

Development Consent

Section 4.38 of the *Environmental Planning and Assessment Act 1979*

The Independent Planning Commission (the Commission), as the declared consent authority under clause 8A of State Environmental Planning Policy (State and Regional Development) 2011 and section 4.5(a) of the *Environmental Planning and Assessment Act 1979*, approves the development application referred to in Schedule 1, subject to the conditions in Schedule 2.

These conditions are required to:

- prevent, minimise, or offset adverse environmental impacts;
- set standards and performance measures for acceptable environmental performance; and
- provide for the ongoing environmental management of the development

[Name of Commissioner]
Member of the Commission

[Name of Commissioner]
Member of the Commission

[Name of Commissioner]
Member of the Commission

Sydney

2019

File: EF19/5315

SCHEDULE 1

Application Number: SSD-10154

Applicant: Qantas Airways Limited

Consent Authority: Independent Planning Commission

Site: Lot 2 & 4 DP 234489; Lot B, DP 164829, part of Lot 1 DP 202747 and part of Lot 133 DP 659434
297 King Street, Mascot

Development: Construction and operation of a flight training centre, multi-deck car park and ancillary infrastructure

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DEFINITIONS

Applicant	Qantas Airways Limited, or any person carrying out any development to which this consent applies
BCA	Building Code of Australia
BC Act	<i>Biodiversity Conservation Act 2016</i>
Certifying Authority	A person who is authorised by or under the former section 109D of the EP&A Act to issue Part 4A certificates
Conditions of this consent	Conditions contained in Schedule 2 of this document
Construction	Demolition and the carrying out of works for the purpose of the development, including bulk earthworks, and erection of buildings and other infrastructure permitted by this consent.
Council	Bayside Council
Day	The period from 7 am to 6 pm on Monday to Saturday, and 8 am to 6 pm on Sundays and Public Holidays
Demolition	The deconstruction and removal of buildings, sheds and other structures on the site
Department	NSW Department of Planning, Industry and Environment
Development	The development described in the EIS and Response to Submissions, including the works and activities comprising the construction and operation of a flight training centre, multi-deck car park and associated infrastructure, as modified by the conditions of this consent.
Development layout	The plans at Appendix 1 of this consent
Earthworks	Bulk earthworks, site levelling, import and compaction of fill material, excavation for installation of drainage and services, to prepare the site for construction
EES	Environment, Energy and Science (formerly Office of Environment and Heritage)
EIS	The Environmental Impact Statement titled ' <i>Environmental Impact Statement for State Significant Development 10154: Qantas Flight Training Centre</i> ', prepared by Urbis Pty Ltd dated May 2019, submitted with the application for consent for the development, including any additional information provided by the Applicant in support of the application
ENM	Excavated Natural Material
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
Evening	The period from 6 pm to 10 pm
Fibre ready facility	As defined in Section 372W of the Telecommunications Act 1997
Heritage	Encompasses both Aboriginal and historic heritage including sites that predate European settlement, and a shared history since European settlement
Heritage item	An item as defined under the <i>Heritage Act 1977</i> , and assessed as being of local, State and/ or National heritage significance, and/or an Aboriginal Object or Aboriginal Place as defined under the <i>National Parks and Wildlife Act 1974</i> , the World Heritage List, or the National Heritage List or Commonwealth Heritage List under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth), or anything identified as a heritage item under the conditions of this consent
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance Note: "material harm" is defined in this consent
Land	Has the same meaning as the definition of the term in section 1.4 of the EP&A Act
Material harm	Is harm that: a) involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial, or

- b) results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment)

Minister	NSW Minister for Planning and Public Spaces (or delegate)
Mitigation	Activities associated with reducing the impacts of the development prior to or during those impacts occurring
Night	The period from 10pm to 7am on Monday to Saturday, and 10pm to 8am on Sundays and Public Holidays
Non-compliance	An occurrence, set of circumstances or development that is a breach of this consent
Operation	The operation of the flight training centre, multi-deck car park and associated infrastructure
PCA	Principal Certifying Authority in accordance with the EP&A Act
Planning Secretary	Planning Secretary under the EP&A Act, or nominee
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
Reasonable	Means applying judgement in arriving at a decision, taking into account: mitigation benefits, costs of mitigation versus benefits provided, community views, and the nature and extent of potential improvements.
Rehabilitation	The restoration of land disturbed by the development to a good condition, to ensure it is safe, stable and non-polluting
RTS	Response to Submissions titled ' <i>Response to Submissions and Amended Project Report for State Significant Development 10154 – Qantas Flight Training Centre</i> ' prepared by Urbis Pty Ltd dated August 2019
RTS Addendum	Addendum to the Response to Submissions titled ' <i>Addendum Response to Submissions and Amended Project Report – Qantas Flight Training Centre SSD_10154</i> ' prepared by Urbis Pty Ltd, dated 31 October 2019
Sensitive receivers	A location where people are likely to work, occupy or reside, including a dwelling, school, hospital, office or public recreational area.
Site	The land defined in Appendix 1
TfNSW	Transport for New South Wales
VENM	Virgin Excavated Natural Material
Waste	Has the same meaning as the definition of the term in the Dictionary to the POEO Act
Year	A period of 12 consecutive months

SCHEDULE 2

PART A ADMINISTRATIVE CONDITIONS

OBLIGATION TO MINIMISE HARM TO THE ENVIRONMENT

- A1. In addition to meeting the specific performance measures and criteria in this consent, all reasonable and feasible measures must be implemented to prevent, and if prevention is not reasonable and feasible, minimise, any material harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this consent.

TERMS OF CONSENT

- A2. The development may only be carried out:
- (a) in compliance with the conditions of this consent;
 - (b) in accordance with all written directions of the Planning Secretary;
 - (c) in accordance with the EIS, RTS and RTS Addendum;
 - (d) in accordance with the Development Layout in Appendix 1; and
 - (e) in accordance with the management and mitigation measures in Appendix 2.
- A3. Consistent with the requirements in this consent, the Planning Secretary may make written directions to the Applicant in relation to:
- (a) the content of any strategy, study, system, plan, program, review, audit, notification, report or correspondence submitted under or otherwise made in relation to this consent, including those that are required to be, and have been, approved by the Planning Secretary; and
 - (b) the implementation of any actions or measures contained in any such document referred to in condition A3(a).
- A4. The conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A2(c), A2(d) and A2(e). In the event of an inconsistency, ambiguity or conflict between any of the documents listed in condition A2(c), A2(d) and A2(e) the most recent document prevails to the extent of the inconsistency, ambiguity or conflict.

LIMITS OF CONSENT

Lapsing

- A5. This consent lapses five years after the date from which it operates, unless the development has physically commenced on the land to which the consent applies before that date.

NOTIFICATION OF COMMENCEMENT

- A6. The date of commencement of each of the following phases of the development must be notified to the Department in writing, at least one month before that date or as otherwise agreed to by the Planning Secretary:
- (a) construction;
 - (b) operation; or
 - (c) cessation of operations.
- A7. If the construction or operation of the development is to be staged, the Department must be notified in writing at least one month before the commencement of each stage, of the date of commencement and the development to be carried out in that stage, or as otherwise agreed to by Planning Secretary.

SURRENDER OF EXISTING CONSENTS OR APPROVALS

- A8. Within 12 months of the date of commencement of development to which this consent applies, or within another timeframe agreed by the Planning Secretary, the Applicant must surrender the existing development consent no. 1667 dated 29/04/1988 for the use of the site as a car park, in accordance with the EP&A Regulation.
- A9. Upon the commencement of development to which this consent applies, and before the surrender of existing development consents or project approvals required under condition A8, the conditions of this consent prevail to the extent of any inconsistency with the conditions of those consents or approvals.

Note: *This requirement does not extend to the surrender of construction and occupation certificates for existing and proposed building work. The surrender should not be understood as implying that works legally constructed under a valid consent or approval can no longer be legally maintained or used.*

EVIDENCE OF CONSULTATION

- A10. Where conditions of this consent require consultation with an identified party, the Applicant must:
- (a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and
 - (b) provide details of the consultation undertaken including:

- (i) the outcome of that consultation, matters resolved and unresolved; and
- (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.

STAGING, COMBINING AND UPDATING STRATEGIES, PLANS OR PROGRAMS

- A11. With the approval of the Planning Secretary, the Applicant may:
- (a) prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program);
 - (b) combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and
 - (c) update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).
- A12. If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this consent.
- A13. If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program.

PROTECTION OF PUBLIC INFRASTRUCTURE

- A14. Before the commencement of construction, the Applicant must:
- (a) consult with the relevant owner and provider of services that are likely to be affected by the development to make suitable arrangements for access to, diversion, protection and support of the affected infrastructure;
 - (b) prepare a dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including roads, gutters and footpaths and Sydney Water's stormwater channel/pipe); and
 - (c) submit a copy of the dilapidation report to the Planning Secretary, Council and Sydney Water (where it affects Sydney Water's assets).
- A15. Unless the Applicant and the applicable authority agree otherwise, the Applicant must:
- (a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by carrying out the development; and
 - (b) relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development.

DEMOLITION

- A16. All demolition must be carried out in accordance with *Australian Standard AS 2601-2001 The Demolition of Structures* (Standards Australia, 2001).

STRUCTURAL ADEQUACY

- A17. All new buildings and structures, and any alterations or additions to existing buildings and structures, that are part of the development, must be constructed in accordance with the relevant requirements of the BCA.

Note:

- *Under Part 6 of the EP&A Act, the Applicant is required to obtain construction and occupation certificates for the proposed building works.*
- *Part 8 of the EP&A Regulation sets out the requirements for the certification of the development.*

COMPLIANCE

- A18. The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.

CONTRIBUTIONS TO COUNCIL

- A19. Before the issue of a construction certificate for any part of the development, a contribution under section 7.11 of the EP&A Act of \$680,612.14 (adjusted on a quarterly basis from the date of this consent), to account for movements in the Australian Bureau of Statistics Consumer Price Index – Building Construction (NSW)), must be paid to Council.

