendations for managing any impacts during construction and operation. The Department's assessment of the Qantas Flight Training Centre has concluded that the development is in the public interest and is approvable, subject to conditions.

1.2 Development Background

Qantas Airways Limited (the Applicant) currently operates a flight training centre located within the Qantas Jet Base in Sydney Kingsford Smith Airport (Sydney Airport), Mascot (see **Figure 1**). The Applicant is Australia's national airline carrier, which operates frequent domestic and international services.

The existing flight training centre is currently the largest in the Southern Hemisphere which supports and trains over 2,500 pilots annually. The facility currently houses 12 full-motion flight simulators, one for each aircraft type in the Applicant's fleet, and emergency training facilities. The existing facility is critical to the Applicant's operations by ensuring all Qantas pilots and flight crew comply with Civil Aviation Safety Authority (CASA) regulations. Qantas pilots are required to undergo on-going mandatory testing throughout the year to meet these regulatory requirements. Without a functioning flight training centre, the Applicant would not be able to meet the legislated level of continual training and pilots and cabin crew would not be able to fly.

The Applicant advised that it was informed by the Roads and Maritime Services (RMS) in 2018 that its existing flight training centre would be directly impacted by the proposed Sydney Gateway road project (Gateway Project) (see **Section 1.7**). As part of the Gateway Project, Qantas Drive would be widened and would encroach within the footprint of the Applicant's existing flight training centre thereby requiring its relocation (see **Figure 2**).

To ensure its operations and the broader operations of Sydney Airport can continue, the Applicant is seeking to construct and operate a new flight training centre at 297 King Street, Mascot in the Bayside local government area (the site) (see **Figure 2**) before being required to vacate the existing premises for the Gateway Project in December 2021. The proposal would be constructed within the Applicant's existing landholdings in Mascot, referred to as the 'Mascot Campus'. The Applicant has advised that due to the specialised nature of the flight training centre, it would take a minimum of 23 months to construct and become operational. In addition to the proposed flight training centre, the development would also involve the construction of a 14 storey multi-deck car park, which would provide parking for employees and users of the flight training centre, and would replace and consolidate several existing car parks across the Mascot Campus currently used by Qantas staff

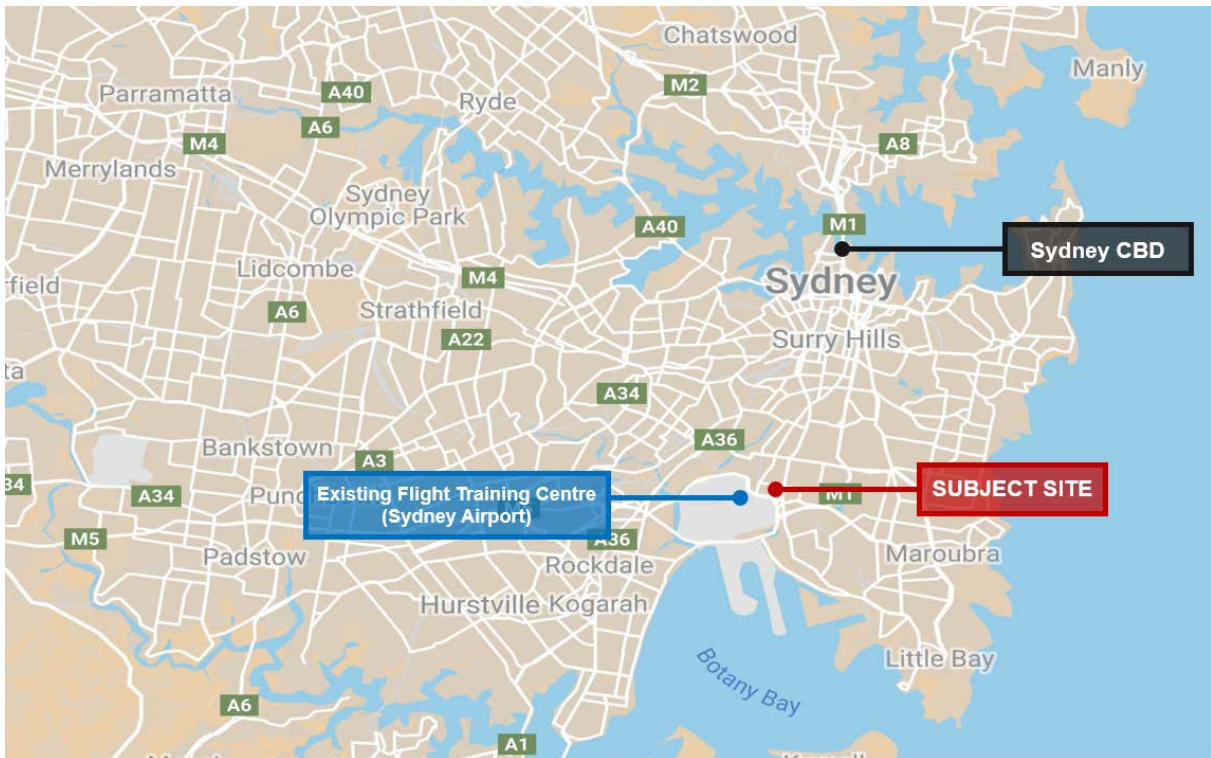


Figure 1 | Regional Context

With its headquarters currently in Sydney, the Applicant envisages the relocation of the flight training centre to the Mascot campus would create a new strategic centre for the airline’s national and global operations by bringing together the corporate campus, new flight training centre and consolidated staff parking. This would ensure the Applicant’s employment base and operational functions remain predominantly in NSW.

1.3 Site Description

The site is located at 297 King Street, Mascot (see **Figure 2**). The site comprises approximately 3 hectares (ha) of general industrial zoned land under the Botany Bay Local Environmental Plan 2013 and is legally described as:

- Lots 2 and 4 DP 234489
- Part Lot 1 DP 202747
- Lot B DP 164829
- Part Lot 133 DP 659434.

The site is situated within the Mascot Campus, which is owned by the Applicant and covers around 16.5 ha of land north-east of Sydney Airport. The Mascot campus is characterised by a mix of commercial office space, aviation-related buildings and at-grade carparking, all of which support the Applicant’s operations.

The site is currently used as a car park for Qantas employees, which has approximately 791 spaces. These spaces form part of the 5,480 car spaces that the Applicant currently has access to within the Mascot Campus, Qantas Jetbase and within the Domestic and International Terminals in Sydney Airport. The site also comprises an industrial shed used to store spare aviation parts, a substation, a disused gatehouse and a Sydney Water asset (open drain). Immediately adjoining the site is the Qantas catering facility and trigeneration plant, which produces electricity, cooling and heating for the Mascot Campus

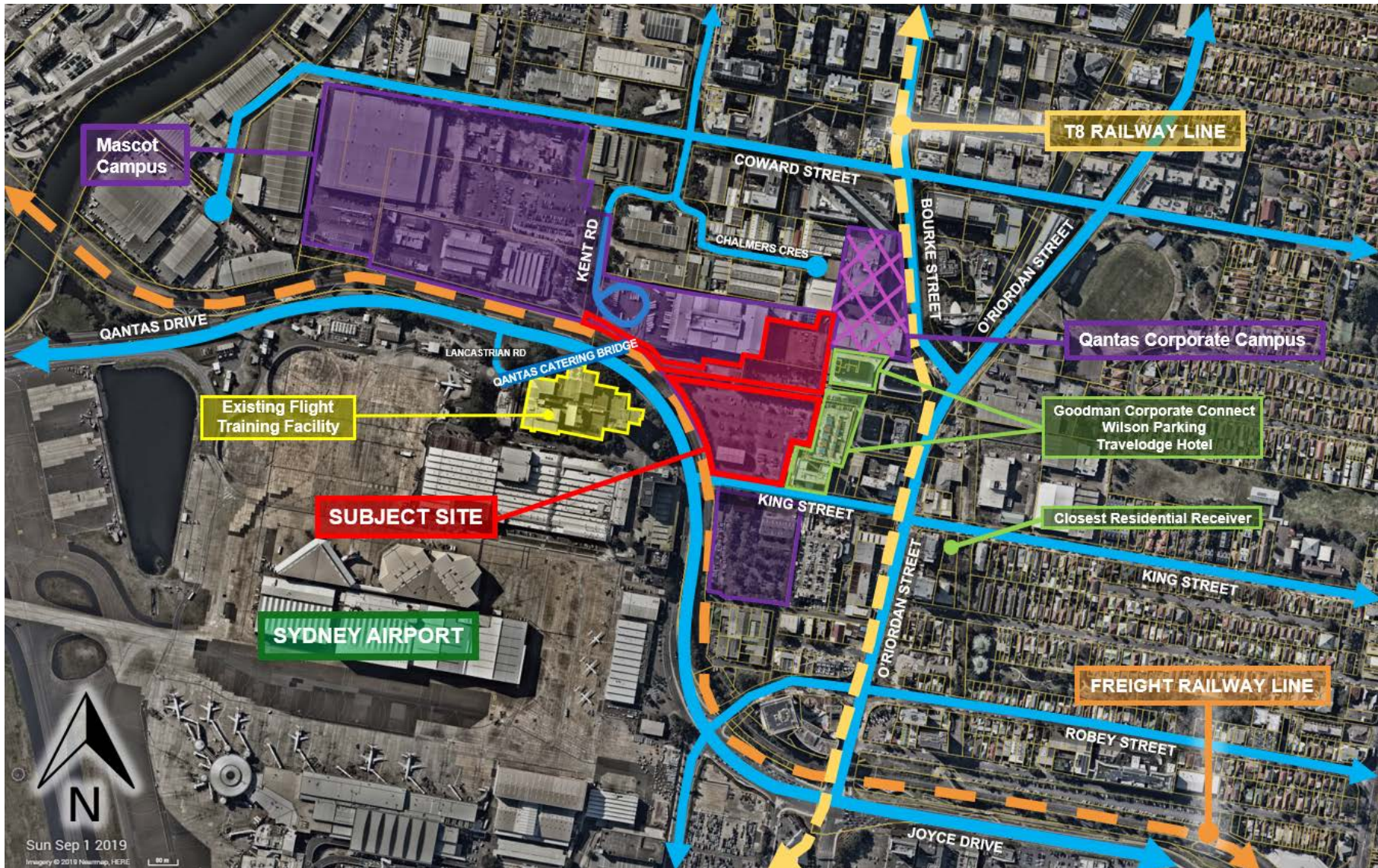


Figure 2 | Site Context

1.4 Surrounding Land Uses

The site is situated in a commercial/industrial locality on the eastern side of Qantas Drive, north-east of Sydney Airport. The nearest sensitive residential receiver is located approximately 300 m south-east of the site on King Street (see **Figure 2**). The site is immediately bounded by:

- low scale industrial development to the north
- commercial development to the east including Travelodge Hotel, Wilson car park and the AMP/Goodman Corporate Connect Campus
- King Street to the south, and a Qantas owned at-grade car park
- Botany Freight Rail Line, Qantas Drive and Sydney Airport (including the Qantas Jet Base, and the existing flight training centre) to the west.

1.5 Surrounding Road Network

Vehicular access to the site is via King Street, a two-lane road managed by Bayside Council (Council) that runs in an east direction and connects with O’Riordan Street (see **Figure 2**)

Vehicles can also access the site via the Mascot Campus which can be accessed from Kent Road and Qantas Drive via Lancastrian Road and the Qantas airbridge. Bourke Road and Qantas Drive are State Roads managed by the RMS, with Qantas Drive being a dual carriageway with two to four lanes in each direction. Major intersections along this road are traffic-signal controlled. Kent Road is a local road managed by the Council.

Pedestrians can access the site from King Street and can move through the car park to access the Qantas catering building and the Qantas Corporate Campus to the north and north-east.

1.6 Other Development Consents

Several Council-issued development consents apply to the site for commercial and light industrial uses including the trigeneration plant, catering facility and car park (see **Table 1**). The Applicant is proposing to surrender DA2016/67, which relates to the use of the site as an employee car park. The other development consents are to be retained as they are still relied upon by the Applicant.

Table 1 | Existing Consents that Apply to the Site

Development Number	Consent	Approved Use	Status
DA2007/038		Addition of shelter for scissor platform lifts over existing flight training facility truck docks	Retain
DA2016/104		Expansion of the existing tri-generation plant	Retain
DA2016/67		Use of the site as an employee car park with the provision of 584 spaces	To be surrendered

1.7 Sydney Gateway Road Project

Sydney Airport and Port Botany are important international gateways which are forecast to grow significantly over the next 20 years. Efficient connections to the Sydney central business district and other major centres and freight terminals are required to support this growth.

In September 2018, the RMS announced the Gateway Project, which is proposed to improve connections to Port Botany and Sydney Airport by increasing the capacity of the surrounding road and rail network and providing a new alternative route to the domestic and international airport terminals (see **Figure 1**). The project is a State significant infrastructure project (SSI-9737) for which Secretary’s Environmental Assessment Requirements were

issued on 15 February 2019. The Minister for Planning and Public Spaces is the Determining Authority for the project.

As part of the proposed Gateway Project, Qantas Drive will be widened, which will require the partial demolition of the Applicant's existing flight training centre. To ensure RMS can meet its construction deadlines to deliver the Gateway Project, the existing flight training centre must be vacated by 31 December 2021. Therefore, the Applicant is seeking development consent to construct a new flight training centre to enable the timely delivery of the Gateway Project.



2. Project Description

2.1 Amended Proposal

The DA originally sought consent to construct and operate a flight training centre and multi-deck car park that included a demolition works component and comprised a larger site footprint.

Following exhibition of the original DA, the Applicant sought to amend the proposal under Clause 55 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) to:

- remove the demolition works component as the Applicant is seeking separate approval via a complying development certificate to facilitate early works
- revise the site boundary to remove the catering building and Qantas bus refuel area from the land to which the DA applies, so it closely aligns with the extent of construction activities associated with the development.

The amended proposal forms part of the Response to Submissions (RTS) report and RTS addendum. The Department considered the application to be consistent with the requirements of Clause 55 of the EP&A Regulation and recommends the Independent Planning Commission (the Commission), as the consent authority, accept the amended application.

2.2 Description of the Development

The Applicant is seeking development consent for the construction and operation of a flight training centre and multi-deck car park in Mascot. The main components of the development, as modified by the RTS and RTS addendum, are summarised in **Table 2**. The development is also shown in **Figures 3 to 5**, and described in full in the Environmental Impact Statement (EIS), RTS and RTS addendum and included in **Appendix A**.

Table 2 | Main components of the development

Aspect	Description
Development Summary	Construction and operation of a flight training centre and multi-deck car park at 297 King Street, Mascot
Flight Centre	Training The proposed flight training centre will consist of: <ul style="list-style-type: none">• an Emergency Procedures Hall, which would contain cabin evacuation emergency trainers, evacuation training pool, fire trainers, door trainers, slide descent tower, aviation medicine training and equipment rooms• a Flight Training Wing, which would contain 14 simulator bays and associated IT and office rooms, including open plan offices on Level 3, integrated procedures trainers, briefing and de-briefing rooms, spares storage, fatigue room, maintenance workshop and visual repair, pilot and crew lounges and a frequent flyer lounge• general teaching facilities including 20 classrooms, computer-based training rooms and an auditorium• ancillary uses including a café, meeting rooms, lunch/tea rooms, toilets, plant, loading dock and internal roads• an overall building height of 19 m

Aspect	Description
Multi-Deck Park	<p>Car</p> <ul style="list-style-type: none"> Construction of a 14 storey split-level car park, which will total 2,059 car spaces and an additional 38 spaces to be constructed at-grade for a total of 2,097 spaces Overall building height of 43.80 m
Signage	<ul style="list-style-type: none"> Three building identification signs and wayfinding signage
Landscaping	<p>Landscaping for the development will consist of:</p> <ul style="list-style-type: none"> planting and soft landscaping around the perimeter of the flight training centre installation of a planter and pergola structure at the rooftop level of the car park for trailing and climber plants
Vegetation Removal and Retention	<ul style="list-style-type: none"> Removal of 86 trees across the site Retention of trees along King Street, various trees and tree groups at the eastern boundary of the site, all trees along the western boundary of the site and tree groups either side of the Sydney Water Asset
Staged Construction	<ul style="list-style-type: none"> The development is proposed to be constructed in three stages: <ul style="list-style-type: none"> Stage 1: construction of flight training centre and internal road network Stage 2: construction of Stage A of the multi-deck car park (first five storeys which equates to 748 spaces) and 38 at-grade spaces Stage 3: construction of Stage B of the multi-deck car park (remaining nine storeys which equates to cumulative total of 2,059 spaces) and retention of the 38 at-grade spaces for a total of 2,097 car spaces on site. The construction of the proposed flight training centre is expected to take 16 months and a further seven months for the installation, commissioning and calibration of the simulators. The multi-deck car park would be constructed over a combined eight months for both stages.
Extended Construction Hours	<ul style="list-style-type: none"> Construction hours are proposed as follows: <ul style="list-style-type: none"> external works – 6 am to 8 pm Monday to Friday, 6 am to 5 pm Saturday and 7 am to 5 pm Sunday, inclusive of public holidays internal (non-noisy) works – 24 hours seven days a week (upon completion of building envelope).
Hours of Operation	<ul style="list-style-type: none"> 24 hours, 7 days a week
Capital Investment Value	<ul style="list-style-type: none"> \$165,371,000
Employees	<ul style="list-style-type: none"> Construction: 220 full time equivalent (FTE) jobs Operation: Relocation of 149 existing FTE jobs and an additional six jobs to accommodate the expansion in the number of simulator bays

2.3 Proposed Flight Training Centre

The proposed flight training is defined by one building over four-levels with two separate forms that are internally connected (see **Figure 4**). The two distinct forms reflect the functional requirements of the development, being the Emergency Procedures Hall for the delivery of emergency procedures training and the Flight Training Wing for the delivery of flight simulator training.

