

Sunday, 5 March 2023

Detailed changes and updates only

DA 2022/36

Mitchell Highway, Narromine, Lot 23 DP 1278134

Includes only changes made to SEE revision F. Where no change is proposed to revision F no comment is made.

Development applications changes and updates

Summary

- reflect change in draft subdivision footprint to include the soon to be vacated Incitec site
- reflect the change to shift the facility to the southern side of the runway to avoid apparent user conflict
- reflects 2 lot subdivision plan to better align with Council's Masterplan of the Aerodrome. Request to purchase 21HA (approx.) of land and not 28HA.

Summarised updates to EIS version F are seen below.

Page	Version (F) reference	Summary	Change	Description of change
4	Development Summary	UAV Facility size, internal layout	No	
		UAV facility location	Yes	Proposed location to the south of the runway (11/29)
		Wastewater	Yes	Proposed location to the south of the runway 11/29 and adjacent to the UAV facility. No increased impact.
		Power supply	Yes	Less overall impact. Existing power supply now identified on Incitec lease which will soon be vacated. Propose to run power underground from this location to UAV facility. See PLAN A SITEPLAN
		Layout of subdivision 28 HA on western end of aerodrome	Yes	Propose 2 lot subdivision which will allow for a total of approximately 21 HA to be sold. Lot boundary to be created to match more approximately the future use layout resolved in the Narromine Aerodrome Master Plan. Lot to allow provision to include soon to be vacated Incitec lease in the area to be sold to Simmons Global. See Plan A.

PLAN A- Site Plan UAV facility

Note: A3 version also attached



16	2.0 Existing Environment			
26	2.14 Regional Geology 2.14.1 Geology 2.14.2 Soil 2.14.3 Salinity	The Narromine 1:250,000 Geological Map (Sheet SI 55-3, 2nd Ed. 1997) indicates the site is situated on the Tertiary Formation from the Cenozoic period. The geology is generally alluvium without any obvious meanders.	Yes	Change in location of the UAV facility. Location planned is still within the overall site location. No differences to the overall description of the development site.

RECEPTOR DISTANCES SHOWN BELOW



36	<p>3.0 The proposal</p> <p>3.1 Introduction</p>	<p>The proposal seeks to establish an air transportation business utilising an Unmanned Aerial Vehicles (UAV Air Transportation Facility). The UAV facility will include all aspects of research, manufacture, maintenance and operations of Unmanned Aerial Vehicles. The remote piloting of drones and all aspects of the operations will be undertaken in line with standard airport procedures and CASA guidelines/ legislation.</p> <p>We are seeking approval for the Unmanned Aerial Vehicle facility only. We do not have any detail at this time of future stages. Note that all plans reflect the Development Application for the UAV facility</p>	yes	<p>No change to the overall description of the proposal.</p> <p>The development will have the following characteristics:</p> <ol style="list-style-type: none"> 1. The development will be located south of existing runway 11/29. 2. It will be comprised of a dedicated shed apron, access road, vehicle parking, outdoor storage area, administration building, amenities building, onsite wastewater treatment system and water storage tanks. 3. Road access will be via Powell Place thence along the Mitchell Highway frontage to the new Lot 1 boundary. This is near the Big-N entrance to the Mitchell Highway. No access will be available from the Mitchell Highway. 4. Utility services will be established for telecommunications and power. 5. Two land parcels of 21 ha in area in total will be subdivided from the existing Lot 23 in DP 1278134. This parcel will contain buildings, parking, storage, and works associated with the development. <p>See Plan D- Elevations</p>
37	3.2 Shed and Facilities	<p>The shed will have the following characteristics:</p> <ul style="list-style-type: none"> • Width: 33.96m • Length: 60.8m • Height: up to 12.8m 	Yes	No change to shed characteristics

		<p>The site falls under the Narromine Local Environmental Plan 2011 (LEP 2011). The site is zoned SP2 – Special Infrastructure.</p> <p>There is no minimum lot size.</p> <p>The lots will be subdivided as follows:</p> <ul style="list-style-type: none"> • Lot 1: a lot containing approximately 28 Ha located at the western section of the property. This lot will contain the development; and • Lot 2: a lot containing the residue area of the aerodrome. 		<p>The lots will be subdivided as follows:</p> <ul style="list-style-type: none"> • Lot 1: a lot containing approximately 21 Ha located at the south western section of the property. This lot will contain the development; and Lot 2: a lot containing balance of aerodrome land
40	<p>3.5 Traffic and Access</p> <p>3.5.1 Existing</p> <p>3.5.1.1 Mitchell Highway</p> <p>3.5.1.2 Tom Perry Drive</p> <p>3.5.1.3 Powell Place</p> <p>3.5.1.4 Big N Entrance</p> <p>3.5.2 Traffic Loading</p> <p>3.5.2.1 Aviation Business Park</p> <p>3.5.2.2 Construction and operational traffic</p>	<p>Access will be via the Powell Place thence along the Mitchell Highway frontage to the new Lot 1 boundary.</p>	Yes	<p>No change in impact</p> <p>Change in Access Road Plan internally only. Internal road built to new facility location only. See below for internal access road.</p> <p>Internal road pathways to still support truck movements as previously outlined. No change in size to existing application.</p>
47	<p>3.7 Servicing</p> <p>3.7.1 Water supply</p>	<p>Potable water requirements are outlined on page 21 of the Barnson report – see Appendix E.</p>	yes	<p>Overall less impact and reuse of existing infrastructure</p> <p>Water will still be captured from the roof as per SEE version F.</p>