OPERATION OF PLANT AND EQUIPMENT

- A20. All plant and equipment used on site, or to monitor the performance of the development, must be:
- (a) maintained in a proper and efficient condition; and

- (b) operated in a proper and efficient manner.

EXTERNAL WALLS AND CLADDING

- A21. The external walls of all buildings including additions to existing buildings must comply with the relevant requirements of the BCA.
- A22. Before the issue of:
 - (a) any Construction Certificate relating to the construction of external walls (including the installation of finishes and claddings such as synthetic or aluminium composite panels); and
 - (b) an Occupation Certificate,the Applicant must provide the Certifying Authority with documented evidence that the products and systems proposed for use or used in the construction of external walls (including the installation of finishes and claddings such as synthetic or aluminium composite panels) comply with the requirements of the BCA.
- A23. The Applicant must provide a copy of the documentation given to the Certifying Authority under Condition A22 to the Planning Secretary within seven days after the Certifying Authority accepts it.

UTILITIES AND SERVICES

- A24. Before the construction of any utility works associated with the development, the Applicant must obtain relevant approvals from service providers.
- A25. Before the commencement of operation of the development, the Applicant must obtain a Compliance Certificate for water and sewerage infrastructure servicing of the site under section 73 of the *Sydney Water Act 1994*.
- A26. Before the issue of a Construction Certificate for any stage of the development, the Applicant (whether or not a constitutional corporation) is to provide evidence, satisfactory to the Certifying Authority, that arrangements have been made for:
 - (a) the installation of fibre-ready facilities to the development to enable fibre to be readily connected; and
 - (b) the provision of fixed-line telecommunications infrastructure in the fibre-ready facilities to the development demonstrated through an agreement with a carrier.
- A27. The Applicant must demonstrate that the carrier has confirmed in writing it is satisfied that the fibre ready facilities are fit for purpose.

WORKS AS EXECUTED PLANS

- A28. Before the issue of the final Occupation Certificate, works-as-executed drawings signed by a registered surveyor demonstrating that the stormwater drainage and finished ground levels have been constructed as approved, must be submitted to the PCA.

APPLICABILITY OF GUIDELINES

- A29. References in the conditions of this consent to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this consent.
- A30. However, consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may, when issuing directions under this consent in respect of ongoing monitoring and management obligations, require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or a replacement of them.

ADVISORY NOTES

- AN1.** All licences, permits, approvals and consents as required by law must be obtained and maintained as required for the development. No condition of this consent removes any obligation to obtain, renew or comply with such licences, permits, approvals and consents.

PART B SPECIFIC ENVIRONMENTAL CONDITIONS

TRAFFIC AND ACCESS

Construction Traffic Management Plan

- B1. Prior to the commencement of construction, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must:
- (a) be prepared by a suitably qualified and experienced person(s);
 - (b) be prepared in consultation with TfNSW;
 - (c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;
 - (d) detail heavy vehicle routes, access and parking arrangements for construction staff;
 - (e) include a Driver Code of Conduct to:
 - (i) minimise the impacts of earthworks and construction on the local and regional road network;
 - (ii) minimise conflicts with other road users;
 - (iii) minimise road traffic noise; and
 - (iv) ensure truck drivers use specified routes;
 - (f) include a program to monitor the effectiveness of these measures;
 - (g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes; and
 - (h) demonstrate that access via King Street to the Australian Rail Track Corporation rail corridor will not be impeded during construction.
- B2. The Applicant must:
- (a) not commence construction until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and
 - (b) implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction.

Intersection Works

- B3. Prior to commencement of the construction works associated with Stage 2 of the multi-deck car park, the Applicant must, at its own cost, upgrade the intersection of Qantas Drive and Lancastrian Road, including lengthening the right-turn bay along Qantas Drive to at least 100 metres. The upgrade works are to meet the specifications and requirements of the TfNSW.

Works Authorisation Deed

- B4. Prior to commencement of construction works on Qantas Drive, a Works Authorisation Deed (WAD) must be executed between the Applicant and the TfNSW to enable the Applicant to undertake 'private financing and construction' works on Qantas Drive.

Traffic Verification Study

- B5. Within six months of the completion of the intersection upgrade works on the Qantas Drive and Lancastrian Road intersection required under Condition B3, the Applicant must submit a traffic verification study to the TfNSW and the Planning Secretary. The study must:
- (a) be undertaken by a suitably qualified and experienced traffic consultant and be prepared in consultation with TfNSW;
 - (b) include vehicle movements and queue length surveys for all movements at the Qantas Drive/Lancastrian Drive intersection for a week-long period during the morning peak periods; and
 - (c) include a description of feasible mitigation measures to be implemented in the event the vehicle queue length exceeds the capacity of the right turn bay.

Parking

- B6. The Applicant must provide sufficient parking facilities on-site, including for heavy vehicles and for site personnel, to ensure that traffic associated with the development does not utilise public and residential streets or public parking facilities.

Operating Conditions

B7. The Applicant must ensure:

- (a) internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the development are constructed and maintained in accordance with the latest version of *AS 2890.1:2004 Parking facilities Off-street car parking* (Standards Australia, 2004) and *AS 2890.2:2002 Parking facilities Off-street commercial vehicle facilities* (Standards Australia, 2002);
- (b) the swept path of the longest vehicle entering and exiting the site, as well as manoeuvrability through the site, is in accordance with the relevant AUSTROADS guidelines;
- (c) the development does not result in any vehicles queuing on the public road network;
- (d) heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site;
- (e) all vehicles are wholly contained on site before being required to stop;
- (f) all loading and unloading of materials is carried out on-site;
- (g) all trucks entering or leaving the site with loads have their loads covered and do not track dirt onto the public road network; and
- (h) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.

Work Place Travel Plan

B8. Prior to the commencement of operation of any part of the development, the Applicant must prepare a Work Place Travel Plan to the satisfaction of the Planning Secretary. The Work Place Travel Plan must form part of the OEMP required by condition C5 and must:

- (a) be prepared in consultation with TfNSW;
- (b) outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives; and
- (c) describe pedestrian and bicycle linkages and end of trip facilities available on-site.

B9. The Applicant must not commence operation until the Work Place Travel Plan is approved by the Planning Secretary.

B10. The Applicant must implement the most recent version of the Work Place Travel Plan approved by the Planning Secretary for the duration of the development.

SOILS, WATER QUALITY AND HYDROLOGY

Imported Soil

B11. The Applicant must:

- (a) ensure that only VENM, ENM, or other material approved in writing by EPA is brought onto the site;
- (b) keep accurate records of the volume and type of fill to be used; and
- (c) make these records available to the Department upon request.

Erosion and Sediment Control

B12. Prior to the commencement of construction, the Applicant must install and maintain suitable erosion and sediment control measures on-site, in accordance with the relevant requirements of the *Managing Urban Stormwater: Soils and Construction - Volume 1: Blue Book* (Landcom, 2004) guideline and the Erosion and Sediment Control Plan included in the CEMP required by condition C2.

Discharge Limits

B13. The development must comply with section 120 of the POEO Act, which prohibits the pollution of waters.

Water Licenses

B14. Should any works intercept the groundwater, the Applicant must ensure any licences or permits for the Development are obtained under the *Water Act 1912* and/or the *Water Management Act 2000*.

Stormwater Management System

B15. Prior to the commencement of operation, the Applicant must design, install and operate a stormwater management system for the development. The system must:

- (a) be designed by a suitably qualified and experienced person(s) in consultation with Sydney Water;
- (b) be generally in accordance with the conceptual design in the EIS;
- (c) be in accordance with applicable Australian Standards;

- (d) ensure that the system capacity has been designed in accordance with *Australian Rainfall and Runoff* (Engineers Australia, 2016) and *Managing Urban Stormwater: Council Handbook* (EPA, 1997) guidelines.

Flood Management

- B16. Prior to the commencement of construction, the Applicant must prepare a Flood Emergency Response Plan to the satisfaction of the Planning Secretary. The Plan must form part of the CEMP and OEMP required by Conditions C2 and C5 and must:
- (a) be prepared by a suitably qualified and experienced person(s);
 - (b) address the provisions of the *Floodplain Risk Management Guideline* (OEH, 2007);
 - (c) include details of:
 - (i) the flood emergency responses for both construction and operation phases of the development;
 - (ii) predicted flood levels;
 - (iii) flood warning time and flood notification;
 - (iv) assembly points and evacuation routes;
 - (v) evacuation and refuge protocols; and
 - (vi) awareness training for employees and contractors.
- B17. The Applicant must:
- (a) not commence construction until the Flood Emergency Response Plan required by condition B16 is approved by the Planning Secretary; and
 - (b) implement the most recent version of the Flood Emergency Response Plan approved by the Planning Secretary for the duration of the development.
- B18. All floor levels must be no lower than the 1% Annual Exceedance Probability flood plus 500 mm of freeboard.
- B19. Any structures below the 1% Annual Exceedance Probability plus 500 mm of freeboard must be constructed from flood compatible building components.
- B20. Plans demonstrating no impact on adjacent properties as a result of overland flow paths are to be provided to the Certifying Authority prior to issue of any Construction Certificate for the car park.

AIR QUALITY

Dust Minimisation

- B21. The Applicant must take all reasonable steps to minimise dust generated during all works authorised by this consent.
- B22. During construction, the Applicant must ensure that:
- (a) exposed surfaces and stockpiles are suppressed by regular watering;
 - (b) all trucks entering or leaving the site with loads have their loads covered;
 - (c) trucks associated with the development do not track dirt onto the public road network;
 - (d) public roads used by these trucks are kept clean; and
 - (e) land stabilisation works are carried out progressively on site to minimise exposed surfaces.

NOISE

Hours of Work

- B23. The Applicant must comply with the hours detailed in Table 1, unless otherwise agreed in writing by the Planning Secretary.

Table 1 Hours of Work

Activity	Day	Time
Earthworks and external construction works	Monday – Sunday	7 am to 7 pm
Internal construction works	Monday – Sunday	24 hours
Operation	Monday – Sunday	24 hours

- B24. The Applicant must ensure any:
- (a) impact pile driving is only undertaken between 9 am – 12 pm and between 2 pm – 5 pm, Monday to Sunday; and

(b) bored piling is only undertaken between 7 am – 7 pm, Monday to Sunday.