The Emergency Procedures Hall is proposed at the western extent of the development and would include, but not be limited to:

- cabin evacuation emergency trainers, which are full scale cabin mock-ups to allow pilots and cabin crew to undertake training for different emergency situations
- an evacuation training pool, which would provide training for ditching emergency landings or water landings
- a slide descent tower, to enable training of deployment and use of slides for aircraft evacuations.

The Flight Training Wing is proposed at the eastern end of the development and would include, but not be limited to:

- 14 simulator bays, which are full motion flight simulators with visual, motion and sound capability to allow flight crews to be trained in all aspects of typical and atypical operations
- simulator computer rooms for storing the computers that run each of the simulators
- briefing, de-briefing rooms and open plan offices for flight training centre staff.

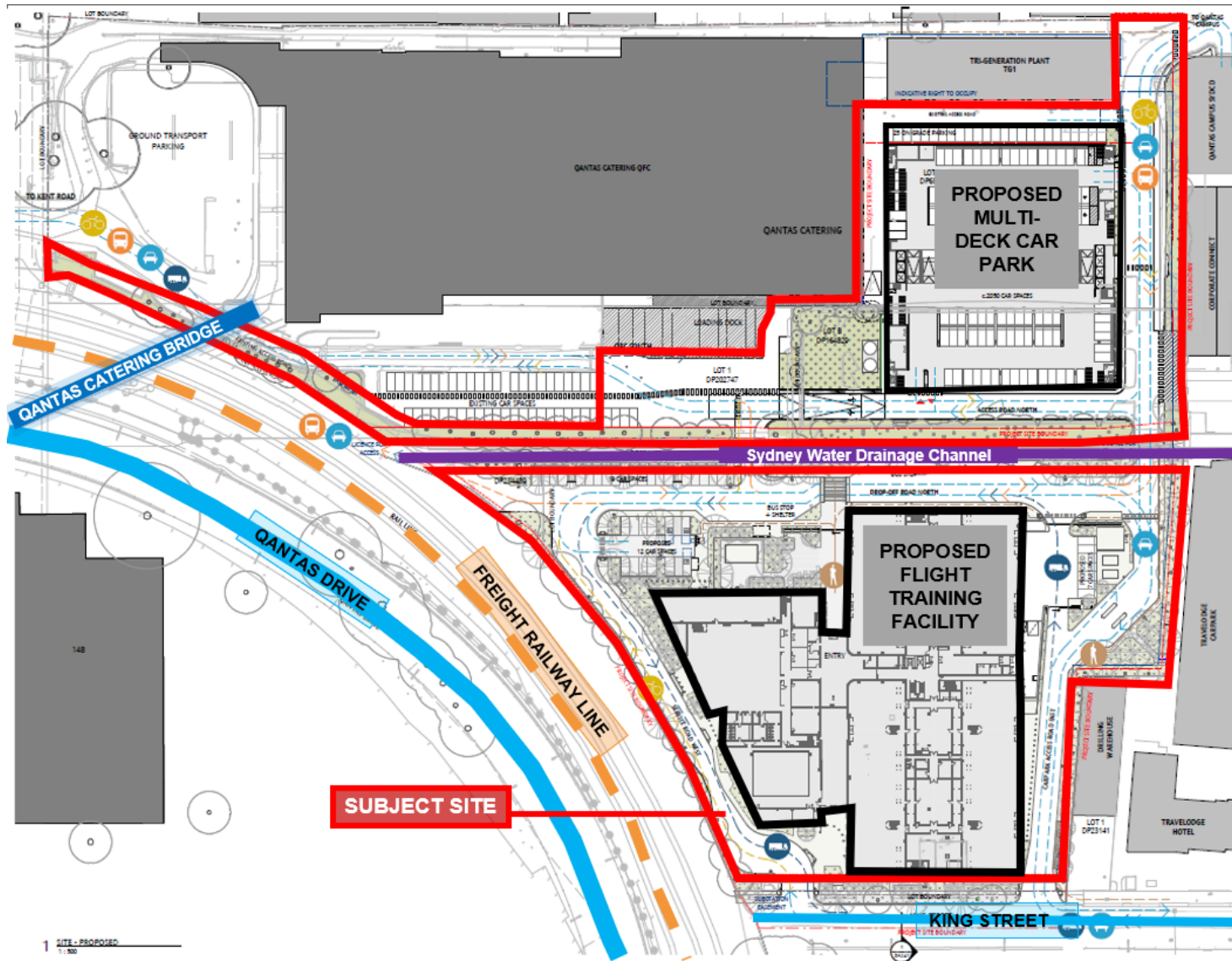


Figure 3 | Proposed Development

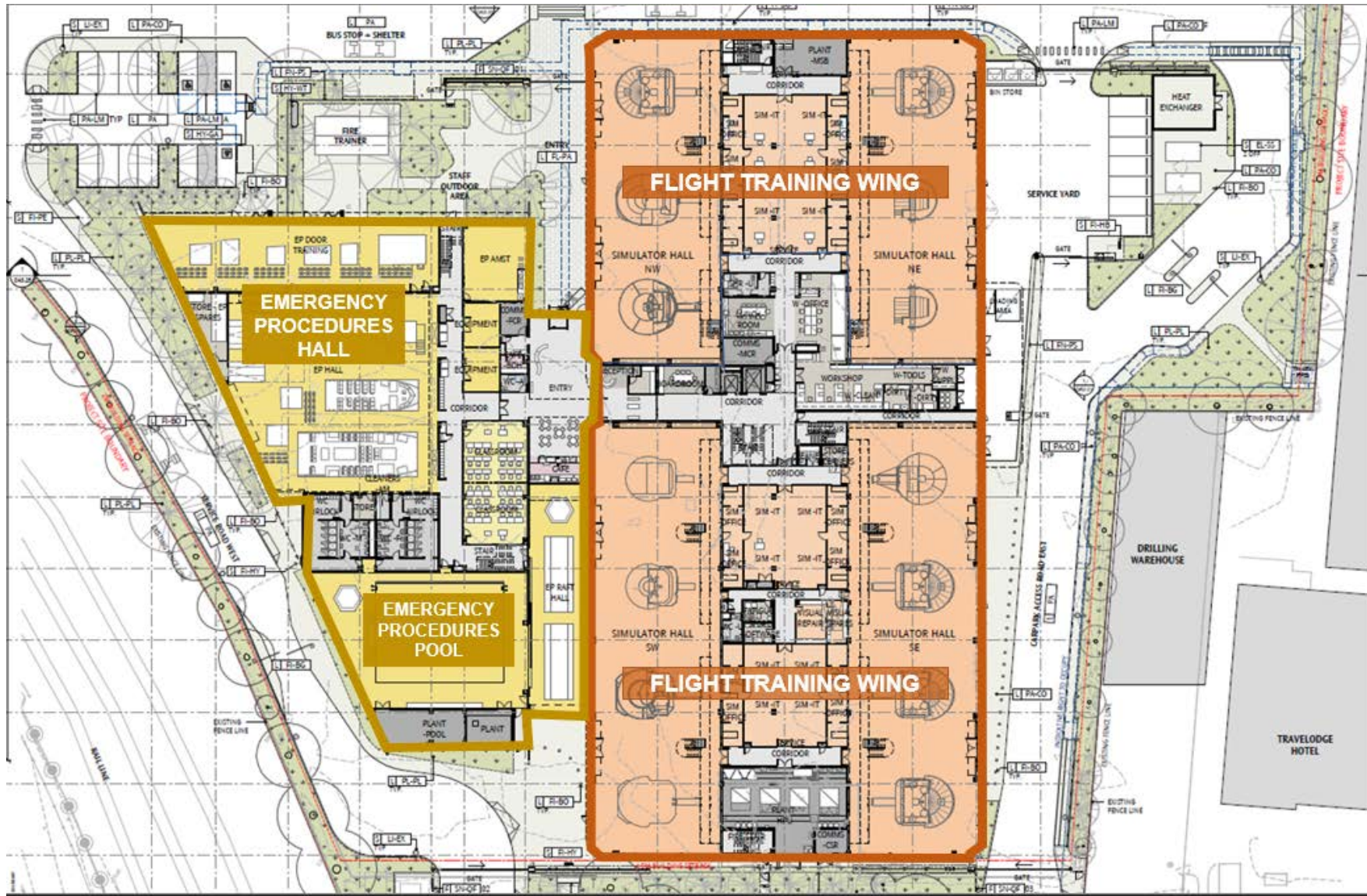


Figure 4 | Flight Training Centre



Figure 5 | Perspective of Flight Training Centre looking South-East

2.4 Multi-Deck Car Park

The proposed car park is to be constructed in two stages with Stage A being five storeys (18 m) for a total of 748 spaces and Stage B being the remaining nine storeys for a cumulative total of 2,059 spaces and an overall height of 43.80 m (see **Figure 6** to **Figure 8**). Each storey is split into a lower level and an upper level with vehicular access from the lower ground at the eastern side and the upper ground from the southern end.

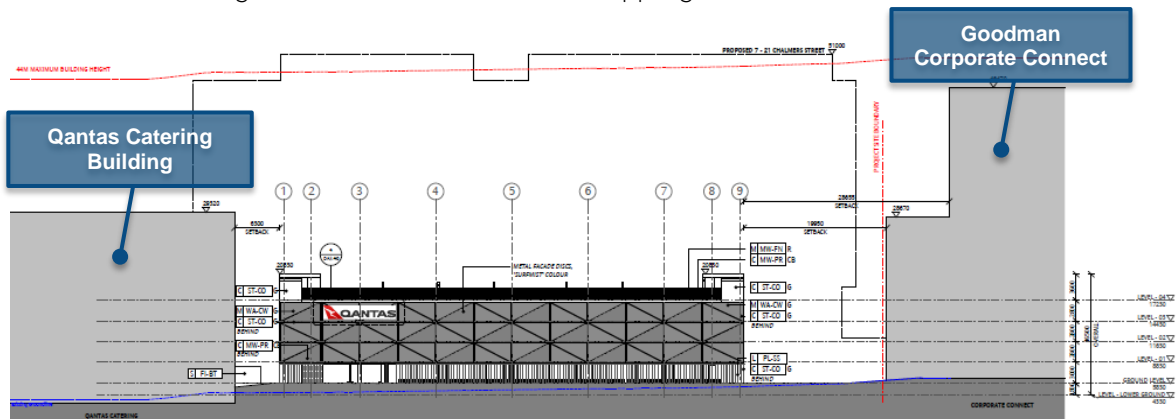


Figure 6 | Car Park Stage A – Southern Elevation

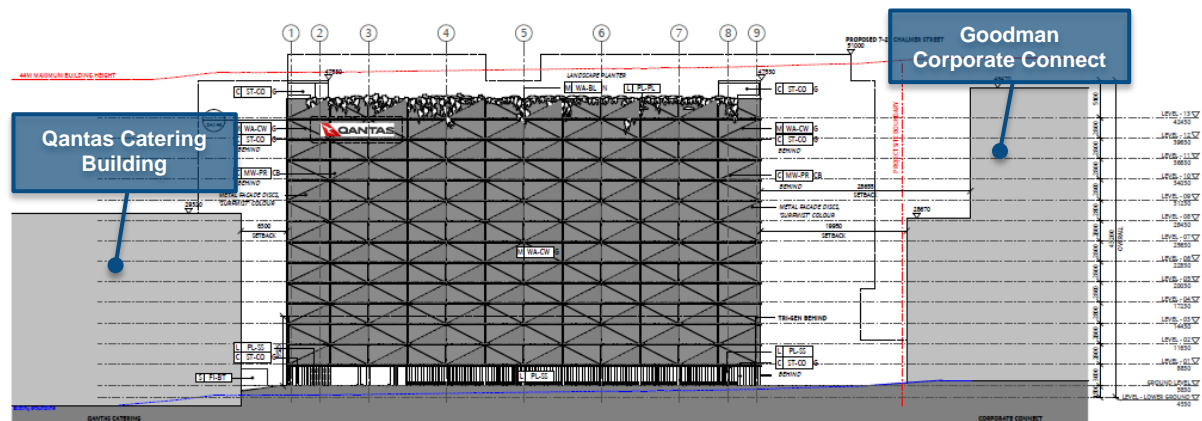


Figure 7 | Car Park Stage B – Southern Elevation



Figure 8 | Perspective of Multi-Deck Car Park Looking North-East

2.5 Applicant's Need and Justification for the Development

The Applicant's need for the development is a direct result of the Gateway Project proposed by RMS. The proposed Gateway project will result in the widening of Qantas Drive, and will require the partial demolition of the Applicant's existing flight training centre. The vibrations associated with the construction and operation of the proposed Gateway project are also likely to exceed CASA's regulatory requirements in relation to the Applicant's operation of the flight simulators at the existing location.

The Applicant considers it critical to relocate its flight training centre to ensure its operations are not significantly disrupted. Without a functioning flight training centre, the Applicant would be unable to meet CASA regulations in relation to pilot and crew training and simulator operations, impacting on its ability to operate as a national and global carrier and flow-on effects for the safe and efficient operation of Sydney Airport. Furthermore, the development would enable the timely delivery of the Gateway Project, which is critical road infrastructure that would further support the economic growth of the Sydney Region.



3. Strategic Context

3.1 Greater Sydney Region Plan

The vision of the A Metropolis of Three Cities – Greater Sydney Region Plan (Greater Sydney Region Plan) falls within the integrated planning framework for Sydney (see **Figure 9**) and seeks to meet the needs of a growing and changing population by transforming Greater Sydney into three cities – the Western Parkland City, the Central River City and the Eastern Harbour City. It brings new thinking to land use and transport patterns to boost Greater Sydney’s liveability, productivity and sustainability by spreading the benefits of growth.

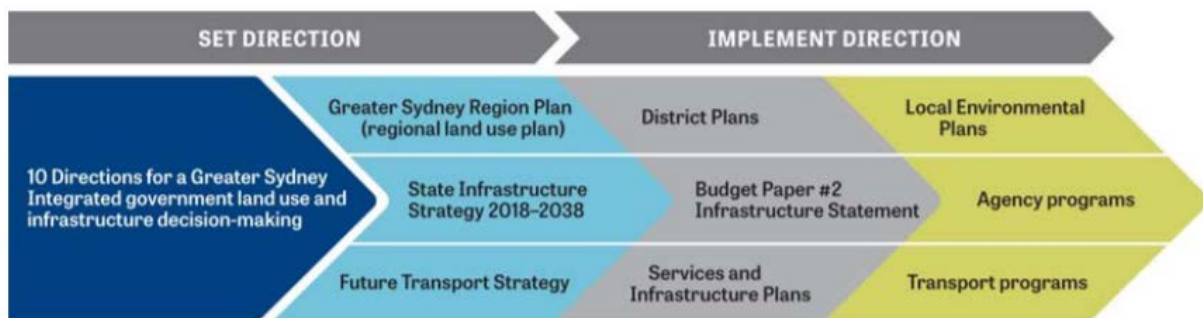


Figure 9 | Integrated State Planning for Greater Sydney

The development aligns with the objectives and strategies of the Greater Sydney Region Plan, in particular Objective 16, which seeks to ensure the freight and logistics network remain competitive and efficient. Objective 16 identifies Port Botany and Sydney Airport as Greater Sydney’s two nationally significant trade gateways, which have substantial areas of industrial land in the immediate vicinity providing support services that are critical to its operations. Retaining internationally competitive operations at both these locations is vital for a productive NSW economy.

Specifically, Strategy 16.1 seeks to manage the interfaces of industrial areas, trade gateways and intermodal facilities by retaining industrial lands for port, intermodal and airport-related uses. The development is proposed in an existing industrial area close to Sydney Airport, which would continue to provide support to the operation of Sydney Airport. For these reasons, the development reflects the intent of the Greater Sydney Regional Plan.

3.2 Eastern City District Plan

The *Eastern City District Plan* (ECDP) is a 20-year plan to manage growth in the Eastern Harbour City in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney established by the Greater Sydney Region Plan. It is a guide for implementing the Greater Sydney Region Plan at a district level.

The development is aligned with Planning Priority E9 of the ECDP as it would support the growth of Sydney Airport as an international trade gateway. The development would also meet Action 31, as the development would be located on strategically important employment land close to the Sydney Airport that will support the functions of Sydney Airport.



4. Statutory Context

4.1 State Significant Development

The development was declared SSD under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) by an order made by the then Minister for Planning on 28 February 2019. The development does not automatically trigger SSD under State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP), as the development is not characterised as an air transport facility or an educational facility.

The Minister's declaration followed advice from the Commission, which concluded the development was of State and regional significance because:

- of the critical function of the flight training centre for the safe and efficient operation of Sydney Airport
- of the critical construction timing resulting from the delivery of the Gateway Project
- the proposal would assist in achieving the objectives of the Greater Sydney Region Plan and Eastern City District Plan
- the proposal would require coordination between multiple government authorities with the Department experienced in coordinating assessments of this nature.

As the development is SSD, the Minister or a delegate is the consent authority.

4.2 Permissibility

The site is zoned IN1 – General Industrial under the Botany Bay Local Environmental Plan 2013 (BBLEP 2013). The development is best characterised as an industrial training facility as it is a building or place used in connection with vocational training activity (i.e. pilot and cabin crew training) that is associated with the aviation industry. Industrial training facilities located in the IN1 zone are permissible with consent.

On this basis, the Minister for Planning and Public Spaces or a delegate may determine the carrying out of the development.

4.3 Consent Authority

In accordance with Clause 8A of the SRD SEPP and section 4.5 of the EP&A Act, the Commission is the consent authority for the SSD application as a reportable political disclosure statement was by the Applicant. The Department has therefore referred the application to the Commission for determination.