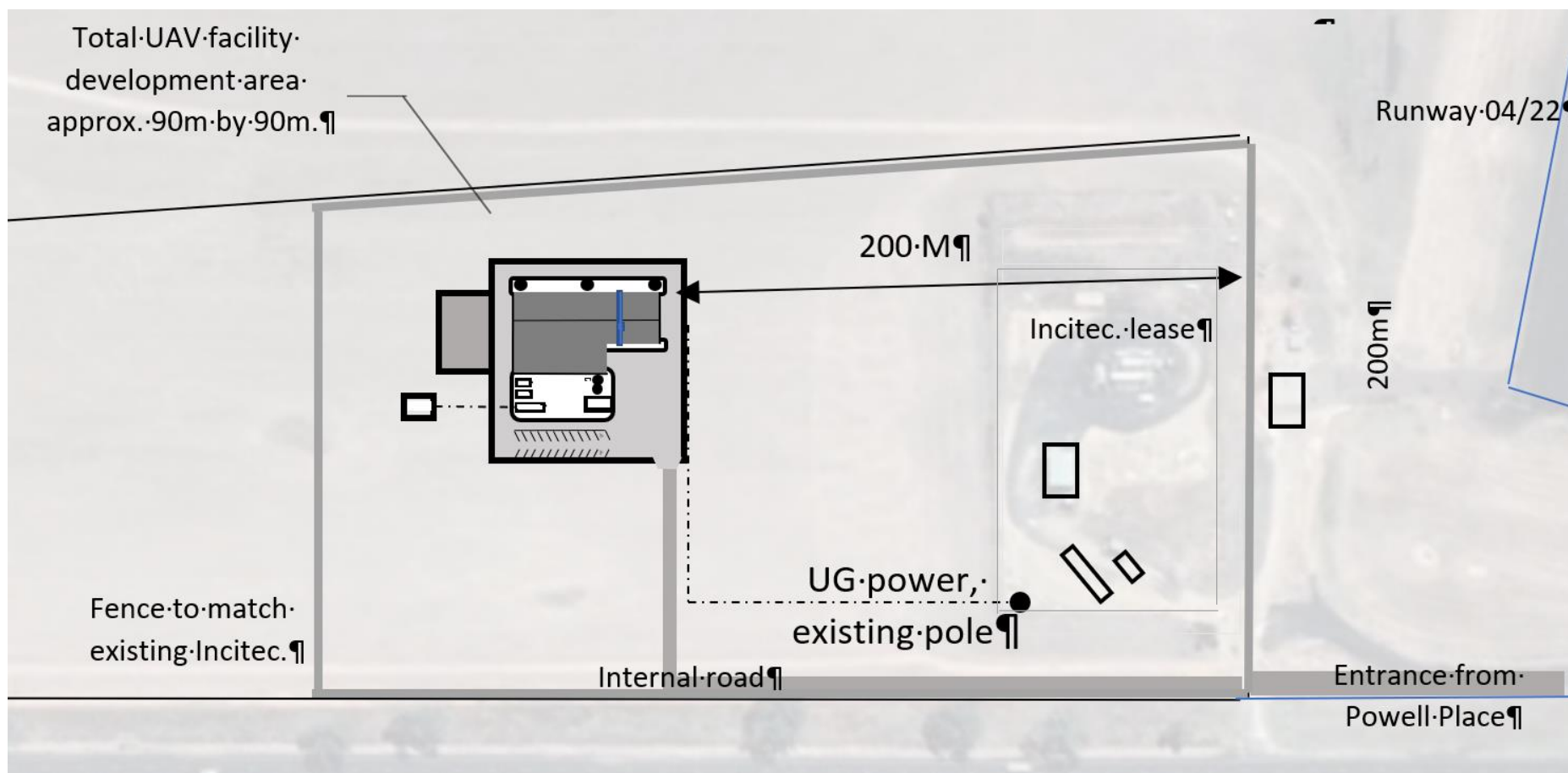
				<p>Tank configuration for fire fighting as per SEE version F.</p> <p>A water connection does exist to soon to be vacated Incitec site. This feed will be additional to the tanks to be located for rainwater capture.</p>
47	3.7.2 Power Supply	Power will be extended to the site from the nearby network.	Yes	<p>Overall less impact and reuse of existing infrastructure</p> <p>There is an existing power supply at the soon to be vacated Incitec site and now included in the subdivision and development proposal.</p> <p>Reticulation to the building location will be underground.</p>
48	3.7.5 Stormwater and Flooding	The site is located away from areas of high flood affectation.	Yes	<p>Due only to the changed location of the facility stormwater will be directed westerly within the proposed Lot 1 of the Subdivision.</p> <p>Stormwater will be retained within the subdivided lot.</p> <p>Considerations in regards to wastewater and flooding remain as per SEE revision F. New location of enviro cylce is shown on detailed plan.</p>
53	3.8 Noise and Air Quality 3.8.1 Noise 3.8.1.1 Construction noise 3.8.1.2 Operation noise	Receptors are located to the west and northwest of the development site. Noise levels are not expected to exceed noise general industrial levels.	yes	<p>Overall lower impact.</p> <p>The development will have less impact on the western receptor that indicated in SEE revision F.</p> <p>The development is closer to the new industrial estate.</p>