B25. Works outside of the hours identified in condition B23 may be undertaken in the following circumstances:

- (a) works that are inaudible at the nearest sensitive receivers;
- (b) for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or
- (c) where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.

Construction Noise Limits

B26. The development must be constructed to achieve the construction noise management levels detailed in the *Interim Construction Noise Guideline* (DECC, 2009) (as may be updated or replaced from time to time). All feasible and reasonable noise mitigation measures must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the management and mitigation measures in the Appendix 2.

Construction Noise Management Plan

B27. The Applicant must prepare a Construction Noise Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must form part of a CEMP in accordance with condition C2 and must:

- (a) be prepared by a suitably qualified and experienced noise expert;
- (b) describe procedures for achieving the noise management levels in the *Interim Construction Noise Guideline* (DECC, 2009) (as may be updated or replaced from time to time);
- (c) describe the measures to be implemented to manage high noise generating works such as piling, in close proximity to sensitive receivers including the Travelodge Hotel;
- (d) include strategies that have been developed with the community and nearby businesses for managing high noise generating works;
- (e) describe the consultation undertaken to develop the strategies in condition B27(d); and
- (f) include a complaints management system that would be implemented for the duration of construction.

B28. The Applicant must:

- (a) not commence construction of any relevant stage until the Construction Noise Management Plan required by condition B27 is approved by the Planning Secretary; and
- (b) implement the most recent version of the Construction Noise Management Plan approved by the Planning Secretary for the duration of construction.

ABORIGINAL HERITAGE

Unexpected Finds Protocol

B29. If any item or object of Aboriginal heritage significance is identified on site:

- (a) all work in the immediate vicinity of the suspected Aboriginal item or object must cease immediately;
- (b) a 10 m wide buffer area around the suspected item or object must be cordoned off; and
- (c) the EES must be contacted immediately.

B30. Work in the immediate vicinity of the Aboriginal item or object may only recommence in accordance with the provisions of Part 6 of the *National Parks and Wildlife Act 1974*.

HAZARDS AND RISK

Consultation with Jemena and Qenos

B31. Prior to the commencement of construction, the Applicant must:

- (a) consult with Jemena and Qenos to ensure the development does not impact on the operation of Jemena and Qenos owned pipeline infrastructure; and
- (b) submit to the Planning Secretary, evidence of any findings and outcomes of the consultation with Qenos and Jemena.

Dangerous Goods

B32. The quantities of dangerous goods stored and handled at the site must be below the threshold quantities listed in the Department's *Hazardous and Offensive Development Application Guidelines – Applying SEPP 33*, at all times.

Bunding

- B33. The Applicant must store all chemicals, fuels and oils used on-site in appropriately banded areas in accordance with the requirements of all relevant Australian Standards, and/or the *Storing and Handling of Liquids: Environmental Protection – Participants Manual* (DECC, 2007).

WASTE MANAGEMENT

Construction Waste Management Plan

- B34. Prior to the commencement of construction, the Applicant must prepare a Construction Waste Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must form part of a CEMP in accordance with condition C2 and must:
- detail the quantities of each waste type generated during construction and the proposed reuse, recycling and disposal locations; and
 - be implemented for the duration of construction works.
- B35. The Applicant must:
- not commence construction until the Construction Waste Management Plan is approved by the Planning Secretary.
 - implement the most recent version of the Construction Waste Management Plan approved by the Planning Secretary.

Statutory Requirements

- B36. All waste materials removed from the site must only be directed to a waste management facility or premises lawfully permitted to accept the materials.
- B37. The Applicant must assess and classify all liquid and non-liquid wastes to be taken off site in accordance with the latest version of EPA's *Waste Classification Guidelines Part 1: Classifying Waste* (EPA, 2014) and dispose of all wastes to a facility that may lawfully accept the waste.
- B38. Waste generated outside the site must not be received at the site for storage, treatment, processing, reprocessing, or disposal.
- B39. The Applicant must retain all sampling and waste classification data for the life of the development in accordance with the requirements of EPA.
- B40. The collection of waste generated during operation of the development must be undertaken between 7am to 10pm Monday to Friday.

CONTAMINATION

Unexpected Finds

- B41. Prior to the commencement of earthworks, the Applicant must prepare an unexpected contamination procedure to ensure that potentially contaminated material is appropriately managed. The procedure must form part of the of the CEMP in accordance with condition C2 and must ensure any material identified as contaminated must be disposed off-site, with the disposal location and results of testing submitted to the Planning Secretary, prior to its removal from the site.

Site Auditor

- B42. Prior to the commencement of any earthworks on site, the Applicant must engage a Site Auditor accredited under the *Contaminated Land Management Act 1997* NSW Site Auditor Scheme.

Prior to the commencement of construction, the Applicant must submit to the Planning Secretary, a Site Audit Report and a Site Audit Statement, prepared in accordance with the NSW Contaminated Land Management - Guidelines for the NSW Site Auditor Scheme 2017, which demonstrates the site is suitable for its intended industrial land use. The Site Audit Statement is to be submitted to Council prior to the issue of an Occupation Certificate.

VISUAL AMENITY

Landscaping

- B43. Prior to the commencement of operation, the Applicant must prepare a Landscape Management Plan in consultation with Council to manage the revegetation and landscaping works on-site, to the satisfaction of the Planning Secretary. The plan must form part of an OEMP in accordance with conditions C5. The plan must:
- detail the species to be planted on-site which are to include a diversity of local provenance plant species from the Eastern Suburbs Banksia Scrub in the Sydney Bioregion where available;
 - describe the monitoring and maintenance measures to manage revegetation and landscaping works; and
 - be consistent with the Applicant's Management and Mitigation Measures at Appendix 2.

B44. The Applicant must:

- (a) not commence operation until the Landscape Management Plan is approved by the Planning Secretary.
- (b) must implement the most recent version of the Landscape Management Plan approved by the Planning Secretary; and
- (c) maintain the landscaping and vegetation on the site in accordance with the approved Landscape Management Plan required by condition B43 for the life of the development.

Lighting

B45. The Applicant must ensure the lighting associated with the development:

- (a) complies with the latest version of AS 4282-1997 - *Control of the obtrusive effects of outdoor lighting* (Standards Australia, 1997); and
- (b) is mounted, screened and directed in such a manner that it does not create a nuisance to surrounding properties or the public road network.

Signage and Fencing

B46. All signage and fencing must be erected in accordance with the development plans included in the EIS.

Note: *This condition does not apply to temporary construction and safety related signage and fencing.*

PART C ENVIRONMENTAL MANAGEMENT, REPORTING AND AUDITING

ENVIRONMENTAL MANAGEMENT

Management Plan Requirements

- C1. Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:
- (a) details of:
 - (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions);
 - (ii) any relevant limits or performance measures and criteria; and
 - (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;
 - (b) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;
 - (c) a program to monitor and report on the:
 - (i) impacts and environmental performance of the development; and
 - (ii) effectiveness of the management measures set out pursuant to paragraph (c) above;
 - (d) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;
 - (e) a program to investigate and implement ways to improve the environmental performance of the development over time;
 - (f) a protocol for managing and reporting any:
 - (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria);
 - (ii) complaint;
 - (iii) failure to comply with statutory requirements; and
 - (g) a protocol for periodic review of the plan.

Note: *the Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans*

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

- C2. The Applicant must prepare a Construction Environmental Management Plan (CEMP) in accordance with the requirements of condition C1 and to the satisfaction of the Planning Secretary.
- C3. As part of the CEMP required under Condition C2 of this consent, the Applicant must include the following:
- (a) Construction Traffic Management Plan (see Condition B1);
 - (b) Erosion and Sediment Control Plan;
 - (c) Construction Noise Management Plan (see Condition B27);
 - (d) Construction Waste Management Plan (see Condition B34);
 - (e) Community Consultation and Complaints Handling;
 - (f) Flood Emergency Response (see Condition B16); and
 - (g) Cultural heritage induction materials.
- C4. The Applicant must:
- (a) not commence construction of the development until the CEMP is approved by the Planning Secretary; and
 - (b) carry out the construction of the development in accordance with the CEMP approved by the Planning Secretary and as revised and approved by the Planning Secretary from time to time.

OPERATIONAL ENVIRONMENTAL MANAGEMENT PLAN

- C5. The Applicant must prepare an Operational Environmental Management Plan (OEMP) in accordance with the requirements of condition C1 and to the satisfaction of the Planning Secretary.
- C6. As part of the OEMP required under Condition C5 of this consent, the Applicant must include the following:
- (a) describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development;
 - (b) describe the procedures that would be implemented to:
 - (i) receive, handle, respond to, and record complaints;
 - (ii) resolve any disputes that may arise;

- (iii) respond to any non-compliance;
- (iv) respond to emergencies; and
- (c) provide details of traffic management, including vehicle access arrangements;
- (d) include the following environmental management plans:
 - (i) Landscape Management Plan (see Condition B44);
 - (ii) Flood Emergency Response (see Condition B16); and
 - (iii) Waste Management.

C7. The Applicant must:

- (a) not commence operation until the OEMP is approved by the Planning Secretary; and
- (b) operate the development in accordance with the OEMP approved by the Planning Secretary (and as revised and approved by the Planning Secretary from time to time).

REVISION OF STRATEGIES, PLANS AND PROGRAMS

C8. Within three months of:

- (a) the submission of an incident report under condition C11;
- (b) the approval of any modification of the conditions of this consent; or
- (c) the issue of a direction of the Planning Secretary under condition A2(b) which requires a review,

C9. the strategies, plans and programs required under this consent must be reviewed, and the Department must be notified in writing that a review is being carried out.

C10. If necessary to either improve the environmental performance of the development, cater for a modification or comply with a direction, the strategies, plans and programs required under this consent must be revised, to the satisfaction of the Planning Secretary. Where revisions are required, the revised document must be submitted to the Planning Secretary for approval within six weeks of the review.