4.4 Clause 55 – Amended Development Application

Under Clause 55 of the EP&A Regulation, a development application may be amended or varied at any time before its determination, subject to the agreement of the consent authority.

As described in **Section 2.1**, the application was amended as part of the RTS and RTS addendum. The Department considered the application to be consistent with requirements of Clause 55 of the EP&A Regulation and recommends the Commission, as the consent authority, accept the amended application.

4.5 Other Approvals

Under section 4.42 of the EP&A Act, other approvals may be required and must be approved in a manner that is consistent with any Part 4 consent for the SSD under the EP&A Act.

In its submission, the EPA advised the development does not constitute a scheduled activity under the *Protection of the Environment Operations Act 1997* (POEO Act), therefore an Environment Protection Licence (EPL) is not required.

4.6 Considerations under Section 4.15 of the EP&A Act

Section 4.15 of the EP&A Act sets out matters to be considered by a consent authority when determining a development application. The Department's consideration of these matters is set out in **Section 6** and **Appendix B**. In summary, the Department is satisfied the development is consistent with the requirements of section 4.15 of the EP&A Act.

4.7 Environmental Planning Instruments

Under section 4.15 of the EP&A Act, the consent authority, when determining a development application, must take into consideration the provisions of any environmental planning instrument (EPI) and draft EPI (that has been subject to public consultation and notified under the EP&A Act) that apply to the proposed development.

The Department has considered the development against the relevant provisions of several key EPIs including:

- State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)
- State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- State Environmental Planning Policy No. 64 – Advertising Structures and Signage (SEPP 64)
- Botany Bay Local Environmental Plan 2013 (BBLEP 2013).

Development Control Plans (DCPs) do not apply to SSD under Clause 11 of the SRD SEPP. However, the Department has considered the relevant provisions of the Botany Bay DCP 2013 in its assessment of the development in **Section 6** of this report.

Detailed consideration of the provisions of all EPIs that apply to the development is provided in **Appendix B**. The Department is satisfied the proposed development complies with the relevant provisions of these EPIs.

4.8 Public Exhibition and Notification

In accordance with section 2.22 and Schedule 1 of the EP&A Act, the development application and any accompanying information of an SSD development application are required to be publicly exhibited for at least 28 days. The application was placed on public exhibition from 4 June 2019 until 4 July 2019. Details of the exhibition process and notifications are provided in **Section 5.1**.

4.9 Objects of the EP&A Act

In determining the application, the consent authority should consider whether the development is consistent with the relevant objects of the EP&A Act. These objects are detailed in section 5 of the EP&A Act. The objects of relevance to the merit assessment of this application include:

- to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*

- (c) to promote the orderly and economic use and development of land,
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),
- (g) to promote good design and amenity of the built environment,
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,
- (j) to provide increased opportunity for community participation in environmental planning and assessment.

The Department has fully considered the objects of the EP&A Act, including the encouragement of Ecologically Sustainable Development (ESD), in its assessment of the application (see **Table 3**).

Table 3 | Considerations Against the EP&A Act

Object	Consideration
1.3(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The development would ensure the proper development of suitably zoned land for the economic welfare of the LGA and the State. The development would also promote social and economic welfare in the community by retaining up to 149 operational jobs and creating another six operational jobs and up to 220 construction jobs. The development would also be carried out on existing industrial land close to Sydney Airport.
1.3 (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposal includes measures to deliver ESD through increasing the canopy cover on site, implementing ESD design principles within the building design and ensuring 149 operational jobs are retained along with the creation of six additional operational jobs and up to 220 construction jobs.
1.3 (c) to promote the orderly and economic use and development of land,	The development would meet the objectives of the zone by supporting and protecting industrial land close to Sydney airport for industrial uses that support the operation of the airport.
1.3 (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The development does not result in the loss of any threatened or endangered species, populations or communities. The Applicant proposes to remove up to 86 exotic trees but proposes to plant 92 new native trees and ensure existing trees to be retained are protected during construction activities.
1.3 (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The development is not anticipated to result in any impacts upon built and cultural heritage, including Aboriginal cultural heritage (see Section 6).
1.3 (g) to promote good design and amenity of the built environment,	The development has adopted ESD design principles to ensure good building design and improved amenity within an existing industrial/commercial setting.
1.3 (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	Permanent buildings at the site would be constructed to meet a combination of deemed to satisfy and performance requirements of the Building Code of Australia. The Department has recommended several conditions to ensure the construction and maintenance is undertaken in accordance with applicable legislation, guidelines, policies and procedures.

Object	Consideration
1.3 (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The Department has assessed the SSD application in consultation with, and giving due consideration to, the technical expertise and comments provided by other Government authorities. This is consistent with sharing the responsibility for environmental planning between the different levels of government in the State.
1.3 (j) to provide increased opportunity for community participation in environmental planning and assessment.	The Department publicly exhibited the application, which included notifying adjoining landowners, placing a notice in the local newspaper and displaying the application on the Department's website and head office, at Council's office and Service NSW centres.

4.10 Ecologically Sustainable Development

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- (a) *the precautionary principle*
- (b) *inter-generational equity*
- (c) *conservation of biological diversity and ecological integrity*
- (d) *improved valuation, pricing and incentive mechanisms.*

The potential environmental impacts of the development have been assessed and, where potential impacts have been identified, mitigation measures and environmental safeguards have been recommended.

As demonstrated by the Department's assessment in **Section 6** of this report, the development is not anticipated to have any adverse impacts on native flora or fauna, including threatened species, populations and ecological communities, and their habitats. As such, the Department considers that the development would not adversely impact on the environment and is consistent with the objectives of the EP&A Act and the principles of ESD.

4.11 Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

Under the EPBC Act, assessment and approval is required from the Commonwealth Government if a development is likely to impact on a matter of national environmental significance (MNES), as it is considered to be a 'controlled action'. The EIS for the development included a preliminary assessment of the MNES in relation to the development and concluded the development would not impact on any of these matters and is therefore not a 'controlled action'. As such, the Applicant determined a referral to the Commonwealth Government was not required.



5. Engagement

5.1 Consultation

The Applicant, as required by the Planning Secretary's Environmental Assessment Requirements (SEARs), undertook consultation with relevant local and State authorities as well as the community and affected landowners. The Department undertook further consultation with these stakeholders during the exhibition of the EIS and throughout the assessment of the application. These consultation activities are described in detail in the following sections.

5.1.1 Consultation by the Applicant

The Applicant undertook a range of consultation activities throughout preparation of the EIS including:

- communicating with local, State and Commonwealth authorities
- a letter distribution inviting comment from 1,200 nearby residents and businesses
- two stakeholder briefings with neighbours including Goodman, Travelodge (and other parties) and AMP.

5.1.2 Consultation by the Department

The Department consulted with relevant public authorities during preparation of the SEARs.

After accepting the DA and EIS for the application, the Department:

- made it publicly available from **Tuesday 4 June 2019** until **Thursday 4 July 2019**:
 - on the Department's website
 - at the Department's Sydney office (Pitt Street, Sydney)
 - at all NSW Service Centres
 - at Bayside Council (Princes Highway, Rockdale)
- notified landowners in the vicinity of the site about the exhibition period by letter
- notified and invited comment from relevant State government authorities and Bayside Council by letter
- advertised the exhibition in the Sydney Morning Herald, Daily Telegraph and the Southern Courier
- consulted with the **Government Architect New South Wales (GANSW)** which advised it is supportive of the built form and detailing, confirming the design is appropriate to the type and location of the proposed buildings.

5.2 Submissions

A total of 16 submissions were received on the proposed development during the exhibition period, including 12 from public authorities and four from special interest groups. Of the 16 submissions received, one objected to the development. A summary of the issues raised in submissions is provided below, and included in **Appendix A** and **C**.

5.2.1 Public Authorities

Bayside Council (Council) did not object to the proposal but raised a number of matters to be resolved prior to determination of the application. These included urban design of the car park, acoustic impacts during construction, stormwater management, landscaping, building setbacks to King Street and end of trip facilities. Council requested a peer review of the flood model due to differences with Council's model and further

assessment of the cumulative traffic impacts. Council also raised concern about the request from the Applicant to waive development contributions.

The **Australian Rail Track Corporation Ltd (ARTC)** did not object to the proposal but raised concerns regarding the proposed location of water infrastructure, stormwater management and drainage design. ARTC requested that only native species are used in all landscaping on site, including species without the potential to drop items in the rail corridor and sought confirmation that the proposed earthworks would not introduce potential risks to rail infrastructure, operations and people.

ARTC noted that access to the rail corridor should not be impeded at any time and advised that it would not support any limitation to their standard operations and maintenance as a result of the acoustic requirements of the proposed development. ARTC also noted the Applicant had not identified an easement along the western boundary of the site that crosses into ARTC land and requested the opportunity to review construction plans.

Lands, Water and the Department of Primary Industries requested a detailed site water balance for construction and operation and advised that a dewatering management plan will need to be prepared if excavations are required below the water table. Additionally, it was noted that if works are required below the water table, underground service tanks must be sealed against the aquifer.

The **Environment, Energy and Science Group (EES)** requested more information to confirm the absence of roosting habitat for threatened microbats within the existing buildings and recommended the development replaces any trees at a ratio of greater than 1:1 with advanced local provenance native plant species. EES also noted differences in flood modelling from Council's model and requested further modelling to establish that no significant flood impacts will occur. Further information was also requested as to why a landscaped green roof structure is not able to be provided for the flight training centre.

Fire and Rescue NSW (FRNSW) did not object to the proposal and provided recommendations to ensure compliance with the requirements of the National Construction Code.

Sydney Airport Corporation Limited (SACL) provided a submission from the Airfield Design Manager as an authorised delegate of CASA and the Development and Planning section. SACL has no objection to the height of the proposed buildings, advising that approval to operate construction equipment is required to be obtained prior to works commencing. SACL also noted that exposure to noise associated with Sydney Gateway should be considered by the Applicant.

Sydney Water required a Flood Impact Assessment report based on a current flood model, that on-site stormwater detention be provided and discharge stormwater quality targets set. Additional requirements were also provided for the protection of the existing stormwater channel and servicing of the site.

Transport for NSW (TfNSW) did not object to the development but made reference to the Sydney Gateway road project, noting the development may be exposed to elevated noise levels due to construction activities and increased traffic volumes associated with the Sydney Gateway Project and due to the removal of aviation buildings within the airport. TfNSW requested further information regarding the traffic assessment including SIDRA outputs for key intersections and a detailed queuing assessment for the site entrance. Further information was also requested regarding active transport and travel demand management strategies. Recommended conditions of consent for a Construction Pedestrian and Traffic Management Plan were provided.

Ausgrid had no comment as the development is to be supplied by the trigeneration plant.

The **Environment Protection Authority (EPA)** advised the development does not constitute a scheduled activity under the *Protection of the Environment Operations Act 1997*, therefore an EPL is not required.

Transgrid advised the proposed development does not affect its infrastructure and did not provide further comments.

Water NSW advised the proposed development will not impact its assets and did not provide further comments.

5.2.2 Special Interest Groups and Public Submissions

Travelodge & Wilson Parking (T&WP) objected to the proposed extended construction hours, deliveries occurring outside of construction hours, vehicular access from King Street and the proposed building setback to King Street. T&WP requested the Department permit additional floors on the T&WP site in the future, that Qantas provide a commitment to maintain the existing room night production of Travelodge, grant exclusive access to Qantas Drive for Wilson's shuttle service and provide six monthly façade cleaning to the existing buildings to remove any dust collected during construction. T&WP also requested further information regarding the existing parking arrangements of Qantas and sought confirmation that the proposed car park will only be used by Qantas staff. A further submission was received requesting the Applicant consider the potential changes to the road network from the Sydney Gateway Project.

AMP Capital, as the owner of Corporate Connect, a commercial development adjoining the site at the eastern boundary, provided comments on the potential visual impacts of the car park suggesting additional planter boxes and planting infrastructure could be provided to the façade. Concern was raised with the impact of the illuminated building signage and comment was provided on better integrating Corporate Connect with the development site.

BIKEast requested active travel links from the Alexandra Canal cycle path to the airport and the Bayside Council network.

One **special interest group** provided comments regarding impacts on the O'Riordan Street and King Street intersection and requested that RMS review the safety and traffic flow of that intersection prior to any development along King Street west being approved.

5.3 Response to Submissions

On 13 August 2019, the Applicant provided a Response to Submissions (RTS) on the issues raised during the exhibition of the development (see **Appendix A**).

The RTS 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, particularly in relation to parking and access arrangements
- urban design, including amendments to the façade of the car park and an updated Visual Impact Assessment
- landscaping, including an increase to the extent of landscaping and a further commitment from the Applicant to increase the number of trees on-site
- building signage, including relocating signage from the eastern elevation to the western elevation of the car park away from AMP/Goodman Corporate Connect
- development contributions and CIV, noting the CIV was revised to include the installation of the simulators.

The RTS was made available on the Department's website and provided to the relevant public authorities to consider whether it adequately addressed the issues raised. A summary of responses is provided below:

- **Council** supported the Applicant's amendments to the final design of the car park and landscaping strategy. Council recommended a number of conditions relating to stormwater, flooding, traffic and parking and accepted the Applicant's commitment to pay the full development contribution amount
- **TfNSW** requested further detail in relation to the Applicant's analysis of the Qantas Drive/Lancastrian Road intersection and noted additional mitigation measures may be required to minimise impacts on Qantas Drive
- **ARTC** had no further comments and encouraged the Applicant to continue consulting with ARTC throughout the construction of the development, should it be approved
- **EES** raised no further concerns but recommended conditions relating to landscaping and fauna management
- **SACL** raised no further concerns and reiterated the Applicant must obtain approval from Sydney Airport prior to operating construction equipment such as cranes
- **FRNSW** raised no further concerns
- **Sydney Water** raised no further concerns
- **T&WP** advised their comments in relation to traffic impacts had been addressed
- **AMP Capital** provided support for the proposal and confirmed their comments had been addressed.

Following receipt of the RTS, there were ongoing issues with the information provided in response to the concerns raised by TfNSW regarding the Qantas Drive/Lancastrian Road intersection. There were also issues with the response provided to requests from the Department regarding overall traffic generation from the development and consideration of the Gateway Project concept proposal as raised by T&WP.

The Applicant liaised directly with TfNSW until the matter was resolved on 29 October 2019, with an extension of approximately 20 m to the right hand turn lane on Qantas Drive at the Qantas Drive/Lancastrian Road intersection agreed as the appropriate treatment to mitigate additional vehicle queueing from the development. A revised addendum to the RTS was submitted on 1 November 2019 addressing the remaining outstanding matters raised by the Department. The Department made the RTS and the addendum publicly available on its website. The Department has considered the issues raised in submissions, the RTS and supplementary concerns raised in its assessment of the development.



6. Assessment

The Department has considered the EIS, the issues raised in the submissions and the Applicant's RTS and addendum in its assessment of the development. The Department considers the key assessment issues are traffic and parking, urban design and noise.

A number of other issues have also been considered. These issues are considered to be minor and are addressed in **Table 5**.

6.1 Traffic and Parking

The relocation of the flight training centre and consolidation of staff parking would alter vehicle movements to and from the site, which has the potential to impact on the capacity and efficiency of the surrounding road network.

A Traffic and Parking Assessment (TPA) was prepared by Colston Budd Rodgers and Kafes on behalf of the Applicant, which assessed the potential traffic and parking impacts of the development.

6.1.1 Existing Operations

Access to and from the site from the local road network is via three primary access points (see **Figure 10**):

- King Street, which runs in an east-west direction and connects to O'Riordan Street to the east
- Kent Road, which runs in a north-south direction and connects to Coward Street to the north
- Qantas Drive via Lancastrian Road and the Qantas airbridge to the south, which connects the Mascot Campus to Sydney Airport.

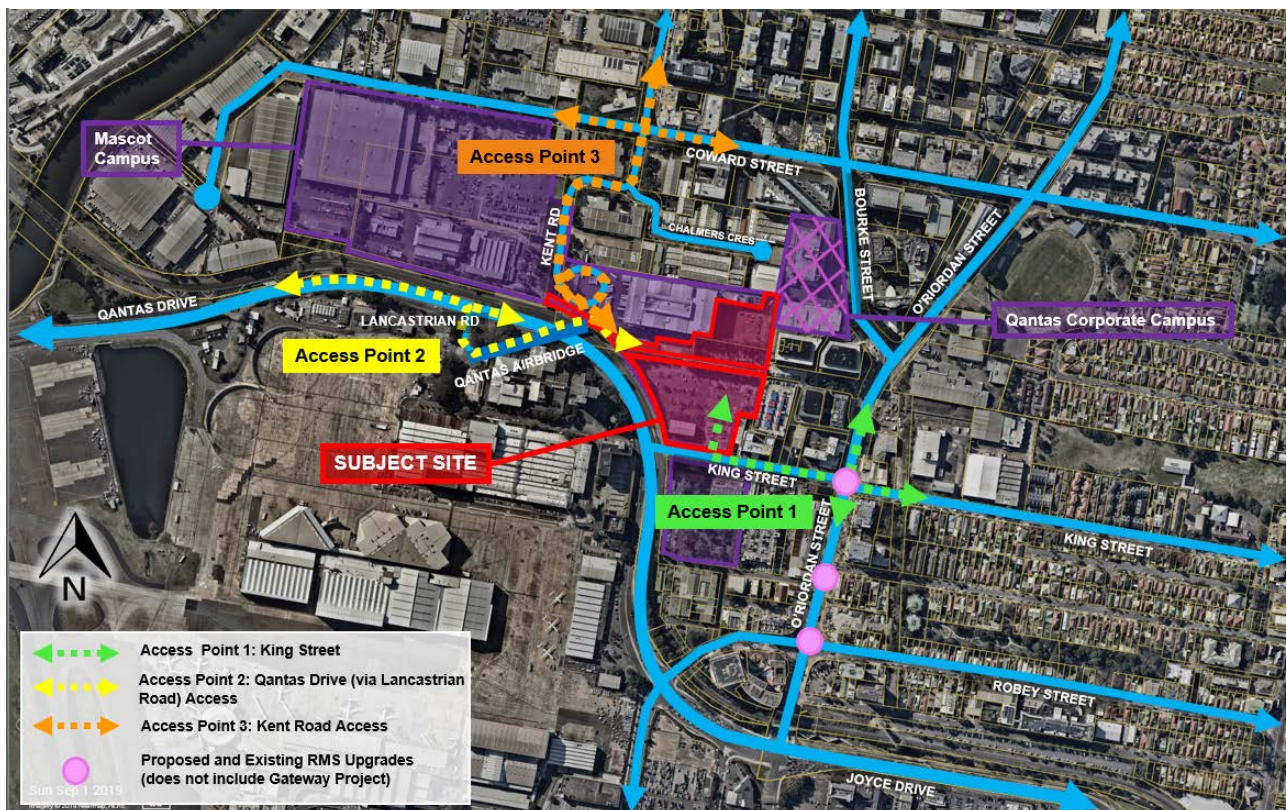


Figure 10 | Local Road Network and Site Access

Key roads around Sydney Airport carry high volumes of daily commercial and airport traffic. Qantas Drive and O’Riordan Street carry approximately 4,375 vehicles per hour (vph) and 3,560 vph in both directions during peak periods. In addition, King Street and Kent Road carry approximately 580 and 1,045 vph during peak periods.