				<p>See receptors outlined as above.</p> <p>The development is along the Mitchell Highway and adjacent to the existing Incitec Industrial site.</p>
58	3.10 CASA, Air Service and Council requirements	<p>The project will comply with the operational requirements of the existing Aerodrome Manual. The development will not utilise any existing aircraft storage sites or interfere with the operations of aviation events. The development complies with Clause 6.9 of the Narromine LEP 2011 in that the development is located below the Obstacle Height Limitation.</p>	Yes	<p>Overall lower impact</p> <p>The facility will be constructed further to the south of runway 11/29 than the original distance planned.</p> <p>The facility will be constructed away from the glider runway</p>
78	4.6.2 Strategic Plans 4.6.2.1 Aerodrome Strategic Plan	<p>The masterplan defines Precinct 5 as having the following characteristics: The desired land uses of the industrial and transport precinct include storage, transport and construction to take advantage of the adjoining transport networks of road, rail, and air traffic. This is a long-term vision and sitespecific studies incorporating supply and demand for such land would be required prior to developing this precinct.</p>	yes	<p>Allows for a clearer alignment.</p> <p>The request to allow the sale of 21 HA into two separate allotments more readily aligns with the Masterplan and its definition of Precinct 5.</p> <p>Lot 1: 21 HA approx. within the approximate footprint of precinct 5.</p> <p>Lot 2: Balance of the aerodrome lot.</p>

82	5.0 Impact assessment and management 5.1 Traffic and Access	<p>Access via Powell Place for the Development Application outlined is requested. The existing internal access from Powell Place will be used to enter the lot of the development site near the Big N site.</p> <p>It is proposed that all internal roads will have an approximate minimum width of 7m to allow bi-directional traffic movements and will comprise a suitable compacted hardstand material.</p>	Yes	<p>Less overall impact than the previous SEE revision F.</p> <p>New location only for internal roads as shown.</p> <p>Access to remain from Powell Place.</p>
84	5.4 Drainage	Surface water will be directed to the existing drainage line.	Yes	<p>Due only to the changed location of the facility stormwater will be directed to the west of the proposed subdivision lot 1.</p> <p>Stormwater will be retained within the subdivided lot.</p>
84	5.6 Air Quality 5.6.1 Noise	It is considered that the proposed development will not introduce any detrimental noise impacts to the surrounding environment exceeding or slight exceedances during construction of the access near the two receptors	Yes	Less overall impact than outlined in the SEE revision F due to new location proposed for the UAV facility
85	5.7 Community consultation 5.7.1 Community and adjoining landholders 5.7.2 Narromine Shire Council	The proponent (with assistance from Hanlons) has undertaken preliminary consultation with various stakeholders within the Narromine community and in particular existing aerodrome uses and interested parties (Refer to Table 13).	Yes	<p>Less overall impact.</p> <p>The new location proposed for the UAV facility will have less impact on aerodrome users and addresses the further concerns of those that lodged submissions.</p>
86	5.1 Heritage	As the development is located approximately 1.8 km from the existing built area (i.e. hangars, museum, etc.) it is our opinion the development	Yes	<p>Less overall impact.</p> <p>More closely aligned to existing industrial precinct and industrial use of existing Incitec site.</p>

		will not have an impact on the heritage value of the aerodrome.		
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ACCESS OUTLINED BELOW



ENCLOSED PLANS

REV2_PLAN A_SITEPLAN_070323

REV2_PLAN B LOCATION UAV FACILITY 070323

REV2_PLAN C OLS OUTLINE_070323

REV2_PLAN D_ELEVATIONS_070323