Note: *This is to ensure strategies, plans and programs are updated on a regular basis and to incorporate any recommended measures to improve the environmental performance of the development.:*

REPORTING AND AUDITING

Incident Notification, Reporting and Response

C11. The Department must be notified in writing to compliance@planning.nsw.gov.au immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one), and set out the location and nature of the incident. Subsequent notification requirements must be given and reports submitted in accordance with the requirements set out in Appendix 3.

Non-Compliance Notification

C12. The Department must be notified in writing to compliance@planning.nsw.gov.au within seven days after the Applicant becomes aware of any non-compliance.

C13. A non-compliance notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.

C14. A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

ACCESS TO INFORMATION

C15. At least 48 hours before the commencement of construction until the completion of all works under this consent, the Applicant must:

- (a) make the following information and documents (as they are obtained or approved) publicly available on its website:
 - (i) the documents referred to in condition A2 of this consent;
 - (ii) all current statutory approvals for the development;
 - (iii) all approved strategies, plans and programs required under the conditions of this consent;
 - (iv) regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent;
 - (v) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs;
 - (vi) a summary of the current stage and progress of the development;
 - (vii) contact details to enquire about the development or to make a complaint;

- (viii) a complaints register, updated monthly;
 - (ix) the Compliance Report of the development;
 - (x) audit reports prepared as part of any Independent Audit of the development and the Applicant's response to the recommendations in any audit report;
 - (xi) any other matter required by the Planning Secretary; and
- (b) keep such information up to date, to the satisfaction of the Planning Secretary.

APPENDIX 1 DEVELOPMENT LAYOUT PLANS

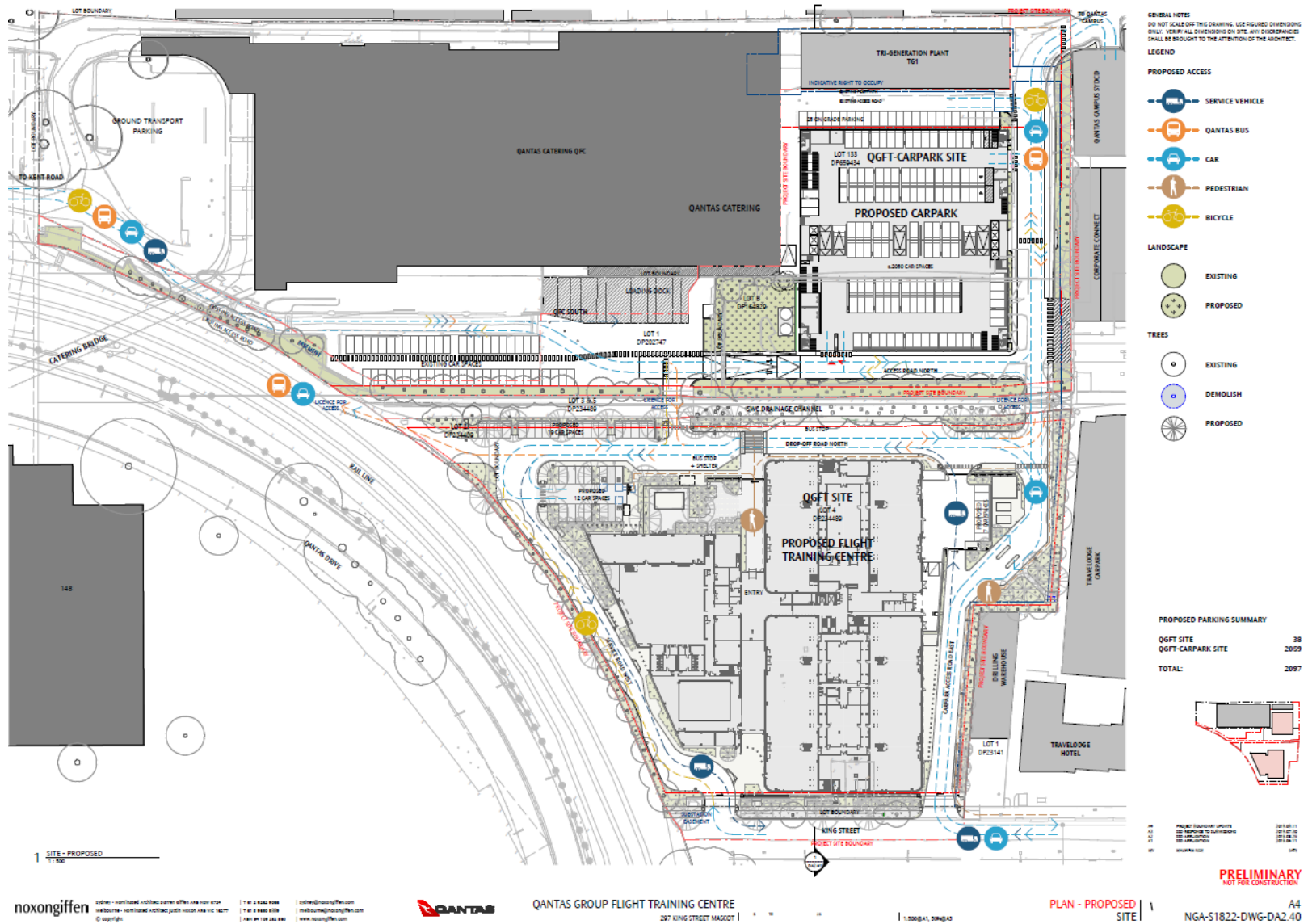


Figure 1: Site Plan(s)

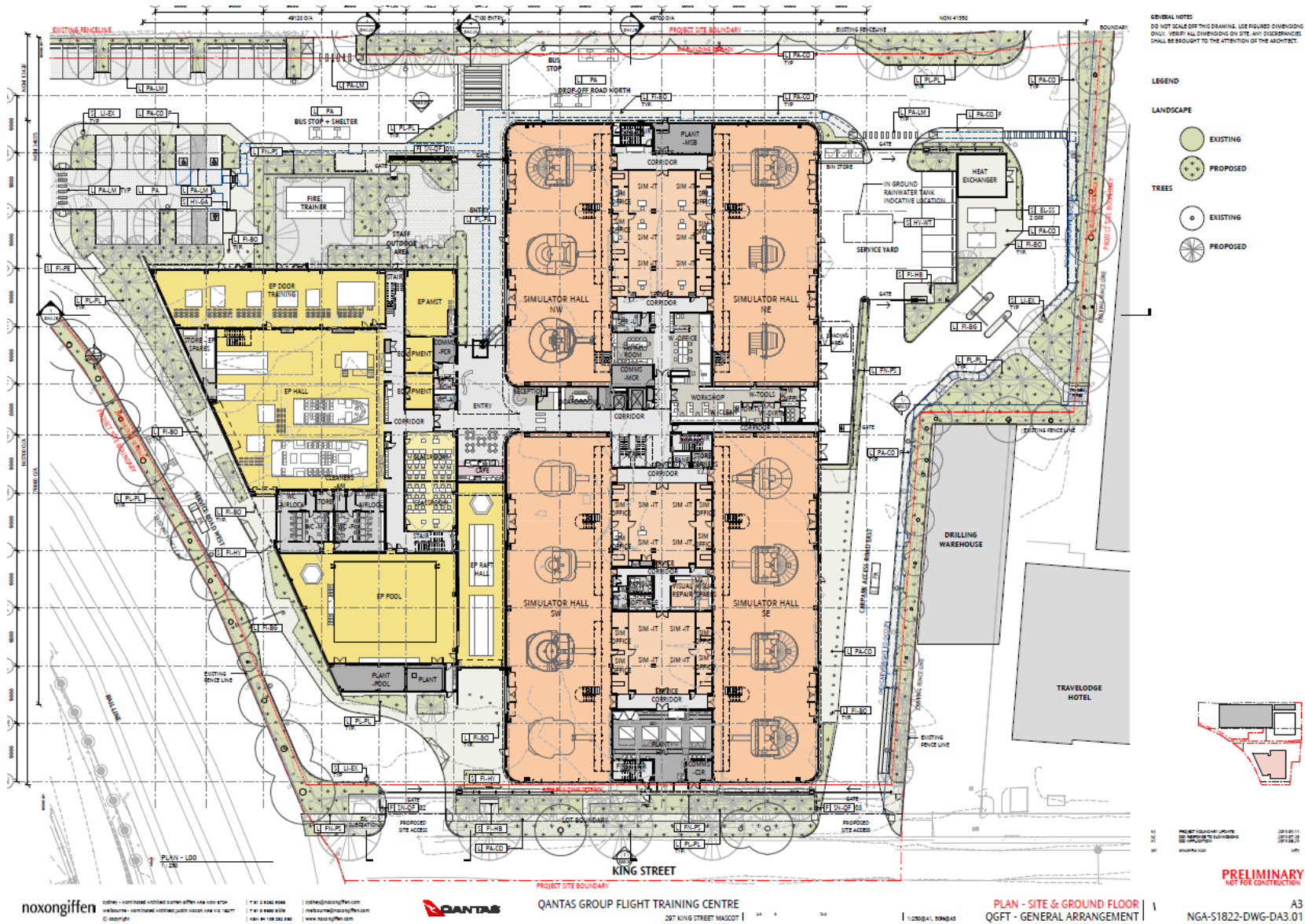
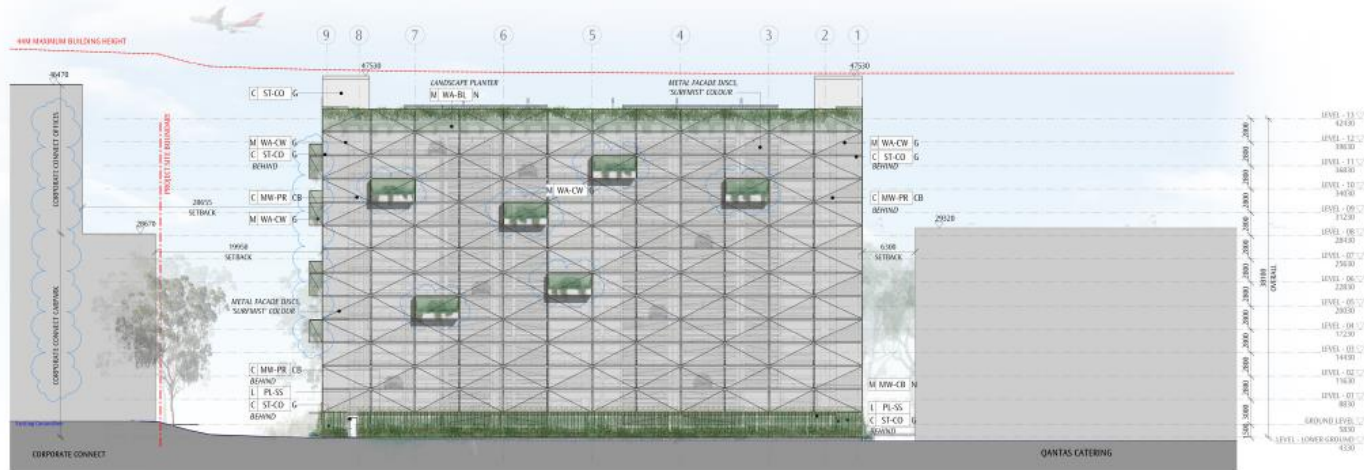
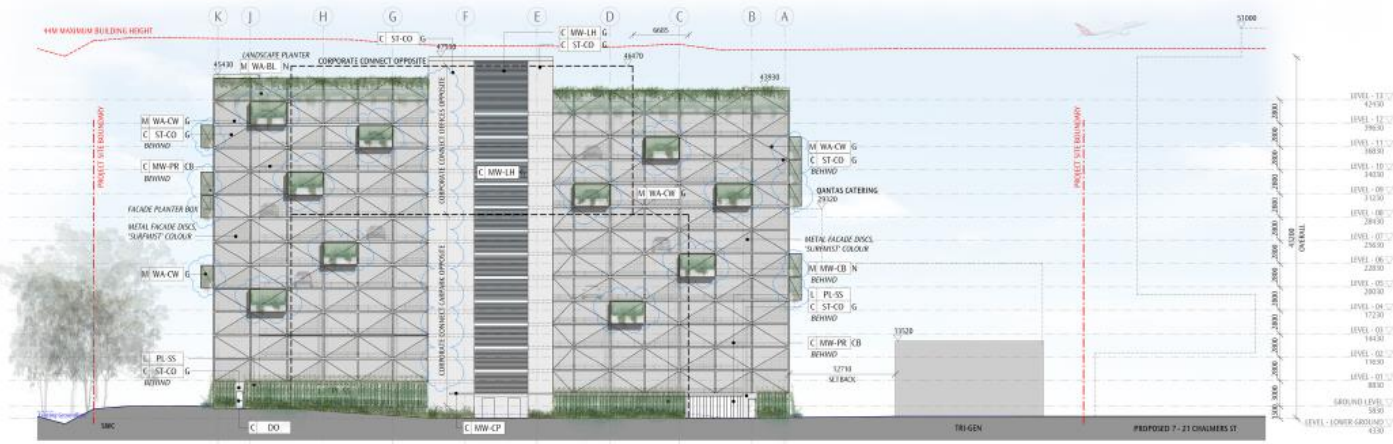