The site is currently used for car parking by Qantas staff with up to 810 at-grade car spaces available. These car parks are called the King Street North and Trigen/Trigen South car parks.

The two car parks currently generate around 450 and 300 vph in the AM and PM peaks, with around 248 of these vehicles accessing the site via Qantas Drive in the AM peak representing 5% of the total traffic on Qantas Drive. Around 113 vehicles currently access the site via King Street in the AM, which represents around 25% of total traffic on King Street.

The RMS is currently undertaking or proposing several road upgrades in the surrounding road network to increase traffic capacity and reduce congestion, including but not limited to:

- the widening of O’Riordan Street to three lanes in each direction between Bourke Road and Robey Street
- making Robey Street one way eastbound between Qantas Drive and O’Riordan Street
- providing a new right turn bay from O’Riordan Street into King Street (westbound).

These road works do not include upgrades to Qantas Drive, which is proposed under the Gateway Project.

6.1.2 Proposed Operations

Existing site access points would be maintained along King Street, Kent Road and Qantas Drive via Lancastrian Road and the Qantas airbridge (see **Figure 10**).

Within the site, new service roads around the development would connect to existing service roads within the Mascot Campus. New driveways would be built on King Street, which are proposed to be controlled by boom gates via swipe card access.

As the Applicant’s operations are not changing, the traffic assessment indicated the development would be a redistribution of existing trips in and around the Mascot Campus and Sydney Airport. This traffic is expected to be spread across the various site access points with most vehicles accessing the site via King Street and Qantas Drive (via Lancastrian Road and the Qantas Airbridge).

Table 4 shows the volume of traffic that would be generated by the development compared to current traffic generated by the existing King Street North and Trigen/Trigen South car parks. The traffic volumes generated by the development represents a doubling in traffic numbers in the AM and PM peaks compared with existing operations. This is because vehicles that would have otherwise parked at Sydney Airport would now be redirected to the site.

Table 4 | Existing and proposed traffic numbers associated with the development

Peak Period	Existing	Proposed Development
AM	450 vph	940 vph
PM	300 vph	677 vph

The traffic assessment looked at the performance of key roads and intersections around the site and found the development would not change the level of service (LoS) at key intersections including the Qantas Drive/Robey Street and O’Riordan Street/King Street intersections. The modelling found these intersections would maintain a

satisfactory LoS (A to C) and notes this is reliant on proposed and existing RMS upgrades to O’Riordan Street and Robey Street, as discussed above.

However, the traffic assessment identified that during the AM peak, Qantas Drive/Lancastrian Road intersection is expected to operate at a LoS D with the length of the queue (being 97 m) exceeding the current length of the right turn bay, which is 80 m in length. Left unmitigated, the queuing would block one through lane on Qantas Drive which would have detrimental impacts on regional traffic movements in the area.

To address this issue, the Applicant proposes to undertake works to extend the right turn bay by 20 m to a total length of 100 m to minimise any impacts on the operation of Qantas Drive.

TfNSW supported this approach and recommended the following conditions, which have been accepted by the Applicant and have been included in the recommended conditions of consent:

- the right turn bay along Qantas drive at the Qantas Drive/Lancastrian Drive intersection must be lengthened to at least 100 m in accordance with RMS requirements, of which the costs of the works are to be borne by the Applicant
- the Applicant must undertake a traffic survey within six months of completing the upgrade works to verify whether intersection is operating effectively as a result of the right turn bay extension.

TfNSW also requested a queuing analysis to justify the position of the proposed boom gates at the King Street access point. The Applicant’s RTS demonstrated the proposed boom gates on King Street would not result in off-site queuing as it would be set back within the site with space for at least 10 vehicles to queue within the site. TfNSW did not raise any further concerns.

In its submission, Council requested an assessment of cumulative traffic impacts for all developments in the area. The RTS demonstrated that all key intersection would continue to operate at a satisfactory LoS, with the exception of the Coward Street/Kent Street intersection, which would reach capacity (LoS F) in the AM peak. The RTS noted only 5% of the overall traffic generated by the development is expected to access the site via Kent Street/Coward Street, which would be minor compared with other developments in the vicinity. The RTS concluded the cumulative impacts would be minor. Council did not raise any further comments.

Gateway Project and Possible Changes to Site Access Points

A submission was also received from T&WP, which raised concerns about the operation of the Qantas Drive/Lancastrian Road intersection once the Gateway Project is operational. The preliminary concept design for the Gateway Project shows the possible removal of traffic lights at the Qantas Drive/Lancastrian Road intersection, which would restrict access to the development for vehicles turning right from Qantas Drive onto Lancastrian Road and the Qantas airbridge. The Applicant’s original traffic model did not account for this potential scenario.

The Department requested the Applicant consider a worst-case scenario where all traffic currently turning right from Qantas Drive onto Lancastrian Road is diverted to King Street via O’Riordan Street. Given the uncertainty of the final design of the Gateway Project, the Applicant assumed those vehicles would access the site via King Street only.

The updated modelling showed the number of additional vehicles redistributed from the Qantas Drive/Lancastrian Road access point to the King Street access point in the AM and PM peak would be 340 and 34 vph, respectively. In the AM peak, the number of vehicles entering the site via King Street would increase from 220 vph to around 560 vph. With the proposed swipe card access arrangement, the modelling found that this may result in off-site queuing onto King Street. To mitigate this, Applicant has committed to introducing a photo recognition system at the King Street access to increase the available queuing capacity and minimise off-site traffic impacts. The Department has included this requirement in the recommended instrument.

In terms of the performance of key intersections, the revised modelling showed the additional vehicles redistributed to King Street would not change the current performance of the King Street/O’Riordan Street and Robey Street/O’Riordan Street intersections which would continue to remain satisfactory (B to D).

T&WP advised its concerns regarding potential traffic impacts have been resolved and raised no further issues.

Department’s Consideration

The Department considered the TPA, RTS and RTS addendum and the issues raised in submissions. The modelling has shown the predicted traffic volumes generated by the relocated/new parking spaces is not expected to significantly impact on the operation of the immediate local road network including King Street, O’Riordan Street, Kent Road and Robey Street, with these roads expected to continue to maintain a good to satisfactory LoS.

The Department notes RMS’ delivery of existing and proposed road upgrades to O’Riordan Street, King Street and Robey Street (not including the Gateway Project) would ensure the continued and effective operation of these intersections. As such, the Department considers the proposed access arrangements to and from the development via the access points on King Street and Kent Road would not result in any off-site queuing nor significant traffic impacts once the development is fully operational.

The Applicant has committed to extend the right turn bay along Qantas Drive at the Qantas Drive/Lancastrian Road intersection to at least 100 m. The Department is satisfied the proposed extension works would be effective in mitigating any potential impacts on the operation of Qantas Drive and the regional road network and included this requirement in the recommended conditions of consent. The Department also recommends that as part of the OEMP, the Applicant include details of the access arrangements and strategies for vehicles entering and exiting the development.

The Department notes the final concept design of the Gateway Project is yet to be finalised. TfNSW confirmed that should the Gateway Project require the removal of the traffic lights and the right hand turn at the Qantas Drive/Lancastrian Road intersection, any impacts and potential mitigation measures associated with the removal of that intersection would be addressed as part of the assessment of the Gateway Project.

While the possible removal of the Qantas Drive/Lancastrian Road intersection could result in a further redistribution of the development’s operational traffic onto King Street, the Department is satisfied the development itself would not impact on the operation of the local road network, should this scenario occur. The Department notes that until the Gateway Project is operational, the Qantas Drive/Lancastrian Road intersection would remain operational and available to Qantas staff and visitors accessing the development.

The Department considers the operational traffic impacts can be adequately managed by the Applicant, provided the Applicant’s commitments and the recommended conditions of consent are fully implemented. The Department’s assessment concludes the potential traffic impacts associated with the development are acceptable and can be managed by the Applicant.

6.1.3 Construction Traffic

Construction of the development is proposed to be carried out over three stages with the flight training centre expected to take around 16 months to complete and around eight months for the multi-deck car park to be built. Construction access to and from the site would be available via King Street and via internal access roads throughout the Mascot Campus.

During the peak construction period, up to 220 people would be employed resulting in approximately 440 movements a day, with an average of 150 people on-site at any one time. In addition, a maximum of 30 to 40 heavy vehicles (or 60 to 80 movements a day) would be generated by the development for concrete pouring activities,

equating to around three or four truck loads per hour. At other times, it is expected that around 10 heavy vehicles would be required for other construction related activities.

The EIS found the construction works are likely to have a minimal impact on traffic with the surrounding road network and nearby intersections able to accommodate the construction traffic generated by the development. The Applicant has committed to implementing several traffic measures to manage construction traffic impacts such as using traffic controllers and ensuring drivers are aware of the designated truck routes, which would be detailed in a Construction TMP, as part of a CEMP. The Department has formalised the Applicant's commitment in the recommended conditions of consent

TfNSW did not raise any significant concerns but requested the Applicant consult with the agency in preparing the Construction TMP. This requirement has been reflected in the recommended conditions of consent.

The Department also sought clarification from the Applicant on how staff parking would be managed during construction of the development, particularly with the immediate loss of the King Street North and Trigen/Trigen South car parks. The Applicant confirmed it would encourage construction staff to carpool and use public transport options, where practicable, but it also indicated that it would likely lease out car parking spaces within the surrounding Mascot Precinct for temporary use of employees and visitors during the interim construction period.

The Department has recommended details of the interim construction parking arrangements, including car park leasing strategy, be included in the Construction TMP. Overall, the Department is satisfied the proposed construction works would be temporary in nature and are unlikely to impact on the local road network

6.1.4 Parking

Qantas staff currently have access to approximately 5,480 car parking spaces across the Mascot Campus, the Qantas Jet Base and the Domestic and International Terminals at Sydney Airport. The EIS states that parking spaces currently leased from Sydney Airport (Domestic) will be unavailable once the lease expires, and several car parks within the Mascot Campus will close to accommodate the relocation of the proposed flight training centre and other future developments within the Mascot Campus. This means approximately 2,000 car spaces will be lost across the Mascot Campus, Qantas Jet Base and Sydney Airport.

As such, the Applicant's proposed parking strategy is to replace lost parking with a multi-deck car park that would consolidate all parking in one location while also enabling the Applicant to better manage its parking facilities.

Council and TfNSW requested further information on bicycle parking, end of trip facilities within the flight training centre and additional pedestrian safety and amenity measures and strategies to ensure active transport is encouraged on-site. Both Council and TfNSW recommended the Applicant prepare a Workplace Travel Plan and a Travel Demand Management Strategy to increase the mode share of public transport and active transport for the development.

The Applicant has committed to preparing a Workplace Travel Plan and Travel Demand Management Strategy for the development and in its RTS, confirmed it would provide additional bicycle parking with up to 120 spaces within the ground floor of the multi-deck car park. The RTS also indicated the development would rely on existing end of trip facilities located immediately adjacent to the proposed car park. To improve pedestrian safety, the Applicant has incorporated additional design measures such as installing wayfinding signage and has committed to upgrading pedestrian pathways and a footpath along King Street to link the site to the local pedestrian network.

TfNSW and Council were satisfied with the additional information provided and did not raise any further concerns.

The Department considers the proposed parking strategy is adequate given the Applicant's operations are not changing and the multi-deck car park is a like-for-like replacement of parking that would be lost throughout the Mascot Campus, Domestic Terminal and the Qantas Jet Base. The Department also recognises the Applicant's

proposed active transport measures, including bicycle parking and pedestrian network improvements, to encourage the uptake of active transport options to reduce overall parking demand. Given the industrial and commercial nature of the site and proximity to Sydney Airport, the Department considers an adequate number of bicycle spaces has been provided for the development.

Notwithstanding, the Department has formalised the Applicant’s commitment to prepare a Travel Demand Management Strategy and has included a condition requiring the Applicant to prepare a Work Place Travel Plan, in consultation with TfNSW, to encourage an increase in the mode share of public transport and active transport for staff and visitors of the development.

6.1.5 Conclusion

The Department concludes the multi-deck park would enable the Applicant to better manage its parking requirements in one location. The proposed upgrade works to extend the right turn bay along Qantas Drive at the Qantas Drive/Lancastrian Road intersection would also help to mitigate any potential impacts associated with the development. The Department’s assessment concludes the potential traffic, parking and access impacts associated with the construction and operation of the development would be acceptable and can be adequately managed by the Applicant via a Construction TMP, OEMP, traffic verification study and a Work Place Travel Plan.

6.2 Urban Design

The proposed design and siting of the development has the potential to adversely impact the visual amenity of the surrounding commercial and industrial locality as the site is currently occupied by hardstand parking areas with limited built form.

The development comprises of a flight training centre reaching a maximum height of 19 m and a 14 storey car park of 43.80 m. The surrounding commercial/industrial locality has a mix of building heights with AMP/Goodman Corporate Connect and Travelodge to the east reaching approximately 40 m and 50 m and the Qantas Catering building to the west reaching 14 m (see **Figure 11**). Immediately north of proposed car park is low scale industrial development, although this is not visible in **Figure 11**.

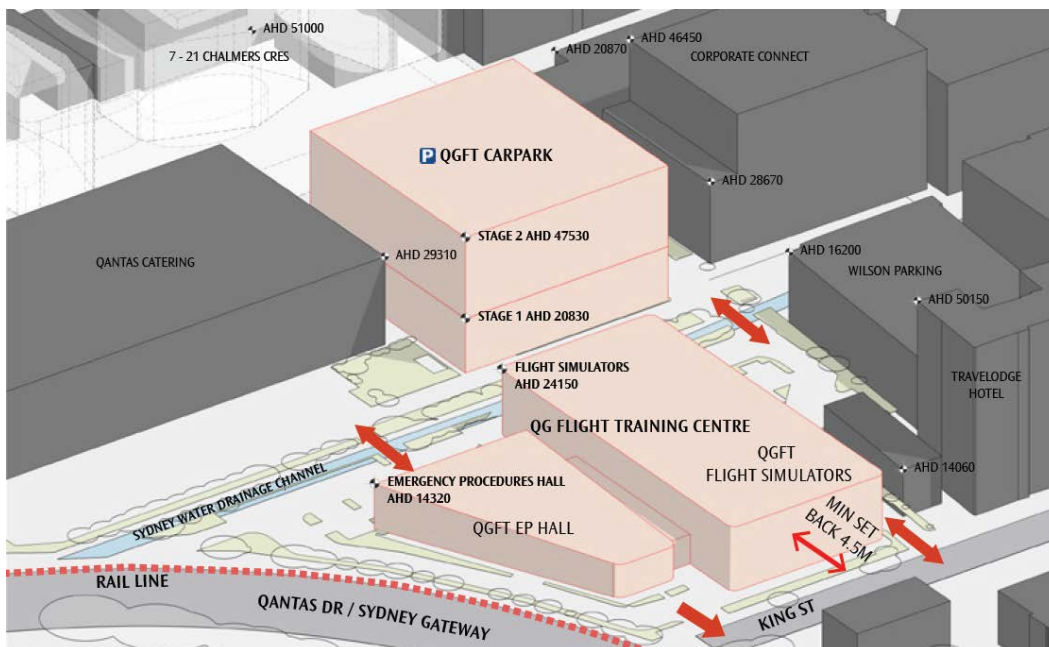


Figure 11 | Built Form Context

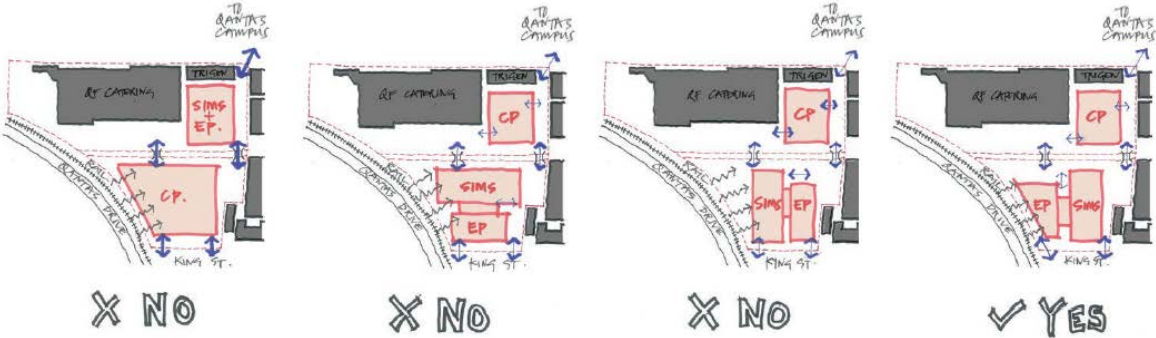
The Department met with the Applicant prior to lodgement, identifying the design of the car park as a key assessment issue and encouraging the use of further design elements to reduce the bulk of the building, enhance the overall urban design outcome and minimise visual impacts.

6.2.1 Urban Design

The Applicant provided an Architectural Design Statement with the EIS that detailed the option studies undertaken for the flight training centre and car park and included an assessment of the development against the BBLEP 2013 design excellence provisions.

Flight Training Centre

The flight training centre is separated into two components, being the flight training wing and the emergency procedures hall. The option study presented four development layouts with the chosen layout (option 4) balancing the critical need to locate the flight training wing away from the noise and vibration of the freight rail line, Qantas Drive and the airport and maintaining vehicular access around the perimeter of the flight training centre for direct installation and on-going maintenance of the simulators (see **Figure 12**). The Applicant identified an additional benefit of the preferred layout being that the bulk of the car park would be located further from the public domain of King Street.



CP – Car Park, Sims – Flight Training Wing, EP – Emergency Procedures Hall

Figure 12 | Development Layout

The Applicant noted the flight training centre presents as two distinct forms, each reflecting their different functional requirements within. The flight training wing is described as a lighter ‘air’ element with a concrete base, white colourbond middle and upper level glazing. The emergency procedures hall is described as having a grounded ‘earth’ expression with earth toned concrete panels (see **Figure 13**). The materials and finishes were selected for their durability and compatibility with their industrial context. As demonstrated below, the flight training centre is of a relatively low scale in comparison to surrounding development.



Figure 13 | Perspective Looking East - Emergency Procedures Hall (Foreground) and Flight Training Wing (Background)

Both Council and a special interest group raised concern with the proposed 4.50 m setback from King Street as it is inconsistent with the 9 m requirement under the BBDCP 2013 and requested further justification for the reduced setback

EES noted that the SEARs recommended the development incorporate a landscaped green roof into the design of the development. EES acknowledged the use of a landscaped green roof to the internal bus stop and sought clarification on the reasons why this could not also be provided for the flight training centre.

The Department consulted with the Government Architect NSW (GA NSW) who provided support for the built form and detailing of the development, noting the design as appropriate to the type and location of the buildings and commenting that public domain impacts associated with the development are negligible. GA NSW confirmed in their assessment that the development achieves the design excellence requirements of the BBLEP 2013.

In response to concerns raised by Council and a special interest group, the Applicant provided an updated Architectural Design Statement in its RTS that included further justification for the reduced setback. The Applicant noted the flight training centre is well under the permissible maximum building height limit of 44 m and justified that the reduced building height, architectural treatment of the southern façade and landscaping along the southern boundary will mitigate any additional impacts associated with the reduced front setback (see **Figure 14 & Figure 15**). Additionally, the Applicant noted the flight training centre complies with the side and rear setback requirements and the proposed layout responds to the need to locate the flight training wing away from external noise sources while also providing vehicular access around the perimeter.

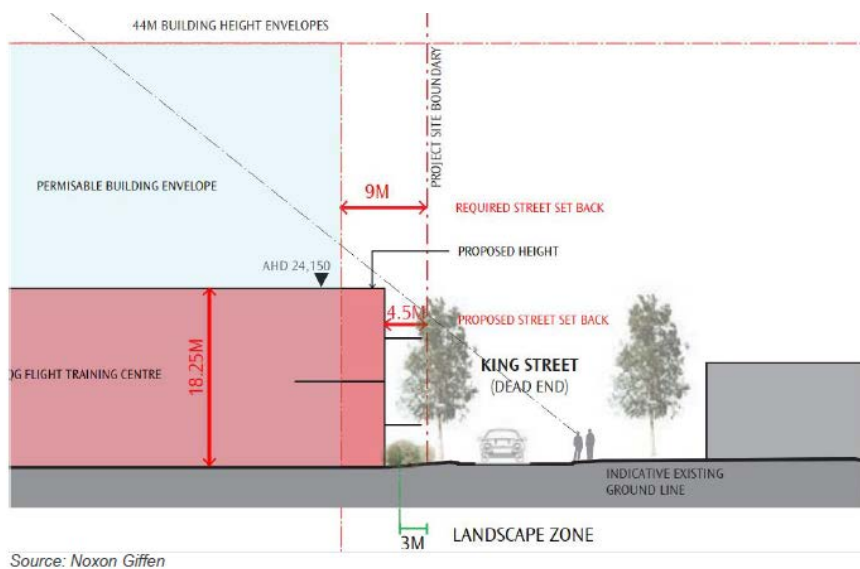


Figure 14 | Proposed vs Permissible Building Envelope



Figure 15 | Perspective Looking North-West to the Flight Training Wing

A swept path analysis was submitted demonstrating that the siting of the flight training centre provides vehicle clearances at the minimum distances around the building, meaning the building footprint is not able to be relocated any further north to increase the front setback. The Applicant also noted the flight simulators are required to be at ground level as they are unable to be stacked above one another.

Regarding the use of landscaped green roofs, the Applicant advised that the simulators are critical to Qantas operations. Due to the operational implications for Qantas and the financial risks associated with potential failure of waterproofing, the Applicant argues that a landscaped green roof is not a viable design option for the flight training centre.

Council and EES noted the urban design changes and additional justification for the reduced building setback from King Street within the RTS and provided no further comments.

The Department agrees with GANSW and concludes that the design of the flight training centre is appropriate in the context of the site. The use of varied materials and finishes has resulted in a visually appealing design for an

industrial development. The Department considers that the justification for the siting of the development and the reduced setback of the flight training centre to King Street is well founded given the unique requirements of the development and the constraints of the site. Additionally, the reduced height of the flight training centre and the location of the site being at the end of King Street adjacent to a freight rail line means that any public domain impacts associated with the reduced setback are likely to be negligible.

Car Park

The Applicant's option study included five design strategies for the car park façade, each with an industrial concrete shell. The Applicant preferred Option 05.03, which included galvanised metal 'disks' arranged in a triangulated 'hit and miss' diamond pattern attached to a panelised open weave chain wire mesh façade (see **Figure 16**).

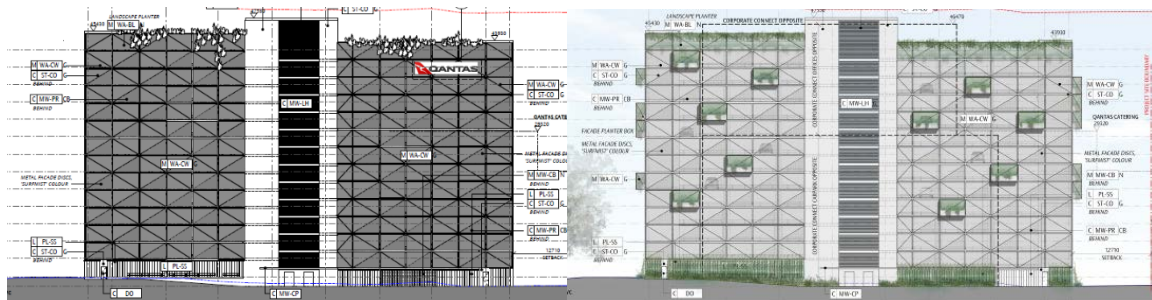


Figure 16 | Car Park – Eastern Elevation: Design as Lodged (left) and Amended (right)

Council encouraged further treatment of the car park facade, suggesting the finishes from the flight training centre be incorporated into the design and requested further consideration of the use of landscaped green walls and roofs.

A special interest group commented they had no concern with the proposed building height but requested further treatment to the façade to mitigate the visual impact and soften the building. Details were also requested regarding the maintenance program for any façade landscaping and it was requested that the building identification signage proposed on the eastern elevation be relocated to the western elevation.

As previously discussed, the Department also consulted with GANSW who commended the design of the development, including the car park, commenting that the design and detailing was appropriate for the type and location of the building. The Department identified further opportunities for the use of landscaped green walls in relation to the car park façade and met with the Applicant on several occasions to discuss different design options, requesting these be considered as part of the RTS.

The Applicant submitted a RTS report with an amended design including 21 façade planter boxes cantilevered to the north, east and south facades of the car park, each measuring approximately 1.5 m x 4m (see **Figure 17**). Internal access from the car park is provided to each planter box for maintenance. The Applicant noted that there are limitations on the extent of landscaping provided due to the need maintain a predominately open façade so that the car park can be naturally ventilated instead of requiring mechanical ventilation. Additionally, in response to the comments of a special interest group, the building sign on the eastern elevation was relocated to the western elevation.



Figure 17 | Perspective Looking West to the Car Park: Design at Lodgement (left) and Amended Design (Right)

The Department's assessment concluded that the combination of design elements to the facade, including the light open weave chain wire mesh, metal 'disks' and the addition of the cantilevered planter boxes, provide a high quality urban design outcome. The Department considers that the design has balanced the Applicant's preference to maintain a predominately open facade to allow the car park to be naturally ventilated with the need to provide a level of detailing to achieve a high standard of design. The Department concurs with GANSW that the design is appropriate to the type and location of the building within a commercial and industrial setting and exhibits design excellence in accordance with Botany Bay LEP 2013. The Department has recommended conditions of consent to ensure the external finishes are installed to the facade in accordance with the architectural plans and for the ongoing maintenance of the landscaping to the facade.

6.2.2 Visual Impacts

The Landscape and Visual Impact Assessment identified visual receivers and views potentially impacted by the proposed development. The assessment found the development integrates with the surrounding context, adopting building heights consistent with surrounding commercial uses and residential development within the vicinity of the site. Most view impacts were assessed as neutral, however, view impacts from Travelodge/Wilson Car Park and the Pullman Hotel west of the site were assessed as moderate-adverse as a result of the proposed car park, meaning there would be a moderate deterioration from the existing view (see **Figure 18 & 20**). The Applicant noted that while the scale of change of the development is high from these receivers due to their proximity to the site, the views are of a low value, presently looking over the existing car park towards the airport and other surrounding development.



Figure 18 | View North-West from Travelodge: Top Image (Existing) and Bottom Image (Proposed)

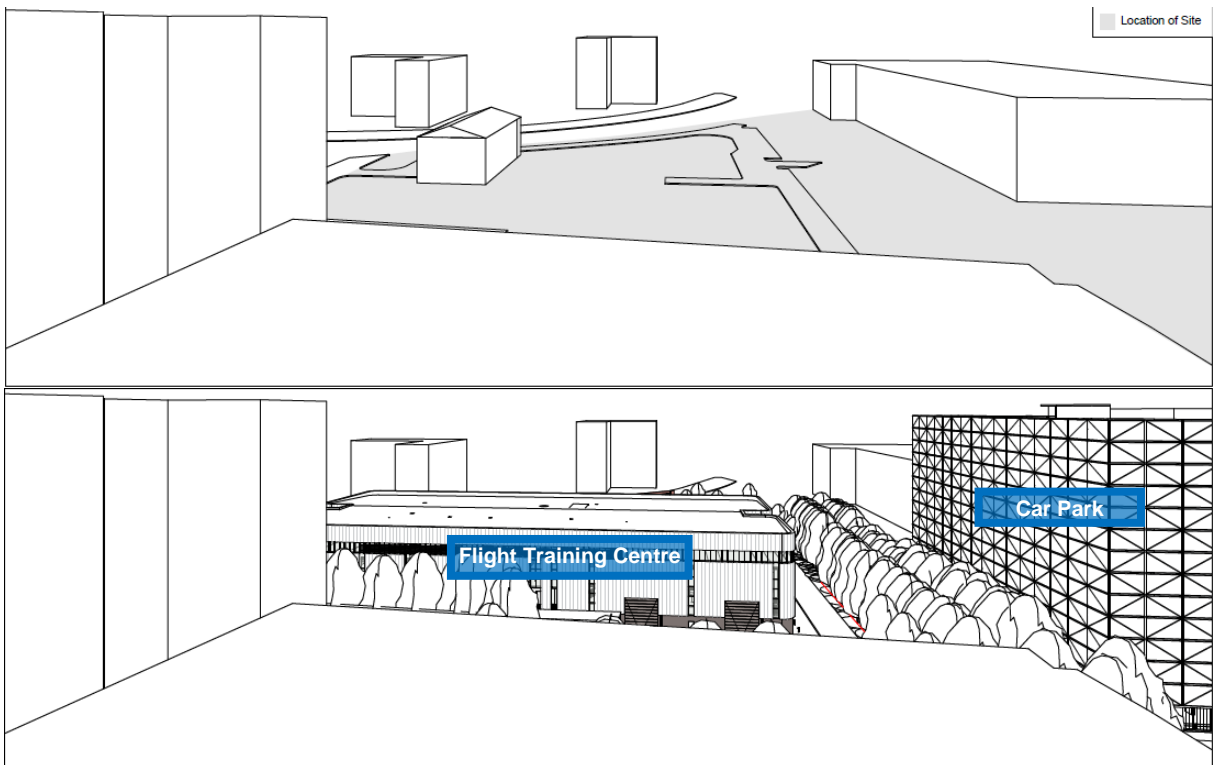


Figure 19 | View West from Pullman Hotel: Top Image (Existing) and Bottom Image (Proposed)

Visual impacts for two receivers north of the site, one on Coward Street and one approved but not yet constructed on Chalmers Crescent, were assessed as major-moderate to the proposed car park (see **Figure 21 & 22**). This is due to their higher sensitivity to change as they are residential developments. However, the significance of the

effect on the views was assessed as neutral meaning there would be no clear betterment or deterioration in views from those receivers due to the proposed development. The justification for this assessment was the height of the car park relative to surrounding development and the landscaping incorporated to the roof and façade which would reduce its impact.

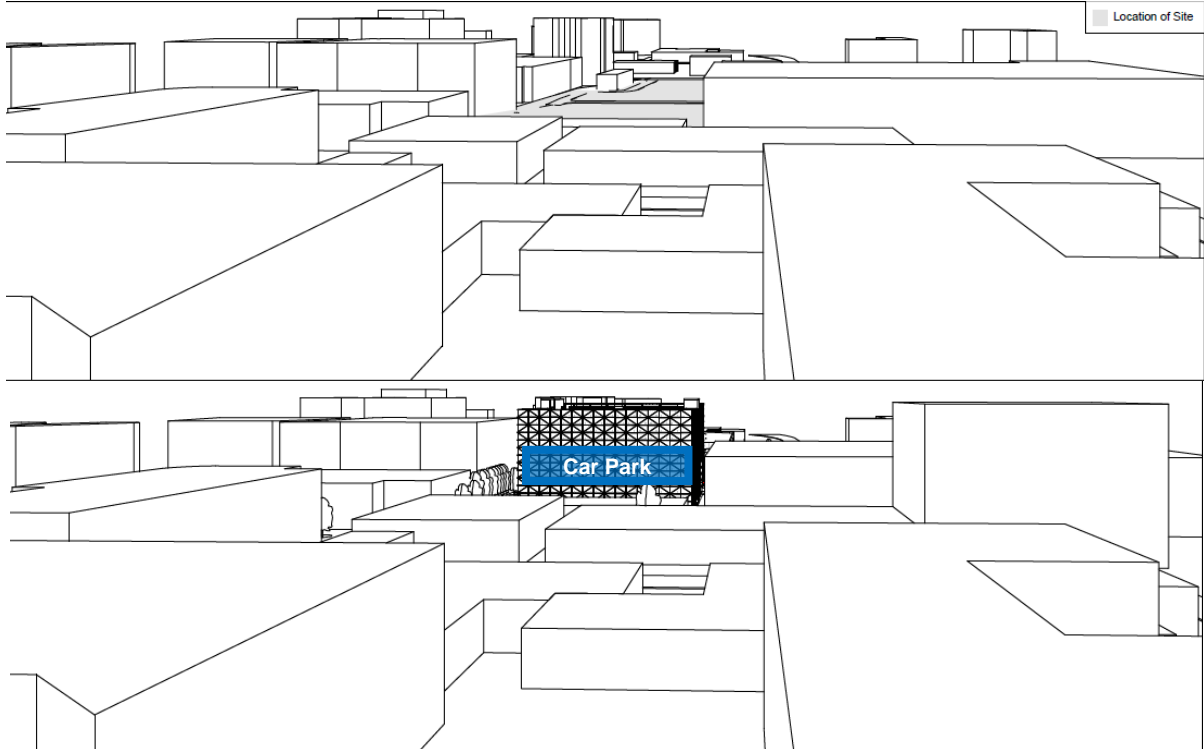


Figure 20 | View South from East Square Apartments (Coward Street): Top Image (Existing) and Bottom Image (Proposed)

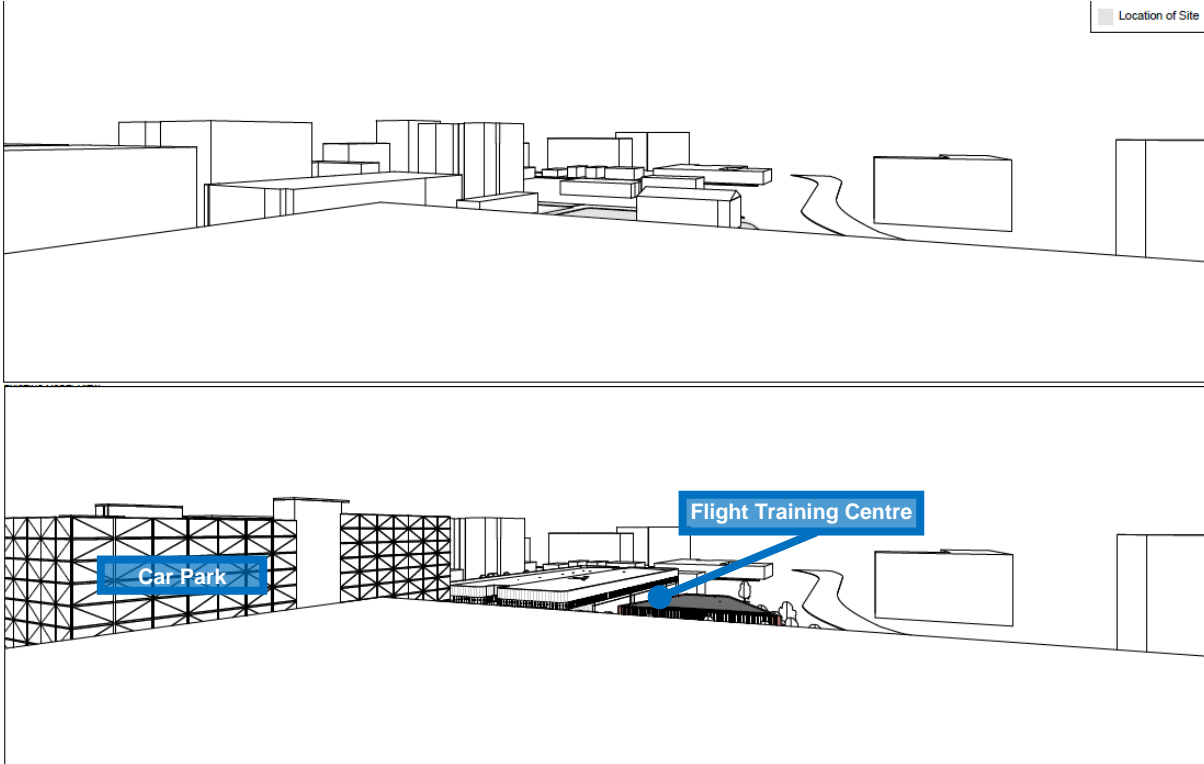


Figure 21 | View South-East from 1-5 Chalmers Crescent (Coward Street): Top Image (Existing) and Bottom Image (Proposed)

Council and agencies did not comment on the visual impacts of the proposal beyond the matters addressed previously in this section.