Figure 2: Flight Training Centre Site Plan

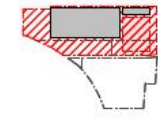
DO NOT SCALE OFF THIS DRAWING. USE FIGURED DIMENSIONS ONLY. VERIFY ALL DIMENSIONS ON SITE. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.



1 NORTH ELEVATION
1:250



2 EAST ELEVATION
1:250



oxongiffen Sydney - Architects and Architect Damian Giffen A&P NSW 0274 | T 61 2 9362 9966 | d.giffen@oxongiffen.com
Melbourne - Non-Residential Architect Justin Nourse ANR VIC 96277 | T 61 3 9620 9889 | j.nourse@oxongiffen.com
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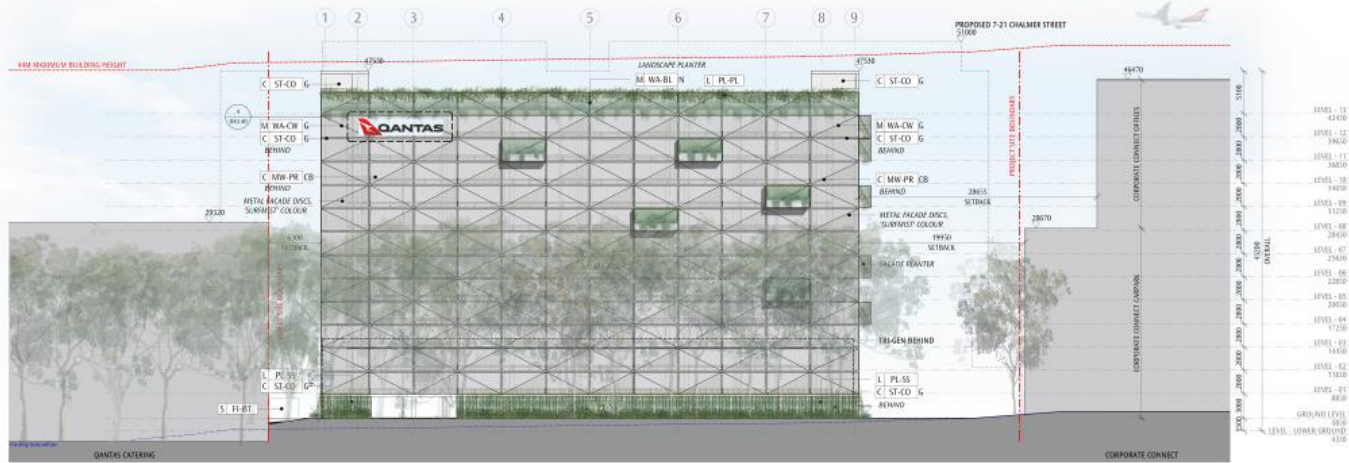
QANTAS GROUP FLIGHT TRAINING CENTRE
297 KING STREET MASCOT

ELEVATIONS STAGE 02 | QGFT-C - GENERAL ARRANGEMENT | 1:250 (A1, 5/16/24)

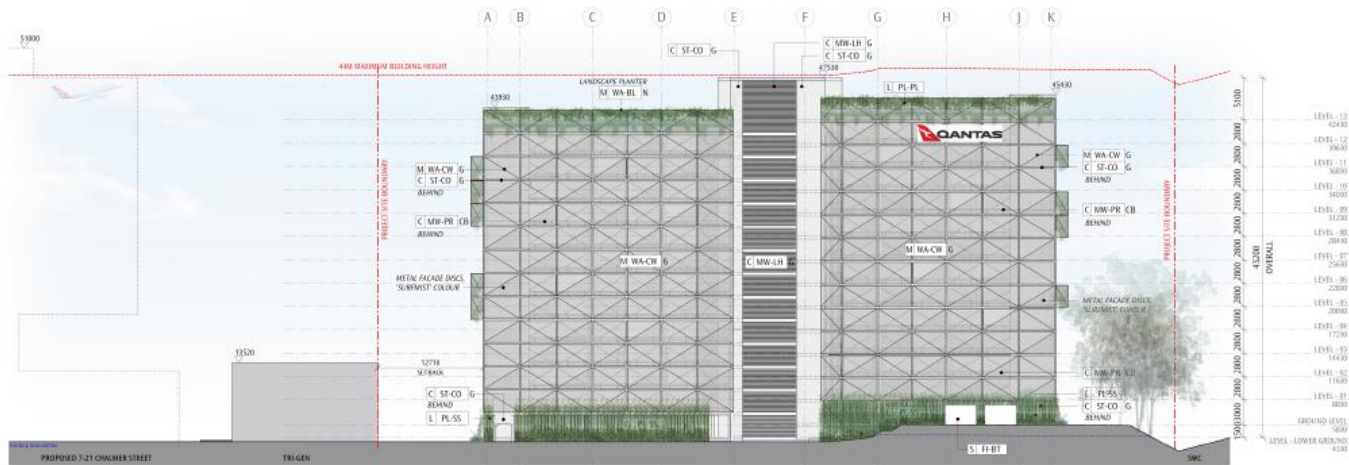
PRELIMINARY
NOT FOR CONSTRUCTION

A2
NGA-1822-DWG-DA4.22

Figure 3: Car Park Elevations (North and East)



1 SOUTH ELEVATION
1:250



2 WEST ELEVATION
1:250



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QANTAS GROUP FLIGHT TRAINING CENTRE
 297 KING STREET MASCOT

ELEVATIONS STAGE 02
 QGFT-C - GENERAL ARRANGEMENT

PRELIMINARY
 NOT FOR CONSTRUCTION
 A3
 NGA-1822-DWG-DA4.23

Figure 4: Car Park – Elevations (South and West)