A special interest group requested further treatment to the car park façade to mitigate the visual impact and soften the building. The Department requested further information on the visual impacts from within the AMP/Goodman Corporate Connect building to the east. The RTS included an updated Landscape and Visual Impact Assessment with additional modelling from within that building (see **Figure 22**).

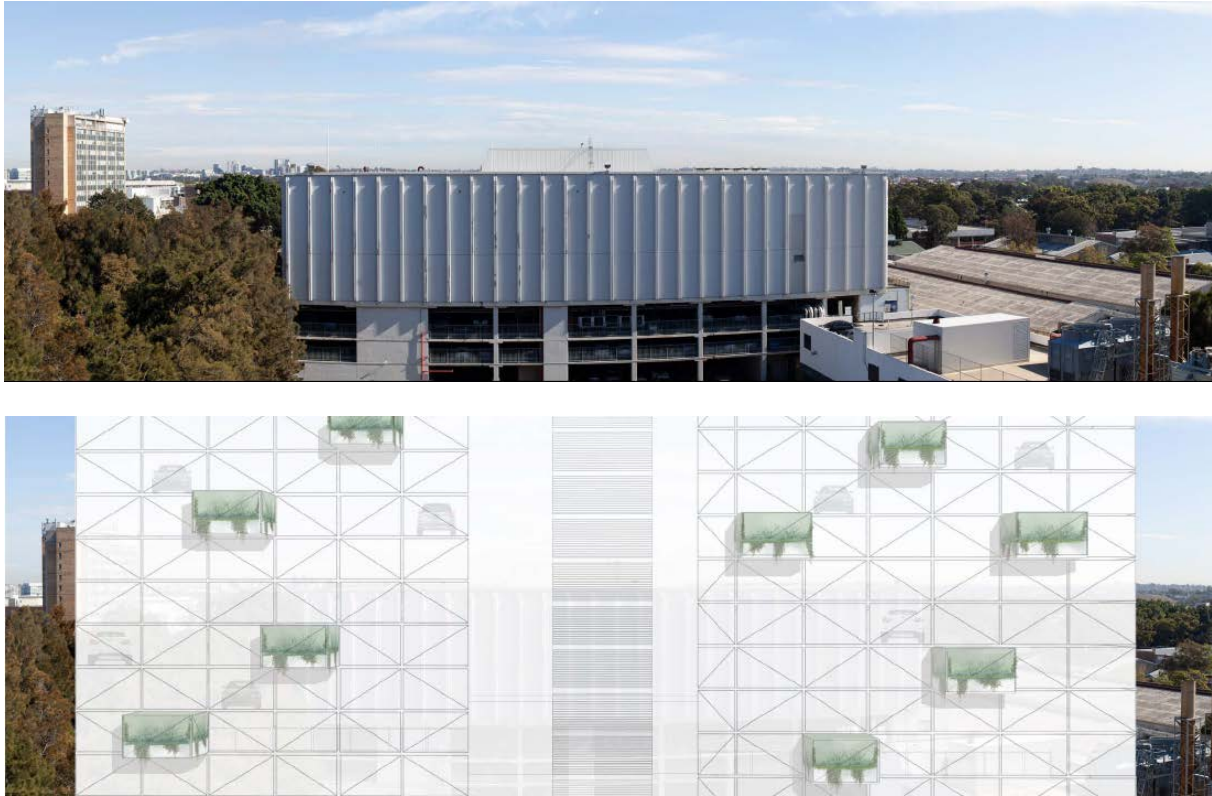


Figure 22 | View South-West from AMP/Goodman Corporate Connect: Top Image (Existing) and Bottom Image (Proposed)

The Department notes that the proposed building height for the car park of 43.80 m is consistent with surrounding development, with the AMP/Goodman Corporate Connect and Travelodge buildings east of the site reaching approximately 40 m and 50 m in height. Additionally, the car park is considered an appropriate land use for the industrial/commercial context, with an existing Wilson Car Park adjoining the Travelodge building.

The Department's assessment concludes the visual impacts of the proposed development are acceptable. While a number of visual receivers within the vicinity of the site will be affected, the façade treatment to the car park results in a high quality design outcome that will soften the appearance of the building and reduce its impact. The Department notes the height of the car park is consistent with the scale of development envisaged under BBLEP 2013 and the context of the site is such that the development will not obstruct any high value views. The Department also considers the relatively low scale of the flight training centre and varied use of materials and finishes results in limited visual impacts.

6.2.3 Landscaping

The EIS included a Landscape Plan and a Public Domain and Landscape Report identifying 85 trees for removal as they are impacted by the proposed development. These include Plane Trees, River She Oaks, Grey She Oaks and Spotted Gums of which the majority are not considered to be in good health. A total of 68 replacement trees are proposed to be planted with approximately 9% of the site designated as landscaped area, located predominately

around the site boundary, the Sydney Water Drainage Channel, entry forecourt and at the south-western corner of the car park.

Council commented that the BBDCP 2013 requires a minimum of 10% of the site to be landscaped, excluding any landscaping within the front setback and advised that where it is not possible to provide the minimum landscaped area, alternative treatments should be considered, including landscaped green walls, green roofs and permeable paving.

Council and EES advised that replacement plantings should be local native plant species in advanced form, with Council requiring one tree be provided for every five at grade car spaces and EES requesting that tree replacement occur at a ratio of greater than 1:1.

ARTC requested the use of native species and noted that species selection should consider potential impacts on the rail corridor from the dropping of foliage.

The RTS included an amended Landscape Plan and Public Domain and Landscape Report increasing the extent of landscaping to 9.2% of the site area, provided primarily along the western boundary (see **Figure 23**). When calculated using the revised site boundary identified within the RTS addendum, overall landscaped area increased to 15.69% (excluding landscaping within the front setback and vertical landscaping), thereby satisfying the requirement under BBDCP 2013. The amended proposal also increased the number of replacement trees from 68 to 92, with replacements being native species with a minimum container size of 200 litres. This will increase the existing canopy cover on site from 9,096m² to 9,729m² when the proposed plantings reach maturity. The amended proposal also included vertical landscaping in the form of cantilevered planter boxes to the façade of the car park, additional porous paving throughout the site and rain gardens within the at grade car park.

Council and EES were satisfied with the amended proposal and provided recommended conditions of consent, with EES specifically recommending all replacement trees and landscape species consist of local provenance species from the Eastern Suburbs Banksia Scrub in the Sydney Bioregion where available.

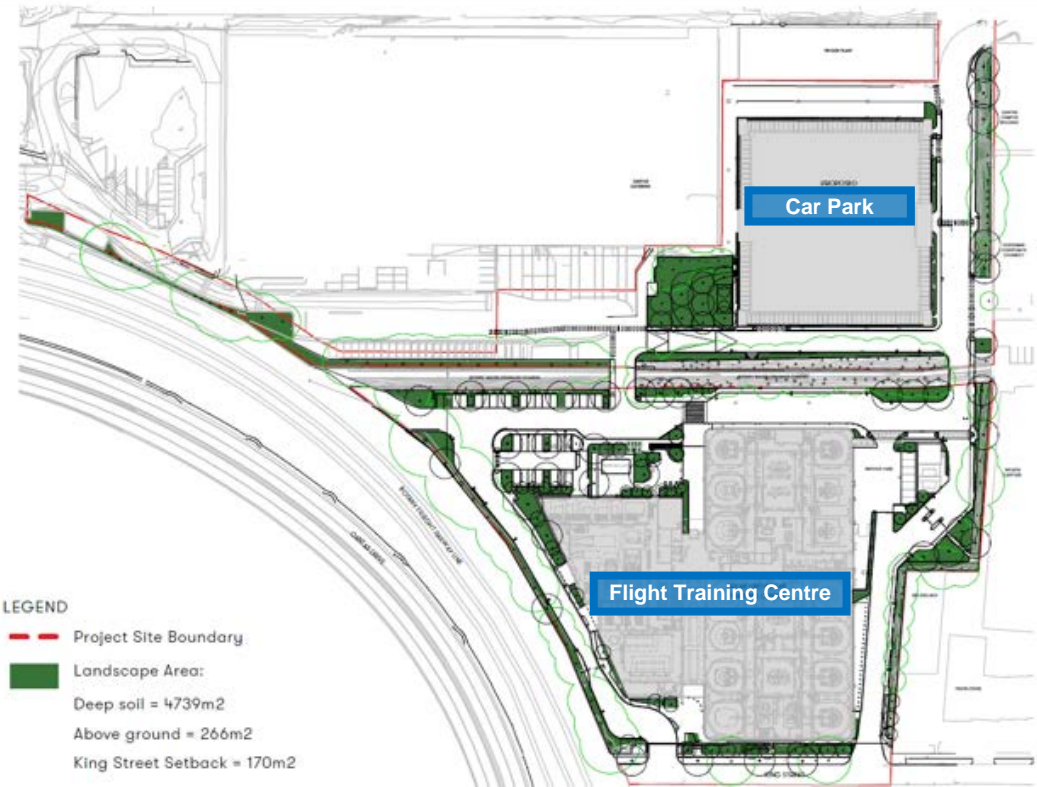


Figure 23 | Landscaped Area

The Department considers the extent of landscaping is appropriate given the unique requirements of the development, such as the need to maintain vehicular access around the perimeter of the flight training centre, and the commercial and industrial context of the site. It is noted that landscaping has also been incorporated above ground with planter boxes provided to the façade of the car park, a planted pergola structure to the roof of the car park and a landscaped green roof to the internal bus stop.

The Department concurs with the comments from Council and EES and has provided recommended conditions of consent, including conditions requiring the use of local native plant species in advanced form and the on-going maintenance of landscaping to mitigate potential impacts on the freight rail line.

6.2.4 Conclusion

The Department acknowledges that the development layout responds to the critical needs of the flight training centre, requiring separation from external noise sources and vehicular access around the perimeter whilst providing formalised landscaped areas. The Department's assessment concludes that the combination of design elements to both the flight training centre and car park result in a high quality urban design outcome for an industrial development that mitigates visual impacts. The Department concurs with GANSW that the design is appropriate to the commercial and industrial context of the site and the development exhibits design excellence as per the requirements of BBLEP 2013.

6.3 Noise

The construction and operation of the development has the potential to generate noise impacts at the nearest sensitive receivers. The site is immediately surrounded by commercial and industrial receivers while the nearest residential receiver is located approximately 300 m south-east of the site on King Street (see **Figure 2**).

The Applicant prepared a Noise Impact Assessment (NIA) in accordance with relevant EPA guidelines including the *Interim Construction Noise Guidelines (ICNG)* and *Noise Policy for Industry*, which considered the worst-case noise emissions during construction and operation of the development.

6.3.1 Construction Noise

The key noise sources during construction would be from plant and equipment during construction activities such as earthworks and bored piling. The NIA notes excavation activities would be minimal and there would be no rock breaking activities.

The Applicant is seeking extended construction hours, in addition to the standard construction hours recommended under the ICNG, as follows:

- external works: Monday to Friday, 6 am to 8 pm; Saturday, 6 am to 5 pm and Sunday, 7 am to 5 pm
- internal works: Monday to Sunday, 24 hours.

The Applicant indicated the extended construction hours are required to accelerate the necessary construction program of the flight training centre to enable it to vacate the existing facility by 31 December 2021, and allow the RMS to meet its construction timeframes for the Sydney Gateway Project. The EIS notes several operations such as service shutdowns, tower crane erection and removal and the relocation of flight simulators would need to be undertaken outside of standard construction hours primarily for safety reasons.

Construction of the flight training centre is expected to take 16 months, and a further seven months for the installation, commissioning and calibration of the simulators. The multi-deck car park is proposed to be constructed over two stages and is expected to take eight months to complete.

The NIA noted the development is located within an existing high noise catchment that is exposed to a combination of aircraft, traffic, rail and commercial noise. The development is also located within the 25 – 30

Australian Noise Exposure Forecast (ANEF) contour due to its exposure to aircraft noise from Sydney Airport. ANEF contours are displayed in 20, 25, 30, 35 and 40 units with higher contours indicating increasing amounts of aircraft noise over an average one-year period. Given the existing high background noise environment, the NIA concluded construction noise associated with the development is unlikely to impact the closest residential receiver, which is located approximately 300 m south-east of the site on King Street.

The land uses immediately surrounding the site are either commercial or industrial land uses which are generally less sensitive to noise. The NIA predicted noise levels at the adjoining commercial receivers to the north and south would be between 69 – 70 dB(A) during daytime hours when people are present, which would meet the noise management level (NMLs) of 70 dB(A) at the site boundary.

The NIA also modelled construction noise impacts at the adjoining Travelodge Hotel (being the most noise sensitive receiver) and predicted noise levels between 60 – 63 dB(A) during daytime and evening hours, which would meet the NML of 63 dB(A) at the site boundary. The NIA also notes that maximum levels may peak above 63 dB(A) for short periods.

To manage construction noise, the Applicant has committed to implementing mitigation measures such as screening and use of less noise intensive equipment where reasonable and practicable, which would be incorporated into a construction noise management plan (NMP) for the duration of the construction period. The Applicant has also committed to undertaking less intrusive works away from sensitive receivers during extended construction hours and would notify neighbours of the nature and estimated timescale of any intrusive works prior to any works taking place.

T&WP objected to the development and raised concerns around the proposed extended construction hours particularly external works and deliveries outside of standard construction hours, and the potential amenity impacts on guests staying at the Travelodge Hotel. The Department's noise specialist reviewed T&WP's submission and the NIA and recommended the external hours be restricted to between 7 am and 7 pm, Monday to Sunday, to be consistent with construction hours adopted for some urban developments located within and near the CBD. In its RTS, the Applicant agreed to the revised hours and has committed to ensuring the noisiest activities would only occur during daytime hours, while low-noise activities would occur at all other times. The Applicant has also committed to undertaking low noise start-up activities away from the boundary of the Travelodge Hotel. The Department has formalised the revised construction hours for external works (7 am and 7 pm, Monday to Sunday) as committed to by the Applicant in the recommended conditions.

T&WP did not raise any additional noise issues following its review of the RTS but continued to object to the proposal.

Council did not raise any significant noise issues but requested a condition be incorporated in the recommended consent requiring the Applicant to notify adjoining neighbours of works to be undertaken outside of standard construction hours. The Applicant accepted Council's recommendation and the Department has included this as a condition of consent.

Department's Consideration

The Department has considered the issues raised in submissions and the findings of the NIA. The NIA predicted noise levels of up to 63 dB(A) may be experienced at the Travelodge Hotel during external works. The Department considers this noise level is acceptable during daytime hours given the existing background noise environment would be around 63 – 65 dB(A) during daytime hours due to the nature and level of aircraft, rail and road noise that exists in the vicinity of the Sydney Airport.

Outside the standard construction hours, the EIS notes noise levels may peak above 63 dB(A) for short periods. Notwithstanding, the Applicant confirmed it would only undertake internal works (i.e. internal fit outs) during this

period to minimise any impacts to the Travelodge Hotel. The Department considers this to be a reasonable approach and has recommended restrictions be included in the consent on when noisy activities such as impact pile driving and bored piling may be carried out. For example, impact pile driving may only be undertaken between 9 am – 12 pm and between 2 pm – 5 pm, Monday to Sunday and bored piling may only be undertaken between 7 am – 7 pm, Monday to Sunday.

As the site is within the 25 – 30 ANEF contour, buildings within this contour including the Travelodge Hotel are required to achieve an acceptable internal noise amenity. Australian Standard *AS 2021:2015 Acoustics – Aircraft noise intrusions – Building siting and construction* recommends noise sensitive buildings within this contour are designed with appropriately upgraded facades to protect the building’s occupants from the external environmental conditions. The Department considers the Travelodge Hotel has been designed to provide guests with an acceptable internal noise amenity and therefore the potential construction noise impacts on the Travelodge Hotel would be acceptable and can be appropriately managed by the Applicant.

The Department recommends the Applicant prepare a Construction NMP, which would include the Applicant’s commitments and measures for managing noise impacts at nearby receivers including the Travelodge Hotel and consultation procedures for informing nearby receivers of noisy works. With these management measures in place and the recommended hours of construction, the Department’s assessment concludes the potential construction noise impacts of the development would be acceptable.

6.3.2 Operational Noise

The key noise sources during operation would be from the operation of building plant and equipment and on-site car, service vehicle and bus movements.

The NIA noted no new electricity generators would be proposed on-site as power would be sourced from the adjacent trigeneration plant, and noise emissions from hydraulic pumps and fans in the flight training centre would be sufficiently confined to within the building envelope. The NIA concluded noise impacts from building plant and equipment would be minimal. The Department agrees with the findings of the NIA and considers 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.

The Department’s assessment of noise impacts associated with car, service vehicle and bus movements are discussed in the following section.

6.3.3 Road Traffic Noise

The NIA assessed traffic noise expected to be generated during construction and operation at the adjoining commercial uses in accordance with the EPA’s *Road Noise Policy*. The NIA concluded that road traffic noise impacts associated with construction and operation of the development is not expected to increase significantly above existing background noise levels. Existing background levels are between 63 – 65 dB(A) during daytime and evening hours, which is largely influenced by the site’s proximity to Sydney Airport and the Botany freight rail line.

Although the development would result in an increase in vehicles accessing the site during operation the NIA notes the increase in noise levels would be no more than 2 dB(A) and represents a minor impact that would be barely perceptible.

ARTC, Council and SACL did not raise any concerns regarding road traffic noise.

The Department requested the Applicant consider additional noise impacts if more traffic is diverted to King Street if the Qantas Drive/Lancastrian Road access point is removed (see **Section 6.1.2**). The Applicant confirmed this scenario could potentially result in a total of 541 vehicles using the King Street access. This is predicted to result in

a minor increase in noise levels of around 2.9 dB(A), which is above the recommended 2 dB(A) increase in the RNP. The Applicant noted any potential impacts to the adjoining Travelodge Hotel would be negligible as it is expected the building would have appropriately upgraded facades due to its location within the 25 – 30 ANEF contour and proximity to Sydney Airport.

As such, the Department is satisfied road traffic noise impacts would be negligible during construction and operation of the development and has not recommended any specific conditions.

6.3.4 Conclusion

The Department’s assessment concludes that potential construction noise impacts would be short-term and are able to be managed through adequate noise mitigation measures. The Department notes works to be undertaken outside of standard construction hours would mostly be limited to internal works. The Department has recommended conditions requiring the Applicant to prepare a Construction NMP for the development. The Department notes that road traffic noise emissions during construction and operation of the development would be negligible. The Department’s assessment concludes the potential noise impacts associated with the development are minimal and can be managed by the Applicant, subject to the recommended conditions.

6.4 Other Issues

The Department’s assessment of other issues is provided in **Table 5**.

Table 5 | Assessment of other issues raised

Issue	Findings	Recommended Condition
Water		
<u>Stormwater</u>		
	<ul style="list-style-type: none"> • The EIS included a Stormwater Management and Civil Design Report, which assessed the potential stormwater and flooding impacts of the proposed development. • The Applicant is proposing for stormwater to be drained via pipe to the existing Sydney Water drainage channel in the centre of the site. • Council, ARTC and Sydney Water advised that an on-site detention (OSD) system should be provided for all storm events up to the 1% AEP event to offset stormwater runoff. Council also requested a water sensitive urban design strategy, MUSIC modelling, stormwater quality improvement devices and rain water tanks be provided. • In the RTS, the Applicant advised that OSD was not required as stormwater would be adequately managed and discharged via an existing connection to the Sydney Water Drainage Channel. • The RTS included a water sensitive urban design strategy, details regarding stormwater quality improvement devices and confirmation of an increase in the rainwater tank capacity to 10,000 litres. • Council, ARTC and Sydney Water were satisfied with the Applicant’s justification for not providing OSD and Council provided recommended conditions of consent. • The Department’s assessment concludes that stormwater drainage has been designed in accordance with the requirements of Sydney Water and Council and is adequate for the management and treatment of flows from the site. The Department recommends that the final stormwater drainage plan be prepared in consultation with Sydney Water prior to the issue of a construction certificate for the development. 	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> • prepare the final stormwater drainage plan in consultation with Sydney Water for approval prior to the issue of a Construction Certificate • provide a detailed design to the certifying authority prior to the issue of a Construction Certificate demonstrating no impact on adjacent properties as a result of overland flow

Issue	Findings	Recommended Condition
Flooding	<ul style="list-style-type: none"> The Applicant's Stormwater Management and Civil Design Report identifies that the site is located within the Alexandria Canal catchment. Council's modelling from 2015 found the northern portion of the site is affected by the 1% AEP flood. The Applicant's model used updated survey information which provided revised flood levels due to recent development obstructing overland flow from the east. Limited information was provided regarding off-site flooding impacts from the proposed development. Council and EES noted the difference between the flood models and requested a peer review be undertaken whilst Sydney Water requested that a detailed Flood Impact Assessment (FIA) be prepared. Council, ARTC and Sydney Water commented that the development is not to cause off-site flooding impacts and required the development meet minimum floor levels for habitable and non-habitable areas with freeboard. Council also advised it did not support filling of the car park area as it acts as a drainage depression for flood storage. In the RTS, the Applicant submitted a FIA and a peer review of the flood model which found that the updates to the terrain, building and boundary conditions in the Applicant's model were reasonable and reflect modern best practice. The modelling demonstrated that for the 1% AEP event, off-site impacts were limited to an increase in flood levels of up to 60mm north of the Qantas catering building, within the neighbouring property. The Applicant noted that the existing floor levels of these buildings are constructed with approximately 900mm freeboard above the 1% AEP flood level and therefore the minor increase in flood levels would have no adverse impact on these properties. The Applicant also responded to Council's comments regarding filling within the northern part of the site and noted that regrading will allow overflows to pass through this point without impacts beyond the site boundary. Council accepted the RTS but noted that while existing buildings to the north may have floor levels above the 1% AEP flood level, future development could be impacted and therefore further mitigation measures should be considered. The Applicant investigated further mitigation measures and advised that the off-site impacts will be eliminated during detailed design with preliminary modelling indicating this could be achieved by reducing the level of the internal road by 100mm. Council accepted the Applicant's strategy to design out the offsite flood impacts and recommended a condition of consent requiring no impact on adjacent properties as a result of overland flow to ensure the impact is mitigated. ARTC, EES and Sydney Water advised that their comments had been addressed. The Department's assessment concludes that the development has been designed with floor levels that will protect future occupants from flooding and subject to improvements at the detailed design stage, the proposed development will not have adverse flooding impacts offsite. The Department therefore recommends a condition of consent to this effect. 	

Hazards and Risk

<ul style="list-style-type: none"> The EIS included a SEPP 33 risk screening analysis to determine whether the development should be considered a 'potentially hazardous industry'. The Applicant is proposing to store aerosols, gas cylinders and flammable liquids on-site. The risk screening found the dangerous goods (DG) quantities would be below the relevant threshold quantities listed in the Department's <i>Applying SEPP 33 Guideline</i> and is not considered a 'potentially hazardous industry'. The Department reviewed the Applicant's risk screening analysis and concludes the development would not be potentially hazardous. The EIS also identified a Jemena high pressure gas pipeline and Qenos ethylene pipeline located approximately 32 m from the site boundary. 	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> undertake additional consultation with Jemena and Qenos ensure DG quantities are below the SEPP 33 threshold comply with Australian standards for storage and
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Issue	Findings	Recommended Condition
	<ul style="list-style-type: none"> The Department is required to consider pipeline safety risks in its assessment of the DA as these pipelines are licensed under the <i>Pipelines Act 1967</i>. Both Jemena and Qenos stated the development would not impact on the operation of their respective pipelines given the distance between the site and the pipelines. Jemena and Qenos provided confirmation the development could proceed subject to the Applicant undertaking additional consultation with the pipeline operators during construction. The Department has recommended a condition to this effect. The Department considers the cumulative risk exposure from both pipelines to the development complies with the Department's <i>Hazardous Industry Planning Advisory Paper No 10 'Land Use Safety Planning'</i> (HIPAP 10) risk criteria for commercial developments of 5 chances per million per year (pmpy). The risk criteria refers to a chance of a fatality occurring in a million years. The Department is satisfied any occupants on-site would not be exposed to pipeline risks beyond unacceptable levels. The Department has recommended several conditions be included in the recommended instrument to ensure ongoing safety during the construction and operation of the development including: <ul style="list-style-type: none"> DG quantities must not exceed the screening thresholds in SEPP 33 all chemical, fuels and oils must be stored or handled in accordance with relevant Australian Standards. The Department's assessment concludes the development would meet all relevant risk criteria and can be managed, subject to conditions. 	handling of dangerous goods.

Development Contributions

<ul style="list-style-type: none"> The Applicant is required to make development contributions for the development as set out under Council's section 7.11 development contributions plan. Initially, the Applicant requested the Department not impose a condition requiring the payment of contributions because it considers the development is a relocation of the Applicant's existing flight training centre by 150 m, which would not result in a net increase in demand for public amenities or public service above the demand already generated by the existing flight training centre. Council requested justification for why the development should be exempt from paying development contributions given the development would consolidate over 2,000 spaces in one location resulting in more people travelling to and from site. The Applicant subsequently agreed to pay the full development contributions based on the number of operational staff. The total contribution amount would be \$680,612.14. Council did not raise any further concerns. The Department recognises the consolidation of the Applicant's parking in one location would generate increased demand on a number of public services including local road infrastructure. The Department has recommended a condition requiring the Applicant to pay a section 7.11 development contribution of \$680,612.14 to Council, subject to adjustment in consumer price index. 	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> pay a section 7.11 contribution amount of \$680,612.14 to Council.
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Issue	Findings	Recommended Condition
Greenhouse Gas and Energy Efficiency		
	<ul style="list-style-type: none"> The EIS includes a Greenhouse Gas and Energy Assessment which assessed the proposed energy use on-site and energy efficiency measures to be adopted. The site includes an existing trigeneration plant powered by natural gas, which is proposed to provide 100% of the energy, heating and cooling requirements of the development. The EIS indicated the development would achieve annual energy consumption reductions by improving the building fabric (glazing, shading and insulation) and installing energy efficient lighting and equipment. With these energy efficiency measures in place, greenhouse emissions could potentially be reduced by 48.2% compared with minimum performance standards prescribed in the National Construction Code. Council did not raise any concerns. The Department considers the Applicant's commitment to implementing energy efficiency measures for the development is sufficient in reducing greenhouse gas emissions across the site. The Department has recommended the Applicant's statement of commitments be formalised in the recommended conditions. 	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> implement energy efficiency measures outlined in the statement of commitments.
Fire and Incident Management		
	<ul style="list-style-type: none"> The EIS included details of fire and incident management strategies for the flight training centre and multi-deck car park. The location of the fire exits, fire hydrant systems, hose reels and fire extinguishers within the development have been designed to comply with relevant Australian Standards and BCA requirements. The EIS noted the fire brigade boosters would be located at the rear of the flight training centre facing King Street to enable better access by FRNSW. FRNSW sought confirmation on the location of the fire hydrant booster assemblies for the development including the car park and requested the design of the internal roads comply with FRNSW guidelines. In its RTS, the Applicant confirmed the location of the fire brigade boosters for the development and demonstrated emergency vehicles would be able to access and move throughout the site. FRNSW raised no further concerns. The Department considers the Applicant's proposed fire and incident management measures are adequate and notes the Applicant will continue to consult with FRNSW to ensure its requirements are implemented. The Department has formalised the Applicant's commitments in the recommended instrument. The Department's assessment concludes the development will comply with the relevant requirements under the BCA and Australian Standards. 	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> implement fire and incident management measures as specified in the EIS.
Contamination		
	<ul style="list-style-type: none"> The development is located on land that has been extensively disturbed due to current and previous commercial and industrial land uses. The EIS included an Environmental Site Assessment (ESA), which identified any potential soil and groundwater contamination issues associated with the current and former uses of the site. The ESA considered the site itself as well as the Qantas bus refuel area adjacent to the catering building (outside the DA boundary). The ESA indicated the development would involve some excavation works primarily for the swimming pool in the Emergency Procedures Hall. 	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> Prepare a Site Audit Statement Prepare an unexpected contamination procedure as part of the CEMP.

Issue	Findings	Recommended Condition
	<ul style="list-style-type: none"> No significant soil or groundwater contamination issues were identified within the development footprint. The ESA identified exceedances of the National Environment Protection Measures (NEPM) guidelines for benzene due the presence of underground storage tanks (UST) in the area of the bus refuel area. The Applicant has indicated no works are proposed in the Qantas bus refuel area but has committed to include measures in the CEMP to minimise human exposure to potentially contaminated material during construction works. Council requested an accredited site auditor be appointed prior to any construction works at the site and requested the Applicant submit a Site Audit Statement confirming the site is suitable for its proposed use prior to issue of an occupation certification. In its RTS, the Applicant confirmed it had engaged a Site Auditor and would prepare a Site Audit Statement to meet Council's requirements. Council raised no further issues and the Department has included this requirement in the recommended conditions. The Applicant also revised the site boundary to remove the catering building and Qantas bus refuel area from the land to which the DA applied to more to closely align with the extent of construction activities associated with the redevelopment of the site. The Department considers the proposed construction activities are unlikely to disturb any contaminated material, but recommends the Applicant prepare a procedure as part of a CEMP to ensure any potentially contaminated material that is unexpectedly uncovered during construction works, is appropriately managed. The Department's assessment concludes the potential contamination impacts are likely to be minimal and can be managed by the Applicant. 	

Biodiversity

<ul style="list-style-type: none"> The EIS included a Biodiversity Assessment Report (BDAR) which identified that the proposed development would not impact any threatened species, ecological communities or their habitat listed under the BC Act or EPBC Act. Although the proposal would require the removal of approximately 0.30 ha of vegetation comprising 0.07 ha of PCT 1232 Swamp Oak floodplain and 0.23 ha of urban exotic and native landscape plantings, the BDAR concluded biodiversity offsets are not required for the development. EES commented that the BDAR did not consider the presence and possible value of habitats afforded by existing built structures on site and requested more information to confirm the absence of roosting habitat for threatened microbats. As part of the RTS, the Applicant undertook desktop database searches and targeted microbat surveys for the Large-footed Myotis and the Yellow-bellied Sheath-tail Bats and no microbats were found on site. It was concluded that it was unlikely that existing built structures on site are being used as roosting sites. Instead, two bridges located approximately 100 m north of the site were nominated as more appropriate potential roosting sites. The Applicant subsequently amended the proposal to remove the demolition works component. It is understood that demolition of the existing built structures will be undertaken under a separate approval pathway in order to facilitate early works. 	<ul style="list-style-type: none"> No recommended condition.
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The Department's assessment concludes that the development will have minimal impact on biodiversity given the limited amount of clearing, low ecological value of the vegetation and no identified habitat. The Department notes that should the Development Application be approved, no approval is granted for the removal of existing built structures on site.

Issue	Findings	Recommended Condition
Aboriginal Archaeology		
•	The EIS included an Aboriginal Cultural Heritage Assessment Report (ACHAR) that determined the level of disturbance within the site to be high due to the agricultural and industrial history and that there is a low potential for intact archaeological deposits.	Require the Applicant to: <ul style="list-style-type: none"> • include cultural heritage induction materials for contractors within the CEMP • prepare an unexpected finds protocol.
•	The ACHAR noted only one archaeological site was identified within a 1 km buffer of the site and this was in the 19 th century. It is understood that archeological material within that site was salvaged during the construction of the Alexandria Canal.	
•	The ACHAR found there are no undeveloped areas or landforms of potential archaeological significance on site and the site is not considered to have had a location or landscape feature desirable for long term occupation.	
•	The ACHAR noted that excavation for the pool to a depth of 4 m may extend beyond the existing fill into natural soil layers. However, the fill layer and natural soil layer is likely significantly disturbed, with non-aboriginal materials already identified including ash, glass, scrap metal, tiles and wood chips limiting the potential for any archaeological Aboriginal artefacts to occur.	
•	Consultation was undertaken with Aboriginal groups and individuals who registered their interest. Comments were provided on the ACHAR and no concerns were raised by any registered parties. EES were invited to comment during the exhibition period but elected not to provide comments.	
•	The ACHAR concluded that direct or indirect impacts to archaeological deposits are unlikely and recommended a cultural heritage induction be undertaken by contractors and an unexpected finds procedure be implemented during construction.	
•	The Department's assessment concurs with the findings and concludes that given level of disturbance, it is considered unlikely that intact Aboriginal archaeological deposits will be encountered on site. The Department recommends conditions of consent consistent with the ACHAR, including a requirement for cultural heritage inductions for contractors and an unexpected finds protocol.	