APPENDIX 2 APPLICANT'S MANAGEMENT AND MITIGATION MEASURES

Matter	Mitigation Measures
Biodiversity impact	<ol style="list-style-type: none"> 1. All replacement trees and landscaping species will consist of a diversity of local provenance plant species from the Eastern Suburbs Banksia Scrub Bioregion where available and practical throughout the site. 2. Construction erosion and sediment control measures are to be installed and maintained in accordance with approved Construction Environmental Management Plan (CEMP) to minimise impact of possible construction sedimentation to local drainage. 3. A pre-clearance survey, completed by a suitably qualified ecologist, must be undertaken for native fauna immediately prior to the demolition of buildings. 4. Any native fauna found in the buildings should be appropriately captured prior to demolition commencing by a licensed wildlife carer and released in appropriate habitat locations.
Trees	<ol style="list-style-type: none"> 1. Appointment of Site Arborist: A site arborist shall be appointed prior to the commencement of work on site. The Site Arborist shall clearly mark out all trees to be removed and ensure that all trees documented for retention are preserved with the implementation of tree protection zones (TPZ), fencing and signage. The Site Arborist shall have a minimum qualification equivalent to a NSW TAFE Certificate Level 5 or above in Arboriculture. 2. Inspection Points: Give 5 working days' notice to allow inspections to be undertaken at the following stages: <ol style="list-style-type: none"> a. Installation of Tree Protection Zones including Tree Protection Fencing, Silt Fencing and Signage by the Site Arborist; b. Any modification of the Tree Protection Zone by the Site Arborist; c. Works within the Tree Protection Zone by the Site Arborist; and d. Completion of Construction Works by the Site Arborist and Site Supervisor. 3. Contractors and site workers shall receive a copy of these specifications prior to the commencement of work. Contractors and site workers undertaking any works within a TPZ shall sign the site log to confirm that they have read and understand these specifications prior to their undertaking. 4. Where applicable, all trees to be retained through the construction process shall be protected from mechanical damage and the indirect impacts of the construction process with the installation of Tree Protection Zones. 5. Tree Protection Fencing shall be installed at the perimeter of the TPZ. As a minimum the Tree Protection Fencing shall be 1.8 meters high temporary chain supported by steel stakes. This shall be fastened and supported to prevent sideways movement. The trees woody roots shall not be damaged during the installation of this Tree Protection Fencing. This Tree Protection Fencing shall be erected prior to the commencement of works on site and shall be maintained for the duration of the construction process. 6. Tree Protection Signage shall be attached to the TPZ and displayed in a prominent location. These signs shall be repeated in 10m intervals or closer where the fence changes direction. These shall be a minimum of a 72-font size and each sign at least 600 x 500mm. 7. The area within the TPZ shall be mulched and maintained with 80mm of leaf litter mulch for the duration of the construction process. This mulch shall be spread by hand to limit the impact on underlying roots and shall be installed prior to the commencement of works on site. The Site Arborist shall inspect and approve the TPZ including mulching, signage, Tree Protection Fencing, Silt fencing and Signage prior to the commencement of works on site. 8. Materials and waste storage, site sheds and temporary services shall not be located within the TPZ unless specified. Storage points shall be covered when not in use and be no greater than 2m in height. 9. The TPZ may need to be modified during the works to allow access between the protected tree and the proposed construction. The TPZ shall

Matter	Mitigation Measures
	<p>remain as specified and only those works detailed in the proposed construction undertaken.</p> <p>10. Upon the completion of works within a TPZ the protective fencing shall be reinstated as specified. Where the construction of new structures does not allow for the reinstallation of fencing, the TPZ shall be modified by the Site Arborist.</p> <p>11. Complete comprehensive environmental investigations and CEMP.</p>
Wind Impacts	<p>1. Wind mitigation features will be provided as per approved design and which include:</p> <ul style="list-style-type: none"> a. Localised screening/planting at the Staff Outdoor Area; b. Open car park façade design; c. An awning over the southern entrances of the flight training centre; and d. Localised planting at the western site boundary, along the Sydney Water Drainage canal, and along the southern aspect of the flight training centre. <p>2. Construction and potentially dust generating demolition activities would be limited during high wind events if sensitive receivers are considered to be significantly impacted.</p>
Safety and security	<p>1. Inclusion of a lighting strategy, monitoring of the site by security patrol, an intercom system to provide a response in case of security issues and provision of CCTV cameras at key entry and exit points</p> <p>2. Preparation of a Plan of Management prior to commencement of the use to manage landscaping maintenance, rubbish and graffiti removal and lighting maintenance.</p> <p>3. The appointed Contractor shall outline how they will secure the Works under the Contract, and outline measures it deems necessary to ensure the security of the site and keep unauthorised persons out of the Works Zone, including erection of suitable Class A Hoardings, installation of security fencing, and consideration of use of traffic controllers and or security guards.</p> <p>4. The appointed Contractor will reasonably agree with the Superintendent that a security management plan for post-completion of the project or any Separable Portions is implemented.</p> <p>5. Provide project updates for staff and surrounding public in order to minimise curiosity.</p> <p>6. Erect site signage clearly delineating entrance points to construction zone and limit access to authorised personnel only.</p> <p>7. Ensure measures as outlined within the CEMP are implemented to manage safety and security of the site and pedestrians:</p> <ul style="list-style-type: none"> a. Class A hoardings are erected along pedestrian pathways to be retained through site. b. Appointment of a single point of contact through construction and publication of these contact details. c. Establishment of regular construction coordination and access meeting with adjoining contracts to manage vehicular flows. d. Establishment of a complaints handling procedure with a register detailing the issue, actions taken and closure of all issues and actions. e. Australian Rail Track Corporation (ARTC) will review and approve construction plans and safe work method statements where there is a risk to rail safety. This monitoring will ensure compliance with the <i>Rail Safety National Law 2011</i> and a safe work environment for the subject site and immediate surrounding context.

Matter	Mitigation Measures
Accessibility for persons with a disability	<ol style="list-style-type: none"> 8. Accessible routes with compliant gradients, from site boundaries and accessible parking bays will be made available in accordance with the Accessibility Assessment Report. 9. The provision of clear signage will be provided to reduce the risk of users with a disability attempting non-compliant gradients. 10. Preparation of an Access Management Plan prior to occupation to communicate to staff so that they are aware of where safe access routes are located. 11. Sufficient lighting will be provided to ensure users with a sensory disability, in particular those with a visual impairment, can safely navigate the environment. 12. Provision of directional signage to assist users will be provided (particularly visitors who are unfamiliar with the Campus) to locate accessible parking bays. 13. Expectation that physical requirements for Pilots is known by all potential users of the flight training centre.
Air Quality	<ol style="list-style-type: none"> 1. A Design and Construction Contractor who is reputable and has proven record will be engaged. 2. The Principal will require the appointed contractor to ensure dust caused by any Works shall be restricted to a minimum and in accordance with Air Quality Reports and the CEMP. 3. The Principal will require the Implementation of the following mitigation measures during the construction phase provided in the Air Quality Reports including: <ol style="list-style-type: none"> a. Develop and implement a stakeholder communications plan that includes community engagement before work commences on site. b. Display the name and contact details of persons accountable for air quality and dust issues on the site boundary. This may be the environmental manager/engineer or the site manager. c. Display the head or regional office contact information. d. Preparation of a Dust Management Plan (DMP)(part of the Project CEMP) which may include measures to control other emissions, approved by the Local Authority. e. The site manager will record all dust and air quality complaints, identify causes(s), take appropriate measure to reduce emissions in a timely manner and record the measures taken. f. Make the complaints log available to the local authority when asked. g. Record any exceptional incidents that cause dust and/or air emissions, either on-or offsite, and the action taken to resolve the situation in the logbook. h. Perform daily on-site and off-site inspections where receptors (including roads) are nearby to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100m of site boundary. i. Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked. j. Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Matter	Mitigation Measures
	<ul style="list-style-type: none"> k. Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible. l. Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period. m. Keep site fencing, barriers and scaffolding clean using wet methods. n. Cover, seed or fence stockpiles to prevent wind erosion. o. Ensure all on-road vehicles comply with relevant vehicle emission standards, where applicable. p. Ensure all vehicles switch off engines when stationary -no idling vehicles. q. Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable. r. Ensure an adequate water supply on the site for effective dust/particulate matter suppression/ mitigation, using non-potable water where possible and appropriate. s. Use enclosed chutes and conveyors and covered skips. t. Minimise drop heights from loading shovels and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate. u. Avoid bonfires and burning of waste materials. v. Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust). w. Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground. x. Use water-assisted dust sweeper(s) on the access and local roads to remove, as necessary, any material tracked out of the site. y. Avoid dry sweeping of large areas. z. Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. aa. Record all inspections of haul routes and any subsequent action in a site logbook. bb. Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable). cc. Avoid explosive blasting, using appropriate manual or mechanical alternatives. dd. Avoid scabbling (roughening of concrete surfaces) if possible. ee. Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place. ff. Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery. gg. For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.

Matter	Mitigation Measures
	<ol style="list-style-type: none"> 4. Operational phase air impacts will be managed by implementing the following mitigation measures: <ol style="list-style-type: none"> a. Restrict the fuel type to be used in the fire cabins to “natural propane gas” b. Idling vehicles to be switched off while on site.
Flooding and stormwater	<ol style="list-style-type: none"> 1. To mitigate against the high-water table and reduce impact on the existing materials at subgrade level, the Building Contractor us to dewater excavations locally to achieve the correct compaction of materials. 2. The incorporation of Water Sensitive Design Urban Design principles and practices as part of the proposal includes rain gardens in order to improve the absorption of runoff and reduce flooding. Water tanks are also provided on site. 3. Pollution control measures will clean stormwater at the required levels to discharge from the site and control measures will require on-going maintenance. 4. Implementation of three Jellyfish filters and litter baskets to remove particles and pollutants and ensure the proposal meets stormwater targets and runoff is of an appropriate quality. 5. In the circumstance that in-ground services are not in the position shown on the drawings the following is proposed: <ol style="list-style-type: none"> a. A survey of existing services is to be undertaken to inform the design. b. All services documentation will be provided to the design team. c. Engage with authorities early, where issues arise, and gain approvals as required. d. Complete comprehensive environmental investigations and CEMP. 6. In the circumstance that excessive wet weather is experienced on a project the following is proposed: <ol style="list-style-type: none"> a. Ensure suitable allowance in the program for inclement weather. b. Prepare a strategy for delivering a reduced scope if there are major weather delays. c. Wet weather delay allowance inserted into contract, any claims against the allowance being assessed by APP. d. Ensure the final CEMP has strategies in place to mitigate groundwater.
Water main	<ol style="list-style-type: none"> 1. To meet the potable water and fire services water supply demand for the project, a new 150mm galvanised mild steel water main will be installed. As per the Updated Hydraulics – Water Supply Reticulation advice the proposed new 150mm water main will be: <ol style="list-style-type: none"> a. Connected into the existing 250mm in-ground private water supply at the corner of the Qantas Service Road. b. The inground pipework will be extended from the point of connection and rise above ground adjacent to the nature strip inside the boundary fence on the proponent’s land. c. 150mm GMS pipework reticulates above ground wholly within the proponent’s land between the boundary fence and the trees. d. Bollard protection will be provided as required to prevent mechanical damage to the above ground pipework. 2. The above ground pipework will be protected from mechanical damage through: <ol style="list-style-type: none"> a. An existing continuous metal crash barrier will protect the pipework along the southern end outside the fence line and adjacent to the access road leading into the proposed Qantas flight training centre.