Waste Management

•	The EIS included an assessment of predicted waste streams during the construction and operational phases of the development, and the measures to avoid, minimise, reduce or reuse waste generated.	Require the Applicant to: <ul style="list-style-type: none"> • prepare and implement a construction waste management plan • implement reasonable and feasible measures to minimise waste
•	Construction waste expected to be generated on-site include excavation material, soil, sand/gravel, mixed recyclables and general waste. Waste products would be reused and recycled where possible or collected and disposed of to a licensed waste facility.	
•	Operational waste streams including general waste, paper/carboard recycling and commingled recycling. The Applicant has committed to implementing a number of waste strategies such as designing areas within the flight training centre to allow for effective segregation of recyclables and ensuring staff receive information regarding the waste collection system.	
•	Council did not raise any concerns.	
•	The Department considers the Applicant's waste management strategy would be adequate for management the waste generated during construction and operation of the development.	
•	The Department has included a number of conditions requiring the Applicant to prepare and implement a construction waste management plan and to manage waste in accordance with relevant EPA guidelines.	



7. Evaluation

The Department has assessed the development against the matters listed in section 4.15 of the EP&A Act and the objects listed in Section 1.3 of the EP&A Act, including the principles of ESD. The Department has considered the development on its merits, taking into consideration strategic plans that guide development in the area, the EPIs that apply to the development and the submissions received from Government agencies, Council and the public.

The Department acknowledges that a functioning flight training centre is critical to the Applicant's operations as a national carrier and would ensure pilots and flight crew can meet stringent safety regulations to support the safe and efficient operation of Sydney Airport. The Department also recognises the need for the development is a direct result of the Gateway Project, which would require the existing flight training centre be vacated by 31 December 2021. The development must be constructed and operational prior to this date to minimise any impact on the Applicant's existing operations and to enable the timely delivery of the Gateway Project, which is critical road infrastructure that would further support the economic growth of the Sydney Region.

The key issues for the development relate to traffic and access, urban design and construction noise.

The Applicant anticipates it will lose access to around 2,000 car spaces due to lease expirations and the closure of several staff carparks throughout the Mascot Campus and Sydney Airport. The Applicant is proposing to offset parking lost throughout the Mascot Campus and Sydney Airport by consolidating its operational staff parking in one location and constructing a multi-deck car park. Given the Applicant's operations are not changing, the traffic assessment indicated the development would be a redistribution of existing trips in and around the Mascot Campus and Sydney Airport.

The Department considers the Applicant's proposed parking strategy is adequate and the traffic impacts associated with the development would only be limited to the Qantas Drive/Lancastrian Road intersection. The Applicant has committed to lengthen the right turn bay on Qantas Drive to mitigate impacts to the operation of Qantas Drive. TfNSW supports this approach and recommended this requirement be included in the conditions of consent. The Department concludes the proposed extension works would be effective in mitigating any potential impacts on the operation of Qantas Drive and the regional road network. The Department also concludes there would be minimal traffic impacts during construction and the Applicant confirmed it is making off-site arrangements to offset the interim loss of parking during this period.

With regard to urban design, the Department acknowledges that the development layout responds to the critical needs of the flight training centre, requiring separation from external noise sources and vehicular access around the perimeter whilst providing formalised landscaped areas. The Department considers that the combination of design elements to both the flight training centre and car park result in a high-quality urban design outcome for an industrial development that mitigates visual impacts. The Department concurs with GANSW that the design is appropriate to the commercial and industrial context of the site and the development exhibits design excellence as per the requirements of BBLEP 2013.

The Department's assessment concludes the predicted construction noise impacts would be acceptable given the development is located within an existing high noise catchment that is exposed to a combination of aircraft, traffic, rail and commercial noise. In addition, the works would be short-term in nature and can be managed through adequate noise mitigation measures. Although works are also proposed to be undertaken outside of standard construction hours, this would mostly be limited to internal works. The Department accepts the Applicant's justification for the extended construction hours which is needed to accelerate the necessary construction program of the flight training centre so it can vacate the existing facility by 31 December 2021 and allow the RMS to meet its construction timeframes for the Sydney Gateway Project.

The Department considers the impacts associated with the development can be mitigated and/or managed to ensure an acceptable level of environmental performance, subject to recommended conditions of consent, including but not limited to the:

- implementation of the management and mitigation measures identified in the EIS and addendum RTS
- extension of the right turn bay along Qantas drive at the Qantas Drive/Lancastrian Drive intersection to at least 100 m in accordance with RMS requirements, of which the costs of the works are to be borne by the Applicant
- preparation of a traffic verification study of the Qantas Drive/Lancastrian Drive intersection following completion of the intersection works
- preparation of a CEMP, which includes a construction noise management plan and construction traffic management plan and an OEMP, which would include a landscape management plan
- restriction of construction hours to between 7:00 am to 7:00 pm Monday to Sunday, with non-noisy works to permitted 24 hours per day.

As described earlier, the Applicant sought to amend the development application under Clause 55 of the EP&A Regulation. The Department considered the application to be consistent with requirements of Clause 55 of the EP&A Regulation and recommends the Commission, as the consent authority, accept the amended application.

The Department concludes the impacts of the development are acceptable and can be appropriately managed through implementation of the recommended conditions of consent. Consequently, the Department concludes that the proposal is in the public interest and is approvable and recommends that the Commission accepts the amended application. This report is hereby presented to the Commission for determination.

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Appendices

Appendix A – List of Documents

Appendix B – Statutory Considerations

Appendix C – Key issues – Council and Community Views

Appendix D – Recommended Instrument of Consent

Appendix A List of Documents

The Department has relied upon the following key documents during its assessment of the SSD application:

Environmental Impact Statement

- Environmental Impact Assessment and attachments, prepared by Urbis, dated May 2019 (see: <https://www.planningportal.nsw.gov.au/major-projects/project/9961>)

Submissions

- (see: <https://www.planningportal.nsw.gov.au/major-projects/project/9961>)

Response to Submissions

- Response to Submissions, prepared by Urbis dated August 2019 (see: <https://www.planningportal.nsw.gov.au/major-projects/project/9961>)
- Addendum to Response to Submissions, prepared by Urbis dated October 2019

Statutory Documents

- Relevant environmental planning instruments, policies and guidelines (described in **Appendix B**)
- Relevant requirements of the EP&A Act.

Appendix B Statutory Considerations

Considerations under Section 4.15 of the EP&A Act

Section 4.15 of the EP&A Act requires that the consent authority, when determining a development application, must take into consideration the matters contained in **Table 6**. In summary, the Department is satisfied the proposed development is consistent with the requirements of section 4.15 of the EP&A Act.

Table 6 | Matters for consideration under section 4.15

Matter	Consideration
<p>a) the provisions of:</p> <p>i) any environmental planning instrument, and</p> <p>ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and</p> <p>iii) any development control plan, and</p> <p>(iii a) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and</p> <p>iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),</p> <p>that apply to the land to which the development application relates,</p>	<ul style="list-style-type: none"> • A detailed consideration of the provisions of all environmental planning instruments (including draft instruments subject to public consultation under the EP&A Act) that apply to the proposed development is provided below. • The Applicant has not entered into any planning agreement under section 7.4 of the EP&A Act. • The Department has undertaken its assessment of the proposed development in accordance with all relevant matters as prescribed by the EP&A Regulation, the findings of which are contained within this report.
<p>b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,</p>	<ul style="list-style-type: none"> • The Department has considered the likely impacts of the development in detail in Section 6 of this report. The Department concludes that all environmental impacts can be appropriately managed and mitigated through the recommended conditions of consent.
<p>c) the suitability of the site for the development,</p>	<ul style="list-style-type: none"> • The proposed development involves the construction and operation a flight training centre and multi-deck car park. The proposed development is permissible with development consent.
<p>d) any submissions made in accordance with this Act or the regulations,</p>	<ul style="list-style-type: none"> • All matters raised in submissions have been summarised in Section 5 of this report and given due

consideration as part of the assessment of the proposed development in **Section 6** of this report.

- e) the public interest.
- The development would generate up to 220 FTE jobs during construction and include the relocation of 149 existing full time jobs and an additional six FTE jobs during operation.
 - The project is critical for the operations of Qantas, and it supports the safe and efficient operation of Sydney Airport by ensuring all Qantas pilots and flight crew comply with Civil Aviation Safety Authority (CASA) regulations by undertaking regular on-going mandatory testing.
 - The environmental impacts of the development would be appropriately managed via the recommended conditions. On balance, the Department considers the development is in the public interest.

Environmental Planning Instruments (EPIs)

To satisfy the requirements of section 4.15(a)(i) of the EP&A Act, this report includes references to the provisions of the EPIs that govern the carrying out of the project. These EPIs have been taken into consideration in the Department's environmental assessment.

Controls considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)
- State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- State Environmental Planning Policy No. 64 – Advertising Structures and Signage (SEPP 64)
- Botany Bay Local Environmental Plan 2013 (BBLEP 2013).

Consideration of Environmental Planning Instruments

State Environmental Planning Policy (State and Regional Development) 2011

The development was declared SSD under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) by an order made by the then Minister for Planning on 28 February 2019. The order was made with the advice of the Independent Planning Commission (the Commission) that deemed the proposal was of State and regional significance because of the critical need to maintain the continuity in providing a specialised training facility for the safe and efficient operation of Sydney Airport, and the critical construction timing resulting from the Gateway Project.

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

The ISEPP aims to facilitate the effective delivery of infrastructure across the State and identifies matters to be considered in the assessment of development adjacent to certain types of infrastructure. Three sections of the ISEPP apply to the project.

Division 12A Pipelines and pipeline corridors

The site is located within 20 metres of a pipeline corridor. The Applicants assessment considered that the proposal would not impact on any high-pressured dangerous goods or gas pipeline located within the Mascot area. The development was referred to the Hazard Assessment Section of the Department for review. Hazard Assessment's did not object to the development and consider that the development complies with Department's 'Hazardous Industry Planning Advisory Paper No. 10, 'Land Use Safety Planning'.' Furthermore, Hazard Assessment recommended a condition to ensure the Applicant consult with Jemena and Qenos prior to any underground work commencing on site. The Department recommends conditions to ensure the development does not impact upon the local pipeline.

Division 15 Railways

The site located within 25 metres of the rail corridor, located adjacent to the western boundary of the site. The development was referred to the Australian Rail Track Corporation Ltd (ARTC) for comment and consideration. ARTC did not object to the development but requested limitations be applied to the landscaping proposed, to avoid flora dropping onto the rail corridor, and requested confirmation relating to the earthworks proposed. ARTC also requested to opportunity to review construction plans for the development.

Division 17 Roads and traffic

The development constitutes traffic generating development in accordance with the ISEPP as it would generate more than 200 motor vehicle movements per hour and involves the construction of more than 200 car parking spaces, as per Schedule 3 of the ISEPP. Consequently, the development was referred to the Transport for NSW (TfNSW) for the review of accessibility and traffic impacts.

TfNSW did not object to the development, but recommended the Applicant to prepare a Construction Pedestrian and Traffic Management Plan and a Work Place Travel Plan. TfNSW also required upgrade works to the Qantas Drive/Lancastrian Road intersection be completed prior to the development becoming operational and that a Traffic Verification Study be completed after operation commences. The Department has incorporated TfNSW's comments into the recommended conditions of consent.

The development is therefore considered consistent with the ISEPP.

State Environmental Planning Policy 33 – Hazardous and Offensive Development (SEPP 33)

SEPP 33 outlines the items that a consent authority must consider when assessing whether a development is hazardous or offensive. The Applicant reviewed the development in accordance with SEPP 33 and advised that the development will hold a small quantity of dangerous goods (DGs), however, none of the DGs held on site would exceed the thresholds of SEPP 33. The development was referred to Hazard Assessment Section of the Department for comment and consideration. Hazard Assessment confirmed DGs quantities are below the relevant threshold quantities in the guideline, thus indicating that the SSD is not potentially hazardous under SEPP 33. The Department has recommended a condition of consent requiring the storage of any dangerous goods on-site remains below the screening thresholds of SEPP 33.

State Environmental Planning Policy 55 – Remediation of Land (SEPP 55)

SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application. The EIS included an Environmental Site Assessment that concluded that no significant soil or groundwater contamination issues were identified within the development footprint.

The Department considers the proposed construction activities are unlikely to disturb any contaminated material, but recommends the Applicant prepare a procedure as part of a CEMP to ensure any potentially contaminated

material that is unexpectedly uncovered during construction works, is appropriately managed and a Site Audit Statement is prepared confirm the site is suitable for the proposed use.

State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64)

SEPP 64 aims to ensure that outdoor signage is compatible with the desired amenity and visual character of an area, and provides effective communication in suitable locations, that is of high quality design and finish.

The development will include three building identification signs and one way finding sign. The EIS included an assessment of the signage against the criteria in Schedule 1 of SEPP 64.

The Department is satisfied that the proposed signage is incorporated appropriately into the architectural design of the development, would not detract from the surrounding locality and would provide suitable wayfinding and direction within the site. The Department is satisfied that the development will be consistent with the aims and objectives of SEPP 64.

Botany Bay Local Environmental Plan 2013 (BBLEP 2013)

The BBLEP aims to encourage sustainable economic growth and development, and provide direction concerning the growth and change in Botany Bay. The BBLEP aims to protect and enhance the natural and cultural landscapes and protect the residential amenity through the creation of highly liveable urban places.

The development is located in the IN1 General Industrial Zone under the BBLEP which seeks to encourage employment opportunities, support and protect industrial land for industrial uses whilst minimising any adverse effects on other land uses. The proposal is consistent with the BBLEP as it supports ongoing employment opportunities and maintains the specialised aviation business character of the area whilst not creating unreasonable impacts upon the amenity of the surrounding properties.

The Department has consulted with Council and Government Architect NSW throughout the assessment process and has considered all relevant provisions of the BBLEP and those matters raised by Council in its assessment of the development (see **Section 6** of this report).

The Department concludes that the development is consistent with the relevant provisions of the BBLEP.

Appendix C Key issues – Council and Community Views

The Department publicly exhibited the EIS for the Qantas Flight Training Centre from **Tuesday 4 June 2019** until **Thursday 4 July 2019**. The Department received 16 submissions on the proposed development during the exhibition period, including 12 from public authorities, including Council, and four from special interest groups. Of the 16 submissions, one objected to the development.

The issues raised in the public submissions and Council, and how each issue has been addressed in summarised in **Table 7**.

Table 7 | Department’s response to issues raised in submissions from the public from the public exhibition period

Issue raised	Consideration
<p>Extended construction hours</p> <ul style="list-style-type: none"> Extended construction hours will create unreasonable impacts on surrounding properties 	<ul style="list-style-type: none"> As discussed in Section 6.3, the Department’s assessment concludes that potential construction noise impacts would be short-term and are able to be managed through adequate noise mitigation measures. The site is located within a high background noise environment and surrounding land uses are either commercial or industrial land uses which are less sensitive to noise. Constriction noise impacts at Travelodge Hotel (the most noise sensitive receiver) would meet the noise management level of 63 dB(A) at the site boundary under the Interim Construction Noise Guideline 2009. A condition of consent has been recommended restricting construction hours for external work to 7 am to 7 pm Monday to Sunday and permitting internal work (non-noisy works) 24 hours Monday to Sunday.
<p>Traffic</p> <ul style="list-style-type: none"> Impacts on the King Street/O’Riordan Street intersection 	<ul style="list-style-type: none"> As discussed in Section 6.1, the operation of the immediate local road network, including King Street, O’Riordan Street, Kent Road and Robey Street is expected to continue to maintain a good to satisfactory level of service. RMS’ delivery of existing and proposed road upgrades to O’Riordan Street and King Street would ensure the continued and effective operation of this intersection. The Department is satisfied the potential traffic associated with the operation of the development would be acceptable and can be adequately managed via an operational environmental management plan, traffic verification study in relation to the Qantas Drive and Lancastrian Road intersection, and a Work Place Travel Plan, which are recommended conditions of consent.
<p>Parking arrangements</p> <ul style="list-style-type: none"> Confirmation the car park is to be used by Qantas staff 	<ul style="list-style-type: none"> As discussed in Section 2.4, the proposed development includes the construction a 14 storey car park for Qantas staff. The Department is satisfied that the Applicant has not proposed to use the car park for commercial purposes.
<p>Built form</p>	<ul style="list-style-type: none"> As discussed in Section 6.1, the development layout responds to the critical needs of the flight training centre, requiring separation from external noise sources and vehicular access around the perimeter, thereby resulting in a

- Reduced setback to King Street and the extent of landscaping
 - Façade design and mitigating visual impact
 - Location of building signage on the car park.
- reduced setback to King Street, whilst still providing landscaping to 15.69% of the site.
- A combination of design elements to both the flight training centre and car park result in a high quality urban design outcome for an industrial development that mitigates visual impacts.
 - In response to a submission, the Applicant has relocated building signage on the car park from the eastern elevation to the western elevation.
 - The Department is satisfied with the built form outcome and concurs with GANSW that the design is appropriate to the commercial and industrial context of the site and exhibits design excellence as per the requirements of BBLEP 2013.
 - A condition of consent has been recommended requiring a landscape management plan be prepared to ensure landscaping is appropriately managed throughout the operation of the development.

Cycling paths

- Direct cycling connections should be provided from the Alexandra Canal cycleway to the airport and beyond.
- As discussed in **Section 6.1**, 120 bicycle spaces will be provided within the ground floor of the car park with existing end of trip facilities available for staff.
 - A condition of consent has been recommended for the Applicant to prepare a Work Place Travel Plan in consultation with TfNSW to encourage an increase in the mode share of public and active transport for staff and visitors to the development.

Appendix D Recommended Instrument of Consent

The recommended conditions of consent for SSD 10154 can be found on the Department's website at:
<https://www.planningportal.nsw.gov.au/major-projects/project/9961>