Matter	Mitigation Measures
	<ul style="list-style-type: none"> b. A new continuous metal crash barrier is proposed along the northern end of the above ground pipework adjacent to the access road leading into catering building loading dock and proposed car park. c. Provision of a new continuous concrete culvert over the new pipework. d. Provision of an above ground isolation for ease of access to shut down supply in the event of pipe damage. This arrangement will be implemented in conjunction with the measures listed above.
Presence of Contaminated Ground	<ul style="list-style-type: none"> 1. Preparation of a Site Audit Statement to Principle Certifying Authority prior to the issue of OC. The auditor will operate in collaboration with the identified environmental consultant during the construction phase of the development and in accordance with an agreed Contamination Management Strategy prepared in accordance with Condition A11. 2. Commencement of piling, utility installation, bulk earthworks and pouring of foundations are approvable upon receipt of Section B Site Audit Statement. 3. The issue of an Occupation Certificate cannot occur until the receipt of a Section A Site Audit Statement. 4. In the circumstance that any unexpected contamination of ground and latent conditions is experienced the following is recommended: <ul style="list-style-type: none"> a. Undertake in ground testing and additional testing of building fabric such as, roof, walls, windows and floors. b. Engage an EPA Auditor to determine the suitability of not remediating land which will enable a reduction in program. c. Complete comprehensive environmental investigations and CEMP.
Reflectivity	<ul style="list-style-type: none"> 1. Implementation of the following recommendations as outlined in the Solar Light Reflectivity Report: <ul style="list-style-type: none"> a. The maximum normal specular reflectance of visible light on the facade and windows on all levels of the 279° western aspects of the car park development is to be 11%. b. Note that if glazed balustrades are used along the 279° western aspects of the car park development, they are to have a maximum normal specular reflectance of visible light of 8%. c. All other glazing (windows and balustrades) should have a maximum normal specular reflectance of visible light of 20%.
Visual and lighting	<ul style="list-style-type: none"> 1. Engagement of a specialist lighting consultant input in the design and specification of lighting to meet NCC approved levels. 2. Flight training centre building to be constructed in non-visually dominant colours to minimise perceived bulk, with open façade to all sides to reduce the mass of the building. 3. Ornamental green façade with climbing plants that will grow across stainless steel wires to be implemented at the entrance to the flight training centre. 4. To improve the visual appearance of the car park the following landscape elements have been included in the design: <ul style="list-style-type: none"> a. Retention of existing trees to the west of the car park and augment with additional landscape green terrace outside the building footprint. b. Retention and protection of the existing growth of Casuarina trees to the south of the structure along the Sydney Water Channel. c. At the ground plane a planter incorporating climbers to grow up the mesh of the façade for the height of the ground floor, to ground the building and provide a green datum. d. At the completion of Stage 2 a raised planter and pergola structure on the roof to accommodate both trailing and climbing plants.

Matter	Mitigation Measures
	<p>This landscaped treatment will perform the dual function of providing shade to the parked cars and visual mitigation for taller surrounding buildings and the public domain where the structure will be visible.</p> <ul style="list-style-type: none"> e. Inclusion of 21 façade planters at approximately 1.5m x 4m cantilevered from the car park structure – at the northern, eastern and southern facades. f. Implementation of green roof on bus stop shelter. <p>5. Implementation of native planting including layers of grasses and shrubs to create green buffers around the building and an attractive frontage to King Street.</p>
<p>Noise and Vibration</p>	<ol style="list-style-type: none"> 1. Noise emissions from the project (operational) are to comply with the project intrusiveness and amenity noise criteria at all times (as identified in Table 16 of the EIS and the Interim Construction Noise Guideline (ICNG)(DECC 2009)), for all receivers. 2. Construction noise will be limited to +10dBA above background noise and outside normal hours, low-noise activities are to be no more than +5dBA. 3. Specific restrictions are proposed to manage potential noise impacts on Travelodge, including low noise construction activities to commence from 6:00am Monday to Sunday and impact pile driving will only be undertaken between 9:00am and 12:00pm and 2:00pm and 5:00pm Monday to Sunday. 4. Noisy work will be identified and communicated to relevant stakeholders and neighbours, providing them with sufficient notice. 5. Where possible, noisy equipment is to be located further away from residential/hotel neighbours wherever possible. 6. Where appropriate, bored piles will be used rather than driven piles. 7. Vibration monitors may be provided near buildings (if applicable) as an early warning alarm during adjacent piling & structural works. 8. Less intrusive construction methodologies where required to meet 'vibration criteria for human comfort and structural damage'. 9. Vibration isolation where required to meet 'vibration criteria for human comfort and structural damage'. 10. Acoustic treatment of new mechanical plants shall be undertaken to control noise emissions at or below the intrusiveness criteria (Table 17 of the EIS). 11. Plant can be satisfactorily attenuated to levels complying with the noise emission criteria (Table 17 of the EIS) through appropriate location and, if necessary, standard acoustic treatments such as noise screens, enclosures, in-duct treatments (silencers/lined ducting) or similar. 12. Acoustic rectification treatment shall be designed for existing plant if an acoustic review determines this is necessary. 13. Prepare, update and subsequently implement the Noise Management Plan, to minimise and manage noise impacts associated with the project to minimise disruption including: <ol style="list-style-type: none"> a. The contractor is to prepare a Construction Noise Management Plan prior to receiving the CC to ensure the noise requirements outlined in the ICNG is met and to manage noise impacts associated with the project to minimise disruption including: <ol style="list-style-type: none"> i. Strategies to ensure compliance with operational and construction noise levels ii. At-source acoustic attenuation measures. iii. Implement a noise monitoring log to record any complaints, the issue/impact and record how this was managed accordingly.

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Construction Traffic Impacts	<p>14. The following road network improvements are currently being undertaken or completed by RMS as part of the North Airport Precinct upgrade to assist with traffic management:</p> <ul style="list-style-type: none"> a. Road network improvements including widening O’Riordan Street to three lanes in each direction between Bourke Road and Robey Street. b. Making Robey Street one way eastbound between Qantas Drive and O’Riordan Street – already completed. c. Making O’Riordan Street one way southbound between Robey Street and Joyce Drive (westbound) – already completed. d. Providing a new right turn bay from O’Riordan Street into King Street (westbound). e. Providing dual left turn lanes from O’Riordan Street into Bourke Road. <p>15. Traffic management strategies will be implemented in accordance with the Construction Pedestrian and Traffic Management Plan including:</p> <ul style="list-style-type: none"> a. Traffic management measures, construction warning/guidance signs and devices will be provided in King Street, Kent Road and on the internal access roads within the Qantas Corporate Campus, in accordance with the Australian Standards and the Roads and Maritime Service’s Manual for Traffic Control at Work Sites. b. Truck movements to be restricted to designated truck routes. At no time will trucks be permitted to park on-street in the vicinity of the site during construction. c. During demolition, excavation and construction, trucks transporting material to and from the site will be accommodated on-site. d. Access arrangements and vehicle movements to and from the site will be managed by qualified traffic controllers. e. Access to the construction compound (located on the northern side of King Street, west of O’Riordan Street) will be provided onto King Street and through the corporate campus site to Qantas Drive and Kent Road. Works will be staged to minimise traffic effects on the operation of the surrounding road network and to maintain appropriate access for the continued Qantas operations on site, including access to the Corporate campus. f. All construction deliveries will be in accordance with Council’s requirements and the NSW Police regulations. g. During construction, King Street South, could be expanded to provide up to 170 additional car parking spaces and alleviate parking impacts. h. Pedestrian containment fencing will be provided adjacent to the construction activity to provide a safe path of travel for pedestrians walking between King Street and the corporate campus. i. The design, set out and erection of the construction hoarding and containment fencing will be the responsibility of the site contractor/builder. j. Pedestrian warning signs and construction safety signs/devices will be located adjacent to the driveways and the construction compounds, in accordance with SafeWork NSW requirements. k. The arrival and departure of trucks and the movements of pedestrians across the driveways will be managed and controlled by qualified traffic controllers. l. Truck drivers will be inducted, and work personnel will be required to wear high visibility fluorescent safety vests and Personnel Protective Equipment (PPE). Wet weather clothing will also be made of high visibility fluorescent material. m. Construction traffic to be restricted to the main road network through the area. Trucks will be prevented from accessing other roads

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	<p>in the vicinity of the site.</p> <p>n. Construction activity will be staged and coordinated with the on-going operation of the site to minimise traffic impact on the surrounding network.</p>
Construction management	<ol style="list-style-type: none"> 1. Ongoing consultation with ARTC throughout the construction process will occur to ensure there will be no operational impacts to the adjacent rail line. Ongoing meetings will be held on the following matters: <ol style="list-style-type: none"> a. All proposed earthworks, including piling and excavations, in the vicinity of the rail corridor including safe work method statements and construction methodologies. b. Coordination of overlapping construction programs in relation to the Rail Corridor Duplication and the project. 2. Ongoing consultation and communication with surrounding properties will occur to ensure neighbouring residents remain informed about construction activities. This includes: <ol style="list-style-type: none"> a. Appointment of a single point of contact through construction and publication of these contact details. b. Establishment of regular construction coordination and access meeting with adjoining contracts to manage vehicular flows. c. Establishment of a complaints handling procedure with a register detailing the issue, actions taken and closure of all issues and actions.
Operational Traffic and Parking	<ol style="list-style-type: none"> 1. Existing pedestrian footpaths will be upgraded to meet the 2m requirement where possible, noting site constraints which restricts the upgrades of all paths. 2. New footpaths will be constructed surrounding the car park building and flight training centre to further improve site permeability and connectivity. 3. All parking areas, including parking bays, ramps and circulation aisles, have been designed in accordance with the Australian Standards. 4. A parking guidance system may be implemented if found necessary, to inform motorists of the number of vacant parking spaces on each level. 5. Access driveways and internal roads around the flight training centre have been designed to cater for service vehicles ranging from rigid trucks to articulated vehicles, in accordance with the Australian Standards. 6. All bicycle routes within the project site will be upgraded with improved signage and connectivity, however the ongoing maintenance and quality of the bicycle paths outside of the project is not included in the project scope. 7. Preparation of a Travel Demand Management Strategy and Workplace Travel Plan 8. Should worst case scenario arise, and traffic is queuing into King Street, a photo recognition system would be installed in place of using swipe card access to control faster vehicular access to the site.
Heritage	<ol style="list-style-type: none"> 1. During the excavation process, should any object with archaeological potential be uncovered, all work is to cease, and a suitably qualified archaeologist engaged. 2. Prior to demolition, any identified significant moveable objects should be documented and stored in another secure areas, for example Qantas' archives. 3. Implement an 'unexpected finds protocol' to ensure that if, during excavation, any items of potential archaeological significance are uncovered

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	they are identified, managed, protected and preserved.
Archaeology	<ol style="list-style-type: none"> 1. In the event that sub-surface material in the form of building footings, structural remains or artefact deposits are found in the course of site works, the following steps are recommended: <ol style="list-style-type: none"> a. All works cease in the vicinity of the find to avoid further disturbance of remains. b. The person who makes the discovery is to notify the head contractor/site manager of the site. c. The head contractor/site manager is to seek advice from an archaeological consultant to assess the find. The assessment may require notification to the Heritage Division in accordance with s146 of the Heritage Age 1977. Depending on the nature of the find, additional assessment and possibly a s140 excavation permit may be required prior to the recommencement of excavation in the affected area. d. No works are to continue until the find has been assessed and managed in accordance with the guidance of the archaeologist and/or the Heritage Division. e. Recommence work following approval by archaeologists and/or Heritage Division. 2. It is considered unlikely that human skeletal remains will be present within the site, however, should such finds be uncovered all works must stop in the vicinity of the find and the NSW Police be contacted immediately for investigation. Works must not recommence until directed by the Police.
Hazardous materials	<ol style="list-style-type: none"> 1. Hazardous materials survey will be conducted prior to works commencing on site. 2. During demolition or refurbishment works, if any materials that are not referenced in the report are suspected of containing asbestos are encountered, then works must cease and an asbestos hygienist should be notified to determine whether the material contains asbestos. 3. Synthetic Mineral Fibres Materials that are likely to be disturbed during any proposed demolition or refurbishment works will be handled in accordance with the <i>Code of Practice for the Safe Use of Synthetic Mineral Fibres</i>. 4. Any works that are likely to disturb LCP surfaces will be conducted in accordance with the <i>Guide to Lead paint Management and Part 7.2 of the NSW Work Health & Safety Regulation, 2011</i>. 5. Appropriately licenced contractors will be engaged to remove any hazardous materials found. 6. Appropriate signage and exclusion zones maintained during applicable works. 7. Complete comprehensive Environmental investigations and CEMP. 8. The Principal Contractor will be required to conduct daily toolbox meetings with all personnel to review management procedures and identify/discuss daily site conditions and potential hazard. 9. Complete comprehensive Environmental investigations and CEMP.
Human health and contamination	<ol style="list-style-type: none"> 1. Compliance with Acid Sulfate Soil Management Plan (ASSMP) and CEMP. The ASSMP provides detailed mitigation measures for the earthworks program, stockpile management and contingency plans. This includes: <ol style="list-style-type: none"> a. Excavation activities will occur in a staged process to allow efficient assessment and management of the excavated materials. b. Excavated materials will be placed on an impermeable surface such as a PVC liner or compacted clay with a 300mm layer of

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	<p>crushed limestone.</p> <ul style="list-style-type: none"> c. The stockpiled materials should be either treated/neutralised with lime at a rate designed from insitu sampling data (if available) or the stockpiles should be assessed for ASS/PASS and neutralised accordingly. d. Excavations into ASS/PASS material should be filled as soon as practicable to minimise the amount of time ASS/PASS are exposed to the atmosphere. e. Excavated ASS/PASS should be laid down in layers up to 300mm thick with lime applied as the required rate between layers. f. The ASS/PASS and lime should be mixed with an excavator taking care not to damage the impervious later at the base. g. The stockpiles should be covered and banded to prevent rain fall and stormwater ingress and prevent runoff from the stockpile entering the receiving environment. h. The stockpiles should have a runoff capture drain to allow any runoff to be managed. i. Runoff should be sampled and managed accordingly before release to the environment/stormwater. j. The stockpiled material should be sampled and analysed for SPOCAS to validate the effectiveness of the treatment/neutralisation. k. If sampling of the stockpile following treatment/neutralisation shows the suitability criteria to not be met, then additional treatment/neutralisation is required. l. If site conditions do not allow for on-site treatment/neutralisation, then off-site disposal to a licensed facility is required. m. If excavations are required below the water table and dewatering is required, a dewatering management plan will be prepared n. If stockpile runoff is shown to be unsuitable for release to the environment or the local stormwater network, a water treatment plan for disposal will be required. o. If stockpiled runoff breaches the bund, excavation of the impacted area and treatment/neutralisation will be required. <ul style="list-style-type: none"> 2. Preparation of a Remedial Action Plan if any works proposed are to be done in the vicinity of the underground storage tanks located in the bus refuel area, however it is noted that this area does not currently sit within the development footprint. 3. Preparation of an Environmental Management Plan (EMP) to manage any contamination and the impacted groundwater located beneath the site.
<p>Sediment, erosion and dust controls</p>	<ul style="list-style-type: none"> 1. All erosion and sediment control measures will be designed in accordance with the <i>Managing Urban Stormwater – Soils & Construction – Soils & Construction Volume 1 2004 (Landcom)</i>. 2. Appropriate hoardings to be provided around the site. 3. Ensure construction vehicles have been appropriately cleaned before exiting the site. 4. Ensure sufficient wetting-down is completed during demolition and excavation activities. 5. Ensure stockpiles are sufficiently protected. 6. Implement best practice erosion and sedimentation controls in accordance with the CEMP. 7. Sediments will be removed prior to discharge to the existing stormwater system and an adequate overland flow path will be provided to avoid stormwater blockages.

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	<ol style="list-style-type: none"> 8. Dust suppression measures including construction vehicle suppression and cleaning system are to be in place as procedures to control erosion and sediment. 9. Conduct regular visual inspections of silt socks and all other sedimentation controls to ensure integrity of the systems is maintained at all times. 10. Provide dedicated wash-out facilities for use by relevant subcontractors.
Construction Waste Management	<ol style="list-style-type: none"> 1. A comprehensive survey of the existing site shall be conducted to identify existing materials for reuse or recycling. Salvageable materials include sandstone, bricks, timber, and similar materials suitable for re-use. 2. Excavated materials shall be reused on the site wherever possible. Any surplus materials needing to be exported from the site will be sorted into separate classifications i.e. soil, rock, concrete, steel, aluminium, timber, etc. and exported to facilities which are appropriately licenced to accept them. 3. Prior to commencement of demolition and excavation works, a hazardous material and contaminated ground survey will be undertaken. Any hazardous materials identified will be disposed of in accordance with statutory and EPA requirements. 4. Preparation and implementation of a project specific Waste Management Plan (WMP) to manage all waste streams expected to be generated from the site. 5. Complete comprehensive Environmental investigations and CEMP 6. Validation of waste classification will be required before spoil material is removed from the site. 7. Bins closed between uses and bunding around bins to “trap” litter. 8. All spoil must be transported to a site that is licenced to receive that category of spoil/waste as appropriate.
Fire and incident management	<ol style="list-style-type: none"> 1. Implement automatic fire detection to provide occupant warning and notification to fire brigade. The primary activation mechanism of the emergency warning system is an automatic fire detection system, including heat detectors within the open deck car park. Where manual call points are proposed, they will be supplementing rather than replacing the automatic activation. 2. Implementation of fire aid firefighting equipment (fire hose reels and fire extinguishers). 3. The fire hydrant booster assembly of the flight training centre will be located along and parallel to King Street in a location that is accessible by appliances and preferred by FRNSW during the design options analysis process. 4. The fire hydrant booster assembly of the car park will be located at the south-west corner in the south elevation adjacent to the car park entry, also accessible by appliances. 5. Sufficient means of egress and emergency plan and staff training. 6. Implementation of fire resisting building elements 7. The flight training centre will have fire compartmentation. 8. Natural ventilation of heat and smoke in the carpark to slow down temperature increase and delay onset of untenable conditions. 9. Planters proposed at the multi-storey car park comply with fire safety regulations. 10. Pre-incident planning with adjacent fire stations.



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Social Impacts	11. Site inductions will include site requirements for all employees working during the construction phase. The weekly toolbox talks will reinforce these requirements which include: <ul style="list-style-type: none">a. No inappropriate language.b. No throwing rubbish on streets.c. Parking of vehicles legally.d. Wearing appropriate clothing.
Contributions	1. The payment of Section 7.11 contributions will be made in accordance with the City of Botany Bay S7.11 Development Contributions Plan 2016 (Amendment 1) on the net increase in occupancy which as per Bayside Council's submission equates to 146.40 workers. At the 2019/2020 rate of \$4,648.99 per worker the contribution would be \$680,612.14.

APPENDIX 3 INCIDENT NOTIFICATION AND REPORTING REQUIREMENTS

WRITTEN INCIDENT NOTIFICATION REQUIREMENTS

1. A written incident notification addressing the requirements set out below must be emailed to the Department at the following address: compliance@planning.nsw.gov.au within seven days after the Applicant becomes aware of an incident. Notification is required to be given under this condition even if the Applicant fails to give the notification required under condition C11 or, having given such notification, subsequently forms the view that an incident has not occurred.
2. Written notification of an incident must:
 - a. identify the development and application number;
 - b. provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident);
 - c. identify how the incident was detected;
 - d. identify when the applicant became aware of the incident;
 - e. identify any actual or potential non-compliance with conditions of consent;
 - f. describe what immediate steps were taken in relation to the incident;
 - g. identify further action(s) that will be taken in relation to the incident; and
 - h. identify a project contact for further communication regarding the incident.

INCIDENT REPORT REQUIREMENTS

3. Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Applicant must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.
4. The Incident Report must include:
 - a. a summary of the incident;
 - b. outcomes of an incident investigation, including identification of the cause of the incident;
 - c. details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and
 - d. details of any communication with other stakeholders regarding the incident.